



OaklandInternational Airport



A division of the Port of Oakland

Quarterly Aircraft Noise Report

First Quarter 2018



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Prepared by
Oakland International Airport
Noise/Environmental Compliance Office

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QUARTERLY REPORT INTRODUCTION

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

COMPLIANCE BEYOND THE CONTROL OF THE PORT OF OAKLAND

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

SAFETY COMES FIRST

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

DISCLAIMER

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

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

QUARTERLY REPORTS COMPLIANCE COMPARISON SUMMARY TABLE

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

Compliance Monitoring Quarterly Summary Comparison First Quarter 2018				
	2017Q1		2018Q1	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	94%	6%	94%	6%
Total Airport-wide Corporate Jet Departures	2,856	178	3,141	199
Runway 10R/L Jet Landing Compliance	76%	24%	68%	32%
Total Southeast Plan Corporate Jet Landings	97	30	189	88
North Field VFR Departure Compliance	94%	6%	93%	7%
Total Runways 28R/L & 33 Departures	369	25	362	28
North Field Quiet Hours Compliance	82%	18%	80%	20%
Total North Field Quiet Hours Departures	265	60	211	52
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	18,845	1	17,067	2
Night Time Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	3,638	50	3,040	32
Runway 12 Night Departure Compliance	86%	14%	99%	1%
Total Runway 12 Night Turbojet Departures	131	22	187	1
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	5,764	8	4,959	3
100 Degree Radial Turbojet Landing Compliance	99%	1%	99%	1%
Total 100 Degree Radial Turbojet Landings	3,028	46	2,578	14
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	7	0	14	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.

RUNWAY 28R/L 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 First Quarter 2018				
	January	February	March	Quarterly
Airport-wide Corporate Jet Departures	1,220	961	1,159	3,340
Compliant Corporate Jet Departures	1,131	917	1,093	3,141
Non-compliant Corporate Jet Departures	89	44	66	199
Corporate Jet Departure Compliance Rate	93%	95%	94%	94%
Excused Jet Departures	32	24	27	83
The section below compares compliance performance to airport-wide jet departures.				
Airport-wide Jet Departures	6,548	5,639	6,479	18,666
Compliant Airport-wide Jet Departures	6,459	5,595	6,413	18,467
Non-compliant Airport-wide Jet Departures	89	44	66	199
Airport-wide Jet Departure Compliance Rate	99%	99%	99%	99%

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RUNWAY 10R/L 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 First Quarter 2018				
	January	February	March	Quarterly
Southeast (SE) Plan Corporate Jet Landings *	62	6	209	277
Compliant SE Plan Corporate Jet Landings	48	4	137	189
Non-compliant SE Plan Corporate Jet Landings	14	2	72	88
SE Plan Corporate Jet Landing Compliance Rate	77%	67%	66%	68%
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Airport-wide SE Plan Jet Landings	257	90	975	1,322
Airport-wide Compliant SE Plan Jet Landings	243	88	903	1,234
Airport-wide Non-compliant SE Plan Landings	14	2	72	88
Airport-wide Jet Landing SE Plan Compliance Rate	95%	98%	93%	93%
* 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 First Quarter 2018				
	January	February	March	Total
Total VFR Departures	125	148	117	390
Total VFR Departures Over Alameda	43	31	20	94
Compliant Departures	114	140	108	362
Non-compliant Departures	11	8	9	28
Compliance Rate	91%	95%	92%	93%

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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 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 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.) First Quarter 2018				
	January	February	March	Quarterly
Total Night Departures (10:00 p.m. to 7:00 a.m.)	83	77	103	263
Compliant Night Departures	60	68	83	211
Average Compliant Departures per Night	1.9	2.2	2.7	2.3
Non-Compliant Night Departures	23	9	20	52
Average Non-Compliant Departures per Night	0.7	0.3	0.6	0.6
Night Departure Compliance Rate	72%	88%	81%	80%

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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 = 150

First Quarter 2018 (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	3	0	0.0	0.0%	0	0.0	0.0%	1	0.0	0.2%	4
2	25	2	0.0	0.4%	0	0.0	0.0%	1	0.0	0.2%	28
3	35	4	0.0	0.7%	1	0.0	0.2%	1	0.0	0.2%	41
4	28	32	0.4	5.6%	30	0.3	5.3%	33	0.4	5.8%	123
5	44	13	0.1	2.3%	6	0.1	1.1%	41	0.5	7.2%	104
6	20	6	0.1	1.1%	9	0.1	1.6%	56	0.6	9.9%	91
7	8	9	0.1	1.6%	32	0.4	5.6%	2	0.0	0.4%	51
8	37	27	0.3	4.8%	3	0.0	0.5%	0	0.0	0.0%	67
9	6	9	0.1	1.6%	4	0.0	0.7%	3	0.0	0.5%	22
10	25	8	0.1	1.4%	3	0.0	0.5%	0	0.0	0.0%	36
11	5	2	0.0	0.4%	0	0.0	0.0%	0	0.0	0.0%	7
12	7	2	0.0	0.4%	3	0.0	0.5%	1	0.0	0.2%	13
13	4	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	5
14	9	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	10
All NMTs	256	116	1	0	91	1	0	139	2	0	602

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Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 126

First Quarter 2018 (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	35	4	0.0	1.7%	1	0.0	0.4%	1	0.0	0.4%	41
4	28	32	0.4	13.4%	30	0.3	12.6%	33	0.4	13.8%	123
5	44	13	0.1	5.4%	6	0.1	2.5%	41	0.5	17.2%	104
6	20	6	0.1	2.5%	9	0.1	3.8%	56	0.6	23.4%	91
7	8	9	0.1	3.8%	32	0.4	13.4%	2	0.0	0.8%	51
8	37	27	0.3	11.3%	3	0.0	1.3%	0	0.0	0.0%	67
Total	172	91	1.0		81	0.9		133	1.5		477

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

First Quarter 2018 (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	25	2	0.0	0.6%	0	0.0	0.0%	1	0.0	0.3%	28
9	6	9	0.1	2.7%	4	0.0	1.2%	3	0.0	0.9%	22
10	25	8	0.1	2.4%	3	0.0	0.9%	0	0.0	0.0%	36
11	5	2	0.0	0.6%	0	0.0	0.0%	0	0.0	0.0%	7
12	7	2	0.0	0.6%	3	0.0	0.9%	1	0.0	0.3%	13
13	4	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	5
14	9	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	10
Total	81	25	0.3		10	0.1		5	0.1		121

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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 First Quarter 2018				
	January	February	March	Quarter
Runway 30 Turbojet Departures	6,174	5,464	5,431	17,069
Compliant Departures	6,172	5,464	5,431	17,067
Non-compliant Departures	2	0	0	2
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 First Quarter 2018				
	January	February	March	Quarter
Runway 30 Nighttime Turbojet Departures	1,057	933	1,082	3,072
Buffer Time Departures	5	12	9	26
Compliant Departures	1,048	917	1,075	3,040
Non-compliant Departures	9	16	7	32
HUSSH gate misses	5	7	4	16
NIITE gate misses	6	7	2	15
REBAS gate misses	7	13	6	26
Compliance Rate	99%	98%	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) First Quarter 2018, 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	
First Quarter 2018 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B763	167	56	37	66	75	17
DC10/MD10	56	19	33	68	77	20
MD11	214	71	104	67	76	18
A306	102	34	38	65	74	13
B757	164	55	46	65	74	14
B77L	64	21	16	66	76	18
Difference [A-B]						
DC10/MD10		-68	1	-1	-1	-2
MD11		39	91	-3	-3	-6
A306		-33	17	-2	-3	-12
(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)						
First 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	
First Quarter 2017 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B763	88	29	25	66	74	17
DC10/MD10	58	19	31	67	76	21
MD11	152	51	95	66	75	17
A306	90	30	34	65	74	14
B757	151	50	61	65	74	14
B77L	57	19	16	65	75	15
Difference [A-B]						
DC10/MD10		-68	-1	-2	-2	-1
MD11		19	82	-4	-4	-7
A306		-37	13	-2	-3	-11
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event. Source: ANOMS (Airport Noise and Operations Monitoring System)						

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RUNWAY 12 NIGHT DEPARTURE PROCEDURE

The Runway 12 Night Departure Procedure is an informal radial heading departure procedure at Oakland International Airport established to reduce noise on San Leandro residential communities at nighttime. Turbojet aircraft should depart from Runway 12 and make a right turn to a heading of 140 degrees between 10:00 p.m. and 7:00 a.m.

Runway 12 Night Departure NAP Compliance Summary (10:00 PM to 7:00 AM) First Quarter 2018				
	January	February	March	Quarter
Jet Departures	13	0	175	188
Non-Compliant Departures	0	0	1	1
Compliant Departures	13	0	174	187
Compliance Rate	100%	No SE Plan	99%	99%
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 First Quarter 2018				
	January	February	March	Quarter
Runups - 7:00 PM to 10:00 PM	1	1	1	3
Runups Greater Than 75 dBA	0	0	0	0
Runups - 10:00 PM to 7:00 AM	3	2	5	10
Runups Greater Than 70 dBA	0	0	0	0
Total Evening and Nighttime Runups	4	3	7	14
Total Non-compliant Runups	0	0	0	0
Compliance Rate	100%	100%	100%	100%

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RUNWAY 30 EAST TURN DEPARTURES 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 First Quarter 2018				
	January	February	March	Quarter
Total Runway 30 East Turn Turbojet Departures	1,822	1,580	1,560	4,962
Non-compliant Turbojet Departures	2	1	0	3
Total Turbojet Aircraft Above 2,900 Feet ASL*	1,820	1,579	1,560	4,959
Compliance Rate	100%	100%	100%	100%
Excused Turbojet Departures	19	15	25	59
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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100 DEGREE RADIAL TURBOJET LANDING 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 First Quarter 2018				
	January	February	March	Quarter
Turbojets on Downwind RWY 30 Approach	925	865	802	2,592
Non-compliant Turbojets	7	4	3	14
Total Turbojet Aircraft Above 3K Feet ASL*	918	861	799	2,578
Compliance Rate	99%	100%	100%	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
January 2018**

Community	Callers	Complaints
Alameda(BFI)	77	439
Alameda(Central)	12	136
Berkeley	3	6
Castro Valley	1	1
Fremont	2	3
Hayward	4	128
Oakland	23	4842
Piedmont	0	0
San Francisco	1	64
San Leandro	4	11
Union City	0	0
San Lorenzo	1	3
Other Communities	11	624
Total	139	6257
Complaints by Time of Day		
Day (0700 - 1900)		1529
Evening (1900 - 2200)		445
Night (2200 - 0700)		4283
Complaints by Type of Operation		
Arrivals		5474
Departures		750
Over-flights		31
Touch & Go		2
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		246
Helicopter		19
Jet		5691
Military		2
Not Reported		0
Other		29
Propeller		144
Turbo-prop		126

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**Oakland International Airport
Noise Complaint Summary
February 2018**

Community	Callers	Complaints
Alameda(BFI)	43	288
Alameda(Central)	9	141
Berkeley	3	4
Castro Valley	1	1
Fremont	1	6
Hayward	4	61
Oakland	26	3022
Piedmont	1	3
San Francisco	3	83
San Leandro	3	4
Union City	0	0
San Lorenzo	1	2
Other Communities	16	365
Total	111	3980
Complaints by Time of Day		
Day (0700 - 1900)		1491
Evening (1900 - 2200)		849
Night (2200 - 0700)		1640
Complaints by Type of Operation		
Arrivals		2691
Departures		1147
Over-flights		58
Touch & Go		84
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		177
Helicopter		28
Jet		3279
Military		3
Not Reported		0
Other		43
Propeller		247
Turbo-prop		203

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**Oakland International Airport
Noise Complaint Summary
March 2018**

Community	Callers	Complaints
Alameda(BFI)	64	447
Alameda(Central)	11	173
Berkeley	3	13
Castro Valley	2	4
Fremont	2	2
Hayward	7	85
Oakland	30	5261
Piedmont	1	1
San Francisco	2	108
San Leandro	4	8
Union City	1	1
San Lorenzo	0	0
Other Communities	21	752
Total	148	6855
Complaints by Time of Day		
Day (0700 - 1900)		2124
Evening (1900 - 2200)		1245
Night (2200 - 0700)		3486
Complaints by Type of Operation		
Arrivals		5386
Departures		1443
Over-flights		21
Touch & Go		5
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		585
Helicopter		16
Jet		5311
Military		0
Not Reported		0
Other		409
Propeller		371
Turbo-prop		163

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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.) First Quarter 2018					
	January	February	March	Total	Percentage
Runway 28L	16	16	20	52	35%
Runway 28R	20	24	24	68	45%
Runway 33	0	1	5	6	4%
Alameda Overflights	36	41	49	126	84%
Runway 10L	2	0	8	10	7%
Runway 10R	4	2	7	13	9%
Runway 15	0	0	1	1	1%
San Leandro Overflights	6	2	16	24	16%
Total Departures	42	43	65	150	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 First Quarter 2018				
	January	February	March	Total
VFR Departures				
Runway 28L	8	7	9	24
Runway 28R	68	68	61	197
Runway 33	51	73	50	174
VFR Departures	127	148	120	395
IFR Departures				
Runway 28L	282	244	221	747
Runway 28R	494	509	500	1,503
Runway 33	187	266	176	629
IFR Departures	963	1,019	897	2,879
Total Departures	1,090	1,167	1,017	3,274

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Operations Table 3. Runway Use by Aircraft Category

	Aircraft Category	OAK Aircraft Operations by Category and Runway First Quarter 2018											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Corporate Jets	194	174	-	3	-	22	61	517	2,591	-	3,194	3,194
	Helicopters	-	-	-	-	1	-	-	1	1	111	114	114
	Commercial Jets	978	15,402	16,380	-	-	-	9	57	11	-	77	16,457
	Military	-	4	4	-	-	-	-	-	-	-	-	4
	Propeller	1	7	8	62	86	20	8	177	1,377	-	1,730	1,738
	Regional Jets	47	456	503	-	-	6	5	14	224	-	249	752
	Turboprops	24	240	264	2	1	47	79	130	1,098	-	1,357	1,621
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		1,244	16,283	17,159	67	88	95	162	896	5,302	111	6,721	23,880
Departures	Corporate Jets	26	2,755	2,781	-	63	27	227	180	62	-	559	3,340
	Helicopters	-	1	1	-	1	1	-	-	-	94	96	97
	Commercial Jets	915	13,710	14,625	-	-	-	5	33	2	-	40	14,665
	Military	2	3	5	-	-	-	-	-	1	-	1	6
	Propeller	1	25	26	135	725	38	1	97	863	-	1,859	1,885
	Regional Jets	31	601	632	-	-	2	16	3	1	-	22	654
	Turboprops	17	204	221	2	11	94	11	459	774	-	1,351	1,572
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		992	17,299	18,291	137	800	162	260	772	1,703	94	3,928	22,219
Touch & Go Sub-totals		-	2	2	10	89	19	-	77	424	18	637	639
Grand Total		2,236	33,584	35,452	214	977	276	422	1,745	7,429	223	11,286	46,738

Operations Table 4. Runway Use by Jet Aircraft Category

	Aircraft Category	RUNWAYS First Quarter 2018											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Commercial Jets	978	15,402	16,380	-	-	-	9	57	11	-	77	16,457
	Regional Jets	47	456	503	-	-	6	5	14	224	-	249	752
Commercial Jet Sub-totals		1,025	15,858	16,883	-	-	6	14	71	235	-	326	17,209
	Corporate Jets	194	174	368	3	-	22	61	517	2,591	-	3,194	3,562
All Jet Arrivals Sub-totals		1,219	16,032	17,251	3	-	28	75	588	2,826	-	3,520	20,771
Departures	Commercial Jets	915	13,710	14,625	-	-	-	5	33	2	-	40	14,665
	Regional Jets	31	601	632	-	-	2	16	3	1	-	22	654
Commercial Jet Sub-totals		946	14,311	15,257	-	-	2	21	36	3	-	62	15,319
	Corporate Jets	26	2,755	2,781	-	63	27	227	180	62	-	559	3,340
All Jet Departures Sub-totals		972	17,066	18,038	-	63	29	248	216	65	-	621	18,659
Grand Total		2,191	33,098	35,289	3	63	57	323	804	2,891	-	4,141	39,430

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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

Runway 28R/L Jet Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
1/2/2018 7:38	LXJ440	N440FX	LJ45	3327	28L	B	Departure Timing	No
1/7/2018 11:18	GDG48	N8888H	H25C	6367	28L	B	Departure Timing	No
1/24/2018 16:01	N703DS	N703DS	GLEK	3716	28L	B	Departure Timing	No
1/28/2018 9:59	EJA726	N726QS	GALX	4240	28L	B	Departure Timing	No
2/3/2018 11:42	PXT170	N170TM	C525	4254	28R	B	Departure Timing	No
2/6/2018 8:30	EJA656	N656QS	C56X	3624	28L	B	Departure Timing	No
2/13/2018 12:01	LAK60	N560JM	C560	3343	28R	B	Departure Timing	No
2/14/2018 11:33	TKM22	N352JM	CL30	3201	28L	B	Departure Timing	No
2/26/2018 18:09	EJA818	N818QS	C560	3311	28R	B	Departure Timing	No
3/8/2018 13:53	GDG28	N880LT	H25C	4252	28L	B	Departure Timing	No
3/9/2018 11:49	EJA818	N818QS	C560	4217	28L	B	Departure Timing	No
3/10/2018 11:37	EJA618	N618QS	C56X	4237	28L	B	Departure Timing	No
3/19/2018 19:17	EJA846	N846QS	C560	3362	28L	B	Departure Timing	No
3/22/2018 16:18	LXJ474	N474FX	LJ75	4551	28L	B	Departure Timing	No
3/23/2018 11:58	GAJ513	N513UP	C56X	4222	28L	B	Departure Timing	No
3/29/2018 14:32	N61FF	N61FF	CL60	2224	28L	B	Departure Timing	No
3/31/2018 13:52	N610JC	N610JC	C550	3204	28L	B	Departure Timing	No
						Departure Timing	17	
1/6/2018 7:28	LN888CP	N888CP	LJ31	3735	28L	B	Lifeguard Medical	Yes
1/6/2018 22:25	LN509RP	N509RP	C550	4256	28L	B	Lifeguard Medical	Yes
1/13/2018 0:08	LN509RP	LN509RP	C550	4562	28L	B	Lifeguard Medical	Yes
1/14/2018 9:37	LN509RP	LN509RP	C550	4210	28L	B	Lifeguard Medical	Yes
1/15/2018 7:16	LN509RP	LN509RP	C550	4533	28R	B	Lifeguard Medical	Yes
1/15/2018 12:49	LN351AM	LN351AM	LJ35	6325	28R	B	Lifeguard Medical	Yes
1/16/2018 12:04	LN135AJ	LN135AJ	LJ35	3313	28L	B	Lifeguard Medical	Yes
1/17/2018 8:32	LN904LR	N904LR	C560	3370	28R	B	Lifeguard Medical	Yes
1/20/2018 9:23	LN777AX	LN777AX	C550	4223	28L	B	Lifeguard Medical	Yes
1/20/2018 18:10	LN777AX	N777AX	C550	4513	28R	B	Lifeguard Medical	Yes
1/22/2018 18:50	LN129TK	N129TK	LJ35	3627	28R	B	Lifeguard Medical	Yes
1/28/2018 17:57	LN581HC	N581HC	C25C	1774	28L	B	Lifeguard Medical	Yes
2/7/2018 11:38	LNCGAJS	LNCGAJS	LJ35	3271	28L	B	Lifeguard Medical	Yes
2/8/2018 7:39	LN310PJ	N310PJ	LJ35	3646	28R	B	Lifeguard Medical	Yes
2/9/2018 13:06	LN509RP	N509RP	C550	4520	28L	B	Lifeguard Medical	Yes
2/15/2018 8:18	LN509RP	N509RP	C550	4257	28L	B	Lifeguard Medical	Yes
2/16/2018 10:34	LN777AX	N777AX	C550	4245	28R	B	Lifeguard Medical	Yes
2/16/2018 15:26	KFS48	LEAR	LJ35	3627	28L	B	Lifeguard Medical	Yes
2/18/2018 8:42	LN811AM	N811AM	H25B	3250	28L	B	Lifeguard Medical	Yes
2/20/2018 9:24	LN777AX	N777AX	C550	1730	28R	B	Lifeguard Medical	Yes
2/25/2018 18:31	LN509RP	N509RP	C550	4516	28R	B	Lifeguard Medical	Yes
2/27/2018 6:07	LN509RP	N509RP	C550	4553	28R	B	Lifeguard Medical	Yes
3/6/2018 0:12	LN509RP	N509RP	C550	4275	28R	B	Lifeguard Medical	Yes
3/6/2018 3:00	LN45MF	N45MF	LJ35	3307	28L	B	Lifeguard Medical	Yes
3/17/2018 11:01	LN36BL	N36BL	LJ31	3625	28L	B	Lifeguard Medical	Yes
3/18/2018 1:50	LN509RP	LN509RP	C550	4535	28L	B	Lifeguard Medical	Yes
3/18/2018 13:05	LN888CP	N888CP	LJ31	3342	28R	B	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
						Lifeguard Medical	27	
1/2/2018 7:51	GDG48	N8888H	H25C	6345	28L	B	Pilot Refusal	No
1/3/2018 16:48	GDG803	N803GJ	LJ55	3636	28L	B	Pilot Refusal	No
1/4/2018 20:54	N96NA	N96NA	C25A	3375	28R	B	Pilot Refusal	No
1/7/2018 9:27	N626NT	N626NT	F2TH	4562	28L	B	Pilot Refusal	No
1/7/2018 11:04	JAS78	N215EF	F900	3204	28L	B	Pilot Refusal	No
1/9/2018 10:43	GDG803	N803GJ	LJ55	4532	28L	B	Pilot Refusal	No
1/11/2018 16:37	GDG28	N880LT	H25C	6333	28L	B	Pilot Refusal	No
1/11/2018 20:03	GDG803	N803GJ	LJ55	3643	28L	B	Pilot Refusal	No
1/12/2018 15:13	N96NA	N96NA	C525	357	28R	B	Pilot Refusal	No
1/17/2018 9:42	GDG28	N880LT	H25C	4502	28L	B	Pilot Refusal	No
1/17/2018 11:50	GDG495	N495RS	GLF4	3617	28L	B	Pilot Refusal	No
1/19/2018 13:40	N960SF	N960SF	F900	1722	28L	B	Pilot Refusal	No
1/19/2018 15:22	N980SF	N980SF	F900	1733	28L	B	Pilot Refusal	No
1/21/2018 12:25	GDG803	N803GJ	LJ55	6316	28L	B	Pilot Refusal	No
1/21/2018 17:14	GDG803	N803GJ	LJ55	3642	28L	B	Pilot Refusal	No
1/22/2018 13:00	N960SF	N960SF	F900	4276	28L	B	Pilot Refusal	No
1/25/2018 12:17	GDG48	N8888H	H25C	3666	28L	B	Pilot Refusal	No
1/26/2018 13:04	GDG803	N803GJ	LJ55	6341	28L	B	Pilot Refusal	No
1/27/2018 12:32	GDG803	N803GJ	LJ55	1715	28L	B	Pilot Refusal	No
1/28/2018 15:16	GDG803	N803GJ	LJ55	4217	28L	B	Pilot Refusal	No
1/31/2018 15:30	N960SF	N960SF	F900	4266	28L	B	Pilot Refusal	No
2/3/2018 19:06	GDG28	N880LT	H25C	3262	28R	B	Pilot Refusal	No
2/4/2018 19:06	GDG803	N803GJ	LJ55	6356	28L	B	Pilot Refusal	No
2/5/2018 8:45	N626NT	N626NT	F2TH	6360	28L	B	Pilot Refusal	No
2/5/2018 13:56	N960SF	N960SF	F900	1746	28L	B	Pilot Refusal	No
2/6/2018 9:10	JAS504	N504VJ	GL5T	3367	28L	B	Pilot Refusal	No
2/6/2018 14:33	GDG48	N8888H	H25C	3762	28L	B	Pilot Refusal	No
2/7/2018 8:23	GDG48	N8888H	H25C	3727	28L	B	Pilot Refusal	No
2/14/2018 14:51	GDG48	N8888H	H25C	6335	28L	B	Pilot Refusal	No
2/20/2018 7:24	N626NT	N626NT	F2TH	4542	28L	B	Pilot Refusal	No
2/22/2018 7:37	GDG28	N880LT	H25C	6371	28L	B	Pilot Refusal	No
3/4/2018 15:18	GDG48	N8888H	H25C	6335	28L	B	Pilot Refusal	No
3/4/2018 17:14	N626NT	N626NT	F2TH	6314	28L	B	Pilot Refusal	No
3/5/2018 7:51	GDG48	N8888H	H25C	3755	28L	B	Pilot Refusal	No
3/11/2018 16:35	GDG495	N495RS	GLF4	3650	28L	B	Pilot Refusal	No
3/14/2018 6:50	GDG28	N880LT	H25C	1733	28L	B	Pilot Refusal	No
3/14/2018 11:13	GDG48	N8888H	H25C	4574	28L	B	Pilot Refusal	No
3/16/2018 7:50	GDG28	N880LT	H25C	3646	28L	B	Pilot Refusal	No
3/16/2018 10:27	GDG801	N801GJ	LJ55	1723	28R	B	Pilot Refusal	No
3/16/2018 12:24	GDG495	N495RS	GLF4	6376	28L	B	Pilot Refusal	No
3/16/2018 14:14	GDG801	N801GJ	LJ55	3713	28L	B	Pilot Refusal	No
3/19/2018 11:06	N960SF	N960SF	F900	6341	28L	B	Pilot Refusal	No
3/20/2018 8:46	N980SF	N980SF	F900	3251	28L	B	Pilot Refusal	No
3/23/2018 7:49	N199FG	N199FG	FA50	6321	28L	B	Pilot Refusal	No
3/23/2018 14:20	N960SF	N960SF	F900	3766	28L	B	Pilot Refusal	No
3/24/2018 10:37	N626NT	N626NT	F2TH	3641	28L	B	Pilot Refusal	No
3/25/2018 8:22	N199FG	N199FG	FA50	3721	28L	B	Pilot Refusal	No
3/25/2018 12:30	N199FG	N199FG	FA50	3321	28L	B	Pilot Refusal	No
3/25/2018 15:36	GDG48	N8888H	H25C	3624	28L	B	Pilot Refusal	No
3/25/2018 18:19	N626NT	N626NT	F2TH	1770	28L	B	Pilot Refusal	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
3/26/2018 10:11	GDG495	N495RS	GLF4	4216	28L	B	Pilot Refusal	No
3/29/2018 15:03	N626NT	N626NT	F2TH	4546	28L	B	Pilot Refusal	No
3/31/2018 7:05	GDG48	N8888H	H25C	3306	28L	B	Pilot Refusal	No
						Pilot Refusal	53	
1/1/2018 14:15	N155ME	N155ME	LJ45	3656	28L	B	Pilot Requested	No
1/1/2018 17:31	N448CJ	N448CJ	C25C	1764	28L	B	Pilot Requested	No
1/2/2018 10:26	EJA897	N897QS	H25B	1736	28L	B	Pilot Requested	No
1/3/2018 13:08	JLG55	JLG55	LJ55	3673	28L	B	Pilot Requested	No
1/4/2018 11:56	N96NA	N96NA	C25A	3725	28R	B	Pilot Requested	No
1/5/2018 9:41	N441PC	N441PC	LJ35	3267	28L	B	Pilot Requested	No
1/6/2018 15:22	N5950C	N5950C	G150	3740	28L	B	Pilot Requested	No
1/6/2018 16:43	N448CX	N448CX	C525	316	28R	B	Pilot Requested	No
1/7/2018 11:57	N53KJ	N53KJ	C25B	3367	28L	B	Pilot Requested	No
1/7/2018 12:02	OPT373	N373FX	E55P	3214	28L	B	Pilot Requested	No
1/7/2018 12:22	EJA345	N345QS	E55P	4510	28L	B	Pilot Requested	No
1/7/2018 12:28	N878HL	N878HL	GL5T	3222	28L	B	Pilot Requested	No
1/7/2018 14:11	N960SF	N960SF	F900	3657	28L	B	Pilot Requested	No
1/7/2018 14:52	GDG495	N495RS	GLF4	1773	28L	B	Pilot Requested	No
1/7/2018 15:53	N321SF	N321SF	GALX	4546	28R	B	Pilot Requested	No
1/7/2018 17:53	JTL212	N212CE	C56X	3775	28R	B	Pilot Requested	No
1/7/2018 19:56	N619RJ	N619RJ	EA50	6333	28L	B	Pilot Requested	No
1/8/2018 10:13	N807DC	N807DC	GLEX	4253	28L	B	Pilot Requested	No
1/9/2018 11:27	N61VC	N61VC	BE40	4241	28L	B	Pilot Requested	No
1/9/2018 15:58	N750NG	N750NG	C750	6327	28R	B	Pilot Requested	No
1/10/2018 7:39	N323EG	N323EG	F2TH	3622	28L	B	Pilot Requested	No
1/10/2018 15:19	N821AM	N821AM	GLEX	6360	28L	B	Pilot Requested	No
1/11/2018 15:28	DCM4242	N877TM	H25B	3252	28L	B	Pilot Requested	No
1/11/2018 16:56	CHN58	CHN58	EA50	3704	28L	B	Pilot Requested	No
1/12/2018 12:03	N614JK	N614JK	C550	3354	28L	B	Pilot Requested	No
1/12/2018 23:46	MFINE	MFINE	GL5T	3343	28L	B	Pilot Requested	No
1/13/2018 10:44	VJT947	9HVJW	GLEX	3202	28L	B	Pilot Requested	No
1/13/2018 11:27	TWY711	N809SM	GLF4	3631	28L	B	Pilot Requested	No
1/16/2018 13:06	N610JC	N610JC	C550	3270	28L	B	Pilot Requested	No
1/16/2018 13:14	KFS15	N913CK	LJ35	3344	28L	B	Pilot Requested	No
1/16/2018 16:22	N888FR	N888FR	GLF4	3647	28L	B	Pilot Requested	No
1/17/2018 19:07	CHN58	CHN58	EA50	1716	28L	B	Pilot Requested	No
1/18/2018 20:28	N222VR	N222VR	C25B	1723	28L	B	Pilot Requested	No
1/19/2018 15:47	N827SL	N827SL	C750	3330	28L	B	Pilot Requested	No
1/19/2018 17:23	N650VM	N650VM	C525	3253	28L	B	Pilot Requested	No
1/21/2018 21:42	N874C	N874C	GLF4	4232	28R	B	Pilot Requested	No
1/22/2018 12:39	GAJ506	N506UP	C56X	3661	28R	B	Pilot Requested	No
1/22/2018 13:18	TFF910	N700JE	HA4T	3374	28L	B	Pilot Requested	No
1/22/2018 13:25	N802CF	N802CF	H25B	3324	28L	B	Pilot Requested	No
1/22/2018 13:40	N903TC	N903TC	GLF4	1753	28L	B	Pilot Requested	No
1/23/2018 22:17	N877TM	N877TM	H25B	3342	28L	B	Pilot Requested	No
1/25/2018 16:21	N85JV	N85JV	C525	3777	28R	B	Pilot Requested	No
1/25/2018 17:27	DCM4242	N877TM	H25B	3345	28L	B	Pilot Requested	No
1/25/2018 17:43	N930MG	N930MG	C680	4263	28R	B	Pilot Requested	No
1/25/2018 20:45	N9229DK	N9229DK	F900	3217	28R	B	Pilot Requested	No
1/26/2018 9:17	N199FG	N199FG	FA50	3253	28L	B	Pilot Requested	No
1/27/2018 20:27	N877TM	N877TM	H25B	3277	28L	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
1/28/2018 0:54	N321SF	N321SF	GALX	3204	28L	B	Pilot Requested	No
1/28/2018 15:24	N444RL	N444RL	EA50	6327	28L	B	Pilot Requested	No
1/30/2018 12:32	HBJFQ	HBJFQ	FA7X	3766	28L	B	Pilot Requested	No
1/30/2018 16:19	N30MN	N30MN	E55P	6306	28R	B	Pilot Requested	No
2/4/2018 11:17	N811AM	N811AM	H25B	3711	28L	B	Pilot Requested	No
2/5/2018 15:31	N206AH	N206AH	E50P	3603	28R	B	Pilot Requested	No
2/7/2018 10:31	N980SF	N980SF	F900	4576	28L	B	Pilot Requested	No
2/8/2018 15:09	N227WG	N227WG	CL60	3606	28R	B	Pilot Requested	No
2/9/2018 11:14	GDG28	N880LT	H25C	1743	28L	B	Pilot Requested	No
2/9/2018 15:58	N32PA	N32PA	LJ35	1701	28L	B	Pilot Requested	No
2/9/2018 21:23	N61FF	N61FF	CL60	3377	28L	B	Pilot Requested	No
2/10/2018 14:05	GAJ512	N512UP	C56X	3350	28R	B	Pilot Requested	No
2/10/2018 15:50	N889MR	N889MR	GALX	3310	28R	B	Pilot Requested	No
2/10/2018 20:18	CHN58	CHN58	EA50	3266	28L	B	Pilot Requested	No
2/10/2018 21:03	GDG48	N8888H	H25C	3303	28L	B	Pilot Requested	No
2/11/2018 17:28	COO78	N780W	GLF5	3331	28R	B	Pilot Requested	No
2/11/2018 18:31	CHN58	CHN58	EA50	3636	28R	B	Pilot Requested	No
2/14/2018 11:16	N898PA	N898PA	LJ60	1736	28L	B	Pilot Requested	No
2/14/2018 13:30	EJA141	N141QS	GLEK	4205	28L	B	Pilot Requested	No
2/15/2018 9:53	PXT862	N862LG	E55P	3671	28L	B	Pilot Requested	No
2/15/2018 14:56	N811AM	N811AM	H25B	3602	28L	B	Pilot Requested	No
2/15/2018 18:39	N343EC	N343EC	LJ60	4546	28R	B	Pilot Requested	No
2/17/2018 13:57	N452AR	N452AR	E50P	6301	28R	B	Pilot Requested	No
2/18/2018 13:12	DPJ675	N675CS	C750	3261	28L	B	Pilot Requested	No
2/21/2018 8:53	PXT862	N862LG	E55P	3625	28L	B	Pilot Requested	No
2/23/2018 11:01	N595CH	N595CH	C25A	7172	28R	B	Pilot Requested	No
2/23/2018 12:57	N970SF	N970SF	F900	3624	28L	B	Pilot Requested	No
2/24/2018 8:13	N980SF	N980SF	F900	6312	28L	B	Pilot Requested	No
2/24/2018 14:21	PXT862	N862LG	E55P	3732	28L	B	Pilot Requested	No
2/25/2018 8:06	XOJ550	N550XJ	CL30	1711	28R	B	Pilot Requested	No
2/25/2018 11:09	GAJ868	N868UP	DC87	4505	28R	J	Pilot Requested	No
2/26/2018 4:32	N411EC	N411EC	C56X	3224	28L	B	Pilot Requested	No
2/28/2018 17:30	PXT415	N1255J	C25B	3277	28R	B	Pilot Requested	No
3/1/2018 17:11	N361PJ	N361PJ	LJ35	6324	28R	B	Pilot Requested	No
3/3/2018 8:47	N416WM	N416WM	GLF3	3744	28R	B	Pilot Requested	No
3/3/2018 16:29	N600HR	N600HR	C525	3245	28R	B	Pilot Requested	No
3/3/2018 21:59	N57FL	N57FL	C25A	3374	28R	B	Pilot Requested	No
3/4/2018 7:15	KFS69	N73CK	LJ35	3670	28R	B	Pilot Requested	No
3/4/2018 10:53	N567RB	N567RB	C25B	3646	28R	B	Pilot Requested	No
3/4/2018 12:56	N48KG	N48KG	E55P	1750	28L	B	Pilot Requested	No
3/6/2018 14:11	VHSCR	VHSCR	CL60	3340	28L	B	Pilot Requested	No
3/7/2018 12:19	N448CX	N448CX	C750	6515	28L	B	Pilot Requested	No
3/8/2018 16:30	N510TL	N510TL	BE40	3276	28L	B	Pilot Requested	No
3/9/2018 15:30	GDG28	N880LT	H25C	3073	28L	B	Pilot Requested	No
3/11/2018 12:05	EJM303	EJM303	H25B	1702	28L	B	Pilot Requested	No
3/11/2018 14:02	N448CX	N448CX	C750	4253	28L	B	Pilot Requested	No
3/11/2018 15:24	N444RL	N444RL	EA50	3274	28L	B	Pilot Requested	No
3/14/2018 10:10	PXT415	N1255J	C25B	3643	28R	B	Pilot Requested	No
3/14/2018 11:40	N258MS	N258MS	H25B	4532	28L	B	Pilot Requested	No
3/14/2018 16:14	N100GG	N100GG	C501	1702	28R	B	Pilot Requested	No
3/16/2018 14:37	N321SF	N321SF	GALX	4546	28R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
3/16/2018 15:33	N428DR	N428DR	F900	3706	28L	B	Pilot Requested	No
3/17/2018 19:02	COO78	N780W	GLF5	1701	28R	B	Pilot Requested	No
3/17/2018 19:57	N57FL	N57FL	C25A	3327	28R	B	Pilot Requested	No
3/19/2018 14:31	EDG45	N945GS	GLF4	3602	28L	B	Pilot Requested	No
3/20/2018 10:16	GDG495	N495RS	GLF4	3650	28L	B	Pilot Requested	No
3/22/2018 13:45	N671BP	N671BP	GALX	4524	28L	B	Pilot Requested	No
3/22/2018 15:43	N270SC	N270SC	GLF4	4221	28L	B	Pilot Requested	No
3/22/2018 17:01	DPJ621	N621CS	C680	4552	28L	B	Pilot Requested	No
3/22/2018 20:43	PVO7780	N615KZ	BE40	3220	28R	B	Pilot Requested	No
3/23/2018 11:25	N277G	N277G	EA50	3057	28R	B	Pilot Requested	No
3/23/2018 14:53	N12CQ	N12CQ	C560	3212	28L	B	Pilot Requested	No
3/25/2018 14:11	EJA376	N376QS	C680	3641	28R	B	Pilot Requested	No
3/25/2018 20:50	RVJ731	N731GW	BE40	3643	28L	B	Pilot Requested	No
3/26/2018 10:38	N10TS	N10TS	C680	3725	28L	B	Pilot Requested	No
3/26/2018 19:54	N600HR	N600HR	C525	3726	28R	B	Pilot Requested	No
3/28/2018 10:09	N61FF	N61FF	CL60	6352	28L	B	Pilot Requested	No
3/28/2018 16:46	N116MK	N116MK	GLF4	6361	28L	B	Pilot Requested	No
3/29/2018 22:34	N781MM	N781MM	E550	3332	28R	B	Pilot Requested	No
						Pilot Requested	116	
1/8/2018 5:44	SWA713	N8509U	B738	3334	28L	J	RWY 30 Routine Closure	Yes
1/15/2018 5:36	SWA705	N557WN	B737	3221	28L	J	RWY 30 Routine Closure	Yes
3/19/2018 5:53	SWA1426	N7730A	B737	3205	28L	J	RWY 30 Routine Closure	Yes
3/19/2018 5:39	SWA1819	N209WN	B737	3311	28L	J	RWY 30 Routine Closure	Yes
3/19/2018 5:27	SWA762	N295WN	B737	3237	28L	J	RWY 30 Routine Closure	Yes
3/19/2018 5:17	SWA1236	N7840A	B737	3306	28L	J	RWY 30 Routine Closure	Yes
3/12/2018 5:57	ASA941	N532AS	B738	3357	28L	J	RWY 30 Routine Closure	Yes
3/12/2018 5:47	SWA1426	N467WN	B737	3370	28L	J	RWY 30 Routine Closure	Yes
3/12/2018 5:41	SWA1819	N231WN	B737	3217	28L	J	RWY 30 Routine Closure	Yes
3/12/2018 5:24	SWA1236	N768SW	B737	3342	28L	J	RWY 30 Routine Closure	Yes
3/12/2018 5:21	SWA762	N7710A	B737	3256	28L	J	RWY 30 Routine Closure	Yes
3/12/2018 4:54	EJA232	N232QS	F2TH	3324	28L	B	RWY 30 Routine Closure	Yes
1/15/2018 5:40	SWA713	N8692F	B738	3316	28L	J	RWY 30 Routine Closure	Yes
1/15/2018 5:55	SWA1722	N8309C	B738	3310	28L	J	RWY 30 Routine Closure	Yes
1/15/2018 6:05	ASA329	N512AS	B738	3261	28L	J	RWY 30 Routine Closure	Yes
1/29/2018 5:36	SWA705	N778SW	B737	3356	28L	J	RWY 30 Routine Closure	Yes
1/29/2018 5:38	SWA713	N8612K	B738	3334	28L	J	RWY 30 Routine Closure	Yes
1/29/2018 5:41	SWA1722	N8508W	B738	3220	28L	J	RWY 30 Routine Closure	Yes
1/29/2018 5:46	KAI02	N47PW	C560	4245	28L	B	RWY 30 Routine Closure	Yes
2/5/2018 4:12	PXT44	N44CK	C525	3323	28L	B	RWY 30 Routine Closure	Yes
2/5/2018 5:37	SWA705	N7741C	B737	3226	28L	J	RWY 30 Routine Closure	Yes
2/5/2018 5:39	SWA713	N8616C	B738	3374	28L	J	RWY 30 Routine Closure	Yes
2/5/2018 5:44	SWA1722	N8629A	B738	3356	28L	J	RWY 30 Routine Closure	Yes
2/5/2018 5:51	N819AM	N819AM	G150	3306	28L	B	RWY 30 Routine Closure	Yes
2/5/2018 5:56	SWA1901	N566WN	B737	3327	28L	J	RWY 30 Routine Closure	Yes
2/5/2018 6:02	SKW4590	N241SY	E75L	3310	28L	R	RWY 30 Routine Closure	Yes
2/12/2018 5:36	SWA705	N7813P	B737	3253	28L	J	RWY 30 Routine Closure	Yes
2/12/2018 5:38	SWA713	N8317M	B738	3205	28L	J	RWY 30 Routine Closure	Yes
2/12/2018 5:47	SWA1722	N8608N	B738	3327	28L	J	RWY 30 Routine Closure	Yes
2/12/2018 5:54	SKW4590	N257SY	E75L	3230	28L	R	RWY 30 Routine Closure	Yes
2/12/2018 5:55	ASA329	N513AS	B738	3204	28L	J	RWY 30 Routine Closure	Yes
2/26/2018 1:17	VOI993	XAVLK	A320	3266	28R	J	RWY 30 Routine Closure	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
3/5/2018 5:36	SWA8503	N466WN	B737	3222	28L	J	RWY 30 Routine Closure	Yes
3/5/2018 5:43	SWA1722	N8618N	B738	3355	28L	J	RWY 30 Routine Closure	Yes
3/5/2018 5:46	SWA713	N8684F	B738	3311	28L	J	RWY 30 Routine Closure	Yes
3/5/2018 5:48	SWA705	N949WN	B737	3231	28L	J	RWY 30 Routine Closure	Yes
3/5/2018 5:55	N615PG	N615PG	E35L	3357	28L	B	RWY 30 Routine Closure	Yes
3/5/2018 9:38	GDG495	N495RS	GLF4	3643	28L	B	RWY 30 Routine Closure	Yes
3/5/2018 12:44	N626NT	N626NT	F2TH	3656	28L	B	RWY 30 Routine Closure	Yes
						RWY 30 Routine Closure	39	
1/22/2018 12:16	SWA1164	N707SA	B737	1767	28L	J	Runway/Taxiway Maintenance	Yes
1/22/2018 11:57	LXJ454	N455FX	GLF4	4242	28L	B	Runway/Taxiway Maintenance	Yes
1/18/2018 9:58	PXT170	N170TM	C525	6303	28L	B	Runway/Taxiway Maintenance	Yes
1/18/2018 9:05	KAI02	N47PW	C560	3713	28L	B	Runway/Taxiway Maintenance	Yes
1/18/2018 8:00	N615PG	N615PG	E35L	6320	28L	B	Runway/Taxiway Maintenance	Yes
1/22/2018 12:21	SWA5917	N213WN	B737	3323	28L	J	Runway/Taxiway Maintenance	Yes
1/18/2018 8:41	TWY28	N248LX	F900	3703	28L	B	Runway/Taxiway Maintenance	Yes
1/22/2018 12:28	SWA1799	N550WN	B737	6351	28L	J	Runway/Taxiway Maintenance	Yes
1/22/2018 12:26	SWA202	N7702A	B737	6347	28L	J	Runway/Taxiway Maintenance	Yes
						Runway/Taxiway Maintenance	9	
3/14/2018 9:11	TWY5	N138GL	GLF5	3347	28L	B	Safety/Emergency	Yes
1/29/2018 19:28	TWY5	N138GL	GLF5	3715	28L	B	Safety/Emergency	Yes
1/29/2018 19:26	N36866	N36866	PRM1	4542	28R	B	Safety/Emergency	Yes
3/14/2018 9:21	JSX174	N252JX	E135	3371	28L	R	Safety/Emergency	Yes
						Safety/Emergency	4	
1/10/2018 17:40	HB-JFS	HB-JFS	FA7X	3644	28L	B	Special Event	No
1/10/2018 19:20	TWY711	N809SM	GLF4	3656	28L	B	Special Event	No
1/10/2018 19:23	FTH521	N521AB	G280	1706	28R	B	Special Event	No
1/10/2018 19:26	EJA284	N284QS	F2TH	4271	28L	B	Special Event	No
1/10/2018 19:29	N484T	N484T	C750	3723	28L	B	Special Event	No
1/10/2018 19:31	N916GB	N916GB	GALX	3661	28L	B	Special Event	No
1/10/2018 19:59	N100NV	N100NV	E50P	3676	28R	B	Special Event	No
1/10/2018 17:28	N615PG	N615PG	E35L	3351	28L	B	Special Event	No
1/10/2018 17:22	GAJ511	N511UP	C56X	3757	28L	B	Special Event	No
1/10/2018 17:17	N443DB	N443DB	CL30	1740	28L	B	Special Event	No
1/10/2018 17:13	EJA152	N152QS	GLEX	3616	28L	B	Special Event	No
1/10/2018 16:15	EJA633	N633QS	C56X	3313	28L	B	Special Event	No
1/10/2018 17:04	N730CJ	N730CJ	H25C	1755	28R	B	Special Event	No
						Special Event	13	
1/25/2018 13:23	KAI65	N732KA	B735	4256	30	J	System Error	Yes
3/14/2018 15:49	PXT750	N750NG	C750	4605	28R	B	System Error	Yes
3/20/2018 8:55	SKW5802	N8536P	E75L	4273	28R	R	System Error	Yes
3/30/2018 15:51	EJA634	N634QS	C56X	3614	28R	B	System Error	Yes
2/19/2018 8:05	XSN32	N404TC	PC12	6331	28R	T	System Error	Yes
						System Error	5	
						Grand Count	283	

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Runway 10R/L Jet Aircraft Landing List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
2/16/2018 23:13	CMD8	N838CS	EC32	5326	PAD1	H	Lifeguard Medical	Yes
3/21/2018 7:46	LN509RP	N509RP	C550	4556	10R	B	Lifeguard Medical	Yes
						Lifeguard Medical	2	
1/8/2018 13:27	N288HK	N288HK	C680	6625	10L	B	Pilot Requested	No
1/8/2018 14:55	GDG28	N880LT	H25C	7420	10R	B	Pilot Requested	No
1/8/2018 16:48	N61VC	N61VC	BE40	3706	10L	B	Pilot Requested	No
1/8/2018 19:10	PXT903	N903JP	C510	7766	10L	B	Pilot Requested	No
1/22/2018 9:29	N270SC	N270SC	GLF4	1010	10L	B	Pilot Requested	No
1/22/2018 9:53	PXT903	N903JP	C510	1022	10L	B	Pilot Requested	No
1/22/2018 9:56	SIS187	TN1867M	C56X	7305	10R	B	Pilot Requested	No
1/24/2018 11:14	EJA726	N726QS	CL35	777	10L	B	Pilot Requested	No
1/24/2018 12:16	N999CB	N999CB	C560	4563	10L	B	Pilot Requested	No
1/24/2018 12:28	N443DB	N443DB	CL30	1545	10R	B	Pilot Requested	No
1/24/2018 12:52	CGTLA	CGTLA	F900	1567	10R	B	Pilot Requested	No
1/24/2018 13:18	N168PX	N168PX	C680	7341	10L	B	Pilot Requested	No
1/24/2018 19:14	EJM691	N721MC	GLF5	3271	10R	B	Pilot Requested	No
2/28/2018 8:42	JSX501	N251JX	E135	7316	10L	R	Pilot Requested	No
2/28/2018 12:54	JSX507	N252JX	E135	7631	10R	R	Pilot Requested	No
3/1/2018 9:05	TWY85	N885LA	C25B	1523	10R	B	Pilot Requested	No
3/1/2018 10:08	N999LX	N999LX	GLF5	1020	10R	B	Pilot Requested	No
3/2/2018 13:06	PXT525	N525CR	C25B	325	10R	B	Pilot Requested	No
3/2/2018 13:08	N792CP	N792CP	C25B	650	10R	B	Pilot Requested	No
3/2/2018 13:13	EJA372	N372QS	C680	767	10R	B	Pilot Requested	No
3/3/2018 10:39	N810TM	N810TM	GLF4	3234	10R	B	Pilot Requested	No
3/3/2018 11:05	N900ES	N900ES	GLF5	1050	10R	B	Pilot Requested	No
3/3/2018 11:41	EJA296	N296QS	F2TH	7236	10L	B	Pilot Requested	No
3/3/2018 12:10	N350BV	N350BV	C25A	7237	10R	B	Pilot Requested	No
3/12/2018 18:36	N525KF	N525KF	GLF5	7744	10R	B	Pilot Requested	No
3/12/2018 18:50	N359BC	N359BC	H25B	6734	10R	B	Pilot Requested	No
3/12/2018 19:53	N860SM	N860SM	C680	1016	10R	B	Pilot Requested	No
3/15/2018 8:54	N695BA	N321GX	CL30	6037	10L	B	Pilot Requested	No
3/15/2018 9:06	LXJ588	N588FX	CL30	7303	10R	B	Pilot Requested	No
3/15/2018 10:16	N818AF	N818AF	LJ45	557	10R	B	Pilot Requested	No
3/15/2018 10:20	N888MN	N888MN	PRM1	6721	10R	B	Pilot Requested	No
3/15/2018 13:33	N630GD	650RVA	GLF6	1325	10R	B	Pilot Requested	No
3/15/2018 15:55	N554T	N554T	C501	4543	10R	B	Pilot Requested	No
3/15/2018 16:54	N760ED	N760ED	C56X	3023	10R	B	Pilot Requested	No
3/15/2018 18:09	PXT44	N44CK	C525	7276	10L	B	Pilot Requested	No
3/15/2018 19:01	JSX177	N253JX	E135	1002	10R	R	Pilot Requested	No
3/15/2018 19:22	KAI44	N118K	C501	1377	10R	B	Pilot Requested	No
3/20/2018 12:40	N813FM	N813FM	C525	2721	10L	B	Pilot Requested	No
3/20/2018 12:51	JSX173	N254JX	E135	2052	10L	R	Pilot Requested	No
3/20/2018 15:27	EJA539	N539QS	C68A	6037	10R	B	Pilot Requested	No
3/20/2018 15:55	N360AV	N360AV	G150	1073	10R	B	Pilot Requested	No
3/20/2018 16:45	N500CG	N500CG	C750	7470	10R	B	Pilot Requested	No
3/20/2018 16:54	N473HB	N473HB	HA4T	4216	10R	B	Pilot Requested	No
3/20/2018 17:02	GDG28	N880LT	H25C	3703	10R	B	Pilot Requested	No
3/20/2018 17:13	N511DB	N511DB	GLF6	1355	10R	B	Pilot Requested	No
3/20/2018 19:34	HBJFR	HBJFR	FA7X	1313	10R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
3/20/2018 19:56	TFF903	N453JE	HA4T	6710	10R	B	Pilot Requested	No
3/20/2018 19:59	PXT44	N44CK	C525	3752	10L	B	Pilot Requested	No
3/20/2018 21:52	PXT170	N170TM	C525	4273	10R	B	Pilot Requested	No
3/20/2018 23:38	N650JS	N650JS	FA50	3726	10R	B	Pilot Requested	No
3/21/2018 0:29	PXT862	N862LG	E55P	3657	10R	B	Pilot Requested	No
3/21/2018 8:50	JSX171	N253JX	E135	1305	10L	R	Pilot Requested	No
3/21/2018 9:22	JSX141	N251JX	E135	7237	10L	R	Pilot Requested	No
3/21/2018 10:36	N360AV	N360AV	G150	2040	10L	B	Pilot Requested	No
3/21/2018 10:44	EJA682	N682QS	C56X	4267	10L	B	Pilot Requested	No
3/21/2018 11:44	N228PC	N228PC	C56X	571	10R	B	Pilot Requested	No
3/21/2018 13:01	JSX173	N254JX	E135	1067	10R	R	Pilot Requested	No
3/21/2018 13:09	EJA789	N789QS	CL35	4206	10R	B	Pilot Requested	No
3/21/2018 14:11	GDG48	N8888H	H25C	7344	10R	B	Pilot Requested	No
3/21/2018 14:14	LXJ529	N529FX	CL30	2023	10R	B	Pilot Requested	No
3/21/2018 14:53	LXJ401	N400FX	E550	3542	10R	B	Pilot Requested	No
3/21/2018 14:58	N132M	N132M	F2TH	4262	10R	B	Pilot Requested	No
3/21/2018 15:19	SDU250	N250MJ	FA50	2522	10L	B	Pilot Requested	No
3/21/2018 15:45	N550ML	N550ML	C550	1717	10R	B	Pilot Requested	No
3/21/2018 15:53	N501AD	N501AD	C501	4066	10R	B	Pilot Requested	No
3/21/2018 15:57	N954L	N954L	GL5T	7205	10R	B	Pilot Requested	No
3/21/2018 16:04	N517ST	N517ST	H25B	3412	10R	B	Pilot Requested	No
3/21/2018 16:34	EJA320	N320QS	C680	4537	10R	B	Pilot Requested	No
3/21/2018 17:15	EJA573	N573QS	C56X	4546	10R	B	Pilot Requested	No
3/21/2018 18:06	PXT525	N525CR	C25B	2070	10R	B	Pilot Requested	No
3/21/2018 18:38	JSX177	N254JX	E135	2063	10R	R	Pilot Requested	No
3/21/2018 19:02	N610L	N610L	CL60	7652	10R	B	Pilot Requested	No
3/21/2018 19:33	EDG457	N457DS	GLF4	3351	10R	B	Pilot Requested	No
3/22/2018 7:56	JTL160	N160BS	LJ60	7217	10L	B	Pilot Requested	No
3/22/2018 8:35	JSX171	N254JX	E135	6736	10L	R	Pilot Requested	No
3/22/2018 8:49	LAK743	N496JH	C560	656	10R	B	Pilot Requested	No
3/22/2018 8:51	N277G	N277G	EA50	6771	10L	B	Pilot Requested	No
3/22/2018 9:13	EJA379	N379QS	E55P	2077	10R	B	Pilot Requested	No
						Pilot Requested	88	
1/21/2018 23:36	NKS711	N639NK	A320	7233	10R	J	Runway/Taxiway Maintenance	Yes
1/21/2018 23:41	SWA4119	N8536Z	B738	2711	10R	J	Runway/Taxiway Maintenance	Yes
1/21/2018 23:49	ASA982	N589AS	B738	6621	10R	J	Runway/Taxiway Maintenance	Yes
1/21/2018 23:54	ASA840	N587AS	B738	2777	10R	J	Runway/Taxiway Maintenance	Yes
1/22/2018 0:00	SWA44	N8525S	B738	7207	10R	J	Runway/Taxiway Maintenance	Yes
1/22/2018 1:18	PXT415	N415PC	C25B	1003	10R	B	Runway/Taxiway Maintenance	Yes
1/21/2018 23:33	JBU167	N784JB	A320	2714	10R	J	Runway/Taxiway Maintenance	Yes
1/22/2018 0:20	ASA826	N517AS	B738	3702	10R	J	Runway/Taxiway Maintenance	Yes
						Runway/Taxiway Maintenance	10	
3/20/2018 16:12	N248PM	N248PM	C25B	4217	10L	B	Southeast/Runway Capacity	Yes
3/21/2018 11:08	N1277E	N1277E	C25A	7031	10L	B	Southeast/Runway Capacity	Yes
3/21/2018 16:10	EJA370	N370QS	C680	6761	10R	B	Southeast/Runway Capacity	Yes
3/21/2018 16:24	LAK159	N560HD	C560	6040	10R	B	Southeast/Runway Capacity	Yes
						Southeast/Runway Capacity	4	
2/27/2018 11:35	N27082	N27082	REV8	5332	PAD1	H	System Error	Yes
						System Error	1	
						Grand Count	105	

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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
1/12/2018 16:34	28R	PXT494	N494KC	PC12	376	Air Traffic Conflict	Yes
1/15/2018 14:03	28R	N7778G	N7778G	SR22	375	Air Traffic Conflict	Yes
1/19/2018 16:04	28R	N43434	N43434	P28A	324	Air Traffic Conflict	Yes
1/28/2018 17:09	28R	N21263	N21263	C172	342	Air Traffic Conflict	Yes
1/30/2018 12:43	33	N411LR	N411LR	BL8	362	Air Traffic Conflict	Yes
2/3/2018 11:27	33	N28589	N28589	AA5	332	Air Traffic Conflict	Yes
2/13/2018 15:30	33	N8312H	N8312H	P28A	322	Air Traffic Conflict	Yes
2/15/2018 11:41	33	N43434	N43434	P28A	327	Air Traffic Conflict	Yes
2/19/2018 12:21	28R	N328TA	N328TA	C172	344	Air Traffic Conflict	Yes
2/23/2018 13:12	33	N739UL	N739UL	C172	366	Air Traffic Conflict	Yes
2/25/2018 13:07	28R	CAP481	N183CP	C182	362	Air Traffic Conflict	Yes
2/25/2018 13:36	33	N734BN	N734BN	C172	336	Air Traffic Conflict	Yes
2/25/2018 16:05	28L	N16894	N16894	C152	325	Air Traffic Conflict	Yes
3/24/2018 14:43	28R	N67849	N67849	C172	370	Air Traffic Conflict	Yes
					Air Traffic Conflict	14	
1/13/2018 9:54	28R	N757JD	N757JD	C152	332	Compliant Operation	Yes
2/2/2018 15:15	28L	N241LM	N241LM	SR22	334	Compliant Operation	Yes
2/10/2018 8:14	33	N739UL	N739UL	C172	346	Compliant Operation	Yes
2/10/2018 14:08	28R	N328TA	N328TA	C172	357	Compliant Operation	Yes
2/28/2018 16:27	28R	N9284M	N9284M	P28A	363	Compliant Operation	Yes
3/11/2018 16:35	33	N6MB	N6MB	C172	343	Compliant Operation	Yes
					Compliant Operation	6	
1/4/2018 17:21	PAD1	N77EJ	N77EJ	A109	337	Good Effort	Yes
1/6/2018 10:24	PAD1	N115SF	N115SF	B407	347	Good Effort	Yes
1/6/2018 17:15	33	N444PF	N444PF	8KCAB	341	Good Effort	Yes
1/7/2018 10:25	PAD1	N115SF	N115SF	HELO	375	Good Effort	Yes
1/7/2018 13:53	28R	N9284M	N9284M	P28A	371	Good Effort	Yes
1/7/2018 15:57	28R	N328TA	N328TA	C172	314	Good Effort	Yes
1/7/2018 16:21	28R	N67849	N67849	C172	377	Good Effort	Yes
1/9/2018 10:17	PAD1	N115SF	N115SF	HELO	316	Good Effort	Yes
1/11/2018 10:03	PAD1	N115SF	N115SF	HELO	372	Good Effort	Yes
1/11/2018 16:04	28L	N9284M	N9284M	P28A	345	Good Effort	Yes
1/12/2018 15:26	PAD1	N30GM	N30GM	HELO	325	Good Effort	Yes
1/13/2018 10:54	28R	N553TP	N553TP	P28A	351	Good Effort	Yes
1/13/2018 12:43	28R	N328TA	N328TA	C172	347	Good Effort	Yes
1/13/2018 14:13	28R	BYF64		P28R	342	Good Effort	Yes
1/19/2018 10:25	PAD1	N115SF	N115SF	B407	321	Good Effort	Yes
1/20/2018 7:11	28R	N328TA	N328TA	C172	352	Good Effort	Yes
1/20/2018 10:05	PAD1	N115SF	N115SF	B407	342	Good Effort	Yes
1/21/2018 10:32	PAD1	N115SF	N115SF	HELO	320	Good Effort	Yes
1/25/2018 9:06	33	N6605D	N6605D	C172	342	Good Effort	Yes
1/25/2018 12:24	PAD1	N115SF	N115SF	HELO	1200	Good Effort	Yes
1/27/2018 10:07	PAD1	N115SF	N115SF	HELO	355	Good Effort	Yes
1/28/2018 9:16	28L	N709MA	N709MA	BE36	364	Good Effort	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
1/28/2018 12:43	PAD1	N115SF	N115SF	B407	324	Good Effort	Yes
1/31/2018 7:11	28R	PXT795	N795MM	PC12	322	Good Effort	Yes
1/31/2018 8:19	33	N739UL	N739UL	C172	315	Good Effort	Yes
1/31/2018 11:33	28L	N236SP	N236SP	C172	373	Good Effort	Yes
2/1/2018 19:05	28R	N553TP	N553TP	P28A	362	Good Effort	Yes
2/3/2018 13:54	33	N6605D	N6605D	C172	334	Good Effort	Yes
2/3/2018 20:07	28R	N1747B	N1747B	C207	372	Good Effort	Yes
2/4/2018 18:34	28R	N7374P	N7374P	PA24	351	Good Effort	Yes
2/10/2018 10:29	PAD1	N115SF	N115SF	HELO	336	Good Effort	Yes
2/10/2018 12:10	28R	N490SD	N490SD	SR22	324	Good Effort	Yes
2/10/2018 12:13	28R	N21263	N21263	C172	323	Good Effort	Yes
2/17/2018 10:22	PAD1	N115SF	N115SF	B407	323	Good Effort	Yes
2/19/2018 15:56	28R	N9284M	N9284M	P28A	320	Good Effort	Yes
2/21/2018 12:36	PAD1	CMD8	N838CS	HELO	335	Good Effort	Yes
3/6/2018 13:43	33	N67849	N67849	C172	314	Good Effort	Yes
3/9/2018 12:08	28R	CAP481	N183CP	C182	313	Good Effort	Yes
3/9/2018 17:35	28R	N21263	N21263	C172	350	Good Effort	Yes
3/17/2018 16:06	28R	N881SR	N881SR	SR22	364	Good Effort	Yes
3/25/2018 17:27	33	N734BN	N734BN	C172	330	Good Effort	Yes
3/26/2018 12:49	PAD1	N73SF	N73SF	HELO	316	Good Effort	Yes
3/29/2018 10:23	15	N739UL	N739UL	C172	322	Good Effort	Yes
3/29/2018 11:39	33	N43TK	N43TK	RV8	313	Good Effort	Yes
					Good Effort	44	
2/12/2018 19:19	PAD1	CMD8	N838CS	HELO	316	Lifeguard Medical	Yes
3/24/2018 23:13	PAD1	Air1	Air1	HELO	1200	Lifeguard Medical	Yes
					Lifeguard Medical	2	
1/2/2018 12:10	28R	N328TA	N328TA	C172	371	Not Acceptable	No
1/10/2018 7:33	28L	N3G	N3G	EXP	1200	Not Acceptable	No
1/13/2018 12:38	28R	N894DM	N894DM	PC12	371	Not Acceptable	No
1/14/2018 10:57	28R	N413ET	N413ET	SR22	357	Not Acceptable	No
1/14/2018 12:57	33	N6MB	N6MB	C172	324	Not Acceptable	No
1/28/2018 14:17	28L	ROM994	N850SA	PC12	346	Not Acceptable	No
1/28/2018 14:32	28L	N3115M	N3115M	PA46	314	Not Acceptable	No
1/31/2018 8:21	28R	N328TA	N328TA	C172	341	Not Acceptable	No
2/2/2018 15:57	33	N924JW	N924JW	BL8	365	Not Acceptable	No
2/3/2018 22:33	PAD1	N877XL	N877XL	HELO	364	Not Acceptable	No
2/10/2018 12:07	28R	N328TA	N328TA	C172	327	Not Acceptable	No
2/10/2018 20:14	PAD1	CDM8	N838CS	HELO	1200	Not Acceptable	No
2/23/2018 11:13	28R	CAP481	N183CP	C182	347	Not Acceptable	No
2/25/2018 14:02	28L	ROM994	N816SA	PC12	367	Not Acceptable	No
3/7/2018 8:29	28R	N1054W	N1054W	BE58	325	Not Acceptable	No
3/8/2018 15:56	28R	N15CC	N15CC	PC12	337	Not Acceptable	No
3/23/2018 9:31	28R	N41PW	N41PW	TRIN	361	Not Acceptable	No
3/27/2018 22:36	28R	N72MM	N72MM	BE20	370	Not Acceptable	No
3/29/2018 10:53	28R	N47952	N47952	P28A	357	Not Acceptable	No
					Not Acceptable	19	
1/12/2018 16:52	33	N4168F	N4168F	C172	322	Touch & Go Training	No
1/13/2018 10:27	28R	N739UL	N739UL	C172	321	Touch & Go Training	No
2/15/2018 16:21	28R	N16894	N16894	C172	364	Touch & Go Training	No

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
2/16/2018 17:21	28R	N81034	N81034	P28R	341	Touch & Go Training	No
3/11/2018 13:00	28L	N43434	N43434	P28A	325	Touch & Go Training	No
3/18/2018 16:38	28L	N96988	N96988	C182	356	Touch & Go Training	No
3/28/2018 21:38	28R	N2370F	N2370F	C172	353	Touch & Go Training	No
1/7/2018 15:13	33	N757JD	N757JD	C172	364	Touch & Go Training	No
3/4/2018 14:45	28R	N67849	N67849	C172	360	Touch & Go Training	No
					Touch & Go Training	9	
					Grand Count	94	

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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
1/22/2018 6:49	EJA775	N775QS	CL35	4207	10R	Compliant Operation	Yes
2/21/2018 0:30	N63BK	N63BK	HELO	5375	PAD1	Compliant Operation	Yes
3/13/2018 0:10	N359BC	N359BC	H25B	3260	10R	Compliant Operation	Yes
3/31/2018 4:03	BTQ902C		PC12	4537	10L	Compliant Operation	Yes
1/20/2018 22:42	N245T	N245T	C421	340	10L	Compliant Operation	Yes
3/1/2018 6:45	N100NV	N100NV	E50P	3257	10R	Compliant Operation	Yes
3/12/2018 23:27	N525KF	N525KF	GLF5	3264	10R	Compliant Operation	Yes
					Compliant Operation	7	
3/8/2018 6:27	PCM8709	N722FX	C208	4506	28L	Good Effort	Yes
2/8/2018 23:29	N191WB	N191WB	BE9L	3317	28R	Good Effort	Yes
1/5/2018 4:57	N396AF	N396AF	BE9L	4275	28R	Good Effort	Yes
1/16/2018 5:41	BXR225	N90GL	C208	4252	28R	Good Effort	Yes
1/23/2018 6:45	PCM8711		C208	4572	28L	Good Effort	Yes
1/26/2018 6:44	PCM8711		C208	4540	28L	Good Effort	Yes
2/12/2018 23:34	REH50	N911RX	BE20	4501	28R	Good Effort	Yes
3/20/2018 23:00	N639SA	N639SA	SYMP	4267	10L	Good Effort	Yes
3/14/2018 22:17	N12268	N12268	C425	3254	28R	Good Effort	Yes
1/9/2018 6:34	PCM8709		C208	4202	28L	Good Effort	Yes
3/1/2018 0:47	TSH1501	CFPOI	CRJ2	3341	10R	Good Effort	Yes
2/6/2018 1:24	N248PH	N248PH	BE20	4542	28L	Good Effort	Yes
1/5/2018 1:08	N6462Q	N6462Q	M20P	4225	10L	Good Effort	Yes
1/5/2018 6:48	PCM8711		C208	4563	28L	Good Effort	Yes
3/12/2018 22:53	CMD70	N370CS	BE20	1712	10L	Good Effort	Yes
					Good Effort	15	
3/6/2018 0:12	LN509RP	N509RP	C550	4275	28R	Lifeguard Medical	Yes
2/27/2018 6:07	LN509RP	N509RP	C550	4553	28R	Lifeguard Medical	Yes
2/5/2018 2:06	CMD8	N838CS	HELO	4270	PAD1	Lifeguard Medical	Yes
1/13/2018 0:08	LN509RP	LN509RP	C550	4562	28L	Lifeguard Medical	Yes
1/8/2018 0:33	LN246PH	LN246PH	BE20	4255	28R	Lifeguard Medical	Yes
1/6/2018 22:25	LN509RP	N509RP	C550	4256	28L	Lifeguard Medical	Yes
3/6/2018 3:00	LN45MF	N45MF	LJ35	3307	28L	Lifeguard Medical	Yes
3/24/2018 23:13	Air1	Air1	HELO	1200	PAD1	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
3/21/2018 22:19	CMD8	N838CS	HELO	5370	PAD1	Lifeguard Medical	Yes
3/20/2018 23:25	LN56CD	LN56CD	BE20	3370	10L	Lifeguard Medical	Yes
3/18/2018 1:50	LN509RP	LN509RP	C550	4535	28L	Lifeguard Medical	Yes
3/13/2018 3:14	REH56	REH56	PC12	4207	10L	Lifeguard Medical	Yes
3/13/2018 0:57	LN56CD	N56CD	BE20	3222	10L	Lifeguard Medical	Yes
					Lifeguard Medical	13	
3/7/2018 6:17	LXJ474	N474FX	LJ75	3240	10L	Not Acceptable	No
1/22/2018 6:46	N411EC	N411EC	C56X	3254	10L	Not Acceptable	No
1/30/2018 6:36	XSN84	N942TW	PC12	4541	28R	Not Acceptable	No
1/2/2018 6:39	MRA687		C208	4231	28L	Not Acceptable	No
2/3/2018 22:33	N877XL	N877XL	HELO	364	PAD1	Not Acceptable	No
3/14/2018 23:54	N13F	N13F	C25B	3277	33	Not Acceptable	No
3/7/2018 5:47	PXT44	N44CK	C525	5331	10L	Not Acceptable	No
2/16/2018 6:24	PXT180	N180YA	C25A	4253	10L	Not Acceptable	No
3/30/2018 5:45	N6746R	N6746R	C210	3203	33	Not Acceptable	No
3/26/2018 22:18	N14008	N14008	C172	5364	28R	Not Acceptable	No
3/27/2018 4:19	AIR1		HELO	340	PAD1	Not Acceptable	No
3/27/2018 22:20	N118N	N118N	BE35	3307	33	Not Acceptable	No
3/27/2018 22:36	N72MM	N72MM	BE20	370	28R	Not Acceptable	No
1/28/2018 0:54	N321SF	N321SF	GALX	3204	28L	Not Acceptable	No
					Not Acceptable	14	
3/14/2018 6:50	GDG28	N880LT	H25C	1733	28L	Pilot Refusal	No
3/29/2018 22:34	N781MM	N781MM	E550	3332	28R	Pilot Refusal	No
					Pilot Refusal	2	
1/12/2018 23:46	MFINE	MFINE	GL5T	3343	28L	Pilot Requested	No
1/15/2018 6:05	ASA329	N512AS	B738	3261	28L	Pilot Requested	No
1/23/2018 22:17	N877TM	N877TM	H25B	3342	28L	Pilot Requested	No
					Pilot Requested	3	
1/8/2018 5:44	SWA713	N8509U	B738	3334	28L	RWY 30 Routine Closure	Yes
1/15/2018 5:36	SWA705	N557WN	B737	3221	28L	RWY 30 Routine Closure	Yes
3/19/2018 5:53	SWA1426	N7730A	B737	3205	28L	RWY 30 Routine Closure	Yes
3/19/2018 5:39	SWA1819	N209WN	B737	3311	28L	RWY 30 Routine Closure	Yes
3/19/2018 5:27	SWA762	N295WN	B737	3237	28L	RWY 30 Routine Closure	Yes
3/19/2018 5:17	SWA1236	N7840A	B737	3306	28L	RWY 30 Routine Closure	Yes
3/12/2018 5:57	ASA941	N532AS	B738	3357	28L	RWY 30 Routine Closure	Yes
3/12/2018 5:47	SWA1426	N467WN	B737	3370	28L	RWY 30 Routine Closure	Yes
3/12/2018 5:41	SWA1819	N231WN	B737	3217	28L	RWY 30 Routine Closure	Yes
3/12/2018 5:24	SWA1236	N768SW	B737	3342	28L	RWY 30 Routine Closure	Yes
3/12/2018 5:21	SWA762	N7710A	B737	3256	28L	RWY 30 Routine Closure	Yes
1/15/2018 5:40	SWA713	N8692F	B738	3316	28L	RWY 30 Routine Closure	Yes
1/15/2018 5:55	SWA1722	N8309C	B738	3310	28L	RWY 30 Routine Closure	Yes
1/29/2018 5:36	SWA705	N778SW	B737	3356	28L	RWY 30 Routine Closure	Yes
1/29/2018 5:38	SWA713	N8612K	B738	3334	28L	RWY 30 Routine Closure	Yes
1/29/2018 5:41	SWA1722	N8508W	B738	3220	28L	RWY 30 Routine Closure	Yes
1/29/2018 5:46	KAI02	N47PW	C560	4245	28L	RWY 30 Routine Closure	Yes
2/5/2018 4:12	PXT44	N44CK	C525	3323	28L	RWY 30 Routine Closure	Yes
2/5/2018 5:37	SWA705	N7741C	B737	3226	28L	RWY 30 Routine Closure	Yes
2/5/2018 5:39	SWA713	N8616C	B738	3374	28L	RWY 30 Routine Closure	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
2/5/2018 5:44	SWA1722	N8629A	B738	3356	28L	RWY 30 Routine Closure	Yes
2/5/2018 5:51	N819AM	N819AM	G150	3306	28L	RWY 30 Routine Closure	Yes
2/5/2018 5:56	SWA1901	N566WN	B737	3327	28L	RWY 30 Routine Closure	Yes
2/5/2018 6:02	SKW4590	N241SY	E75L	3310	28L	RWY 30 Routine Closure	Yes
2/12/2018 5:36	SWA705	N7813P	B737	3253	28L	RWY 30 Routine Closure	Yes
2/12/2018 5:38	SWA713	N8317M	B738	3205	28L	RWY 30 Routine Closure	Yes
2/12/2018 5:47	SWA1722	N8608N	B738	3327	28L	RWY 30 Routine Closure	Yes
2/12/2018 5:54	SKW4590	N257SY	E75L	3230	28L	RWY 30 Routine Closure	Yes
2/12/2018 5:55	ASA329	N513AS	B738	3204	28L	RWY 30 Routine Closure	Yes
2/26/2018 1:17	VOI993	XAVLK	A320	3266	28R	RWY 30 Routine Closure	Yes
2/26/2018 4:32	N411EC	N411EC	C56X	3224	28L	RWY 30 Routine Closure	Yes
3/5/2018 5:36	SWA8503	N466WN	B737	3222	28L	RWY 30 Routine Closure	Yes
3/5/2018 5:43	SWA1722	N8618N	B738	3355	28L	RWY 30 Routine Closure	Yes
3/5/2018 5:46	SWA713	N8684F	B738	3311	28L	RWY 30 Routine Closure	Yes
3/5/2018 5:48	SWA705	N949WN	B737	3231	28L	RWY 30 Routine Closure	Yes
3/5/2018 5:55	N615PG	N615PG	E35L	3357	28L	RWY 30 Routine Closure	Yes
3/12/2018 4:54	EJA232	N232QS	F2TH	3324	28L	RWY 30 Routine Closure	Yes
					RWY 30 Routine Closure	37	
3/22/2018 6:22	N781FE	N781FE	C208	4531	10L	Runway 10L Departure	No
3/22/2018 6:39	PCM8709	N713FX	C208	4544	10L	Runway 10L Departure	No
					Runway 10L Departure	2	
1/22/2018 5:51	SWA1722	N8536Z	B738	3344	10R	Runway Maintenance	Yes
					Runway Maintenance	1	
1/22/2018 5:48	SWA705	N962WN	B737	3370	10R	Runway/Taxiway Maintenance	Yes
1/22/2018 5:46	SWA713	N8685B	B738	3334	10R	Runway/Taxiway Maintenance	Yes
1/22/2018 6:30	LXJ575	N575FX	CL30	3204	10R	Runway/Taxiway Maintenance	Yes
					Runway/Taxiway Maintenance	3	
1/26/2018 6:32	N14008	N14008	C172	5347	28R	System Error	Yes
					System Error	1	
1/4/2018 22:09	GAJ881	N881UP	B350	3357	28R	Time Buffer	Yes
1/6/2018 6:51	N41BA	N41BA	BE9L	4203	28R	Time Buffer	Yes
1/8/2018 6:58	N475MJ	N475MJ	PC12	3703	28R	Time Buffer	Yes
1/24/2018 6:51	PCM8711		C208	4565	28L	Time Buffer	Yes
1/31/2018 6:53	MRA689	N9331B	C208	4216	28L	Time Buffer	Yes
2/17/2018 6:53	N184TR	N184TR	H25A	333	10L	Time Buffer	Yes
2/21/2018 22:09	N17VA	N17VA	BE20	4241	28R	Time Buffer	Yes
2/24/2018 22:01	N501EB	N501EB	BE20	3214	28R	Time Buffer	Yes
2/28/2018 6:59	PCM8711	N987FE	C208	4260	28L	Time Buffer	Yes
3/1/2018 6:55	PCM8709	N763FE	C208	4516	10L	Time Buffer	Yes
3/7/2018 22:02	REH56	N273SM	PC12	4550	28R	Time Buffer	Yes
3/8/2018 6:54	PCM8711	N713FX	C208	4510	28L	Time Buffer	Yes
3/9/2018 6:51	PCM8710	N846FE	C208	4243	28L	Time Buffer	Yes
3/12/2018 22:07	N441AD	N441AD	C441	3750	10L	Time Buffer	Yes
3/13/2018 6:56	PCM8709	N867FE	C208	4551	10L	Time Buffer	Yes
3/15/2018 6:50	PCM8711	N713FX	C208	4546	28L	Time Buffer	Yes
3/28/2018 6:54	PCM8711	N726FX	C208	4211	28L	Time Buffer	Yes
3/29/2018 6:50	PCM8711	N726FX	C208	4266	28L	Time Buffer	Yes
3/30/2018 6:52	PCM8711	N726FX	C208	4551	28L	Time Buffer	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
3/31/2018 6:50	CFLJD	CFLJD	GLAS	6327	33	Time Buffer	Yes
					Time Buffer	20	
1/2/2018 6:45	N425DD	N425DD	C425	3774	28R	Wide Salad	No
1/4/2018 6:47	PCM8711		C208	4533	28L	Wide Salad	No
1/5/2018 22:42	N117MF	N117MF	BE9L	3346	28R	Wide Salad	No
1/7/2018 6:20	GAJ817	N817UP	B350	3251	28R	Wide Salad	No
1/10/2018 23:53	N246PH	N246PH	BE20	4565	28L	Wide Salad	No
1/11/2018 6:40	PCM8711		C208	4252	28L	Wide Salad	No
1/13/2018 6:44	GAJ855	N855UP	B350	3315	28R	Wide Salad	No
1/15/2018 22:25	TTE155	N155AV	BE20	3274	28R	Wide Salad	No
1/16/2018 1:44	N912MF	N912MF	BE20	3243	28R	Wide Salad	No
1/17/2018 23:12	N248PH	N248PH	BE20	4513	28R	Wide Salad	No
1/19/2018 4:15	GAJ830	N830UP	B350	3227	28R	Wide Salad	No
1/19/2018 6:43	PCM8711	N879FE	C208	4212	28L	Wide Salad	No
1/20/2018 0:13	N396AF	N396AF	BE9L	4567	28R	Wide Salad	No
1/23/2018 5:59	N117MF	N117MF	BE9L	3315	28R	Wide Salad	No
1/29/2018 22:23	PKW730		SW4	3262	28L	Wide Salad	No
1/29/2018 22:40	N6746R	N6746R	C210	4230	28L	Wide Salad	No
2/5/2018 0:16	N90HG	N90HG	BE9L	3225	28R	Wide Salad	No
2/6/2018 22:22	N425RR	N425RR	PAY3	3301	28R	Wide Salad	No
2/9/2018 0:42	N72MM	N72MM	BE20	4222	28R	Wide Salad	No
2/16/2018 0:40	N981AR	N981AR	SR22	4245	28R	Wide Salad	No
2/20/2018 5:18	N41BA	N41BA	BE9L	4256	28L	Wide Salad	No
2/24/2018 23:13	N969MA	N969MA	BE20	3333	28R	Wide Salad	No
2/26/2018 1:35	N400AY	N400AY	BE30	4206	28R	Wide Salad	No
3/6/2018 22:47	N200WB	N200WB	BE20	3377	28R	Wide Salad	No
3/12/2018 4:42	N562NA	N562NA	PC12	4562	28R	Wide Salad	No
3/14/2018 23:35	N427WA	N427WA	PC12	4231	28R	Wide Salad	No
3/16/2018 22:36	BTQ329	N475SS	PC12	4260	28L	Wide Salad	No
3/20/2018 0:19	REH50	N913RX	BE20	4561	28L	Wide Salad	No
3/30/2018 0:45	N969MA	N969MA	BE20	3314	28R	Wide Salad	No
3/30/2018 6:33	PCM8709	N713FX	C208	4525	28L	Wide Salad	No
3/31/2018 22:20	N2047N	N2047N	BE36	4204	28R	Wide Salad	No
					Wide Salad	31	
					Grand Count	149	

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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
1/2/2018 4:55	4	78.2	82.8	11	CMD70		BE20	28R
1/2/2018 4:55	8	75.3	80.8	6	CMD70		BE20	28R
1/4/2018 22:09	4	78.6	82.3	11	GAJ881	N881UP	B350	28R
1/5/2018 1:08	9	74.4	82	15	N6462Q	N6462Q	M20P	10L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
1/5/2018 4:57	4	78.7	84.2	12	N396AF	N396AF	BE9L	28R
1/5/2018 22:42	4	78.7	84.8	15	N117MF	N117MF	BE9L	28R
1/6/2018 22:25	4	80	88	28	LN509RP	N509RP	C550	28L
1/6/2018 22:25	5	83.3	91.7	25	LN509RP	N509RP	C550	28L
1/6/2018 22:26	6	81.9	90.2	26	LN509RP	N509RP	C550	28L
1/6/2018 22:26	7	73.8	83.5	25	LN509RP	N509RP	C550	28L
1/7/2018 2:02	4	80.2	85.8	18	N912MF	N912MF	BE20	28R
1/8/2018 0:33	4	75.3	81.3	12	LN246PH	LN246PH	BE20	28R
1/8/2018 0:33	8	79.2	84.6	8	LN246PH	LN246PH	BE20	28R
1/8/2018 5:44	4	88.7	95.5	37	SWA713	N8509U	B738	28L
1/8/2018 5:44	5	90.7	97.6	38	SWA713	N8509U	B738	28L
1/8/2018 5:45	6	86.5	95.2	36	SWA713	N8509U	B738	28L
1/8/2018 5:45	8	72.7	82.9	23	SWA713	N8509U	B738	28L
1/8/2018 5:45	7	81.1	90.8	29	SWA713	N8509U	B738	28L
1/10/2018 23:53	4	82	86	12	N246PH	N246PH	BE20	28L
1/10/2018 23:53	5	78.6	83.4	10	N246PH	N246PH	BE20	28L
1/10/2018 23:53	8	78.9	84.9	11	N246PH	N246PH	BE20	28L
1/10/2018 23:53	3	74.1	80.2	10	N246PH	N246PH	BE20	28L
1/12/2018 23:45	6	87.4	94.5	79	MFINE	MFINE	GL5T	28L
1/12/2018 23:46	4	81.2	89	33	MFINE	MFINE	GL5T	28L
1/12/2018 23:46	5	90.4	95.7	25	MFINE	MFINE	GL5T	28L
1/12/2018 23:46	7	79.9	88.3	27	MFINE	MFINE	GL5T	28L
1/12/2018 23:46	6	74.5	87	79	MFINE	MFINE	GL5T	28L
1/13/2018 0:08	4	78.6	86.5	29	LN509RP	LN509RP	C550	28L
1/13/2018 0:09	5	84.8	92	28	LN509RP	LN509RP	C550	28L
1/13/2018 0:09	6	80.4	89.7	36	LN509RP	LN509RP	C550	28L
1/13/2018 0:09	7	72.3	82.6	24	LN509RP	LN509RP	C550	28L
1/13/2018 5:16	4	83.1	92.7	37	N777AX	N777AX	C550	10R
1/13/2018 5:17	9	71.5	80.8	17	N777AX	N777AX	C550	10R
1/13/2018 5:17	12	74.6	83.3	27	N777AX	N777AX	C550	10R
1/15/2018 5:36	4	81.6	89.5	23	SWA705	N557WN	B737	28L
1/15/2018 5:36	5	84.8	91.9	26	SWA705	N557WN	B737	28L
1/15/2018 5:36	6	80.7	90	29	SWA705	N557WN	B737	28L
1/15/2018 5:37	7	75.8	86	24	SWA705	N557WN	B737	28L
1/15/2018 5:41	4	87	93.4	23	SWA713	N8692F	B738	28L
1/15/2018 5:41	5	88.8	96	22	SWA713	N8692F	B738	28L
1/15/2018 5:41	6	85.5	94.1	27	SWA713	N8692F	B738	28L
1/15/2018 5:41	8	74.3	81.7	20	SWA713	N8692F	B738	28L
1/15/2018 5:41	7	78.3	88.2	27	SWA713	N8692F	B738	28L
1/15/2018 5:55	5	84.4	93.1	37	SWA1722	N8309C	B738	28L
1/15/2018 5:55	4	82.5	93.2	35	SWA1722	N8309C	B738	28L
1/15/2018 5:55	8	71.9	85.4	45	SWA1722	N8309C	B738	28L
1/15/2018 5:55	6	79.9	90.9	38	SWA1722	N8309C	B738	28L
1/15/2018 5:55	7	75.2	86.8	39	SWA1722	N8309C	B738	28L
1/15/2018 22:26	4	84.3	87.1	10	TTE155	N155AV	BE20	28R
1/15/2018 22:26	5	76.5	81.8	9	TTE155	N155AV	BE20	28R
1/16/2018 1:44	4	78.3	83.5	13	N912MF	N912MF	BE20	28R
1/16/2018 1:44	8	77.2	83.3	9	N912MF	N912MF	BE20	28R
1/16/2018 5:42	4	75.9	83.3	18	BXR225	N90GL	C208	28R
1/16/2018 5:42	8	74.2	81	9	BXR225	N90GL	C208	28R
1/17/2018 23:12	4	78.9	83.3	11	N248PH	N248PH	BE20	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
1/19/2018 1:08	4	72.9	81.1	14	N248PH	N248PH	BE20	28R
1/19/2018 4:14	6	70.5	83.7	72	GAJ830	N830UP	B350	28R
1/19/2018 4:15	4	81.7	85.2	12	GAJ830	N830UP	B350	28R
1/20/2018 0:13	4	74.8	80.4	13	N396AF	N396AF	BE9L	28R
1/20/2018 4:11	4	72.3	80.1	16	BTQ901	N776JT	PC12	28R
1/20/2018 22:42	9	75.2	83.3	18	N245T	N245T	C421	10L
1/22/2018 5:46	10	77.6	87.5	38	SWA713	N8685B	B738	10R
1/22/2018 5:46	9	82.9	92.8	26	SWA713	N8685B	B738	10R
1/22/2018 5:47	12	76.2	86.9	36	SWA713	N8685B	B738	10R
1/22/2018 5:49	9	83.3	91.8	24	SWA705	N962WN	B737	10R
1/22/2018 5:49	10	76.5	85.6	27	SWA705	N962WN	B737	10R
1/22/2018 5:49	12	83.8	92.6	39	SWA705	N962WN	B737	10R
1/22/2018 5:49	2	80.8	91.4	49	SWA705	N962WN	B737	10R
1/22/2018 5:51	10	77.9	85.7	29	SWA1722	N8536Z	B738	10R
1/22/2018 5:51	9	83.7	91.5	22	SWA1722	N8536Z	B738	10R
1/22/2018 5:51	12	77.5	86.5	31	SWA1722	N8536Z	B738	10R
1/23/2018 5:59	4	85.2	89.3	11	N117MF	N117MF	BE9L	28R
1/23/2018 6:00	5	75.2	81	9	N117MF	N117MF	BE9L	28R
1/23/2018 22:16	6	74	92.7	79	N877TM	N877TM	H25B	28L
1/23/2018 22:17	4	81.3	88	18	N877TM	N877TM	H25B	28L
1/23/2018 22:17	5	86.1	92.3	18	N877TM	N877TM	H25B	28L
1/23/2018 22:18	6	83.2	94.3	79	N877TM	N877TM	H25B	28L
1/23/2018 22:18	7	75.5	83.8	17	N877TM	N877TM	H25B	28L
1/28/2018 0:54	6	84.6	91.5	79	N321SF	N321SF	GALX	28L
1/28/2018 0:54	4	79.1	86.1	16	N321SF	N321SF	GALX	28L
1/28/2018 0:54	5	87.6	92.9	20	N321SF	N321SF	GALX	28L
1/28/2018 0:54	7	77	84.8	17	N321SF	N321SF	GALX	28L
1/29/2018 5:36	6	82.2	92.1	54	SWA705	N778SW	B737	28L
1/29/2018 5:36	4	84.1	92.6	29	SWA705	N778SW	B737	28L
1/29/2018 5:36	5	85.4	93.7	29	SWA705	N778SW	B737	28L
1/29/2018 5:36	7	78.3	87.3	26	SWA705	N778SW	B737	28L
1/29/2018 5:38	6	81.3	91.5	70	SWA713	N8612K	B738	28L
1/29/2018 5:38	4	84.8	92.8	29	SWA713	N8612K	B738	28L
1/29/2018 5:38	5	86.1	93.8	28	SWA713	N8612K	B738	28L
1/29/2018 5:39	7	77.1	86.4	25	SWA713	N8612K	B738	28L
1/29/2018 5:40	6	80.3	90.7	54	SWA1722	N8508W	B738	28L
1/29/2018 5:41	4	83.9	92	26	SWA1722	N8508W	B738	28L
1/29/2018 5:41	5	87	94.2	29	SWA1722	N8508W	B738	28L
1/29/2018 5:41	7	72.1	83.3	26	SWA1722	N8508W	B738	28L
1/29/2018 5:46	6	76.3	86.8	57	KAI02	N47PW	C560	28L
1/29/2018 5:46	4	81.4	89.4	30	KAI02	N47PW	C560	28L
1/29/2018 5:46	5	82.7	91.5	40	KAI02	N47PW	C560	28L
1/29/2018 22:23	5	76.4	81.5	10	PKW730		SW4	28L
1/29/2018 22:23	6	76.8	81	8	PKW730		SW4	28L
1/29/2018 22:40	4	85.9	90.3	17	N6746R	N6746R	C210	28L
1/29/2018 22:40	5	83	87.9	12	N6746R	N6746R	C210	28L
1/29/2018 22:40	6	76	82.3	10	N6746R	N6746R	C210	28L
1/29/2018 22:41	8	80.5	87.1	10	N6746R	N6746R	C210	28L
2/2/2018 22:33	6	78.9	97.3	79	WSN2	N395RC	B350	28R
2/2/2018 22:34	4	74.4	80.1	11	WSN2	N395RC	B350	28R
2/2/2018 22:45	6	79.5	98.2	79	ROM9001	N809SA	PC12	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
2/2/2018 22:46	6	79.8	98.5	79	ROM9001	N809SA	PC12	28R
2/2/2018 22:47	6	79.6	98.3	79	ROM9001	N809SA	PC12	28R
2/3/2018 23:40	6	73.8	92.5	79	CMD70	N370CS	BE20	28R
2/3/2018 23:41	4	75.5	81.7	10	CMD70	N370CS	BE20	28R
2/4/2018 22:56	4	80.4	84.2	10	N248PH	N248PH	BE20	28R
2/5/2018 0:15	6	74	92.4	79	N90HG	N90HG	BE9L	28R
2/5/2018 0:16	4	77.6	82.3	9	N90HG	N90HG	BE9L	28R
2/5/2018 0:17	6	73.8	92.4	79	N90HG	N90HG	BE9L	28R
2/5/2018 4:13	5	78.7	85.1	14	PXT44	N44CK	C525	28L
2/5/2018 4:13	6	73.1	83.8	29	PXT44	N44CK	C525	28L
2/5/2018 5:36	6	82.2	94.8	79	SWA705	N7741C	B737	28L
2/5/2018 5:37	4	84.2	90.2	25	SWA705	N7741C	B737	28L
2/5/2018 5:37	5	85.6	92.4	23	SWA705	N7741C	B737	28L
2/5/2018 5:37	7	77.6	86.9	24	SWA705	N7741C	B737	28L
2/5/2018 5:38	6	75.8	93.1	79	SWA713	N8616C	B738	28L
2/5/2018 5:39	4	86.6	93.7	26	SWA713	N8616C	B738	28L
2/5/2018 5:39	5	91	97.2	21	SWA713	N8616C	B738	28L
2/5/2018 5:39	6	87.6	97.4	79	SWA713	N8616C	B738	28L
2/5/2018 5:39	8	70.4	80.7	15	SWA713	N8616C	B738	28L
2/5/2018 5:39	7	79.3	88.8	27	SWA713	N8616C	B738	28L
2/5/2018 5:44	4	84.8	92.6	26	SWA1722	N8629A	B738	28L
2/5/2018 5:44	5	86.5	94	23	SWA1722	N8629A	B738	28L
2/5/2018 5:44	6	83	96.4	79	SWA1722	N8629A	B738	28L
2/5/2018 5:44	7	77.3	86	23	SWA1722	N8629A	B738	28L
2/5/2018 5:51	6	86	96.6	79	N819AM	N819AM	G150	28L
2/5/2018 5:51	4	84.6	91.7	27	N819AM	N819AM	G150	28L
2/5/2018 5:51	5	85.6	93.6	23	N819AM	N819AM	G150	28L
2/5/2018 5:51	7	75.9	86.6	28	N819AM	N819AM	G150	28L
2/5/2018 5:51	8	71	80.5	18	N819AM	N819AM	G150	28L
2/5/2018 5:55	6	77	95.1	79	SWA1901	N566WN	B737	28L
2/5/2018 5:56	4	84.1	90.7	27	SWA1901	N566WN	B737	28L
2/5/2018 5:56	5	86.1	93.2	23	SWA1901	N566WN	B737	28L
2/5/2018 5:56	6	84.3	97.8	79	SWA1901	N566WN	B737	28L
2/5/2018 5:56	7	77.6	87.5	24	SWA1901	N566WN	B737	28L
2/6/2018 1:24	6	76.4	94.3	79	N248PH	N248PH	BE20	28L
2/6/2018 1:25	6	75.2	93.3	79	N248PH	N248PH	BE20	28L
2/6/2018 22:20	4	76.4	81.8	15	N818DR	N818DR	SR22	28R
2/6/2018 22:20	6	75.5	94.1	79	N818DR	N818DR	SR22	28R
2/6/2018 22:21	6	76.2	94.1	79	N425RR	N425RR	PAY3	28R
2/6/2018 22:22	4	85.1	88.1	9	N425RR	N425RR	PAY3	28R
2/6/2018 22:23	6	75.5	93.7	79	N425RR	N425RR	PAY3	28R
2/6/2018 22:49	6	78.8	97.4	79	N233KC	N233KC	F900	10R
2/6/2018 22:50	10	70.3	81.1	27	N233KC	N233KC	F900	10R
2/6/2018 22:50	9	78.6	86.3	17	N233KC	N233KC	F900	10R
2/6/2018 22:54	6	80.7	99.1	79	N982SB	N982SB	BE9L	28R
2/6/2018 22:56	6	80.4	98.8	79	N982SB	N982SB	BE9L	28R
2/8/2018 23:29	4	83.3	87.4	11	N191WB	N191WB	BE9L	28R
2/8/2018 23:30	8	81.9	86.2	8	N191WB	N191WB	BE9L	28R
2/9/2018 0:42	6	72.7	89.9	79	N72MM	N72MM	BE20	28R
2/9/2018 0:42	4	75.9	81.6	11	N72MM	N72MM	BE20	28R
2/12/2018 5:36	4	83.6	92.1	28	SWA705	N7813P	B737	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
2/12/2018 5:36	5	83.9	92.5	30	SWA705	N7813P	B737	28L
2/12/2018 5:36	6	79.6	90.6	31	SWA705	N7813P	B737	28L
2/12/2018 5:36	8	68.8	81.1	24	SWA705	N7813P	B737	28L
2/12/2018 5:36	7	75.9	86.8	32	SWA705	N7813P	B737	28L
2/12/2018 5:38	4	87.9	96	29	SWA713	N8317M	B738	28L
2/12/2018 5:38	5	88.7	96.5	29	SWA713	N8317M	B738	28L
2/12/2018 5:38	6	82.8	93.3	32	SWA713	N8317M	B738	28L
2/12/2018 5:38	8	71.8	83.6	24	SWA713	N8317M	B738	28L
2/12/2018 5:38	7	79.7	89.6	31	SWA713	N8317M	B738	28L
2/12/2018 5:47	4	85.1	93.2	28	SWA1722	N8608N	B738	28L
2/12/2018 5:47	5	86	94	29	SWA1722	N8608N	B738	28L
2/12/2018 5:47	6	80	91	33	SWA1722	N8608N	B738	28L
2/12/2018 5:47	8	70.8	81.1	23	SWA1722	N8608N	B738	28L
2/12/2018 5:47	7	76.3	87.4	34	SWA1722	N8608N	B738	28L
2/12/2018 5:54	4	83.6	90.5	25	SKW4590	N257SY	E75L	28L
2/12/2018 5:54	5	84.7	92	26	SKW4590	N257SY	E75L	28L
2/12/2018 5:54	6	80.2	90.3	29	SKW4590	N257SY	E75L	28L
2/12/2018 5:54	7	75.2	85.5	25	SKW4590	N257SY	E75L	28L
2/12/2018 5:55	4	85.8	93.1	26	ASA329	N513AS	B738	28L
2/12/2018 5:55	5	88.6	95.2	32	ASA329	N513AS	B738	28L
2/12/2018 5:55	6	82.1	92.4	30	ASA329	N513AS	B738	28L
2/12/2018 5:55	8	69.7	81	22	ASA329	N513AS	B738	28L
2/12/2018 5:55	7	76	87	32	ASA329	N513AS	B738	28L
2/12/2018 23:25	4	74.9	82.9	21	N91DD	N91DD	BE35	28R
2/12/2018 23:35	4	80.3	85	13	REH50	N911RX	BE20	28R
2/15/2018 5:38	8	74.2	81.5	13	PXT903	N903JP	C510	33
2/16/2018 1:20	4	80.2	85.1	11	N117MF	N117MF	BE9L	28R
2/21/2018 22:10	8	74.8	80	5	N17VA	N17VA	BE20	28R
2/24/2018 22:02	4	81.7	86.1	14	N501EB	N501EB	BE20	28R
2/24/2018 22:02	5	74.2	80.1	10	N501EB	N501EB	BE20	28R
2/24/2018 22:02	8	78.3	84.4	11	N501EB	N501EB	BE20	28R
2/24/2018 22:02	3	73.5	80.1	12	N501EB	N501EB	BE20	28R
2/24/2018 23:13	4	81.6	86	15	N969MA	N969MA	BE20	28R
2/24/2018 23:13	5	77.6	82.3	10	N969MA	N969MA	BE20	28R
2/24/2018 23:13	6	74.1	80.7	9	N969MA	N969MA	BE20	28R
2/24/2018 23:13	8	73.3	80.9	13	N969MA	N969MA	BE20	28R
2/26/2018 1:17	4	87.4	95.5	27	VOI993	XAVLK	A320	28R
2/26/2018 1:17	5	84.5	92.8	28	VOI993	XAVLK	A320	28R
2/26/2018 1:17	6	79.6	89.8	26	VOI993	XAVLK	A320	28R
2/26/2018 1:18	8	72.9	82.2	22	VOI993	XAVLK	A320	28R
2/26/2018 1:18	7	79.3	87.2	24	VOI993	XAVLK	A320	28R
2/26/2018 1:35	4	77.3	82.3	11	N400AY	N400AY	BE30	28R
2/26/2018 4:32	4	77	83.5	15	N411EC	N411EC	C56X	28L
2/26/2018 4:32	5	85	89.5	14	N411EC	N411EC	C56X	28L
2/26/2018 4:32	6	83.3	88.8	16	N411EC	N411EC	C56X	28L
2/26/2018 4:32	7	74.8	82.8	17	N411EC	N411EC	C56X	28L
2/28/2018 22:11	4	77.5	85.6	21	PEG71	N171AR	LJ31	10R
2/28/2018 22:12	9	75.7	85.1	28	PEG71	N171AR	LJ31	10R
2/28/2018 22:12	10	71.4	81.3	29	PEG71	N171AR	LJ31	10R
2/28/2018 22:12	11	75.8	83.9	17	PEG71	N171AR	LJ31	10R
3/1/2018 0:47	9	78.7	88.2	27	TSH1501	CFPOI	CRJ2	10R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
3/1/2018 0:47	10	71.8	82.5	29	TSH1501	CFPOI	CRJ2	10R
3/1/2018 0:47	11	73.4	82.8	16	TSH1501	CFPOI	CRJ2	10R
3/1/2018 0:48	13	69.8	80.2	21	TSH1501	CFPOI	CRJ2	10R
3/1/2018 22:50	1	79.3	90.2	36	SWA1722	N8618N	B738	28L
3/1/2018 22:51	2	68.6	81.2	39	SWA1722	N8618N	B738	28L
3/4/2018 3:46	4	79.1	82.9	10	N47CA	N47CA	PAY2	28R
3/5/2018 5:36	4	81.6	89.7	28	SWA8503	N466WN	B737	28L
3/5/2018 5:36	5	81.6	89.8	25	SWA8503	N466WN	B737	28L
3/5/2018 5:37	6	79.8	88.9	23	SWA8503	N466WN	B737	28L
3/5/2018 5:37	7	75	84.6	20	SWA8503	N466WN	B737	28L
3/5/2018 5:44	4	85.7	93.3	30	SWA1722	N8618N	B738	28L
3/5/2018 5:44	5	88	95.1	28	SWA1722	N8618N	B738	28L
3/5/2018 5:44	6	83.1	92.2	30	SWA1722	N8618N	B738	28L
3/5/2018 5:44	8	71.2	80.3	18	SWA1722	N8618N	B738	28L
3/5/2018 5:44	7	76.7	86.7	29	SWA1722	N8618N	B738	28L
3/5/2018 5:46	4	86.5	94	33	SWA713	N8684F	B738	28L
3/5/2018 5:46	5	88.2	95.5	34	SWA713	N8684F	B738	28L
3/5/2018 5:47	6	83.4	92.9	31	SWA713	N8684F	B738	28L
3/5/2018 5:47	8	73.5	82.8	26	SWA713	N8684F	B738	28L
3/5/2018 5:47	7	77.9	87.6	29	SWA713	N8684F	B738	28L
3/5/2018 5:48	4	82.9	90.4	27	SWA705	N949WN	B737	28L
3/5/2018 5:48	5	84.2	92	24	SWA705	N949WN	B737	28L
3/5/2018 5:48	6	82.5	90.9	23	SWA705	N949WN	B737	28L
3/5/2018 5:49	7	77.9	86.3	21	SWA705	N949WN	B737	28L
3/5/2018 5:55	4	75.6	82.2	13	N615PG	N615PG	E35L	28L
3/5/2018 5:55	5	82.9	87.5	14	N615PG	N615PG	E35L	28L
3/5/2018 5:55	6	79.6	85.6	14	N615PG	N615PG	E35L	28L
3/6/2018 0:12	4	85.6	92.3	24	LN509RP	N509RP	C550	28R
3/6/2018 0:12	5	80.2	87.9	23	LN509RP	N509RP	C550	28R
3/6/2018 0:12	6	83.2	90.1	23	LN509RP	N509RP	C550	28R
3/6/2018 0:12	7	75.3	84.9	23	LN509RP	N509RP	C550	28R
3/6/2018 3:00	4	78.4	86	28	LN45MF	N45MF	LJ35	28L
3/6/2018 3:00	5	93.2	96.3	18	LN45MF	N45MF	LJ35	28L
3/6/2018 3:00	6	87.2	93.2	20	LN45MF	N45MF	LJ35	28L
3/6/2018 3:00	7	76.2	85.2	22	LN45MF	N45MF	LJ35	28L
3/6/2018 22:47	4	76.6	82.5	11	N200WB	N200WB	BE20	28R
3/7/2018 0:08	4	84.1	88.4	11	LN47CA	N47CA	PAY2	28R
3/7/2018 5:47	9	79.3	87.4	25	PXT44	N44CK	C525	10L
3/7/2018 5:47	10	70.7	80.7	22	PXT44	N44CK	C525	10L
3/8/2018 22:29	4	76.8	80.1	8	N2310K	N2310K	BE9L	28R
3/11/2018 0:54	4	80.5	86.5	12	N70221	N70221	C185	28R
3/11/2018 0:54	5	75.8	82	9	N70221	N70221	C185	28R
3/11/2018 0:56	14	70.6	81.3	18	N70221	N70221	C185	28R
3/12/2018 4:43	4	78.7	83.5	11	N562NA	N562NA	PC12	28R
3/12/2018 4:54	4	84.5	90.9	28	EJA232	N232QS	F2TH	28L
3/12/2018 4:54	5	88.8	94.1	19	EJA232	N232QS	F2TH	28L
3/12/2018 4:55	6	86.3	92.9	20	EJA232	N232QS	F2TH	28L
3/12/2018 4:55	7	81.7	89	19	EJA232	N232QS	F2TH	28L
3/12/2018 5:21	4	82.4	90.5	30	SWA762	N7710A	B737	28L
3/12/2018 5:21	5	87.8	94	30	SWA762	N7710A	B737	28L
3/12/2018 5:21	6	85.5	92.9	36	SWA762	N7710A	B737	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
3/12/2018 5:22	7	82.7	91.4	28	SWA762	N7710A	B737	28L
3/12/2018 5:24	4	82.7	89.9	29	SWA1426	N467WN	B737	28L
3/12/2018 5:24	4	82.7	89.9	29	SWA1236	N768SW	B737	28L
3/12/2018 5:24	5	84.3	91.5	32	SWA1236	N768SW	B737	28L
3/12/2018 5:24	5	84.3	91.5	32	SWA1426	N467WN	B737	28L
3/12/2018 5:25	6	81	90	25	SWA1426	N467WN	B737	28L
3/12/2018 5:25	6	81	90	25	SWA1236	N768SW	B737	28L
3/12/2018 5:25	7	78.3	87.6	24	SWA1426	N467WN	B737	28L
3/12/2018 5:25	7	78.3	87.6	24	SWA1236	N768SW	B737	28L
3/12/2018 5:41	4	83	91	27	SWA1819	N231WN	B737	28L
3/12/2018 5:41	5	88	94.3	26	SWA1819	N231WN	B737	28L
3/12/2018 5:41	6	85.3	92.9	25	SWA1819	N231WN	B737	28L
3/12/2018 5:41	7	79.9	88.7	24	SWA1819	N231WN	B737	28L
3/12/2018 5:47	4	83.3	90.1	27	SWA1426	N467WN	B737	28L
3/12/2018 5:47	4	83.3	90.1	27	SWA1236	N768SW	B737	28L
3/12/2018 5:47	5	85.5	92.3	26	SWA1236	N768SW	B737	28L
3/12/2018 5:47	5	85.5	92.3	26	SWA1426	N467WN	B737	28L
3/12/2018 5:47	6	82.4	90.7	22	SWA1426	N467WN	B737	28L
3/12/2018 5:47	6	82.4	90.7	22	SWA1236	N768SW	B737	28L
3/12/2018 5:47	7	78.7	87.1	22	SWA1426	N467WN	B737	28L
3/12/2018 5:47	7	78.7	87.1	22	SWA1236	N768SW	B737	28L
3/12/2018 5:56	5	90.6	97.2	46	ASA941	N532AS	B738	28L
3/12/2018 5:56	4	84.9	93.2	43	ASA941	N532AS	B738	28L
3/12/2018 5:57	6	84.7	93.6	28	ASA941	N532AS	B738	28L
3/12/2018 5:57	8	68.4	80	18	ASA941	N532AS	B738	28L
3/12/2018 5:57	7	79.9	89.5	28	ASA941	N532AS	B738	28L
3/12/2018 22:53	10	76.7	82.1	19	CMD70	N370CS	BE20	10L
3/12/2018 22:53	9	76.7	83.1	12	CMD70	N370CS	BE20	10L
3/12/2018 23:27	9	73.7	81.4	14	N525KF	N525KF	GLF5	10R
3/13/2018 0:10	4	76.3	84.2	20	N359BC	N359BC	H25B	10R
3/13/2018 0:11	9	75	82.8	16	N359BC	N359BC	H25B	10R
3/13/2018 0:11	12	78.4	86.6	24	N359BC	N359BC	H25B	10R
3/13/2018 0:58	10	72.6	81.1	20	LN56CD	N56CD	BE20	10L
3/13/2018 5:37	9	75.2	84	19	LXJ548	N548FX	CL30	10R
3/13/2018 5:37	12	74.4	83.7	28	LXJ548	N548FX	CL30	10R
3/14/2018 5:33	4	74.9	80.8	15	PXT494	N494KC	PC12	28R
3/14/2018 22:17	4	77.8	82.7	13	N12268	N12268	C425	28R
3/14/2018 22:17	8	71.9	80	11	N12268	N12268	C425	28R
3/14/2018 23:35	4	74.4	80.6	11	N427WA	N427WA	PC12	28R
3/14/2018 23:55	3	76	84.5	20	N13F	N13F	C25B	33
3/16/2018 22:37	5	75.3	81.2	12	BTQ329	N475SS	PC12	28L
3/18/2018 1:50	10	72.2	83	26	LN509RP	LN509RP	C550	28L
3/18/2018 1:50	4	79.2	87.7	28	LN509RP	LN509RP	C550	28L
3/18/2018 1:50	5	81.7	90.6	27	LN509RP	LN509RP	C550	28L
3/18/2018 1:51	6	81.2	89.9	30	LN509RP	LN509RP	C550	28L
3/18/2018 1:51	7	72.8	83.4	26	LN509RP	LN509RP	C550	28L
3/19/2018 5:17	4	83.5	90.8	25	SWA1236	N7840A	B737	28L
3/19/2018 5:17	5	88	93.8	17	SWA1236	N7840A	B737	28L
3/19/2018 5:17	6	84.3	92.2	22	SWA1236	N7840A	B737	28L
3/19/2018 5:17	7	79.7	88.7	24	SWA1236	N7840A	B737	28L
3/19/2018 5:27	4	87.2	94.3	32	SWA762	N295WN	B737	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
3/19/2018 5:27	5	89.1	95.8	27	SWA762	N295WN	B737	28L
3/19/2018 5:27	6	85.9	94.3	28	SWA762	N295WN	B737	28L
3/19/2018 5:28	8	71.9	83.2	22	SWA762	N295WN	B737	28L
3/19/2018 5:28	7	80.6	89.6	27	SWA762	N295WN	B737	28L
3/19/2018 5:39	4	86.1	93.2	27	SWA1819	N209WN	B737	28L
3/19/2018 5:39	5	87.6	95.1	27	SWA1819	N209WN	B737	28L
3/19/2018 5:40	6	83.8	93	26	SWA1819	N209WN	B737	28L
3/19/2018 5:40	8	68.8	80.5	19	SWA1819	N209WN	B737	28L
3/19/2018 5:40	7	78	88	28	SWA1819	N209WN	B737	28L
3/19/2018 5:53	4	82.3	89.4	22	SWA1426	N7730A	B737	28L
3/19/2018 5:53	5	87.8	93.4	18	SWA1426	N7730A	B737	28L
3/19/2018 5:53	6	83.3	91	20	SWA1426	N7730A	B737	28L
3/19/2018 5:53	7	77.7	87.1	24	SWA1426	N7730A	B737	28L
3/20/2018 0:19	5	78.9	83.9	11	REH50	N913RX	BE20	28L
3/20/2018 22:48	9	74.7	82.4	18	N323PG	N323PG	C510	10R
3/20/2018 23:26	10	74.3	81.9	22	LN56CD	LN56CD	BE20	10L
3/21/2018 5:07	9	72.7	81.3	16	N980SF	N980SF	F900	10R
3/27/2018 22:20	3	80.5	87.3	26	N118N	N118N	BE35	33
3/27/2018 22:36	4	77.5	82.2	11	N72MM	N72MM	BE20	28R
3/27/2018 22:36	8	77.1	81.7	8	N72MM	N72MM	BE20	28R
3/27/2018 22:43	4	83.5	90.1	26	N584PC	N584PC	BE58	28R
3/27/2018 22:43	5	74.3	82.8	20	N584PC	N584PC	BE58	28R
3/27/2018 22:44	8	74.8	84.1	22	N584PC	N584PC	BE58	28R
3/28/2018 22:04	4	73	82.1	18	N1406T	N1406T	P28R	28R
3/29/2018 5:52	2	73.5	81.8	16	N4910A	N4910A	C182	15
3/29/2018 22:10	4	78.5	84	15	N54MV	N54MV	PA27	28R
3/29/2018 22:34	4	82.7	88.2	15	N781MM	N781MM	E550	28R
3/29/2018 22:34	5	75.2	82.8	13	N781MM	N781MM	E550	28R
3/29/2018 22:34	6	73.3	81.2	12	N781MM	N781MM	E550	28R
3/30/2018 0:45	4	81.5	86.1	10	N969MA	N969MA	BE20	28R
3/30/2018 0:45	5	74.4	81	10	N969MA	N969MA	BE20	28R
3/30/2018 5:46	3	84.9	90.8	17	N6746R	N6746R	C210	33
3/31/2018 22:21	4	82.9	88.1	20	N2047N	N2047N	BE36	28R
3/31/2018 22:21	5	73.3	80.2	11	N2047N	N2047N	BE36	28R
3/31/2018 22:21	8	78.3	84.1	13	N2047N	N2047N	BE36	28R
3/31/2018 22:22	3	72.9	81.2	14	N2047N	N2047N	BE36	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
2/2/2018 15:45	SWA	SWA6169	B738	J	N8510E	Not Acceptable	No
2/20/2018 15:02	CPZ	CPZ5737	E75L	R	N636CZ	Not Acceptable	No
				Not Acceptable		2	
				Grand Count		2	

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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
1/9/2018 6:17	PXT	PXT170	C525	B	N170TM	Compliant Operation	Yes
2/26/2018 6:37		N107VS	GLF5	B	N107VS	Compliant Operation	Yes
3/22/2018 22:36	SWA	SWA5908	B737	J	N727SW	Compliant Operation	Yes
3/10/2018 23:44	SWA	SWA565	B737	J	N254WN	Compliant Operation	Yes
2/14/2018 3:22	FDX	FDX1879	A306	J	N652FE	Compliant Operation	Yes
					Compliant Operation	5	
1/10/2018 0:13		LN361PJ	LJ35	B	LN361PJ	Lifeguard Medical	Yes
					Lifeguard Medical	1	
1/5/2018 5:37	FDX	FDX881	DC10	J	N567FE	Not Acceptable	No
1/7/2018 1:53		LN777AX	C550	B	N777AX	Not Acceptable	No
1/7/2018 23:51	JBU	JBU168	A320	J	N594JB	Not Acceptable	No
1/8/2018 22:25	NAX	NAX7068	B789	J	LNLNN	Not Acceptable	No
1/23/2018 6:11	SWA	SWA179	B737	J	N7722B	Not Acceptable	No
1/23/2018 22:27		N800WC	BE40	B	N800WC	Not Acceptable	No
1/25/2018 6:04	UPS	UPS2945	MD11	J	N289UP	Not Acceptable	No
1/25/2018 6:21	UPS	UPS2955	B763	J	N324UP	Not Acceptable	No
1/29/2018 0:19	VOI	VOI993	A320	J	XAVLO	Not Acceptable	No
2/2/2018 22:25	JBU	JBU168	A320	J	N527JL	Not Acceptable	No
2/8/2018 23:13		N5G	H25B	B	N5G	Not Acceptable	No
2/10/2018 6:25	FDX	FDX3671	DC10	J	N381FE	Not Acceptable	No
2/11/2018 6:13		N819AP	GALX	B	N819AP	Not Acceptable	No
2/14/2018 3:21	UPS	UPS1458	B752	J	N450UP	Not Acceptable	No
2/14/2018 5:29	FDX	FDX12	B77L	J	N853FD	Not Acceptable	No
2/16/2018 2:51	FDX	FDX195	MD11	J	N603FE	Not Acceptable	No
2/19/2018 22:23	UPS	UPS961	MD11	J	N270UP	Not Acceptable	No
2/22/2018 6:24	SWA	SWA9001	B738	J	N8608N	Not Acceptable	No
2/22/2018 22:27	SWA	SWA855	B737	J	N918WN	Not Acceptable	No
2/23/2018 6:28	SWA	SWA9001	B738	J	N8510E	Not Acceptable	No
2/25/2018 0:26	VOI	VOI991	A321	J	N932AM	Not Acceptable	No
2/25/2018 5:54	FDX	FDX690	MD11	J	N621FE	Not Acceptable	No
2/25/2018 22:11		N314AM	FA50	B	N314AM	Not Acceptable	No
2/27/2018 6:44	LXJ	LXJ402	E550	B	N402FX	Not Acceptable	No
2/27/2018 23:27	VTM	VTM044	DC93	J	N982AX	Not Acceptable	No
3/6/2018 6:20	SWA	SWA2130	B737	J	N434WN	Not Acceptable	No
3/7/2018 22:27		N441PJ	CL60	B	N441PJ	Not Acceptable	No
3/10/2018 3:38	FDX	FDX20	MD11	J	N643FE	Not Acceptable	No
3/14/2018 6:11	FDX	FDX614	MD11	J	N623FE	Not Acceptable	No
3/15/2018 22:50	SWA	SWA5908	B737	J	N7827A	Not Acceptable	No
3/22/2018 22:34	NAX	NAX7076	B788	J	LNLNC	Not Acceptable	No
3/23/2018 6:27	UPS	UPS2945	MD11	J	N273UP	Not Acceptable	No
					Not Acceptable	32	
1/16/2018 22:00	SWA	SWA6119	B737	J	N555LV	Time Buffer	Yes
1/23/2018 6:57	FDX	FDX3647	DC10	J	N559FE	Time Buffer	Yes
1/23/2018 6:58	UPS	UPS2953	B763	J	N308UP	Time Buffer	Yes
2/5/2018 22:00	SWA	SWA180	B737	J	N789SW	Time Buffer	Yes
2/9/2018 6:59	FDX	FDX440	MD11	J	N584FE	Time Buffer	Yes
2/12/2018 22:01	FDX	FDX1353	B752	J	N987FD	Time Buffer	Yes

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
2/14/2018 6:51	TTX	TTX6951	FA20	B	N961AA	Time Buffer	Yes
2/14/2018 6:57	SWA	SWA5053	B738	J	N8556Z	Time Buffer	Yes
2/14/2018 6:59	FDX	FDX3647	DC10	J	N566FE	Time Buffer	Yes
2/22/2018 22:03	SWA	SWA6119	B737	J	N7854B	Time Buffer	Yes
2/22/2018 22:04	SWA	SWA6087	B737	J	N910WN	Time Buffer	Yes
2/26/2018 6:58	TWY	TWY2	GLF4	B	N16JN	Time Buffer	Yes
2/27/2018 6:56	UPS	UPS2945	MD11	J	N271UP	Time Buffer	Yes
2/27/2018 6:59	FDX	FDX3647	DC10	J	N562FE	Time Buffer	Yes
2/28/2018 22:00	SWA	SWA855	B737	J	N426WN	Time Buffer	Yes
3/1/2018 22:10	SWA	SWA6087	B737	J	N488WN	Time Buffer	Yes
3/4/2018 22:00	UPS	UPS2943	B763	J	N309UP	Time Buffer	Yes
3/4/2018 22:02	SWA	SWA4150	B737	J	N403WN	Time Buffer	Yes
3/8/2018 6:59	SWA	SWA1856	B738	J	N8670A	Time Buffer	Yes
3/11/2018 22:02	UPS	UPS2943	B763	J	N353UP	Time Buffer	Yes
3/17/2018 6:59	FDX	FDX864	MD11	J	N595FE	Time Buffer	Yes
3/18/2018 22:00	JSX	JSX180	E135	R	N254JX	Time Buffer	Yes
3/20/2018 6:50	PXT	PXT862	E55P	B	N862LG	Time Buffer	Yes
3/28/2018 6:59	AAY	AAY1016	A319	J	N311NV	Time Buffer	Yes
1/12/2018 22:00	SWA	SWA6087	B737	J	N469WN	Time Buffer	Yes
1/16/2018 6:51	UPS	UPS2955	B763	J	N358UP	Time Buffer	Yes
					Time Buffer	26	
					Grand Count	64	

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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
3/22/2018 3:27	FDX	FDX1869	B763	J	N123FE	Not Acceptable	No
					Not Acceptable	1	
					Grand Count	1	

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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
1/8/2018	1935	USC	C25A	2	Med	GRE	1945	N/A	NO
1/9/2018	1330	KFA	GLF4	1	High	HG6	1430	N/A	N/A
1/13/2018	1356	KFA	C25A	1	High	GRE	1415	N/A	N/A
1/19/2018	1636	TAG	C500	1	High	HG6	1715	N/A	N/A
1/25/2018	1448	GCC	CL30	2	High	HG6	1520	N/A	N/A
1/26/2018	2015	USC	C17A	2	High	HG6	2020	N/A	NO
1/26/2018	2125	USC	C17A	2	High	HG6	2130	N/A	NO
1/27/2018	1700	GCC	C500	2	High	HG6	1705	N/A	N/A

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
1/27/2018	1259	GCC	C500	2	High	HG6	0030	NO	N/A
1/27/2018	0017	HAL	B767	2	High	GRE	0030	NO	N/A
1/29/2018	1030	COA	GLF2	2	High	HG6	1040	N/A	N/A
1/30/2018	2323	SWA	B737	2	High	GRE	2325	NO	N/A
2/4/2018	0950	TWY	GLF4	2	High	GRE	1000	N/A	N/A
2/9/2018	1218	TAG	E135	3	High	HG6	1330	N/A	N/A
2/12/2018	0135	FDX	MD11	3	High	GRE	0135	NO	N/A
2/12/2018	2149	SWA	B737	2	Med	GRE	2200	NO	N/A
2/23/2018	2020	TWY	C500	2	High	HG6	2025	N/A	NO
3/1/2018	2004	TWY	C500	2	High	HG6	2005	N/A	NO
3/2/2018	1439	TWY	C500	2	High	HG6	1440	N/A	N/A
3/7/2018	1230	SWA	B737	2	High	GRE	1240	N/A	N/A
3/8/2018	1415	TAG	CL30	2	High	HG6	1415	N/A	N/A
3/8/2018	1023	USC	C500	2	High	HG6	1023	N/A	N/A
3/12/2018	1355	PCE	C500	2	High	HG6	1430	N/A	N/A
3/23/2018	0354	SWA	B737	2	High	GRE	0400	NO	N/A
3/23/2018	2359	SWA	B737	2	High	GRE	0010	NO	N/A
3/23/2018	1130	TWY	C500	2	Med	HG6	1140	N/A	N/A
3/25/2018	1031	UPS	B767	2	High	GRE	1045	N/A	N/A
3/27/2018	1815	CAA	F900	2	High	HG6	1230	N/A	N/A
3/27/2018	0022	FDX	MD11	3	High	OTHER	0023	NO	N/A
3/27/2018	0536	FDX	MD11	3	High	GRE	0600	NO	N/A
3/28/2018	0059	SWA	B737	2	High	GRE	0120	NO	N/A
3/28/2018	1429	GRO	F900	2	High	HG6	1431	N/A	N/A
3/29/2018	2353	SWA	B737	2	High	GRE	2355	NO	N/A
3/29/2018	2335	SWA	B737	2	Med	GRE	0005	NO	N/A

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Runway 30 East Turn Departures List for Calendar Quarter

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
2/26/2018 8:40	EJA	EJA781	CL35	2769	ATC Did Not Advise	No
				ATC Did Not Advise	1	
1/3/2018 7:53	FDX	FDX3012	B763	2572	Air Traffic Conflict	Yes
1/3/2018 9:12	SWA	SWA1524	B737	2709	Air Traffic Conflict	Yes
1/4/2018 19:09	SWA	SWA107	B737	2424	Air Traffic Conflict	Yes
1/6/2018 8:12	SWA	SWA3926	B738	2503	Air Traffic Conflict	Yes
1/6/2018 12:35	SWA	SWA9005	B737	2214	Air Traffic Conflict	Yes
1/7/2018 15:07	SWA	SWA4567	B737	2486	Air Traffic Conflict	Yes
1/10/2018 7:37	DZR	DZR356	LJ70	2824	Air Traffic Conflict	Yes
1/10/2018 13:53	SWA	SWA6033	B738	2706	Air Traffic Conflict	Yes
1/10/2018 13:53	SWA	SWA6033	B738	2709	Air Traffic Conflict	Yes
1/11/2018 18:54	FDX	FDX1605	B763	2742	Air Traffic Conflict	Yes
1/12/2018 8:04	FDX	FDX3012	B763	2814	Air Traffic Conflict	Yes
1/15/2018 9:53	FDX	FDX885	MD11	2509	Air Traffic Conflict	Yes

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
1/19/2018 8:50	SWA	SWA1331	B738	2844	Air Traffic Conflict	Yes
1/23/2018 7:08	SWA	SWA1761	B738	2791	Air Traffic Conflict	Yes
1/24/2018 7:47	FDX	FDX3012	B763	2828	Air Traffic Conflict	Yes
1/25/2018 7:09	SWA	SWA1692	B737	2746	Air Traffic Conflict	Yes
1/25/2018 7:12	SWA	SWA1761	B738	2417	Air Traffic Conflict	Yes
1/25/2018 7:46	SWA	SWA617	B738	2828	Air Traffic Conflict	Yes
1/29/2018 19:35	FDX	FDX1605	B763	2309	Air Traffic Conflict	Yes
1/31/2018 20:15	FDX	FDX1117	A306	2874	Air Traffic Conflict	Yes
2/5/2018 13:07	EDG	EDG39	GLF4	2824	Air Traffic Conflict	Yes
2/6/2018 11:13	SWA	SWA6405	B737	2618	Air Traffic Conflict	Yes
2/8/2018 7:09	SWA	SWA1761	B738	2319	Air Traffic Conflict	Yes
2/8/2018 11:26	SWA	SWA6405	B737	2834	Air Traffic Conflict	Yes
2/10/2018 19:35	IBE	IBE2622	A332	2486	Air Traffic Conflict	Yes
2/14/2018 15:43		N853CC	H25B	2116	Air Traffic Conflict	Yes
2/15/2018 18:47	ASA	ASA569	B739	2431	Air Traffic Conflict	Yes
2/17/2018 7:17	SWA	SWA2371	B738	2624	Air Traffic Conflict	Yes
2/19/2018 15:49	SWA	SWA1891	B738	2621	Air Traffic Conflict	Yes
2/20/2018 10:50	SWA	SWA598	B738	2880	Air Traffic Conflict	Yes
2/20/2018 15:09	SWA	SWA5804	B738	2542	Air Traffic Conflict	Yes
2/22/2018 13:38		N805WM	GLEK	2805	Air Traffic Conflict	Yes
2/26/2018 7:07	SWA	SWA1692	B737	2627	Air Traffic Conflict	Yes
2/27/2018 7:20	LXJ	LXJ585	CL30	2798	Air Traffic Conflict	Yes
2/28/2018 20:18	FDX	FDX1117	A306	2700	Air Traffic Conflict	Yes
3/1/2018 14:59	SWA	SWA1500	B738	2782	Air Traffic Conflict	Yes
3/1/2018 19:34	CSB	CSB947	B762	2424	Air Traffic Conflict	Yes
3/1/2018 20:32	NAX	NAX7076	B788	2516	Air Traffic Conflict	Yes
3/1/2018 20:39	SWA	SWA1391	B737	2821	Air Traffic Conflict	Yes
3/2/2018 16:39	UPS	UPS9803	B752	2847	Air Traffic Conflict	Yes
3/2/2018 18:33	SWA	SWA467	B737	2775	Air Traffic Conflict	Yes
3/5/2018 7:44	SWA	SWA617	B738	2578	Air Traffic Conflict	Yes
3/5/2018 11:59	SWA	SWA1037	B738	2559	Air Traffic Conflict	Yes
3/5/2018 14:14		N819AP	GALX	2887	Air Traffic Conflict	Yes
3/8/2018 11:30	SWA	SWA5607	B738	2696	Air Traffic Conflict	Yes
3/8/2018 12:02	SWA	SWA1663	B737	2782	Air Traffic Conflict	Yes
3/8/2018 12:20	KAI	KAI92	GLF4	2860	Air Traffic Conflict	Yes
3/9/2018 15:34	SWA	SWA6241	B737	2870	Air Traffic Conflict	Yes
3/10/2018 8:05	FDX	FDX3012	A306	2798	Air Traffic Conflict	Yes
3/10/2018 12:32	SWA	SWA1540	B738	2870	Air Traffic Conflict	Yes
3/11/2018 19:43	SWA	SWA4987	B738	2837	Air Traffic Conflict	Yes
3/11/2018 20:02	SWA	SWA4946	B738	2585	Air Traffic Conflict	Yes
3/12/2018 7:38	SWA	SWA2643	B737	2250	Air Traffic Conflict	Yes
3/14/2018 15:38	SWA	SWA5551	B738	2644	Air Traffic Conflict	Yes
3/18/2018 16:01	SWA	SWA4674	B738	2729	Air Traffic Conflict	Yes
3/20/2018 8:40	SWA	SWA1414	B738	2575	Air Traffic Conflict	Yes
3/27/2018 15:49	SWA	SWA5551	B738	2532	Air Traffic Conflict	Yes
3/31/2018 7:42	SWA	SWA503	B738	2742	Air Traffic Conflict	Yes
3/31/2018 8:36	TWY	TWY13	CL35	2375	Air Traffic Conflict	Yes
				Air Traffic Conflict	59	
3/14/2018 10:23	DAL	DAL2927	A319	2765	Compliant Operation	Yes
				Compliant Operation	1	
1/27/2018 20:26	IBE	IBE2622	A332	2355	Not Acceptable	No
1/18/2018 16:40	XOJ	XOJ772	C750	2896	Not Acceptable	No

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
				Not Acceptable	2	
				Grand Count	63	

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100 Degree Radial Turbojet Landing List for Calendar Quarter

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
3/9/2018 17:49	DAL2943	B712	DAL	2942	Compliant Operation	Yes
1/31/2018 22:17	FDX1802	DC10	FDX	2726	Compliant Operation	Yes
				Compliant Operation	2	
1/17/2018 18:34	SWA702	B737	SWA	2677	Not Acceptable	No
1/20/2018 7:59	SWA2513	B737	SWA	2431	Not Acceptable	No
1/30/2018 15:08	SWA437	B738	SWA	2539	Not Acceptable	No
2/7/2018 9:23	SWA5476	B738	SWA	2788	Not Acceptable	No
2/12/2018 6:59	SWA401	B737	SWA	3093	Not Acceptable	No
2/19/2018 18:59	SWA5480	B737	SWA	2775	Not Acceptable	No
2/22/2018 21:26	SWA5549	B737	SWA	2526	Not Acceptable	No
3/6/2018 17:40	DAL2943	B712	DAL	2473	Not Acceptable	No
3/8/2018 23:15	SWA815	B738	SWA	2709	Not Acceptable	No
3/13/2018 19:05	SWA5647	B738	SWA	2421	Not Acceptable	No
1/14/2018 18:19	SWA4447	B738	SWA	2752	Not Acceptable	No
1/4/2018 7:54	ASA914	B737	ASA	2591	Not Acceptable	No
1/1/2018 22:56	SWA205	B738	SWA	2821	Not Acceptable	No
1/2/2018 7:39	ASA334	B737	ASA	2375	Not Acceptable	No
				Not Acceptable	14	
3/14/2018 12:42	SWA2122	B737	SWA	2713	Weather/Wind Conditions	Yes
				Weather/Wind Conditions	1	
				Grand Count	17	

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North Field Jet Departure Procedure
Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: aircraftowner/operator@bankofutah.com

January 8, 2017

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: 1/7/2017
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, 2017

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: 3/31/2017
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, 2017

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: 7/30/2017

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, 2017

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: 1/7/2017
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, 2017

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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