



Oakland International Airport



A division of the Port of Oakland

Quarterly Aircraft Noise Report

Second 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 Second Quarter 2018				
	2017Q2		2018Q2	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	90%	10%	93%	7%
Total Airport-wide Corporate Jet Departures	2,727	312	2,932	209
Runway 10R/L Jet Landing Compliance	69%	31%	88%	12%
Total Southeast Plan Corporate Jet Landings	44	20	44	6
North Field VFR Departure Compliance	97%	3%	90%	10%
Total Runways 28R/L & 33 Departures	572	18	466	50
North Field Quiet Hours Compliance	83%	17%	74%	26%
Total North Field Quiet Hours Departures	182	37	256	88
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	17,618	5	19,585	3
Night Time Departure Compliance	99%	1%	98%	2%
Total Runway 30 Night Turbojet Departures	3,324	27	4,041	74
Runway 12 Night Departure Compliance	83%	17%	82%	18%
Total Runway 12 Night Turbojet Departures	62	13	36	8
Runway 30 East Turn Departure Compliance	99%	1%	100%	0%
Total Runway 30 East Turn Departures	5,363	27	5,979	5
100 Degree Radial Turbojet Landing Compliance	95%	5%	99%	1%
Total 100 Degree Radial Turbojet Landings	2,337	130	1,354	11
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	7	0	8	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 Second Quarter 2018				
	April	May	June	Quarterly
Airport-wide Corporate Jet Departures	1,019	1,153	969	3,141
Compliant Corporate Jet Departures	946	1,062	924	2,932
Non-compliant Corporate Jet Departures	73	91	45	209
Corporate Jet Departure Compliance Rate	93%	92%	95%	93%
Excused Jet Departures	52	10	76	138
The section below compares compliance performance to airport-wide jet departures.				
Airport-wide Jet Departures	6,468	6,942	6,879	20,289
Compliant Airport-wide Jet Departures	6,395	6,851	6,834	20,080
Non-compliant Airport-wide Jet Departures	73	91	45	209
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 Second Quarter 2018				
	April	May	June	Quarterly
Southeast (SE) Plan Corporate Jet Landings *	46	4	0	50
Compliant SE Plan Corporate Jet Landings	44	0	0	44
Non-compliant SE Plan Corporate Jet Landings	2	4	0	6
SE Plan Corporate Jet Landing Compliance Rate	96%	0%	N/A	88%
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Airport-wide SE Plan Jet Landings	243	34	1	278
Airport-wide Compliant SE Plan Jet Landings	241	30	1	272
Airport-wide Non-compliant SE Plan Landings	2	4	0	6
Airport-wide Jet Landing SE Plan Compliance Rate	99%	88%	100%	98%
* Note: During Southeast Plan, business jets may land on Runways 10R/L and 12.				

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NORTH FIELD VFR AIRCRAFT DEPARTURE PROCEDURE

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

North Field VFR Aircraft Departure NAP Compliance Summary Second Quarter 2018				
	April	May	June	Total
Total VFR Departures	186	150	180	516
Total VFR Departures Over Alameda	29	16	34	79
Compliant Departures	168	141	157	466
Non-compliant Departures	18	9	23	50
Compliance Rate	90%	94%	87%	90%

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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.) Second Quarter 2018				
	April	May	June	Quarterly
Total Night Departures (10:00 p.m. to 7:00 a.m.)	106	111	127	344
Compliant Night Departures	80	77	99	256
Average Compliant Departures per Night	2.6	2.5	3.2	2.8
Non-Compliant Night Departures	26	34	28	88
Average Non-Compliant Departures per Night	0.8	1.1	0.9	1.0
Night Departure Compliance Rate	75%	69%	78%	74%

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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 = 171

Second 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	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
2	10	3	0.0	0.5%	1	0.0	0.2%	1	0.0	0.2%	15
3	34	3	0.0	0.5%	1	0.0	0.2%	0	0.0	0.0%	38
4	44	41	0.5	7.2%	26	0.3	4.6%	28	0.3	4.9%	139
5	46	23	0.3	4.1%	24	0.3	4.2%	35	0.4	6.2%	128
6	19	12	0.1	2.1%	13	0.1	2.3%	28	0.3	4.9%	72
7	17	14	0.2	2.5%	25	0.3	4.4%	3	0.0	0.5%	59
8	24	18	0.2	3.2%	7	0.1	1.2%	0	0.0	0.0%	49
9	5	4	0.0	0.7%	1	0.0	0.2%	2	0.0	0.4%	12
10	19	1	0.0	0.2%	1	0.0	0.2%	1	0.0	0.2%	22
11	0	0	0.0	0.0%	1	0.0	0.2%	1	0.0	0.2%	2
12	4	4	0.0	0.7%	0	0.0	0.0%	0	0.0	0.0%	8
13	3	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	4
14	6	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	6
All NMTs	231	124	1	0	100	1	0	99	1	0	554

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Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 157

Second 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	34	3	0.0	1.3%	1	0.0	0.4%	0	0.0	0.0%	38
4	44	41	0.5	17.2%	26	0.3	10.9%	28	0.3	11.7%	139
5	46	23	0.3	9.6%	24	0.3	10.0%	35	0.4	14.6%	128
6	19	12	0.1	5.0%	13	0.1	5.4%	28	0.3	11.7%	72
7	17	14	0.2	5.9%	25	0.3	10.5%	3	0.0	1.3%	59
8	24	18	0.2	7.5%	7	0.1	2.9%	0	0.0	0.0%	49
Total	184	111	1.2		96	1.1		94	1.0		485

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 14

Second 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	10	3	0.0	0.9%	1	0.0	0.3%	1	0.0	0.3%	15
9	5	4	0.0	1.2%	1	0.0	0.3%	2	0.0	0.6%	12
10	19	1	0.0	0.3%	1	0.0	0.3%	1	0.0	0.3%	22
11	0	0	0.0	0.0%	1	0.0	0.3%	1	0.0	0.3%	2
12	4	4	0.0	1.2%	0	0.0	0.0%	0	0.0	0.0%	8
13	3	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	4
14	6	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	6
Total	47	13	0.1		4	0.0		5	0.1		69

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SOUTH FIELD REPORTS

RUNWAY 30 BFI RIGHT TURN DEPARTURE PROCEDURE

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

Runway 30 Bay Farm Right Turn Departure Procedure Compliance Summary Second Quarter 2018				
	April	May	June	Quarter
Runway 30 Turbojet Departures	6,087	6,773	6,728	19,588
Compliant Departures	6,084	6,773	6,728	19,585
Non-compliant Departures	3	0	0	3
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 Second Quarter 2018				
	April	May	June	Quarter
Runway 30 Nighttime Turbojet Departures	1,252	1,406	1,461	4,119
Buffer Time Departures	18	11	14	43
Compliant Departures	1,226	1,386	1,433	4,045
Non-compliant Departures	26	20	28	74
HUSSH gate misses	13	6	6	25
NITE gate misses	18	6	12	36
REBAS gate misses	24	18	23	65
Compliance Rate	98%	99%	98%	98%

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ROLLING TAKE-OFF NIGHT DEPARTURE PROCEDURE FOR FedEx

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

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

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM) Second Quarter 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
Second Quarter 2018 [B]					
	Total [X]	Est. Avg. Monthly [X/3]			
B763	172	57	11	66	13
DC10/MD10	70	23	12	67	21
MD11	210	70	47	65	13
A306	106	35	9	65	15
B757	177	59	17	65	14
B77L	76	25	5	65	19
Difference [A-B]					
DC10/MD10		-64	-20	-2	-1
MD11		38	34	-5	-11
A306		-32	-12	-2	-10
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event. Source: ANOMS (Airport Noise and Operations Monitoring System)					

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Summary of Calendar Quarter of Previous Year

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM) Second 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	
Second Quarter 2017 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B763	128	43	4	67	76	21
DC10/MD10	65	22	8	66	75	16
MD11	196	65	56	66	75	16
A306	111	37	10	66	75	25
B757	184	61	16	66	75	19
B77L	72	24	9	69	77	24
Difference [A-B]						
DC10/MD10		-65	-24	-3	-3	-6
MD11		33	43	-4	-4	-8
A306		-30	-11	-1	-2	0
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event. Source: ANOMS (Airport Noise and Operations Monitoring System)						

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RUNWAY 12 NIGHT DEPARTURE PROCEDURE

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

Runway 12 Night Departure NAP Compliance Summary (10:00 PM to 7:00 AM) Second Quarter 2018				
	April	May	June	Quarter
Jet Departures	44	0	0	44
Non-Compliant Departures	8	0	0	8
Compliant Departures	36	0	0	36
Compliance Rate	82%	No SE Plan	No SE Plan	82%
Note: The noise abatement procedure is officially implemented between 10:00 p.m. and 7:00 a.m. nightly.				

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ENGINE RUN-UP PROCEDURE PROGRAM

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

Engine Run-up Program Second Quarter 2018				
	April	May	June	Quarter
Runups - 7:00 PM to 10:00 PM	0	0	0	0
Runups Greater Than 75 dBA	0	0	0	0
Runups - 10:00 PM to 7:00 AM	3	2	3	8
Runups Greater Than 70 dBA	0	0	0	0
Total Evening and Nighttime Runups	3	2	3	8
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 Second Quarter 2018				
	April	May	June	Quarter
Total Runway 30 East Turn Turbojet Departures	1,767	2,036	2,181	5,984
Non-compliant Turbojet Departures	1	3	1	5
Total Turbojet Aircraft Above 2,900 Feet ASL*	1,766	2,033	2,180	5,979
Compliance Rate	100%	100%	100%	100%
Excused Turbojet Departures	25	32	41	98
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet are to be flagged as non-compliant.				

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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 Second Quarter 2018				
	April	May	June	Quarter
Turbojets on Downwind RWY 30 Approach	474	365	526	1,365
Non-compliant Turbojets	2	1	8	11
Total Turbojet Aircraft Above 3K Feet ASL*	472	364	518	1,354
Compliance Rate	100%	100%	98%	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 are to be flagged as non-compliant.				

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Oakland International Airport Noise Complaint Summary April 2018		
Community	Callers	Complaints
Alameda(BFI)	64	410
Alameda(Central)	13	63
Berkeley	15	29
Castro Valley	1	9
Fremont	2	2
Hayward	6	148
Oakland	25	3895
Piedmont	0	0
San Francisco	1	67
San Leandro	3	7
Union City	0	0
San Lorenzo	0	0
Other Communities	17	672
Total	147	5302
Complaints by Type		
Website		1375
E-mail		3850
Phone		77
Complaints by Time of Day		
Day (0700 - 1900)		1950
Evening (1900 - 2200)		771
Night (2200 - 0700)		2581
Complaints by Type of Operation		
Arrivals		3840
Departures		1452
Over-flights		1
Touch & Go		9
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		393
Helicopter		31
Jet		4153
Military		1
Not Reported		0
Other		115
Propeller		370
Turbo-prop		239

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

Community	Callers	Complaints
Alameda(BFI)	49	493
Alameda(Central)	10	38
Berkeley	7	50
Castro Valley	1	5
Fremont	0	0
Hayward	3	66
Oakland	26	4082
Piedmont	2	4
San Francisco	1	301
San Leandro	4	11
Union City	1	1
San Lorenzo	0	0
Other Communities	9	398
Total	113	5449
Complaints by Type		
Website		1356
E-mail		3959
Phone		134
Complaints by Time of Day		
Day (0700 - 1900)		1719
Evening (1900 - 2200)		789
Night (2200 - 0700)		2941
Complaints by Type of Operation		
Arrivals		3678
Departures		1760
Over-flights		10
Touch & Go		1
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		463
Helicopter		31
Jet		4649
Military		0
Not Reported		0
Other		15
Propeller		189
Turbo-prop		102

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

Community	Callers	Complaints
Alameda(BFI)	95	1160
Alameda(Central)	13	69
Berkeley	4	8
Castro Valley	1	1
Fremont	2	2
Hayward	8	118
Oakland	22	3579
Piedmont	0	0
San Francisco	2	30
San Leandro	6	74
Union City	0	0
San Lorenzo	1	3
Other Communities	22	733
Total	176	5777
Complaints by Type		
Website		1531
E-mail		4011
Phone		235
Complaints by Time of Day		
Day (0700 - 1900)		1885
Evening (1900 - 2200)		260
Night (2200 - 0700)		3632
Complaints by Type of Operation		
Arrivals		3465
Departures		2287
Over-flights		20
Touch & Go		5
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		312
Helicopter		23
Jet		5089
Military		3
Not Reported		0
Other		53
Propeller		232
Turbo-prop		65

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AIRPORT OPERATIONS SUMMARY TABLES

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

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

North Field Night Departures by Runway (10:00 p.m. to 7:00 a.m.) Second Quarter 2018					
	April	May	June	Total	Percentage
Runway 28L	19	12	22	53	31%
Runway 28R	29	29	33	91	54%
Runway 33	3	3	6	12	7%
Alameda Overflights	51	44	61	156	92%
Runway 10L	1	1	0	2	1%
Runway 10R	4	2	1	7	4%
Runway 15	0	2	3	5	3%
San Leandro Overflights	5	5	4	14	8%
Total Departures	56	49	65	170	100%

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

North Field VFR/IFR Departures by Runway Second Quarter 2018				
	April	May	June	Total
VFR Departures				
Runway 28L	9	8	12	29
Runway 28R	86	71	82	239
Runway 33	93	73	86	252
VFR Departures	188	152	180	520
IFR Departures				
Runway 28L	254	289	264	807
Runway 28R	498	531	636	1,665
Runway 33	272	282	287	841
IFR Departures	1,024	1,102	1,187	3,313
Total Departures	1,212	1,254	1,367	3,833

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Operations Table 3. Runway Use by Aircraft Category

	Aircraft Category	OAK Aircraft Operations by Category and Runway Second Quarter 2018											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Corporate Jets	45	123	-	1	-	1	4	583	2,678	-	3,267	3,267
	Helicopters	-	-	-	-	-	-	-	-	-	113	113	113
	Commercial Jets	213	18,026	18,239	-	-	-	-	131	16	-	147	18,386
	Military	-	1	1	-	-	-	-	-	-	-	-	1
	Propeller	1	10	11	34	119	2	3	228	1,763	-	2,149	2,160
	Regional Jets	13	690	703	-	-	-	2	15	296	-	313	1,016
	Turboprops	6	340	346	2	-	5	11	159	1,055	-	1,232	1,578
	Unknown	-	-	-	1	-	-	-	-	-	-	1	1
Sub-totals		278	19,190	19,300	38	119	8	20	1,116	5,808	113	7,222	26,522
Departures	Corporate Jets	7	2,749	2,756	-	100	1	43	184	88	-	416	3,172
	Helicopters	-	-	-	-	-	-	-	-	-	101	101	101
	Commercial Jets	198	15,959	16,157	-	-	-	2	57	2	-	61	16,218
	Military	-	1	1	-	-	-	-	1	-	-	1	2
	Propeller	-	20	20	165	984	6	-	116	1,101	-	2,372	2,392
	Regional Jets	7	895	902	-	-	-	5	6	-	-	11	913
	Turboprops	7	294	301	1	9	16	2	472	713	-	1,213	1,514
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		219	19,918	20,137	166	1,093	23	52	836	1,904	101	4,175	24,312
Touch & Go Sub-totals		-	-	-	3	48	-	-	84	337	23	495	495
Grand Total		497	39,108	39,437	207	1,260	31	72	2,036	8,049	237	11,892	51,329

Operations Table 4. Runway Use by Jet Aircraft Category

	Aircraft Category	RUNWAYS Second Quarter 2018											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Commercial Jets	213	18,026	18,239	-	-	-	-	131	16	-	147	18,386
	Regional Jets	13	690	703	-	-	-	2	15	296	-	313	1,016
Commercial Jet Sub-totals		226	18,716	18,942	-	-	-	2	146	312	-	460	19,402
	Corporate Jets	45	123	168	1	-	1	4	583	2,678	-	3,267	3,435
All Jet Arrivals Sub-totals		271	18,839	19,110	1	-	1	6	729	2,990	-	3,727	22,837
Departures	Commercial Jets	198	15,959	16,157	-	-	-	2	57	2	-	61	16,218
	Regional Jets	7	895	902	-	-	-	5	6	-	-	11	913
Commercial Jet Sub-totals		205	16,854	17,059	-	-	-	7	63	2	-	72	17,131
	Corporate Jets	7	2,749	2,756	-	100	1	43	184	88	-	416	3,172
All Jet Departures Sub-totals		212	19,603	19,815	-	100	1	50	247	90	-	488	20,303
Grand Total		483	38,442	38,925	1	100	2	56	976	3,080	-	4,215	43,140

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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
4/1/2018 5:34	-	-	CL35	4243	28L	B	Departure Timing	No
4/7/2018 11:48	-	-	E55P	4561	28L	B	Departure Timing	No
4/9/2018 14:15	-	-	C56X	3331	28L	B	Departure Timing	No
4/14/2018 12:35	-	-	BE40	1772	28L	B	Departure Timing	No
4/20/2018 13:39	-	-	CL30	4577	28L	B	Departure Timing	No
4/22/2018 17:02	-	-	CL35	3353	28R	B	Departure Timing	No
4/29/2018 9:30	-	-	C56X	4533	28L	B	Departure Timing	No
5/3/2018 7:45	-	-	C56X	3643	28R	B	Departure Timing	No
5/17/2018 13:17	-	-	GLF6	4201	28L	B	Departure Timing	No
5/18/2018 15:14	-	-	CL60	4212	28L	B	Departure Timing	No
5/18/2018 18:27	-	-	GLF4	4530	28L	B	Departure Timing	No
5/23/2018 12:23	-	-	CL30	3646	28L	B	Departure Timing	No
5/24/2018 13:10	-	-	FA7X	4544	28R	B	Departure Timing	No
5/25/2018 11:38	-	-	C25B	6343	28L	B	Departure Timing	No
						Departure Timing	14	
4/2/2018 13:39	LN561SR	N561SR	C560	3666	28R	B	Lifeguard Medical	Yes
4/2/2018 22:39	LN777AX	N777AX	C550	4514	28L	B	Lifeguard Medical	Yes
4/11/2018 12:02	JLG55	JLG55	LJ55	3741	28L	B	Lifeguard Medical	Yes
4/17/2018 12:40	LN389AW	LN389AW	LJ35	6347	28L	B	Lifeguard Medical	Yes
4/20/2018 9:12	LN389AW	N389AW	LJ35	1746	28L	B	Lifeguard Medical	Yes
4/20/2018 20:34	LN509RP	N509RP	C550	1735	28L	B	Lifeguard Medical	Yes
4/22/2018 15:18	LN352HS	N352HS	LJ35	3317	28L	B	Lifeguard Medical	Yes
4/26/2018 5:53	LN777AX	N777AX	C550	4252	28R	B	Lifeguard Medical	Yes
4/30/2018 1:47	LN777AX	N777AX	C550	4542	28R	B	Lifeguard Medical	Yes
4/30/2018 7:57	LN777AX	N777AX	C550	4254	28R	B	Lifeguard Medical	Yes
5/2/2018 20:18	LN54DD	N54DD	C560	4575	28R	B	Lifeguard Medical	Yes
5/3/2018 9:27	LN777AX	N777AX	C550	4250	28L	B	Lifeguard Medical	Yes
5/4/2018 21:25	LN361PJ	N361PJ	LJ35	1767	28L	B	Lifeguard Medical	Yes
5/12/2018 22:45	LN509RP	N509RP	C550	4260	28L	B	Lifeguard Medical	Yes
5/15/2018 15:47	KFS67	N295CK	LJ35	6346	28R	B	Lifeguard Medical	Yes
5/31/2018 13:09	JLG55	JLG55	LJ55	6361	28L	B	Lifeguard Medical	Yes
6/3/2018 8:04	KFS14	N913CK	LJ35	1710	28R	B	Lifeguard Medical	Yes
6/3/2018 17:19	LN811AM	N811AM	H25B	3274	28L	B	Lifeguard Medical	Yes
6/7/2018 13:56	KFS167	N73CK	LJ35	3602	28L	B	Lifeguard Medical	Yes
6/8/2018 3:03	LN509RP	N509RP	C550	4262	28L	B	Lifeguard Medical	Yes
6/8/2018 12:57	LN90WA	N90WA	LJ31	6376	28L	B	Lifeguard Medical	Yes
6/15/2018 1:43	LN54DD	N54DD	C560	3245	28L	B	Lifeguard Medical	Yes
6/15/2018 6:46	LN54DD	N54DD	C560	4543	28R	B	Lifeguard Medical	Yes
6/16/2018 5:13	LN54DD	N54DD	C560	3243	28R	B	Lifeguard Medical	Yes
6/19/2018 4:10	LN777AX	LN777AX	C550	3227	28R	B	Lifeguard Medical	Yes
6/23/2018 17:14	LN24ZD		ASTR	3262	28R	B	Lifeguard Medical	Yes
6/25/2018 13:53	KFS123	N237CK	LJ35	3014	28L	B	Lifeguard Medical	Yes
6/26/2018 9:36	LN777AX	LN777AX	C550	4264	28L	B	Lifeguard Medical	Yes
6/26/2018 19:19	LN777AX	LN777AX	C550	4507	28R	B	Lifeguard Medical	Yes
						Lifeguard Medical	29	

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
6/8/2018 11:30	GDG48	N8888H	H25C	3260	28L	B	Pilot Refusal	No
4/29/2018 12:06	N206AH	N206AH	E50P	3713	28L	B	Pilot Refusal	No
6/12/2018 13:29	GDG48	N8888H	H25C	1722	28L	B	Pilot Refusal	No
6/13/2018 13:36	N960SF	N960SF	F900	3265	28L	B	Pilot Refusal	No
6/13/2018 15:42	GDG495	N495RS	GLF4	3634	28L	B	Pilot Refusal	No
6/15/2018 11:54	TWY5	N138GL	GLF5	1775	28L	B	Pilot Refusal	No
6/15/2018 12:57	GDG48	N8888H	H25C	4203	28L	B	Pilot Refusal	No
6/18/2018 9:06	GDG48	N8888H	H25C	3642	28L	B	Pilot Refusal	No
6/18/2018 9:44	GDG495	N495RS	GLF4	3345	28L	B	Pilot Refusal	No
6/19/2018 14:13	GDG801	N801GJ	LJ55	3706	28R	B	Pilot Refusal	No
6/21/2018 16:10	GDG48	N8888H	H25C	3702	28L	B	Pilot Refusal	No
6/29/2018 13:58	GDG48	N8888H	H25C	4257	28L	B	Pilot Refusal	No
6/30/2018 21:48	GDG495	N495RS	GLF4	3307	28L	B	Pilot Refusal	No
6/11/2018 9:55	N960SF	N960SF	F900	1762	28L	B	Pilot Refusal	No
5/1/2018 7:57	N626NT	N626NT	F2TH	4260	28L	B	Pilot Refusal	No
5/1/2018 17:05	JAS9	N790T	F900	6305	28L	B	Pilot Refusal	No
5/2/2018 13:40	N960SF	N960SF	F900	3232	28L	B	Pilot Refusal	No
5/7/2018 10:44	GDG48	N8888H	H25C	4244	28L	B	Pilot Refusal	No
5/8/2018 9:21	GDG48	N8888H	H25C	3227	28L	B	Pilot Refusal	No
5/11/2018 18:04	GDG495	N495RS	GLF4	3721	28L	B	Pilot Refusal	No
5/13/2018 13:10	GDG48	N8888H	H25C	3633	28L	B	Pilot Refusal	No
5/14/2018 15:07	N970SF	N970SF	F900	6337	28L	B	Pilot Refusal	No
5/17/2018 11:16	GDG801	N801GJ	LJ55	3706	28L	B	Pilot Refusal	No
5/17/2018 19:33	GDG48	N8888H	H25C	3721	28L	B	Pilot Refusal	No
5/20/2018 15:52	GDG48	N8888H	H25C	3754	28L	B	Pilot Refusal	No
5/24/2018 10:21	GDG801	N801GJ	LJ55	6307	28L	B	Pilot Refusal	No
5/27/2018 14:04	GDG48	N8888H	H25C	3603	28L	B	Pilot Refusal	No
5/28/2018 13:22	N206AH	N206AH	E50P	7155	28R	B	Pilot Refusal	No
5/29/2018 10:58	GDG495	N495RS	GLF4	6365	28L	B	Pilot Refusal	No
5/30/2018 14:39	N960SF	N960SF	F900	5334	28L	B	Pilot Refusal	No
6/3/2018 13:00	N960SF	N960SF	F900	3751	28L	B	Pilot Refusal	No
4/2/2018 13:20	N960SF	N960SF	F900	3257	28L	B	Pilot Refusal	No
4/7/2018 10:32	GDG48	N8888H	H25C	3713	28L	B	Pilot Refusal	No
4/7/2018 16:47	N960SF	N960SF	F900	3317	28L	B	Pilot Refusal	No
4/8/2018 20:05	GDG48	N8888H	H25C	3673	28L	B	Pilot Refusal	No
4/11/2018 10:06	TWY5	N138GL	GLF5	3717	28L	B	Pilot Refusal	No
4/11/2018 10:40	N626NT	N626NT	F2TH	4250	28L	B	Pilot Refusal	No
4/11/2018 12:33	GDG495	N495RS	GLF4	1735	28L	B	Pilot Refusal	No
4/13/2018 10:11	N960SF	N960SF	F900	1736	28L	B	Pilot Refusal	No
4/14/2018 8:43	GDG48	N8888H	H25C	3365	28L	B	Pilot Refusal	No
4/14/2018 12:36	GDG801	N801GJ	LJ55	3755	28L	B	Pilot Refusal	No
4/17/2018 8:44	N626NT	N626NT	F2TH	1733	28L	B	Pilot Refusal	No
4/20/2018 7:27	GDG48	N8888H	H25C	3677	28L	B	Pilot Refusal	No
4/22/2018 11:12	N960SF	N960SF	F900	1701	28L	B	Pilot Refusal	No
4/22/2018 18:53	GDG28	N880LT	H25C	3330	28L	B	Pilot Refusal	No
4/27/2018 16:20	N626NT	N626NT	F2TH	4533	28L	B	Pilot Refusal	No
4/29/2018 8:16	GDG495	N495RS	GLF4	4215	28L	B	Pilot Refusal	No
						Pilot Refusal	47	
6/6/2018 18:47	GDG48	N8888H	H25C	3724	28L	B	Pilot Requested	No
6/7/2018 13:20	N881VP	N881VP	C560	5314	28L	B	Pilot Requested	No
6/8/2018 9:57	PXT415	N415PC	C25B	1776	28R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
6/11/2018 15:15	N121G	N121G	EA50	5346	28R	B	Pilot Requested	No
6/12/2018 11:28	N610JC	N610JC	C550	3250	28L	B	Pilot Requested	No
6/12/2018 13:02	EJA829	N829QS	C560	4503	28L	B	Pilot Requested	No
6/14/2018 10:26	N684KF	N684KF	GLF5	3250	28R	B	Pilot Requested	No
6/14/2018 12:02	N486VC	N486VC	H25B	6356	28R	B	Pilot Requested	No
6/14/2018 12:49	N862LG	N862LG	E55P	3674	28R	B	Pilot Requested	No
6/15/2018 17:56	N30MN	N30MN	E55P	1702	28R	B	Pilot Requested	No
6/21/2018 7:39	N780D	N780D	CL60	3221	28R	B	Pilot Requested	No
6/21/2018 12:44	N456HK	N456HK	CL60	1733	28R	B	Pilot Requested	No
6/22/2018 15:59			F900	1763	28L	B	Pilot Requested	No
6/22/2018 17:08			C25C	6337	28L	B	Pilot Requested	No
6/24/2018 9:44	N110ED	N110ED	GLF5	3653	28R	B	Pilot Requested	No
6/25/2018 10:36	N400HG	N400HG	GLF4	3606	28L	B	Pilot Requested	No
6/25/2018 12:34	N560KC	N560KC	C56X	3704	28R	B	Pilot Requested	No
6/25/2018 22:43	N85GR	N85GR	LJ45	3370	28R	B	Pilot Requested	No
6/26/2018 13:16	N942JS	N942JS	C680	3717	28L	B	Pilot Requested	No
6/27/2018 14:08	N559BT	N559BT	SF50	4231	28L	J	Pilot Requested	No
6/27/2018 16:51	N96NA	N96NA	C25A	1750	28L	B	Pilot Requested	No
6/28/2018 11:37	N560KC	N560KC	C56X	3703	28R	B	Pilot Requested	No
6/28/2018 21:17	N559BT	N559BT	SF50	4572	28R	J	Pilot Requested	No
6/29/2018 9:50	N559BT	N559BT	SF50	4547	28R	J	Pilot Requested	No
6/30/2018 14:49			GLF4	4546	28L	B	Pilot Requested	No
4/30/2018 13:41	CFRJZ	CFRJZ	ASTR	3710	28L	B	Pilot Requested	No
5/1/2018 17:37	CFRJZ	CFRJZ	ASTR	3366	28R	B	Pilot Requested	No
5/1/2018 23:15	N57FL	N57FL	C25A	6333	28R	B	Pilot Requested	No
5/2/2018 3:00	N188JF	N188JF	BE40	3333	28L	B	Pilot Requested	No
5/3/2018 8:47	XOJ706	N706XJ	C750	3214	28L	B	Pilot Requested	No
5/3/2018 9:00	GDG801	N801GJ	LJ55	4275	28L	B	Pilot Requested	No
5/3/2018 9:26	N106GK	N106GK	LJ45	3357	28L	B	Pilot Requested	No
5/3/2018 12:42	EJA658	N658QS	C56X	3766	28L	B	Pilot Requested	No
5/4/2018 19:36	EJA658	N658QS	C56X	4512	28R	B	Pilot Requested	No
5/5/2018 14:00	CFKEB	CFKEB	C550	3331	28L	B	Pilot Requested	No
5/6/2018 18:56	EJA797	N797QS	CL30	4572	28L	B	Pilot Requested	No
5/7/2018 5:40	TFF908	N480JE	HA4T	3255	28L	B	Pilot Requested	No
5/7/2018 11:13	N913TK	N913TK	CL60	3333	28L	B	Pilot Requested	No
5/8/2018 19:28	DCM4242	N877TM	H25B	3230	28L	B	Pilot Requested	No
5/10/2018 9:09	MFINE	MFINE	GL5T	1775	28L	B	Pilot Requested	No
5/10/2018 14:41	GDG495	N495RS	GLF4	6362	28L	B	Pilot Requested	No
5/11/2018 14:10	N463MA	N463MA	GLF4	3701	28L	B	Pilot Requested	No
5/12/2018 9:20	XSN42	N404TC	GLF4	6352	28L	B	Pilot Requested	No
5/13/2018 17:57	N463MA	N463MA	GLF4	3212	28L	B	Pilot Requested	No
5/14/2018 17:07	RJE975	N975RR	BE40	3612	28R	B	Pilot Requested	No
5/17/2018 9:10	N960SF	N960SF	F900	3304	28L	B	Pilot Requested	No
5/17/2018 14:17	N711LV	N711LV	C56X	3046	28L	B	Pilot Requested	No
5/17/2018 19:42	N57FL	N57FL	C25A	3211	28R	B	Pilot Requested	No
5/18/2018 13:32	N913TK	N913TK	CL60	3753	28L	B	Pilot Requested	No
5/19/2018 13:25	SIS399	N399LF	C750	6372	28R	B	Pilot Requested	No
5/20/2018 15:05	N75RP	N75RP	GLF5	4225	28R	B	Pilot Requested	No
5/20/2018 16:58	MFINE	MFINE	GL5T	3350	28L	B	Pilot Requested	No
5/21/2018 9:39	PXT862	N862LG	E55P	3215	28L	B	Pilot Requested	No
5/22/2018 13:26	N897JH	N897JH	E55P	6306	28L	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
5/22/2018 18:22	TWY44	N401VE	CL60	4206	28L	B	Pilot Requested	No
5/24/2018 15:59	N795T	N795T	C510	4554	28L	B	Pilot Requested	No
5/24/2018 19:34	N61FF	N61FF	CL60	3764	28L	B	Pilot Requested	No
5/27/2018 9:05	PXT862	N862LG	E55P	3227	28L	B	Pilot Requested	No
5/28/2018 10:34	N795T	N795T	C510	4225	28R	B	Pilot Requested	No
5/28/2018 11:50	N980SF	N980SF	F900	6305	28L	B	Pilot Requested	No
5/30/2018 17:43	FTH948	N948TX	C750	4257	28L	B	Pilot Requested	No
5/30/2018 19:26	N285XP	N285XP	H25B	6314	28L	B	Pilot Requested	No
5/30/2018 19:28	N106GK	N9CH	LJ45	3264	28R	B	Pilot Requested	No
5/30/2018 19:33	FTH950	N950MA	C56X	3367	28R	B	Pilot Requested	No
5/31/2018 9:46	PRD9	N970SY	GLF4	3710	28L	B	Pilot Requested	No
5/31/2018 12:45	DLX49	N49HJ	HDJT	3367	28L	B	Pilot Requested	No
6/3/2018 12:27	N614JK	N614JK	C525	4565	28R	B	Pilot Requested	No
6/3/2018 13:31	N850TR	N850TR	GLEK	3724	28R	B	Pilot Requested	No
6/3/2018 14:30	N643RT	N643RT	C560	3234	28L	B	Pilot Requested	No
6/4/2018 7:54	PXT750	N750NG	C750	5345	28R	B	Pilot Requested	No
6/4/2018 12:00	N730CJ	N730CJ	H25C	3342	28R	B	Pilot Requested	No
6/6/2018 13:59	GDG801	N801GJ	LJ55	3613	28L	B	Pilot Requested	No
4/2/2018 12:37	N85SM	N85SM	EA50	4503	28L	B	Pilot Requested	No
4/4/2018 9:53	N61FF	N61FF	CL60	3231	28L	B	Pilot Requested	No
4/4/2018 14:40	UAL207	N801GJ	A320	3613	28L	J	Pilot Requested	No
4/4/2018 16:27	N16CP	N16CP	C680	3211	28L	B	Pilot Requested	No
4/4/2018 20:39	N57FL	N57FL	C25A	3750	28R	B	Pilot Requested	No
4/4/2018 21:18	N559HF	N559HF	C56X	4577	28R	B	Pilot Requested	No
4/5/2018 14:34	N560KC	N560KC	C56X	3665	28R	B	Pilot Requested	No
4/5/2018 18:45	N61FF	N61FF	CL60	6376	28L	B	Pilot Requested	No
4/7/2018 10:58	N4751	N4751	C25C	3711	28R	B	Pilot Requested	No
4/8/2018 7:34	VWV90	N908DG	CL60	3305	28L	B	Pilot Requested	No
4/8/2018 12:08	TWY44	N401VE	CL60	4552	28R	B	Pilot Requested	No
4/9/2018 15:15	JSX178	N256JX	E135	3220	28L	R	Pilot Requested	No
4/9/2018 15:46	LXJ572	N572FX	CL30	3261	28L	B	Pilot Requested	No
4/9/2018 15:55	N690WY	N690WY	C501	3626	28L	B	Pilot Requested	No
4/9/2018 16:12	N26ME	N26ME	H25B	3270	28R	B	Pilot Requested	No
4/9/2018 21:33	MFINE	MFINE	GL5T	1747	28L	B	Pilot Requested	No
4/10/2018 13:25	N800XM	N800XM	H25B	6321	28R	B	Pilot Requested	No
4/10/2018 13:35	CFDNA	CFDNA	C680	6372	28R	B	Pilot Requested	No
4/10/2018 16:22	N886DC	N886DC	F900	4562	28L	B	Pilot Requested	No
4/10/2018 20:39	N448CX	N448CX	C750	3374	28L	B	Pilot Requested	No
4/11/2018 11:00	N980SF	N980SF	F900	6332	28L	B	Pilot Requested	No
4/15/2018 11:57	N928PS	N928PS	C650	6524	28L	B	Pilot Requested	No
4/15/2018 14:23	N321SF	N321SF	GALX	4560	28L	B	Pilot Requested	No
4/16/2018 8:08	N827SL	N827SL	C750	1760	28R	B	Pilot Requested	No
4/16/2018 12:29	N199FG	N199FG	FA50	3307	28L	B	Pilot Requested	No
4/16/2018 13:38	N610JC	N610JC	C550	1707	28L	B	Pilot Requested	No
4/16/2018 20:11	N527EE	N527EE	C56X	3245	28L	B	Pilot Requested	No
4/17/2018 11:50	PXT862	N862LG	E55P	1770	28L	B	Pilot Requested	No
4/17/2018 14:17	N448CX	N448CX	C750	5321	28R	B	Pilot Requested	No
4/18/2018 14:14	N444RL	N444RL	EA50	1766	28L	B	Pilot Requested	No
4/18/2018 21:14	N786AC	N786AC	C525	3377	28R	B	Pilot Requested	No
4/19/2018 16:18	N120YB	N120YB	H25B	3664	28L	B	Pilot Requested	No
4/22/2018 14:23	N968CT	N968CT	DA20	1705	28R	P	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
4/22/2018 14:24	N992CT	N992CT	DA20	3657	28R	P	Pilot Requested	No
4/22/2018 15:45	N930MG	N930MG	C680	337	28R	B	Pilot Requested	No
4/26/2018 7:30	N48KG	N48KG	E50P	3646	28R	B	Pilot Requested	No
4/27/2018 9:22	N106EX	N106EX	F900	1714	28R	B	Pilot Requested	No
4/27/2018 9:45	N80EM	N80EM	C750	3201	28R	B	Pilot Requested	No
4/27/2018 12:06	N48KG	N48KG	E50P	6346	28R	B	Pilot Requested	No
4/28/2018 8:55	N85ER	N285ER	C525	1746	28R	B	Pilot Requested	No
4/28/2018 12:41	N200LS	N200LS	CL60	3312	28R	B	Pilot Requested	No
4/28/2018 18:42	N138GL	N138GL	GLF5	3206	28L	B	Pilot Requested	No
4/29/2018 18:28	N650PE	N650PE	GLF6	3357	28L	B	Pilot Requested	No
4/29/2018 21:30	N113WJ	N113WJ	GLF4	1717	28L	B	Pilot Requested	No
4/30/2018 1:01	N975LV	N975LV	LJ60	3331	28R	B	Pilot Requested	No
4/30/2018 9:49	PXT499	N499GB	C680	4270	28L	B	Pilot Requested	No
4/30/2018 12:24	N199FG	N199FG	FA50	1733	28L	B	Pilot Requested	No
						Pilot Requested	119	
6/25/2018 1:21	SWA2733	N7728D	B737	3244	28L	J	RWY 30 Routine Closure	Yes
6/18/2018 0:46	JBU168	N709JB	A320	3345	28L	J	RWY 30 Routine Closure	Yes
4/9/2018 5:22	SWA170	N412WN	B737	3233	28L	J	RWY 30 Routine Closure	Yes
4/9/2018 5:33	SWA748	N8641B	B738	3350	28L	J	RWY 30 Routine Closure	Yes
4/9/2018 5:35	SWA981	N711HK	B737	3236	28L	J	RWY 30 Routine Closure	Yes
4/9/2018 5:40	SWA869	N7848A	B737	3262	28L	J	RWY 30 Routine Closure	Yes
4/9/2018 5:53	SWA1367	N8653A	B738	3315	28L	J	RWY 30 Routine Closure	Yes
4/9/2018 6:01	ASA941	N586AS	B738	3334	28L	J	RWY 30 Routine Closure	Yes
4/16/2018 1:39	NKS849	N685NK	A321	3352	28L	J	RWY 30 Routine Closure	Yes
4/16/2018 4:45	N880TD	N880TD	FA50	3325	28L	B	RWY 30 Routine Closure	Yes
4/16/2018 5:19	SWA170	N951WN	B737	3311	28L	J	RWY 30 Routine Closure	Yes
4/23/2018 5:26	SWA170	N7705A	B737	3256	28L	J	RWY 30 Routine Closure	Yes
4/23/2018 5:34	SWA981	N7751A	B737	3367	28L	J	RWY 30 Routine Closure	Yes
4/23/2018 5:36	SWA748	N8546V	B738	3373	28L	J	RWY 30 Routine Closure	Yes
4/23/2018 5:43	SWA869	N261WN	B737	3362	28L	J	RWY 30 Routine Closure	Yes
6/18/2018 4:36	HI985	HI985	C680	3315	28L	B	RWY 30 Routine Closure	Yes
6/11/2018 0:50	NKS466	N629NK	A320	6303	28L	J	RWY 30 Routine Closure	Yes
6/11/2018 5:21	SWA1431	N959WN	B737	3226	28L	J	RWY 30 Routine Closure	Yes
6/17/2018 15:25	GDG48	N8888H	H25C	4264	28L	B	RWY 30 Routine Closure	Yes
6/17/2018 22:42	AAY509	N335NV	A319	3245	28L	J	RWY 30 Routine Closure	Yes
6/17/2018 22:43	SWA2733	N7851A	B737	3266	28L	J	RWY 30 Routine Closure	Yes
6/17/2018 22:54	SWA2778	N429WN	B737	6310	28L	J	RWY 30 Routine Closure	Yes
6/17/2018 22:56	SWA3218	N287WN	B737	3350	28L	J	RWY 30 Routine Closure	Yes
6/17/2018 23:09	SWA5405	N410WN	B737	3307	28L	J	RWY 30 Routine Closure	Yes
6/17/2018 23:09	SWA3434	N939WN	B737	3271	28L	J	RWY 30 Routine Closure	Yes
6/17/2018 23:11	JBU276	N760JB	A320	3624	28L	J	RWY 30 Routine Closure	Yes
6/17/2018 23:13	SWA1730	N711HK	B737	3634	28L	J	RWY 30 Routine Closure	Yes
6/17/2018 23:15	SWA4291	N466WN	B737	3326	28L	J	RWY 30 Routine Closure	Yes
6/18/2018 0:14	NKS849	N657NK	A321	3332	28L	J	RWY 30 Routine Closure	Yes
6/18/2018 0:19	SWA3776	N7702A	B737	3667	28L	J	RWY 30 Routine Closure	Yes
6/18/2018 5:22	SWA1431	N909WN	B737	3267	28L	J	RWY 30 Routine Closure	Yes
						RWY 30 Routine Closure	31	
4/1/2018 12:08	MFINE	MFINE	GL5T	6363	28L	B	Runway Maintenance	Yes
4/1/2018 12:07	DLX49	N49HJ	HDJT	4276	28L	B	Runway Maintenance	Yes
6/4/2018 5:29	SWA170	N757LV	B737	3226	28L	J	Runway Maintenance	Yes
						Runway Maintenance	3	

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
4/3/2018 7:10	N777AX	N777AX	C550	4211	28R	B	Runway/Taxiway Maintenance	Yes
4/3/2018 7:46	EJA574	N574QS	C56X	3654	28L	B	Runway/Taxiway Maintenance	Yes
4/3/2018 7:49	N615PG	N615PG	E35L	3732	28L	B	Runway/Taxiway Maintenance	Yes
4/3/2018 8:17	N214DV	N214DV	FA50	3615	28L	B	Runway/Taxiway Maintenance	Yes
4/3/2018 9:00	JSX174	N256JX	E135	3230	28L	R	Runway/Taxiway Maintenance	Yes
4/3/2018 9:40	GDG28	N880LT	H25C	3642	28L	B	Runway/Taxiway Maintenance	Yes
4/3/2018 10:14	TWY812	N812G	CL60	4502	28L	B	Runway/Taxiway Maintenance	Yes
4/3/2018 10:50	EJA406	N406QS	E55P	6341	28L	B	Runway/Taxiway Maintenance	Yes
4/3/2018 11:06	N445MD	N445MD	GLF4	3763	28L	B	Runway/Taxiway Maintenance	Yes
4/3/2018 11:43	N802CF	N802CF	H25B	3205	28L	B	Runway/Taxiway Maintenance	Yes
4/3/2018 12:05	PXT903	N903JP	C510	1714	28L	B	Runway/Taxiway Maintenance	Yes
4/3/2018 12:42	ACA7085	CGBIK	A319	3755	28L	J	Runway/Taxiway Maintenance	Yes
4/3/2018 13:09	N196PC	N196PC	C25B	3765	28L	B	Runway/Taxiway Maintenance	Yes
4/3/2018 13:29	JSX178	N254JX	E135	1766	28L	R	Runway/Taxiway Maintenance	Yes
4/9/2018 11:27	OPT365	N365FX	E55P	1752	28L	B	Runway/Taxiway Maintenance	Yes
4/9/2018 11:28	EJA417	N417QS	E55P	3237	28L	B	Runway/Taxiway Maintenance	Yes
4/9/2018 11:37	JTL553	N553BW	H25B	3364	28L	B	Runway/Taxiway Maintenance	Yes
4/9/2018 12:03	PXT903	N903JP	C510	3303	28L	B	Runway/Taxiway Maintenance	Yes
4/9/2018 12:06	PXT44	N44CK	C525	4216	28L	B	Runway/Taxiway Maintenance	Yes
4/9/2018 13:56	XOJ767	N767XJ	C750	3304	28L	B	Runway/Taxiway Maintenance	Yes
4/9/2018 13:59	N555DH	N555DH	C525	1705	28L	B	Runway/Taxiway Maintenance	Yes
6/23/2018 10:33	EJA347	N347QS	E55P	3665	28L	B	Runway/Taxiway Maintenance	Yes
6/23/2018 10:37	SWA3717	N239WN	B737	3670	28L	J	Runway/Taxiway Maintenance	Yes
6/23/2018 10:45	ASH5796	N952LR	CRJ9	6376	28L	R	Runway/Taxiway Maintenance	Yes
6/23/2018 10:58	JBU147	N613JB	A320	1766	28L	J	Runway/Taxiway Maintenance	Yes
6/23/2018 11:07	SWA5824	N409WN	B737	6304	28L	J	Runway/Taxiway Maintenance	Yes
6/23/2018 11:14	N1277E	N1277E	C25A	4505	28R	B	Runway/Taxiway Maintenance	Yes
6/23/2018 11:21	SWA5010	N8573Z	B738	1767	28L	J	Runway/Taxiway Maintenance	Yes
6/23/2018 11:23			C680	6323	28L	B	Runway/Taxiway Maintenance	Yes
6/23/2018 11:25	SWA4838	N294WN	B737	3646	28L	J	Runway/Taxiway Maintenance	Yes
6/23/2018 11:27	SWA3512	N8673F	B738	1704	28L	J	Runway/Taxiway Maintenance	Yes
6/23/2018 11:33			CL35	3371	28L	B	Runway/Taxiway Maintenance	Yes
6/23/2018 11:39	SWA5639	N919WN	B737	6337	28L	J	Runway/Taxiway Maintenance	Yes
6/23/2018 11:40	SWA4213	N260WN	B737	4237	28L	J	Runway/Taxiway Maintenance	Yes
6/23/2018 11:42	SWA5685	N257WN	B737	3255	28L	J	Runway/Taxiway Maintenance	Yes
6/23/2018 11:59	AAY584	N318NV	A319	3365	28L	J	Runway/Taxiway Maintenance	Yes
6/23/2018 12:33	SWA4519	N8530W	B738	3625	28L	J	Runway/Taxiway Maintenance	Yes
6/23/2018 12:37	SWA4997	N904WN	B737	1716	28L	J	Runway/Taxiway Maintenance	Yes
6/23/2018 12:52	AAL695	N758US	A319	3222	28L	J	Runway/Taxiway Maintenance	Yes
6/23/2018 12:59	XOJ549	N549XJ	CL30	6354	28L	B	Runway/Taxiway Maintenance	Yes
6/23/2018 13:08	MNU5272	N96EA	CRJ2	4264	28L	R	Runway/Taxiway Maintenance	Yes
6/23/2018 13:13	ASA213	N551AS	B738	6362	28L	J	Runway/Taxiway Maintenance	Yes
6/23/2018 13:19	SWA3886	N7812G	B737	3732	28L	J	Runway/Taxiway Maintenance	Yes
6/23/2018 13:28	JSX176	N257JX	E135	3672	28L	R	Runway/Taxiway Maintenance	Yes
6/23/2018 13:30			F900	3601	28L	B	Runway/Taxiway Maintenance	Yes
6/23/2018 13:34	SWA4888	N7708E	B737	6372	28L	J	Runway/Taxiway Maintenance	Yes
6/23/2018 13:39	SWA5616	N8525S	B738	3615	28L	J	Runway/Taxiway Maintenance	Yes
6/23/2018 13:45	XOJ790	N790XJ	C750	4223	28R	B	Runway/Taxiway Maintenance	Yes
6/23/2018 13:50	EJA787	N787QS	CL35	4231	28R	B	Runway/Taxiway Maintenance	Yes
6/23/2018 13:52	SWA5727	N958WN	B737	3716	28L	J	Runway/Taxiway Maintenance	Yes
6/23/2018 14:00	N648ME	N648ME	E55P	6351	28R	B	Runway/Taxiway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
6/23/2018 14:11	SWA4935	N790SW	B737	3345	28L	J	Runway/Taxiway Maintenance	Yes
6/23/2018 14:21	SWA3817	N7744A	B737	3314	28L	J	Runway/Taxiway Maintenance	Yes
6/23/2018 14:22			C525	4204	28R	B	Runway/Taxiway Maintenance	Yes
6/23/2018 14:31	NKS360	N628NK	A320	3232	28L	J	Runway/Taxiway Maintenance	Yes
6/23/2018 14:44	SWA4315	N776WN	B737	3767	28L	J	Runway/Taxiway Maintenance	Yes
6/23/2018 14:51	SWA4687	N7746C	B737	1710	28L	J	Runway/Taxiway Maintenance	Yes
6/23/2018 15:05	SWA4503	N219WN	B737	3242	28L	J	Runway/Taxiway Maintenance	Yes
6/23/2018 15:07	KAI88		CL30	1746	28L	B	Runway/Taxiway Maintenance	Yes
						Runway/Taxiway Maintenance	59	
4/11/2018 11:44	N213SW	N213SW	C560	3325	28L	B	Safety/Emergency	No
						Safety/Emergency	1	
5/31/2018 21:54	-	-	F2TH	6344	28L	B	Special Event	No
5/31/2018 21:49	-	-	LJ75	3761	28R	B	Special Event	No
5/31/2018 21:47	-	-	F2TH	1712	28L	B	Special Event	No
5/31/2018 21:29	-	-	C525	1756	28L	B	Special Event	No
5/20/2018 18:25	-	-	GLEK	4211	28L	B	Special Event	No
5/20/2018 18:33	-	-	C25A	3354	28L	B	Special Event	No
5/20/2018 19:19	-	-	F2TH	4566	28R	B	Special Event	No
5/20/2018 19:34	-	-	GLF5	3222	28L	B	Special Event	No
5/20/2018 19:38	-	-	GLF5	3224	28R	B	Special Event	No
5/31/2018 21:16	-	-	FA7X	3351	28L	B	Special Event	No
5/20/2018 19:48	-	-	C25A	1736	28R	B	Special Event	No
5/20/2018 19:49	-	-	C750	3620	28L	B	Special Event	No
5/20/2018 19:50	-	-	C680	3634	28R	B	Special Event	No
5/20/2018 19:51	-	-	C560	1764	28R	B	Special Event	No
5/20/2018 19:52	-	-	C680	6324	28R	B	Special Event	No
5/20/2018 19:54	-	-	GLF5	3712	28R	B	Special Event	No
5/20/2018 19:56	-	-	C560	3615	28R	B	Special Event	No
5/20/2018 19:58	-	-	GLF5	3251	28R	B	Special Event	No
5/20/2018 19:59	-	-	E550	3356	28R	B	Special Event	No
5/20/2018 20:04	-	-	GLF4	3213	28R	B	Special Event	No
5/20/2018 20:07	-	-	GLF4	4210	28R	B	Special Event	No
5/20/2018 20:22	-	-	CL60	3315	28L	B	Special Event	No
5/20/2018 21:08	-	-	C56X	3215	28R	B	Special Event	No
5/20/2018 21:28	-	-	H25B	4227	28R	B	Special Event	No
5/31/2018 22:08	-	-	C560	3316	28L	B	Special Event	No
5/31/2018 22:29	-	-	G150	3723	28L	B	Special Event	No
5/31/2018 22:33	-	-	CL30	3234	28L	B	Special Event	No
5/20/2018 19:45	-	-	CL60	3663	28R	B	Special Event	No
						Special Event	28	
5/21/2018 7:30	GAJ867	N867UP	PROP	6342	28R	P	System Error	Yes
5/31/2018 9:47	N739DS	N739DS	DA20	5312	28R	P	System Error	Yes
5/8/2018 16:35	N193CA	N193CA	DA20	4224	28L	P	System Error	Yes
4/20/2018 12:19	SWA1438	N566WN	B737	632	30	J	System Error	Yes
4/9/2018 21:23	N65MB	N65MB	PROP	5357	28L	P	System Error	Yes
4/9/2018 21:13	N65MB	N65MB	PROP	5357	28L	P	System Error	Yes
4/9/2018 20:59	N65MB	N65MB	PROP	5357	28L	P	System Error	Yes
4/9/2018 20:49	N65MB	N65MB	PROP	5357	28L	P	System Error	Yes
6/5/2018 20:10	EJA530	N530QS	C680	1440	28R	B	System Error	Yes
6/5/2018 21:10	N199FG	N199FG	FA50	5336	28R	B	System Error	Yes
6/5/2018 21:19	N199FG	N199FG	FA50	5336	28R	B	System Error	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
6/5/2018 21:27	N199FG	N199FG	FA50	5336	28R	B	System Error	Yes
6/10/2018 16:04	N227P	N227P	DA20	4542	28R	P	System Error	Yes
6/16/2018 10:31	EJA772	N772QS	CL35	3210	28R	B	System Error	Yes
5/15/2018 14:06	ANGELFLIGHT6234		PROP	1714	28L	P	System Error	Yes
4/7/2018 12:27	WWI80	N807DD	CL60	4276	28R	B	System Error	Yes
4/7/2018 18:36	N479PR	N479PR	GALX	3752	28R	B	System Error	Yes
						System Error	17	
						Grand Count	348	

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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
4/6/2018 23:00	TWY44	N401VE	CL60	2745	10R	B	Pilot Requested	No
4/6/2018 23:06	XLJ20	XLJ20	C25A	1046	10L	B	Pilot Requested	No
5/2/2018 8:41	JSX171	N251JX	E135	1350	10R	R	Pilot Requested	No
5/2/2018 8:41	JSX171	N251JX	E135	1350	10R	R	Pilot Requested	No
5/2/2018 8:54	N289RZ	N289RZ	E50P	2405	10R	B	Pilot Requested	No
5/2/2018 9:46	N518ME	N518ME	C25A	7724	10R	B	Pilot Requested	No
5/2/2018 8:56	XOJ548	N548XJ	CL30	4221	10R	B	Pilot Requested	No
						Pilot Requested	7	
						Grand Count	7	

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North Field VFR Departure List for Calendar Quarter

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
4/2/2018 11:40	28R	N47952	N47952	P28A	353	Air Traffic Conflict	Yes
5/16/2018 18:07	28R	N21263	N21263	C172	347	Air Traffic Conflict	Yes
6/18/2018 10:14	28L	PXT494	N494KC	PC12	372	Air Traffic Conflict	Yes
6/14/2018 16:20	PAD1	CMD08	N838CS	HELO	352	Air Traffic Conflict	Yes
4/5/2018 14:23	28R	CAP481	N183CP	C182	375	Air Traffic Conflict	Yes
4/8/2018 15:16	28R	N802U	N802U	C207	344	Air Traffic Conflict	Yes
4/9/2018 20:02	28R	PXT795	N795MM	PC12	376	Air Traffic Conflict	Yes
4/18/2018 18:30	28R	N6MB	N6MB	C172	364	Air Traffic Conflict	Yes
4/19/2018 12:24	28R	PXT494	N494KC	PC12	350	Air Traffic Conflict	Yes
4/19/2018 15:26	28R	N43434	N43434	P28A	314	Air Traffic Conflict	Yes
4/25/2018 16:45	28R	N662TM	N662TM	C182	316	Air Traffic Conflict	Yes
4/29/2018 12:32	28R	N553TP	N553TP	P28R	353	Air Traffic Conflict	Yes
5/5/2018 13:43	33	N67849	N67849	C172	365	Air Traffic Conflict	Yes
5/11/2018 16:02	28R	N757JD	N757JD	C172	333	Air Traffic Conflict	Yes
6/20/2018 12:45	28L				1200	Air Traffic Conflict	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
5/21/2018 17:39	28R	N9863L	N9863L	C172	346	Air Traffic Conflict	Yes
5/23/2018 18:43	33	N47952	N47952	P28A	374	Air Traffic Conflict	Yes
5/28/2018 15:12	28R	N9284M	N9284M	P28A	376	Air Traffic Conflict	Yes
5/29/2018 10:37	28R	N313PK	N313PK	P32R	314	Air Traffic Conflict	Yes
6/1/2018 12:44	28R	N9284M	N9284M	P28A	347	Air Traffic Conflict	Yes
6/1/2018 18:31	33	N757JD	N757JD	C172	374	Air Traffic Conflict	Yes
6/2/2018 15:43	33	N43434	N43434	P28A	327	Air Traffic Conflict	Yes
6/2/2018 21:38	28R	GAJ861	N861UP	B350	1200	Air Traffic Conflict	Yes
6/9/2018 11:47	33	N21263	N21263	C172	327	Air Traffic Conflict	Yes
6/10/2018 15:16	28R	N5437L	N5437L	AA5	337	Air Traffic Conflict	Yes
					Air Traffic Conflict	25	
6/22/2018 17:05	33	N6MB	N6MB	C172	321	Compliant Operation	Yes
4/22/2018 13:42	28R	N67849	N67849	C172	341	Compliant Operation	Yes
					Compliant Operation	2	
4/4/2018 9:51	PAD1	CMD8	N838CS	HELO	341	Lifeguard Medical	Yes
6/2/2018 21:33	PAD1	CMD8	N838CS	HELO	377	Lifeguard Medical	Yes
					Lifeguard Medical	2	
4/1/2018 0:06	28L	N661SE	N611SE	RV7	325	Not Acceptable	No
4/2/2018 6:21	28R	N253AT	N253AT	PA44	334	Not Acceptable	No
4/2/2018 10:24	PAD1	N73SF	N73SF	HELO	322	Not Acceptable	No
4/3/2018 14:54	33	N8312H	N8312H	P28A	352	Not Acceptable	No
4/5/2018 8:49	PAD1	N30GM	N30GM	HELO	341	Not Acceptable	No
4/5/2018 15:44	28R	N122SM	N122SM	SR22	332	Not Acceptable	No
4/7/2018 18:12	28R	N802U	N802U	C206	325	Not Acceptable	No
4/9/2018 16:25	33	N411LR	N411LR	BL8	357	Not Acceptable	No
4/9/2018 19:56	33	N6MB	N6MB	C172	340	Not Acceptable	No
4/12/2018 13:00	PAD1	N73SF	N73SF	HELO	363	Not Acceptable	No
4/13/2018 18:11	28R	N6605D	N6605D	C172	314	Not Acceptable	No
4/14/2018 17:07	28R	N236M	N236M	M200	325	Not Acceptable	No
4/17/2018 8:19	28R	N6605D	N6605D	C172	317	Not Acceptable	No
4/30/2018 10:14	PAD1	N73SF	N73SF	HELO	321	Not Acceptable	No
4/30/2018 11:27	28R	N313PK	N313PK	P32R	366	Not Acceptable	No
4/30/2018 16:53	33	DLX805	N805C	BE20	317	Not Acceptable	No
5/1/2018 12:55	PAD1	N73SF	N73SF	HELO	376	Not Acceptable	No
5/11/2018 14:59	28R	N67849	N67849	C172	315	Not Acceptable	No
5/12/2018 7:45	33	N8312H	N8312H	P28A	323	Not Acceptable	No
5/20/2018 16:31	33	N6605D	N6605D	C172	320	Not Acceptable	No
5/26/2018 16:36	28L	N553TP	N553TP	P28A	364	Not Acceptable	No
5/29/2018 18:12	28L	N9284M	N9284M	P28A	333	Not Acceptable	No
6/4/2018 9:31	28R	PXT494	N494KC	PC12	370	Not Acceptable	No
6/10/2018 5:36	PAD1	N376PH	N376PH	HELO	327	Not Acceptable	No
6/12/2018 9:35	33	N444FC	N444FC	BE35	350	Not Acceptable	No
6/12/2018 19:37	28R	N142DR	N142DR	BE58	317	Not Acceptable	No
6/16/2018 10:45	PAD1	N30GM	N30GM	HELO	340	Not Acceptable	No
6/20/2018 11:23	28R				1200	Not Acceptable	No
6/20/2018 12:20	28R	N553TP	N553TP	P28A	325	Not Acceptable	No
6/21/2018 13:36	28L	N368BW	N368BW	BE60	357	Not Acceptable	No
6/21/2018 14:56	33	N86SK	N86SK	C206	373	Not Acceptable	No
6/23/2018 14:57	33	N12452	N12452	C172	375	Not Acceptable	No

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
6/25/2018 11:31	33	N9836S	N9836S	BE36	345	Not Acceptable	No
6/25/2018 15:35	33	N6605D	N6605D	C172	371	Not Acceptable	No
6/30/2018 16:50	PAD1	CMD8	N838CS	HELO	346	Not Acceptable	No
					Not Acceptable	35	
4/7/2018 18:11	28R	N9284M	N9284M	P28A	366	Touch & Go Training	No
4/14/2018 11:50	28R	N43434	N43434	P28A	332	Touch & Go Training	No
6/7/2018 15:33	28L	N21263	N21263	C172	364	Touch & Go Training	No
5/27/2018 11:07	33	N6605D	N6605D	C172	363	Touch & Go Training	No
6/2/2018 21:38	28R	GAJ	N861UP	B350	1200	Touch & Go Training	No
6/2/2018 21:46	28R	GAJ861	N861UP	B350	1200	Touch & Go Training	No
					Touch & Go Training	6	
5/24/2018 14:39	28R	N310CW	N310CW	C310	335	VFR Departure	No
6/9/2018 15:32	33	N5527S	N5527S	C172	347	VFR Departure	No
6/11/2018 8:25	28L	N6605D	N6605D	C172	367	VFR Departure	No
6/17/2018 13:33	28R	N67849	N67849	C172	317	VFR Departure	No
6/19/2018 18:30	33	N375M	N375M	RV7	352	VFR Departure	No
6/3/2018 21:32	PAD1	N612KG	N612KG	HELO	357	VFR Departure	No
6/25/2018 14:38	28R	N67849	N67849	C172	361	VFR Departure	No
6/24/2018 14:47	28R			C340	335	VFR Departure	No
5/8/2018 19:37	33	N345BS	N345BS	SR20	336	VFR Departure	No
					VFR Departure	9	
					Grand Count	79	

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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
6/5/2018 6:21	PCM8709	N984FE	C208	4541	28L	310 Heading	No
4/26/2018 6:47	N329FD	N329FD	TBM9	6374	28R	310 Heading	No
					310 Heading	2	
4/1/2018 5:34	EJA741	N741QS	CL35	4243	28L	Departure Timing	No
6/25/2018 6:21	PXT415	N415PC	BE58	4212	33	Departure Timing	No
					Departure Timing	2	
6/16/2018 5:13	LN54DD	N54DD	C560	3243	28R	Lifeguard Medical	Yes
6/15/2018 6:46	LN54DD	N54DD	C560	4543	28R	Lifeguard Medical	Yes
6/11/2018 4:25	CMD08	N838CS	HELO	4537	PAD1	Lifeguard Medical	Yes
4/19/2018 2:25	CMD70	N370CS	BE20	4511	28R	Lifeguard Medical	Yes
6/9/2018 2:05	REH50	N911RX	BE20	3234	28R	Lifeguard Medical	Yes
4/18/2018 2:29	LN912MF	N912MF	BE20	3330	28R	Lifeguard Medical	Yes
6/8/2018 3:03	LN509RP	N509RP	C550	4262	28L	Lifeguard Medical	Yes
5/27/2018 3:21	REH50	N911RX	BE20	3201	28R	Lifeguard Medical	Yes
6/18/2018 5:13	REH56	N273SM	PC12	4206	28L	Lifeguard Medical	Yes
6/19/2018 4:10	LN777AX	LN777AX	C550	3227	28R	Lifeguard Medical	Yes
6/21/2018 3:36	N33MS	N33MS	PAY2	3231	28R	Lifeguard Medical	Yes
4/26/2018 5:53	LN777AX	N777AX	C550	4252	28R	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
4/16/2018 1:56	REH50	N913RX	BE20	4240	28R	Lifeguard Medical	Yes
5/15/2018 2:12	CMD70	N370CS	BE20	4535	28L	Lifeguard Medical	Yes
4/30/2018 1:47	LN777AX	N777AX	C550	4542	28R	Lifeguard Medical	Yes
4/2/2018 22:39	LN777AX	N777AX	C550	4514	28L	Lifeguard Medical	Yes
5/12/2018 22:45	LN509RP	N509RP	C550	4260	28L	Lifeguard Medical	Yes
					Lifeguard Medical	17	
6/28/2018 22:32			DA40	5331	28R	Not Acceptable	No
6/26/2018 22:29	N696JH	N696JH	BE9T	4217	28R	Not Acceptable	No
6/24/2018 23:19	N246PH	N246PH	BE20	4236	28R	Not Acceptable	No
6/22/2018 23:50	N739DS	N739DS	DA40	5325	28R	Not Acceptable	No
6/22/2018 23:25	N246PH	N246PH	B350	4236	28R	Not Acceptable	No
6/10/2018 5:36	N376PH	N376PH	HELO	327	PAD1	Not Acceptable	No
6/8/2018 23:06	SKY7	N7QY	HELO	331	PAD1	Not Acceptable	No
5/8/2018 22:45	N190SS	N190SS	BE9L	5310	28R	Not Acceptable	No
5/8/2018 22:23	N30486	N30486	TB21	3362	28R	Not Acceptable	No
5/8/2018 1:17	N912MF	N912MF	BE20	3375	28R	Not Acceptable	No
5/7/2018 23:14	N434CF	N434CF	C25A	4230	33	Not Acceptable	No
5/7/2018 5:40	TFF908	N480JE	HA4T	3255	28L	Not Acceptable	No
5/2/2018 23:57	N246PH	N246PH	BE20	4221	28R	Not Acceptable	No
5/2/2018 22:54	N3307X	N3307X	C310	5341	15	Not Acceptable	No
5/2/2018 3:00	N188JF	N188JF	BE40	3333	28L	Not Acceptable	No
5/1/2018 23:15	N57FL	N57FL	C25A	6333	28R	Not Acceptable	No
4/30/2018 1:01	N975LV	N975LV	LJ60	3331	28R	Not Acceptable	No
4/19/2018 3:10	N36TW	N36TW	PAY2	3246	10L	Not Acceptable	No
4/17/2018 23:21	N29164	N29164	C206	5362	28L	Not Acceptable	No
4/4/2018 22:22	CAP481	N183CP	C182	4554	28R	Not Acceptable	No
4/1/2018 0:06	N661SE	N611SE	RV7	325	28L	Not Acceptable	No
5/20/2018 0:08	N156SB	N156SB	PC12	4267	28R	Not Acceptable	No
					Not Acceptable	22	
6/25/2018 22:43	N85GR	N85GR	LJ45	3370	28R	Pilot Requested	No
					Pilot Requested	1	
4/9/2018 0:39	BTQ902	N220JP	PC12	3353	28R	RWY 30 Routine Closure	Yes
4/9/2018 5:22	SWA170	N412WN	B737	3233	28L	RWY 30 Routine Closure	Yes
4/9/2018 5:33	SWA748	N8641B	B738	3350	28L	RWY 30 Routine Closure	Yes
4/9/2018 5:35	SWA981	N711HK	B737	3236	28L	RWY 30 Routine Closure	Yes
4/9/2018 5:40	SWA869	N7848A	B737	3262	28L	RWY 30 Routine Closure	Yes
4/9/2018 5:53	SWA1367	N8653A	B738	3315	28L	RWY 30 Routine Closure	Yes
4/9/2018 6:01	ASA941	N586AS	B738	3334	28L	RWY 30 Routine Closure	Yes
4/16/2018 1:39	NKS849	N685NK	A321	3352	28L	RWY 30 Routine Closure	Yes
4/16/2018 4:45	N880TD	N880TD	FA50	3325	28L	RWY 30 Routine Closure	Yes
4/16/2018 5:19	SWA170	N951WN	B737	3311	28L	RWY 30 Routine Closure	Yes
4/23/2018 5:26	SWA170	N7705A	B737	3256	28L	RWY 30 Routine Closure	Yes
4/23/2018 5:34	SWA981	N7751A	B737	3367	28L	RWY 30 Routine Closure	Yes
4/23/2018 5:36	SWA748	N8546V	B738	3373	28L	RWY 30 Routine Closure	Yes
4/23/2018 5:43	SWA869	N261WN	B737	3362	28L	RWY 30 Routine Closure	Yes
6/11/2018 0:50	NKS466	N629NK	A320	6303	28L	RWY 30 Routine Closure	Yes
6/11/2018 5:21	SWA1431	N959WN	B737	3226	28L	RWY 30 Routine Closure	Yes
6/17/2018 6:33	N983C	N983C	BE20	4532	28R	RWY 30 Routine Closure	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
6/17/2018 22:42	AAY509	N335NV	A319	3245	28L	RWY 30 Routine Closure	Yes
6/17/2018 22:43	SWA2733	N7851A	B737	3266	28L	RWY 30 Routine Closure	Yes
6/17/2018 22:54	SWA2778	N429WN	B737	6310	28L	RWY 30 Routine Closure	Yes
6/17/2018 22:56	SWA3218	N287WN	B737	3350	28L	RWY 30 Routine Closure	Yes
6/17/2018 23:09	SWA5405	N410WN	B737	3307	28L	RWY 30 Routine Closure	Yes
6/17/2018 23:09	SWA3434	N939WN	B737	3271	28L	RWY 30 Routine Closure	Yes
6/17/2018 23:11	JBU276	N760JB	A320	3624	28L	RWY 30 Routine Closure	Yes
6/17/2018 23:13	SWA1730	N711HK	B737	3634	28L	RWY 30 Routine Closure	Yes
6/17/2018 23:15	SWA4291	N466WN	B737	3326	28L	RWY 30 Routine Closure	Yes
6/18/2018 0:14	NKS849	N657NK	A321	3332	28L	RWY 30 Routine Closure	Yes
6/18/2018 0:19	SWA3776	N7702A	B737	3667	28L	RWY 30 Routine Closure	Yes
6/18/2018 0:46	JBU168	N709JB	A320	3345	28L	RWY 30 Routine Closure	Yes
6/18/2018 4:36	HI985	HI985	C680	3315	28L	RWY 30 Routine Closure	Yes
6/18/2018 5:22	SWA1431	N909WN	B737	3267	28L	RWY 30 Routine Closure	Yes
6/25/2018 1:21	SWA2733	N7728D	B737	3244	28L	RWY 30 Routine Closure	Yes
					RWY 30 Routine Closure	32	
4/6/2018 6:01	CMD70	N911RX	BE20	4551	10L	Runway 10L Departure	No
					Runway 10L Departure	1	
6/4/2018 5:29	SWA170	N757LV	B737	3226	28L	Runway Maintenance	Yes
					Runway Maintenance	1	
5/31/2018 22:08	N54DD	N54DD	C560	3316	28L	Special Event	No
5/31/2018 22:29	N5950C	N5950C	G150	3723	28L	Special Event	No
5/31/2018 22:33	LXJ584	N584FX	CL30	3234	28L	Special Event	No
					Special Event	3	
4/6/2018 22:02	N880DP	N880DP	MD83	6365	10R	Time Buffer	Yes
6/28/2018 6:57	MRA689	N9331B	C208	4565	28L	Time Buffer	Yes
6/27/2018 6:56			C525	1713	33	Time Buffer	Yes
6/20/2018 22:04	N910XB	N910XB	TBM9	3240	28R	Time Buffer	Yes
6/14/2018 6:51	MRA689	N9331B	C208	4524	28L	Time Buffer	Yes
6/9/2018 6:59	N3118F	N3118F	C182	4206	33	Time Buffer	Yes
6/6/2018 6:54	MRA687	N4625B	C208	4242	28L	Time Buffer	Yes
6/4/2018 22:07	N9055C	N9055C	C182	3271	28R	Time Buffer	Yes
6/4/2018 22:07	N669WB	N594PA	DA40	4513	28R	Time Buffer	Yes
6/4/2018 22:00	N443DS	N443DS	C172	5332	28R	Time Buffer	Yes
6/4/2018 6:58	N983C	N983C	BE20	4524	28R	Time Buffer	Yes
4/13/2018 6:55	N375BZ	N375BZ	TBM8	3674	28R	Time Buffer	Yes
4/18/2018 6:59	PCM8679	N726FX	C208	4514	28L	Time Buffer	Yes
4/19/2018 6:59	PCM8710	N790FE	C208	4275	28L	Time Buffer	Yes
4/20/2018 6:53	PCM8679	N726FX	C208	4503	28L	Time Buffer	Yes
4/25/2018 6:53	PXT525	N525CR	C25B	4266	33	Time Buffer	Yes
4/25/2018 6:55	BXR1911	N9766B	C208	4223	28R	Time Buffer	Yes
4/26/2018 6:55	PCM8710	N930FE	C208	4205	28L	Time Buffer	Yes
5/2/2018 6:57	PCM8679	N722FX	C208	4205	28L	Time Buffer	Yes
5/8/2018 22:00	N118N	N118N	BE35	4270	33	Time Buffer	Yes
5/9/2018 6:55	PXT494	N494KC	PC12	4526	28R	Time Buffer	Yes
5/10/2018 6:59	PCM8710	N722FX	C208	4276	28L	Time Buffer	Yes
5/11/2018 6:52	PCM8679	N985FE	C208	4523	28L	Time Buffer	Yes
5/15/2018 6:58	PCM8710	N722FX	C208	4543	28L	Time Buffer	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
5/17/2018 6:55	PCM8679	N985FE	C208	4275	28L	Time Buffer	Yes
5/23/2018 6:55	PCM8679	N772FE	C208	4204	28L	Time Buffer	Yes
					Time Buffer	26	
4/28/2018 23:20	N2100D	N2100D	BE76	4625	28R	Touch & Go Training	No
6/22/2018 22:56	N739DS	N739DS	DA40	5325	28R	Touch & Go Training	No
5/14/2018 22:21	N86GC	N86GC	HELO	5332	33	Touch & Go Training	No
6/22/2018 22:44	N739DS	N739DS	DA40	5325	28R	Touch & Go Training	No
5/1/2018 1:57	MMY231	N192TU	P06T	4510	28L	Touch & Go Training	No
6/22/2018 23:39	N739DS	N739DS	DA40	5325	28R	Touch & Go Training	No
6/22/2018 23:18	N739DS	N739DS	DA40	5325	28R	Touch & Go Training	No
6/22/2018 23:08	N739DS	N739DS	DA40	5325	28R	Touch & Go Training	No
4/3/2018 22:37	N67849	N67849	C172	5341	28R	Touch & Go Training	No
					Touch & Go Training	9	
6/4/2018 23:35	N842LP	N842LP	C172	5377	33	VFR Departure	No
					VFR Departure	1	
4/2/2018 6:21	N253AT	N253AT	PA44	334	28R	Wide Salad	No
4/3/2018 6:41	PCM8709	N985FE	C208	4516	28L	Wide Salad	No
4/4/2018 23:27	N566GL	N566GL	PC12	3253	28R	Wide Salad	No
4/5/2018 6:22	PCM8709	N985FE	C208	4254	28L	Wide Salad	No
4/6/2018 0:16	N191WB	N191WB	BE9L	3275	28R	Wide Salad	No
4/10/2018 6:29	PCM8709	N985FE	C208	4241	28L	Wide Salad	No
4/18/2018 0:15	N716WA	N716WA	PAY2	3373	28R	Wide Salad	No
4/18/2018 6:23	PCM8709	N985FE	C208	4557	28L	Wide Salad	No
4/19/2018 6:18	PCM8709	N985FE	C208	4274	28L	Wide Salad	No
4/24/2018 6:10	PCM8709	N985FE	C208	4554	28L	Wide Salad	No
4/25/2018 6:05	PCM8709	N985FE	C208	4552	28L	Wide Salad	No
4/25/2018 6:31	N527VK	N527VK	PC12	3261	28L	Wide Salad	No
4/26/2018 6:14	PCM8709	N985FE	C208	4271	28L	Wide Salad	No
4/27/2018 5:33	N41BA	N41BA	BE9L	4263	28R	Wide Salad	No
4/27/2018 6:43	PCM8679	N984FE	C208	4563	28L	Wide Salad	No
4/28/2018 22:56	N777SS	N777SS	BE20	3376	28R	Wide Salad	No
4/30/2018 6:15	GAJ881	N881UP	B350	3266	28R	Wide Salad	Yes
5/1/2018 0:41	N912MF	N912MF	BE20	3333	28L	Wide Salad	No
5/1/2018 22:52	N565HP	N565HP	P46T	4565	28R	Wide Salad	No
5/5/2018 23:58	N969MA	N969MA	BE20	3323	28R	Wide Salad	No
5/7/2018 5:33	N396AF	N396AF	BE9L	4275	28R	Wide Salad	No
5/8/2018 22:41	N805CW	N805CW	C206	3356	28R	Wide Salad	No
5/8/2018 23:14	N5321L	N5321L	P28A	4271	28R	Wide Salad	No
5/9/2018 6:38	PCM8711	N726FX	C208	4563	28L	Wide Salad	No
5/9/2018 22:16	GAJ837	N837UP	B350	3255	28R	Wide Salad	No
5/10/2018 6:28	PCM8709	N744FX	C208	4577	28L	Wide Salad	No
5/11/2018 6:23	PCM8709	N744FX	C208	4510	28L	Wide Salad	No
5/11/2018 6:46	PCM8711	N726FX	C208	4222	28L	Wide Salad	No
5/17/2018 22:21	N117MF	N117MF	BE9L	3355	28L	Wide Salad	No
5/17/2018 22:50	N64FB	N64FB	BE30	4273	28R	Wide Salad	No
5/19/2018 22:24	N299VM	N299VM	BE9L	4253	28R	Wide Salad	No
5/20/2018 0:37	CMD70	N370CS	BE20	4544	28R	Wide Salad	No
5/20/2018 3:42	N402CT	N402CT	BE20	3260	28L	Wide Salad	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
5/22/2018 6:21	PXT795	N795MM	PC12	3362	28R	Wide Salad	No
5/23/2018 6:01	PCM8709	N744FX	C208	4231	28L	Wide Salad	No
5/28/2018 22:11	N90HG	N90HG	BE9L	3761	28L	Wide Salad	No
6/1/2018 6:25	N8YU	N8YU	PC12	3743	28R	Wide Salad	No
6/1/2018 23:50	N6335F	N6335F	BE9T	4240	28R	Wide Salad	No
6/6/2018 6:07	PCM8709	N790FE	C208	4233	28L	Wide Salad	No
6/6/2018 6:49	GAJ802	N802UP	B350	3256	28R	Wide Salad	No
6/15/2018 22:58	N19754	N19754	C172	4273	28R	Wide Salad	No
6/20/2018 6:20	WSN4	N395MB	B350	3206	28R	Wide Salad	No
6/21/2018 6:36	PCM8709	N722FX	C208	4266	28L	Wide Salad	No
6/21/2018 23:08	WSN3	N575RD	B350	3653	28R	Wide Salad	No
6/22/2018 6:27	PCM8709	N985FE	C208	4567	28L	Wide Salad	No
6/24/2018 0:09			PAY2	3326	28R	Wide Salad	No
6/25/2018 23:55	N969MA	N969MA	BE20	1722	28R	Wide Salad	No
6/29/2018 22:46			PA34	4506	28R	Wide Salad	No
					Wide Salad	48	
					Grand Count	165	

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North Field Quiet Hours SEL List for Calendar Quarter

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
4/1/2018 5:34	4	76.2	83.8	17	EJA741	N741QS	CL35	28L
4/1/2018 5:34	5	80.2	87.7	16	EJA741	N741QS	CL35	28L
4/1/2018 5:34	6	76.3	84.9	16	EJA741	N741QS	CL35	28L
4/1/2018 5:34	7	73.3	80.8	14	EJA741	N741QS	CL35	28L
4/2/2018 22:40	4	77.6	86.8	27	LN777AX	N777AX	C550	28L
4/2/2018 22:40	5	79.7	89.4	25	LN777AX	N777AX	C550	28L
4/2/2018 22:40	6	79.8	88.3	22	LN777AX	N777AX	C550	28L
4/2/2018 22:40	7	72.6	82.2	22	LN777AX	N777AX	C550	28L
4/4/2018 22:22	4	73.2	84.3	38	CAP481	N183CP	C182	28R
4/4/2018 23:27	4	73.6	81.5	13	N566GL	N566GL	PC12	28R
4/6/2018 0:17	4	82.9	87.4	12	N191WB	N191WB	BE9L	28R
4/6/2018 22:02	4	83.8	91.6	58	N880DP	N880DP	MD83	10R
4/6/2018 22:02	8	78.4	89.8	48	N880DP	N880DP	MD83	10R
4/6/2018 22:02	3	71.6	84.2	51	N880DP	N880DP	MD83	10R
4/6/2018 22:02	10	87.6	95.8	42	N880DP	N880DP	MD83	10R
4/6/2018 22:02	9	93.8	102	31	N880DP	N880DP	MD83	10R
4/6/2018 22:03	12	75.2	84.2	42	N880DP	N880DP	MD83	10R
4/6/2018 22:03	11	90.4	97.3	36	N880DP	N880DP	MD83	10R
4/6/2018 22:03	13	74.1	82.9	29	N880DP	N880DP	MD83	10R
4/6/2018 22:22	4	73.9	81.7	14	N525JP	N525JP	CL30	10R
4/6/2018 22:23	10	75.8	85	27	N525JP	N525JP	CL30	10R
4/6/2018 22:23	9	87.1	93.1	19	N525JP	N525JP	CL30	10R
4/6/2018 22:23	11	78.3	87.7	20	N525JP	N525JP	CL30	10R
4/7/2018 0:13	9	72.4	82.1	18	XLJ20	XLJ20	C25A	10R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
4/7/2018 0:13	12	70.6	81.5	30	XLJ20	XLJ20	C25A	10R
4/7/2018 0:15	9	72.8	81.9	15	JSX141	N256JX	E135	10R
4/9/2018 0:39	4	77.4	83.6	14	BTQ902	N220JP	PC12	28R
4/9/2018 5:22	4	83.2	90	28	SWA170	N412WN	B737	28L
4/9/2018 5:22	5	83.9	91.1	22	SWA170	N412WN	B737	28L
4/9/2018 5:22	6	80.8	90.2	25	SWA170	N412WN	B737	28L
4/9/2018 5:23	7	77.1	86.6	22	SWA170	N412WN	B737	28L
4/9/2018 5:33	4	89.1	96.3	37	SWA748	N8641B	B738	28L
4/9/2018 5:33	5	90.3	97.6	31	SWA748	N8641B	B738	28L
4/9/2018 5:33	6	85.7	94.8	28	SWA748	N8641B	B738	28L
4/9/2018 5:33	8	70.8	82.9	20	SWA748	N8641B	B738	28L
4/9/2018 5:33	7	80.8	90.5	31	SWA748	N8641B	B738	28L
4/9/2018 5:35	4	86	93.5	34	SWA981	N711HK	B737	28L
4/9/2018 5:35	5	87.1	94.9	32	SWA981	N711HK	B737	28L
4/9/2018 5:35	6	84.3	93.3	27	SWA981	N711HK	B737	28L
4/9/2018 5:35	8	70.3	82	23	SWA981	N711HK	B737	28L
4/9/2018 5:35	7	79.6	88.9	27	SWA981	N711HK	B737	28L
4/9/2018 5:39	4	87.2	94.9	36	SWA869	N7848A	B737	28L
4/9/2018 5:40	5	88.3	96	36	SWA869	N7848A	B737	28L
4/9/2018 5:40	6	84.5	94.1	31	SWA869	N7848A	B737	28L
4/9/2018 5:40	8	70.5	82.7	24	SWA869	N7848A	B737	28L
4/9/2018 5:40	7	80.5	89.9	29	SWA869	N7848A	B737	28L
4/9/2018 5:53	4	90.1	97.1	48	SWA1367	N8653A	B738	28L
4/9/2018 5:53	5	94.8	100.2	34	SWA1367	N8653A	B738	28L
4/9/2018 5:53	6	91.4	98.6	25	SWA1367	N8653A	B738	28L
4/9/2018 5:53	8	77.4	86.1	19	SWA1367	N8653A	B738	28L
4/9/2018 5:53	7	81.9	91.3	26	SWA1367	N8653A	B738	28L
4/11/2018 5:55	5	82.5	94.2	79	PCM8709	N985FE	C208	28L
4/11/2018 5:56	4	77.4	83.4	14	PCM8709	N985FE	C208	28L
4/11/2018 5:56	5	88.3	99.3	79	PCM8709	N985FE	C208	28L
4/16/2018 1:39	4	88.9	96.5	28	NKS849	N685NK	A321	28L
4/16/2018 1:39	5	90.7	97.8	27	NKS849	N685NK	A321	28L
4/16/2018 1:39	6	86.8	95.5	26	NKS849	N685NK	A321	28L
4/16/2018 1:39	8	77	85.6	25	NKS849	N685NK	A321	28L
4/16/2018 1:39	7	77.8	87.6	28	NKS849	N685NK	A321	28L
4/16/2018 1:57	4	74.8	82.2	12	REH50	N913RX	BE20	28R
4/16/2018 4:45	4	72.3	80.3	18	N880TD	N880TD	FA50	28L
4/16/2018 4:45	5	78	84.5	15	N880TD	N880TD	FA50	28L
4/16/2018 4:45	6	80.2	86.8	14	N880TD	N880TD	FA50	28L
4/16/2018 4:46	7	73.1	83.2	22	N880TD	N880TD	FA50	28L
4/16/2018 5:19	4	81.2	90.2	30	SWA170	N951WN	B737	28L
4/16/2018 5:19	5	80.9	89.4	26	SWA170	N951WN	B737	28L
4/16/2018 5:19	6	80.3	89.5	25	SWA170	N951WN	B737	28L
4/16/2018 5:19	7	76.8	85.6	23	SWA170	N951WN	B737	28L
4/17/2018 23:22	4	80.7	88.3	18	N29164	N29164	C206	28L
4/17/2018 23:22	5	86.9	92.5	18	N29164	N29164	C206	28L
4/17/2018 23:22	6	85.9	92.1	17	N29164	N29164	C206	28L
4/17/2018 23:23	7	74.3	81.3	13	N29164	N29164	C206	28L
4/18/2018 0:15	4	86.6	89.9	13	N716WA	N716WA	PAY2	28R
4/18/2018 0:15	5	76.9	82.4	10	N716WA	N716WA	PAY2	28R
4/18/2018 0:15	6	74.6	80	9	N716WA	N716WA	PAY2	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
4/18/2018 0:16	8	83.2	87.5	10	N716WA	N716WA	PAY2	28R
4/18/2018 0:16	3	73.6	81.2	15	N716WA	N716WA	PAY2	28R
4/18/2018 2:29	4	86.4	89.1	12	LN912MF	N912MF	BE20	28R
4/18/2018 2:29	5	78.1	83.1	11	LN912MF	N912MF	BE20	28R
4/18/2018 2:29	6	76.3	83.2	11	LN912MF	N912MF	BE20	28R
4/18/2018 2:30	7	75.3	82.4	11	LN912MF	N912MF	BE20	28R
4/19/2018 2:25	4	78.8	84	14	CMD70	N370CS	BE20	28R
4/19/2018 3:11	9	84	87.6	11	N36TW	N36TW	PAY2	10L
4/19/2018 3:11	12	77.8	84.4	15	N36TW	N36TW	PAY2	10L
4/19/2018 3:11	2	78.8	84.5	18	N36TW	N36TW	PAY2	10L
4/19/2018 23:02	4	73.5	80.4	13	N559BK	N559BK	SR22	28R
4/20/2018 0:35	4	79.8	84.4	10	N969MA	N969MA	BE20	28R
4/20/2018 23:17	4	82.8	89.2	19	N143AC	N143AC	PA27	28R
4/20/2018 23:17	5	73.8	81.4	13	N143AC	N143AC	PA27	28R
4/20/2018 23:17	8	79.2	86.6	15	N143AC	N143AC	PA27	28R
4/20/2018 23:18	3	77.5	84.1	19	N143AC	N143AC	PA27	28R
4/23/2018 5:26	4	80.4	88.6	16	SWA170	N7705A	B737	28L
4/23/2018 5:27	5	87	92.4	17	SWA170	N7705A	B737	28L
4/23/2018 5:27	6	82.8	90.8	22	SWA170	N7705A	B737	28L
4/23/2018 5:27	7	78.8	87.3	22	SWA170	N7705A	B737	28L
4/23/2018 5:34	4	81.8	89.9	21	SWA981	N7751A	B737	28L
4/23/2018 5:34	5	85.7	92.6	23	SWA981	N7751A	B737	28L
4/23/2018 5:34	6	83.2	91.8	27	SWA981	N7751A	B737	28L
4/23/2018 5:35	7	79.7	88.8	25	SWA981	N7751A	B737	28L
4/23/2018 5:36	4	88.8	96.3	23	SWA748	N8546V	B738	28L
4/23/2018 5:36	5	90.5	97.8	24	SWA748	N8546V	B738	28L
4/23/2018 5:36	7	81.8	91.2	42	SWA748	N8546V	B738	28L
4/23/2018 5:36	6	88.6	96.1	28	SWA748	N8546V	B738	28L
4/23/2018 5:36	8	72.5	84.1	25	SWA748	N8546V	B738	28L
4/23/2018 5:43	4	85.4	93	24	SWA869	N261WN	B737	28L
4/23/2018 5:43	5	86.6	94.2	26	SWA869	N261WN	B737	28L
4/23/2018 5:43	6	85.5	93.8	27	SWA869	N261WN	B737	28L
4/23/2018 5:43	7	80.7	89.3	28	SWA869	N261WN	B737	28L
4/26/2018 5:53	4	71.9	81.6	23	LN777AX	N777AX	C550	28R
4/26/2018 5:53	5	71.1	80.4	18	LN777AX	N777AX	C550	28R
4/26/2018 5:53	6	69.3	81.4	33	LN777AX	N777AX	C550	28R
4/27/2018 5:33	5	78.6	86	52	N41BA	N41BA	BE9L	28R
4/28/2018 2:46	4	73.6	80.5	14	N5DM	N5DM	PC12	28R
4/28/2018 22:56	4	75.3	80.9	11	N777SS	N777SS	BE20	28R
4/30/2018 1:01	4	77.3	84.5	18	N975LV	N975LV	LJ60	28R
4/30/2018 1:01	5	72.3	81.2	16	N975LV	N975LV	LJ60	28R
4/30/2018 1:01	6	73.6	82.5	15	N975LV	N975LV	LJ60	28R
4/30/2018 1:47	4	83.6	91.7	25	LN777AX	N777AX	C550	28R
4/30/2018 1:47	5	76.1	85.6	33	LN777AX	N777AX	C550	28R
4/30/2018 1:47	6	76.9	85.7	33	LN777AX	N777AX	C550	28R
4/30/2018 1:47	8	74.4	83.9	18	LN777AX	N777AX	C550	28R
4/30/2018 1:47	7	71.1	81.6	24	LN777AX	N777AX	C550	28R
5/1/2018 0:42	4	74.4	80.7	14	N912MF	N912MF	BE20	28L
5/1/2018 0:42	5	77	81.7	10	N912MF	N912MF	BE20	28L
5/1/2018 0:42	8	78.3	84.3	10	N912MF	N912MF	BE20	28L
5/1/2018 23:15	4	86.8	93.6	25	N57FL	N57FL	C25A	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
5/1/2018 23:15	5	83.2	91.1	28	N57FL	N57FL	C25A	28R
5/1/2018 23:15	6	84.7	92	25	N57FL	N57FL	C25A	28R
5/1/2018 23:15	7	75.7	85.3	25	N57FL	N57FL	C25A	28R
5/2/2018 3:00	4	75.2	82.4	15	N188JF	N188JF	BE40	28L
5/2/2018 3:00	5	80	86.1	32	N188JF	N188JF	BE40	28L
5/2/2018 3:00	6	77.1	84.5	15	N188JF	N188JF	BE40	28L
5/2/2018 3:01	7	73.3	81	16	N188JF	N188JF	BE40	28L
5/2/2018 22:55	5	75.6	85.5	36	N3307X	N3307X	C310	15
5/2/2018 22:55	4	74.5	85.1	29	N3307X	N3307X	C310	15
5/2/2018 22:55	6	73.1	83.6	25	N3307X	N3307X	C310	15
5/2/2018 23:57	4	75.1	82	14	N246PH	N246PH	BE20	28R
5/3/2018 3:01	12	74.5	81.5	33	LN54DD	N54DD	C560	10R
5/3/2018 3:01	2	70.6	82.5	33	LN54DD	N54DD	C560	10R
5/3/2018 9:00	4	76.7	83.3	16	N588SA	N588SA	BE9L	28R
5/3/2018 9:00	5	79.2	85.7	23	N588SA	N588SA	BE9L	28R
5/3/2018 9:00	6	76.1	84.1	16	N588SA	N588SA	BE9L	28R
5/5/2018 23:58	4	81.7	86.3	11	N969MA	N969MA	BE20	28R
5/5/2018 23:59	5	74.1	80	9	N969MA	N969MA	BE20	28R
5/5/2018 23:59	8	75.9	82.7	10	N969MA	N969MA	BE20	28R
5/7/2018 5:33	4	76.3	82.3	14	N396AF	N396AF	BE9L	28R
5/7/2018 5:40	4	83	88.9	19	TFF908	N480JE	HA4T	28L
5/7/2018 5:40	5	87.3	92.7	20	TFF908	N480JE	HA4T	28L
5/7/2018 5:40	6	85.7	92.3	18	TFF908	N480JE	HA4T	28L
5/7/2018 5:40	7	70.7	80.2	14	TFF908	N480JE	HA4T	28L
5/8/2018 1:18	4	80.7	86.5	17	N912MF	N912MF	BE20	28R
5/8/2018 1:18	5	79	83.9	13	N912MF	N912MF	BE20	28R
5/8/2018 1:18	6	74.9	81.3	12	N912MF	N912MF	BE20	28R
5/8/2018 22:01	3	82.7	89.2	25	N118N	N118N	BE35	33
5/8/2018 22:41	4	76.6	82.7	12	N805CW	N805CW	C206	28R
5/8/2018 23:15	4	78.7	85.6	21	N5321L	N5321L	P28A	28R
5/9/2018 22:16	4	74.9	81	12	GAJ837	N837UP	B350	28R
5/12/2018 22:45	4	75.4	85.2	25	LN509RP	N509RP	C550	28L
5/12/2018 22:45	5	82.8	90.3	27	LN509RP	N509RP	C550	28L
5/12/2018 22:45	6	81.3	89.2	23	LN509RP	N509RP	C550	28L
5/12/2018 22:46	7	73.2	83.3	25	LN509RP	N509RP	C550	28L
5/15/2018 2:12	5	78.9	82.5	9	CMD70	N370CS	BE20	28L
5/15/2018 5:50	8	76.6	85.1	20	PXT415	N415PC	C25B	33
5/17/2018 22:21	4	77.8	82.7	11	N117MF	N117MF	BE9L	28L
5/17/2018 22:21	5	81.1	86.4	39	N117MF	N117MF	BE9L	28L
5/17/2018 22:22	8	75.6	81.3	7	N117MF	N117MF	BE9L	28L
5/19/2018 22:17	5	81.9	86.2	14	N705RV	N705RV	RV7	28R
5/19/2018 22:24	4	78.1	83.4	11	N299VM	N299VM	BE9L	28R
5/20/2018 0:07	5	83.4	92.7	39	N156SB	N156SB	PC12	28R
5/20/2018 0:08	5	78.2	88.4	54	N156SB	N156SB	PC12	28R
5/20/2018 0:37	5	77.3	81.6	15	CMD70	N370CS	BE20	28R
5/20/2018 0:37	4	79.7	83.9	13	CMD70	N370CS	BE20	28R
5/20/2018 3:42	5	85.6	90.5	48	N402CT	N402CT	BE20	28L
5/20/2018 3:43	5	78.3	88.6	40	N402CT	N402CT	BE20	28L
5/20/2018 3:43	5	78.6	88.7	78	N402CT	N402CT	BE20	28L
5/24/2018 23:29	5	73.4	83.1	21	N982SB	N982SB	BE9L	28R
5/27/2018 3:21	4	79.8	84	10	REH50	N911RX	BE20	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
5/28/2018 22:11	5	75.5	80.6	9	N90HG	N90HG	BE9L	28L
5/29/2018 2:11	9	76.1	84.9	18	N233KC	N233KC	F900	10R
5/29/2018 2:11	10	70.1	80.2	19	N233KC	N233KC	F900	10R
5/30/2018 23:42	5	76.2	85.5	38	XSN20	N618JC	PC12	28R
5/30/2018 23:43	5	83.9	90.9	36	XSN20	N618JC	PC12	28R
5/31/2018 5:53	5	71.7	82.5	49	PCM8709	N857FE	C208	28L
5/31/2018 5:53	4	74.7	81	10	PCM8709	N857FE	C208	28L
5/31/2018 5:54	5	70.3	80.4	26	PCM8709	N857FE	C208	28L
5/31/2018 22:09	4	80.3	89.7	30	N54DD	N54DD	C560	28L
5/31/2018 22:09	5	78.9	89.1	33	N54DD	N54DD	C560	28L
5/31/2018 22:09	6	74.1	84.8	23	N54DD	N54DD	C560	28L
5/31/2018 22:29	2	77.8	80.8	5	N5950C	N5950C	G150	28L
5/31/2018 22:29	4	80.4	87.8	26	N5950C	N5950C	G150	28L
5/31/2018 22:29	5	82	89.4	23	N5950C	N5950C	G150	28L
5/31/2018 22:29	6	79.8	88.5	21	N5950C	N5950C	G150	28L
5/31/2018 22:34	4	78.4	86.5	23	LXJ584	N584FX	CL30	28L
5/31/2018 22:34	5	80.5	88	20	LXJ584	N584FX	CL30	28L
5/31/2018 22:34	6	78.4	85.5	18	LXJ584	N584FX	CL30	28L
6/1/2018 23:50	4	75.6	81.9	11	N6335F	N6335F	BE9T	28R
6/3/2018 1:02	4	73.4	80.9	12	NOAA45	N45RF	AC95	28R
6/4/2018 5:30	4	82	89	22	SWA170	N757LV	B737	28L
6/4/2018 5:30	5	84	91	22	SWA170	N757LV	B737	28L
6/4/2018 5:30	6	82	90.5	25	SWA170	N757LV	B737	28L
6/4/2018 5:30	7	76.9	86.8	23	SWA170	N757LV	B737	28L
6/6/2018 0:29	5	79	85.5	19	N8697V	N8697V	CH7B	28R
6/6/2018 0:45	5	74.7	82.5	19	N726BF	N726BF	GLEX	10R
6/6/2018 0:46	9	71.3	80.8	22	N726BF	N726BF	GLEX	10R
6/8/2018 3:03	4	76.4	86.8	41	LN509RP	N509RP	C550	28L
6/8/2018 3:03	5	77.2	87.4	33	LN509RP	N509RP	C550	28L
6/8/2018 3:03	6	76.3	86.6	31	LN509RP	N509RP	C550	28L
6/8/2018 3:03	7	69.3	80.5	29	LN509RP	N509RP	C550	28L
6/9/2018 1:50	4	73.5	83.6	20	N705RV	N705RV	RV7	28R
6/9/2018 1:50	8	75.2	82	13	N705RV	N705RV	RV7	28R
6/9/2018 2:06	8	73.2	80.8	8	REH50	N911RX	BE20	28R
6/11/2018 0:50	4	82.5	90.8	27	NKS466	N629NK	A320	28L
6/11/2018 0:50	6	81.6	91.1	28	NKS466	N629NK	A320	28L
6/11/2018 0:50	5	86.8	93.1	25	NKS466	N629NK	A320	28L
6/11/2018 0:50	7	74.7	85.2	25	NKS466	N629NK	A320	28L
6/11/2018 5:21	4	85.1	92.6	25	SWA1431	N959WN	B737	28L
6/11/2018 5:22	6	82.4	91.8	25	SWA1431	N959WN	B737	28L
6/11/2018 5:22	5	85.6	93.3	27	SWA1431	N959WN	B737	28L
6/11/2018 5:22	7	77.1	87	25	SWA1431	N959WN	B737	28L
6/14/2018 0:50	4	73.3	80.3	13	N685AT	N685AT	PA34	28R
6/15/2018 1:44	4	74.8	84.7	22	LN54DD	N54DD	C560	28L
6/15/2018 1:44	5	76.2	86.2	24	LN54DD	N54DD	C560	28L
6/15/2018 22:57	5	69.7	80.4	24	N19754	N19754	C172	28R
6/15/2018 22:59	4	74.2	81.7	19	N19754	N19754	C172	28R
6/15/2018 22:59	5	72	80.1	23	N19754	N19754	C172	28R
6/16/2018 5:14	4	82.7	92.2	36	LN54DD	N54DD	C560	28R
6/16/2018 5:14	5	78.6	88.8	37	LN54DD	N54DD	C560	28R
6/16/2018 5:14	6	78.6	88.3	26	LN54DD	N54DD	C560	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
6/16/2018 5:14	8	75.4	85.2	21	LN54DD	N54DD	C560	28R
6/16/2018 5:14	7	73.1	83.5	23	LN54DD	N54DD	C560	28R
6/17/2018 22:40	2	84	92.2	78	AA509	N335NV	A319	28L
6/17/2018 22:42	4	84.7	90.5	29	AA509	N335NV	A319	28L
6/17/2018 22:42	5	83.9	92.5	24	AA509	N335NV	A319	28L
6/17/2018 22:42	2	84.7	88.6	26	SWA2733	N7851A	B737	28L
6/17/2018 22:42	6	81.1	90.3	31	AA509	N335NV	A319	28L
6/17/2018 22:42	7	71	82.9	29	AA509	N335NV	A319	28L
6/17/2018 22:43	4	81.8	90.6	29	SWA2733	N7851A	B737	28L
6/17/2018 22:43	5	80.4	89.9	26	SWA2733	N7851A	B737	28L
6/17/2018 22:43	6	79	89.7	28	SWA2733	N7851A	B737	28L
6/17/2018 22:43	7	76.1	85.6	22	SWA2733	N7851A	B737	28L
6/17/2018 22:54	4	83.6	91.1	23	SWA2778	N429WN	B737	28L
6/17/2018 22:54	5	83.9	91.8	22	SWA2778	N429WN	B737	28L
6/17/2018 22:54	6	82.3	91.1	27	SWA2778	N429WN	B737	28L
6/17/2018 22:54	7	78.3	87.8	27	SWA2778	N429WN	B737	28L
6/17/2018 22:56	4	84.3	91.6	23	SWA3218	N287WN	B737	28L
6/17/2018 22:56	5	86	93.5	22	SWA3218	N287WN	B737	28L
6/17/2018 22:56	6	84.8	92.5	27	SWA3218	N287WN	B737	28L
6/17/2018 22:56	7	77	87	25	SWA3218	N287WN	B737	28L
6/17/2018 23:09	4	82.5	90.1	24	SWA5405	N410WN	B737	28L
6/17/2018 23:09	5	83	91.4	26	SWA5405	N410WN	B737	28L
6/17/2018 23:09	6	81.5	90.7	27	SWA5405	N410WN	B737	28L
6/17/2018 23:09	7	77.3	86.9	24	SWA5405	N410WN	B737	28L
6/17/2018 23:09	4	84.4	92	26	SWA3434	N939WN	B737	28L
6/17/2018 23:10	5	85.8	92.8	26	SWA3434	N939WN	B737	28L
6/17/2018 23:10	6	83	92.1	28	SWA3434	N939WN	B737	28L
6/17/2018 23:10	8	71.4	82.2	20	SWA3434	N939WN	B737	28L
6/17/2018 23:10	7	78.1	87.8	27	SWA3434	N939WN	B737	28L
6/17/2018 23:11	4	85.4	93.4	25	JBU276	N760JB	A320	28L
6/17/2018 23:11	5	87	94.6	28	JBU276	N760JB	A320	28L
6/17/2018 23:11	6	84.3	93.4	31	JBU276	N760JB	A320	28L
6/17/2018 23:11	7	77.8	87.8	28	JBU276	N760JB	A320	28L
6/17/2018 23:11	8	72.7	82.8	22	JBU276	N760JB	A320	28L
6/17/2018 23:13	4	85.1	92.7	31	SWA1730	N711HK	B737	28L
6/17/2018 23:13	5	85.9	93.9	23	SWA1730	N711HK	B737	28L
6/17/2018 23:14	6	84.8	92.9	27	SWA1730	N711HK	B737	28L
6/17/2018 23:14	8	69.6	80.4	19	SWA1730	N711HK	B737	28L
6/17/2018 23:14	7	79.7	88.7	24	SWA1730	N711HK	B737	28L
6/17/2018 23:15	4	82.9	92.5	32	SWA4291	N466WN	B737	28L
6/17/2018 23:15	5	83.9	92.6	30	SWA4291	N466WN	B737	28L
6/17/2018 23:15	6	81.3	91.5	29	SWA4291	N466WN	B737	28L
6/17/2018 23:15	8	70.3	82	25	SWA4291	N466WN	B737	28L
6/17/2018 23:15	7	77.4	87.4	30	SWA4291	N466WN	B737	28L
6/18/2018 0:14	4	88.8	96.5	25	NKS849	N657NK	A321	28L
6/18/2018 0:14	5	92.1	98.7	22	NKS849	N657NK	A321	28L
6/18/2018 0:14	6	89.2	97	24	NKS849	N657NK	A321	28L
6/18/2018 0:14	8	75.6	84.3	22	NKS849	N657NK	A321	28L
6/18/2018 0:14	7	78.3	88.2	26	NKS849	N657NK	A321	28L
6/18/2018 0:19	4	85.6	94	28	SWA3776	N7702A	B737	28L
6/18/2018 0:19	5	85.4	93.8	30	SWA3776	N7702A	B737	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
6/18/2018 0:19	6	83.6	92.7	31	SWA3776	N7702A	B737	28L
6/18/2018 0:19	8	72.3	83.6	23	SWA3776	N7702A	B737	28L
6/18/2018 0:19	7	79.3	88.7	27	SWA3776	N7702A	B737	28L
6/18/2018 0:47	4	84.9	92.7	23	JBU168	N709JB	A320	28L
6/18/2018 0:47	5	87.6	94.9	24	JBU168	N709JB	A320	28L
6/18/2018 0:47	6	83.9	92.8	30	JBU168	N709JB	A320	28L
6/18/2018 0:47	8	71.7	81.8	19	JBU168	N709JB	A320	28L
6/18/2018 0:47	7	78.2	88.4	25	JBU168	N709JB	A320	28L
6/18/2018 4:36	4	78.9	85.4	21	HI985	HI985	C680	28L
6/18/2018 4:37	5	82.9	89	17	HI985	HI985	C680	28L
6/18/2018 4:37	6	79.7	87.8	18	HI985	HI985	C680	28L
6/18/2018 4:37	7	73.6	81.6	17	HI985	HI985	C680	28L
6/18/2018 5:22	4	82.3	90.3	25	SWA1431	N909WN	B737	28L
6/18/2018 5:22	5	82.9	91	27	SWA1431	N909WN	B737	28L
6/18/2018 5:22	6	81.6	90.8	30	SWA1431	N909WN	B737	28L
6/18/2018 5:22	7	76.1	86	24	SWA1431	N909WN	B737	28L
6/19/2018 4:10	4	79.7	88.1	30	LN777AX	LN777AX	C550	28R
6/19/2018 4:11	5	74.1	83.6	22	LN777AX	LN777AX	C550	28R
6/19/2018 4:11	6	75.3	83.7	17	LN777AX	LN777AX	C550	28R
6/19/2018 4:11	7	72	80.5	17	LN777AX	LN777AX	C550	28R
6/20/2018 1:30	4	81.6	86.3	11	LN33MS		PAY2	28R
6/20/2018 22:05	4	75.9	81.4	11	N910XB	N910XB	TBM9	28R
6/21/2018 3:36	4	74.1	80.7	11	N33MS	N33MS	PAY2	28R
6/22/2018 22:45	4	73.4	82.5	20	N739DS	N739DS	DA40	28R
6/22/2018 22:56	4	75.4	82.7	19	N739DS	N739DS	DA40	28R
6/22/2018 23:08	4	71.9	81.7	22	N739DS	N739DS	DA40	28R
6/22/2018 23:39	4	72.7	81.1	18	N739DS	N739DS	DA40	28R
6/22/2018 23:51	5	75.6	84.4	21	N739DS	N739DS	DA40	28R
6/24/2018 0:09	4	75.1	81.7	13			PAY2	28R
6/25/2018 1:21	4	82.2	89.7	22	SWA2733	N7728D	B737	28L
6/25/2018 1:21	5	83.8	91.8	23	SWA2733	N7728D	B737	28L
6/25/2018 1:21	6	80.9	89.7	22	SWA2733	N7728D	B737	28L
6/25/2018 1:21	7	76.4	85	17	SWA2733	N7728D	B737	28L
6/25/2018 22:43	4	80.7	87.5	17	N85GR	N85GR	LJ45	28R
6/25/2018 22:44	5	82.2	88.9	19	N85GR	N85GR	LJ45	28R
6/25/2018 22:44	6	80.4	87.1	16	N85GR	N85GR	LJ45	28R
6/25/2018 23:56	4	82.6	85.7	11	N969MA	N969MA	BE20	28R
6/25/2018 23:56	5	78.3	83.2	11	N969MA	N969MA	BE20	28R
6/26/2018 22:29	4	72.5	80.1	12	N696JH	N696JH	BE9T	28R
6/29/2018 22:46	4	80.6	86.7	19			PA34	28R
6/29/2018 22:46	5	72.4	82.5	24			PA34	28R
6/29/2018 22:46	8	73.2	82.3	14			PA34	28R
6/30/2018 22:36	6	74.4	81.5	12	N757JD	N757JD	C172	28R
6/30/2018 22:36	5	74.7	81.3	10	N757JD	N757JD	C172	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
5/6/2018 9:12	RSP	RSP677	E50P	B	N586JS	Air Traffic Conflict	Yes
				Air Traffic Conflict		1	
4/10/2018 17:28	IBE	IBE2622	A332	J	ECMOU	Not Acceptable	No
4/11/2018 7:24	FDX		B77L	J	N882FD	Not Acceptable	No
4/8/2018 12:54	PXT	PXT44	C525	B	N44CK	Not Acceptable	No
				Not Acceptable		3	
				Grand Count		4	

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Night Time Departure Procedure List for Calendar Quarter

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
4/1/2018 22:26	SWA	SWA2239	B737	J	N467WN	Compliant Operation	Yes
4/4/2018 3:29	UPS	UPS966	B752	J	N436UP	Compliant Operation	Yes
4/5/2018 22:26	SWA	SWA5908	B737	J	N7746C	Compliant Operation	Yes
5/4/2018 23:01	SWA	SWA6602	B737	J	N935WN	Compliant Operation	Yes
5/10/2018 6:38		N74PT	LJ45	B	N74PT	Compliant Operation	Yes
5/11/2018 4:11	FDX	FDX31	B77L	J	N887FD	Compliant Operation	Yes
5/15/2018 3:33	UPS	UPS966	B752	J	N436UP	Compliant Operation	Yes
5/16/2018 3:27	UPS	UPS966	B752	J	N416UP	Compliant Operation	Yes
6/12/2018 3:38	UPS	UPS966	B752	J	N434UP	Compliant Operation	Yes
6/26/2018 3:29	UPS	UPS966	B752	J	N448UP	Compliant Operation	Yes
					Compliant Operation	10	
6/17/2018 6:08	DAL	DAL1335	B712	J	N995AT	Not Acceptable	No
6/17/2018 6:43	FDX	FDX859	MD11	J	N597FE	Not Acceptable	No
6/18/2018 23:00	SWA	SWA185	B737	J	N7866A	Not Acceptable	No
6/19/2018 3:56	UPS	UPS966	B752	J	N453UP	Not Acceptable	No
6/19/2018 5:43	SWA	SWA2282	B738	J	N8549Z	Not Acceptable	No
6/23/2018 22:59	NAX	NAX7078	B788	J	LNLNF	Not Acceptable	No
6/25/2018 0:08	PXT	PXT44	C525	B		Not Acceptable	No
6/28/2018 0:09	NKS	NKS849	A321	J	N657NK	Not Acceptable	No
6/28/2018 6:39	UPS	UPS2953	B763	J	N338UP	Not Acceptable	No
6/30/2018 5:17			GLF5	B		Not Acceptable	No
4/1/2018 0:37	VOI	VOI991	A320	J	XAVLL	Not Acceptable	No
4/4/2018 6:28	SWA	SWA1888	B738	J	N8503A	Not Acceptable	No
4/4/2018 6:37	EJA	EJA751	CL35	B	N751QS	Not Acceptable	No
4/5/2018 5:39	SWA	SWA1819	B737	J	N494WN	Not Acceptable	No
4/5/2018 5:41	FDX	FDX3671	B763	J	N148FE	Not Acceptable	No
4/5/2018 5:55	PXT	PXT750	C750	B	N952TX	Not Acceptable	No
4/5/2018 6:17	ASA	ASA941	B738	J	N593AS	Not Acceptable	No
4/7/2018 5:41	SWA	SWA4174	B737	J	N292WN	Not Acceptable	No
4/10/2018 2:44	FDX	FDX1879	A306	J	N748FD	Not Acceptable	No
4/11/2018 22:13	SWA	SWA1568	B737	J	N259WN	Not Acceptable	No
4/13/2018 6:23	SWA	SWA1601	B738	J	N8634A	Not Acceptable	No

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
4/13/2018 23:25	SWA	SWA46	B737	J	N433LV	Not Acceptable	No
4/15/2018 6:15	SWA	SWA3003	B737	J	N464WN	Not Acceptable	No
4/16/2018 0:25	UPS	UPS2943	B763	J	N358UP	Not Acceptable	No
4/16/2018 6:26	SWA	SWA121	B737	J	N747SA	Not Acceptable	No
4/16/2018 6:44	SWA	SWA212	B738	J	N8502Z	Not Acceptable	No
4/16/2018 6:45	SWA	SWA561	B738	J	N8631A	Not Acceptable	No
4/16/2018 6:47	SWA	SWA1673	B737	J	N7881A	Not Acceptable	No
4/17/2018 3:44	UPS	UPS966	B752	J	N437UP	Not Acceptable	No
4/18/2018 2:32	FDX	FDX1885	DC10	J	N318FE	Not Acceptable	No
4/20/2018 22:18	SWA	SWA5467	B737	J	N764SW	Not Acceptable	No
4/20/2018 22:31	JBU	JBU168	A320	J	N662JB	Not Acceptable	No
4/20/2018 22:32		N358PJ	CL60	B	N358PJ	Not Acceptable	No
4/24/2018 6:28	NKS	NKS408	A319	J	N508NK	Not Acceptable	No
4/28/2018 22:43		N104AD	GLF4	B	N104AD	Not Acceptable	No
4/29/2018 6:38	FDX	FDX859	MD11	J	N528FE	Not Acceptable	No
5/2/2018 22:29	SWA	SWA46	B737	J	N278WN	Not Acceptable	No
5/3/2018 2:23	FDX	FDX1885	DC10	J	N308FE	Not Acceptable	No
5/7/2018 5:38	SWA	SWA1367	B738	J	N8321D	Not Acceptable	No
5/9/2018 5:45	EJA	EJA310	E55P	B	N310QS	Not Acceptable	No
5/12/2018 4:49	FDX	FDX881	B752	J	N799FD	Not Acceptable	No
5/13/2018 5:45		N509RP	C550	B	N509RP	Not Acceptable	No
5/13/2018 6:04	SKW	SKW4123	E75L	R	N257SY	Not Acceptable	No
5/13/2018 23:25	EFT	EFT8515	GLF3	B	N975RG	Not Acceptable	No
5/14/2018 5:57	SWA	SWA121	B737	J	N267WN	Not Acceptable	No
5/15/2018 5:04	FDX	FDX881	DC10	J	N368FE	Not Acceptable	No
5/15/2018 22:56	JBU	JBU168	A320	J	N663JB	Not Acceptable	No
5/17/2018 0:22	VOI	VOI993	A320	J	XAVLN	Not Acceptable	No
5/17/2018 5:11	FDX	FDX12	B77L	J	N857FD	Not Acceptable	No
5/17/2018 23:53	NKS	NKS849	A321	J	N659NK	Not Acceptable	No
5/23/2018 4:04	FDX	FDX31	B77L	J	N861FD	Not Acceptable	No
5/23/2018 6:27	NKS	NKS408	A319	J	N528NK	Not Acceptable	No
5/25/2018 5:59	PXT	PXT44	C525	B	N44CK	Not Acceptable	No
5/26/2018 5:35	FDX	FDX3671	B763	J	N117FE	Not Acceptable	No
5/26/2018 6:46	SWA	SWA4422	B738	J	N8318F	Not Acceptable	No
5/31/2018 22:14	SWA	SWA1568	B737	J	N929WN	Not Acceptable	No
6/1/2018 4:03	FDX	FDX31	B77L	J	N861FD	Not Acceptable	No
6/1/2018 22:13	SWA	SWA441	B738	J	N8694E	Not Acceptable	No
6/1/2018 22:16	SWA	SWA1844	B737	J	N794SW	Not Acceptable	No
6/5/2018 3:36	UPS	UPS966	B752	J	N408UP	Not Acceptable	No
6/5/2018 23:28		N831BG	GALX	B	N831BG	Not Acceptable	No
6/5/2018 23:32	NAX	NAX7070	B789	J	LNLNI	Not Acceptable	No
6/6/2018 2:35	FDX	FDX1865	A306	J	N741FD	Not Acceptable	No
6/6/2018 3:20	FDX	FDX37	MD11	J	N529FE	Not Acceptable	No
6/6/2018 4:06	FDX	FDX31	B77L	J	N850FD	Not Acceptable	No
6/7/2018 5:31	SWA	SWA2130	B737	J	N704SW	Not Acceptable	No
6/7/2018 6:02	SWA	SWA2470	B737	J	N921WN	Not Acceptable	No
6/10/2018 6:25	SWA	SWA5142	B737	J	N704SW	Not Acceptable	No
6/10/2018 6:26	NKS	NKS408	A319	J	N519NK	Not Acceptable	No
6/11/2018 22:13	SWA	SWA2222	B737	J	N7724A	Not Acceptable	No
6/14/2018 5:33	FDX	FDX3671	B763	J	N159FE	Not Acceptable	No
6/16/2018 6:00	PXT	PXT44	C525	B	N44CK	Not Acceptable	No

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
6/17/2018 0:00	AAL	AAL484	A320	J	N653AW	Not Acceptable	No
6/17/2018 1:29	UPS	UPS947	B763	J	N310UP	Not Acceptable	No
					Not Acceptable	74	
4/1/2018 6:50	SWA	SWA3993	B737	J	N230WN	Time Buffer	Yes
4/1/2018 22:00	SWA	SWA3679	B737	J	N406WN	Time Buffer	Yes
4/10/2018 6:57	FDX	FDX614	MD11	J	N602FE	Time Buffer	Yes
4/10/2018 22:00	SWA	SWA1568	B737	J	N7738A	Time Buffer	Yes
4/17/2018 22:06	SWA	SWA8874	B737	J	N921WN	Time Buffer	Yes
4/18/2018 22:01	SWA	SWA126	B737	J	N258WN	Time Buffer	Yes
4/19/2018 6:56	SWA	SWA561	B738	J	N8328A	Time Buffer	Yes
4/19/2018 6:58	SWA	SWA458	B737	J	N756SA	Time Buffer	Yes
4/19/2018 6:59	FDX	FDX440	B77L	J	N856FD	Time Buffer	Yes
4/19/2018 22:02	SWA	SWA1568	B737	J	N213WN	Time Buffer	Yes
4/20/2018 22:00		VPCOR	GLF6	B	VPCOR	Time Buffer	Yes
4/21/2018 6:55	EJA	EJA778	CL35	B	N778QS	Time Buffer	Yes
4/21/2018 6:56	SWA	SWA4097	B737	J	N244WN	Time Buffer	Yes
4/23/2018 6:58	SWA	SWA561	B738	J	N8513F	Time Buffer	Yes
4/25/2018 6:56	FDX	FDX3647	DC10	J	N363FE	Time Buffer	Yes
4/25/2018 6:57	SWA	SWA561	B738	J	N8664J	Time Buffer	Yes
4/25/2018 22:01	SWA	SWA126	B737	J	N208WN	Time Buffer	Yes
4/26/2018 6:57	SWA	SWA561	B738	J	N8663A	Time Buffer	Yes
5/1/2018 6:57	SWA	SWA561	B738	J	N8674B	Time Buffer	Yes
5/1/2018 6:59	SWA	SWA458	B737	J	N490WN	Time Buffer	Yes
5/2/2018 22:01	SWA	SWA1568	B737	J	N492WN	Time Buffer	Yes
5/9/2018 22:01	SWA	SWA1568	B737	J	N740SW	Time Buffer	Yes
5/10/2018 22:08	SWA	SWA1568	B737	J	N242WN	Time Buffer	Yes
5/15/2018 6:56	FDX	FDX3647	DC10	J	N396FE	Time Buffer	Yes
5/15/2018 6:58	UPS	UPS2953	B763	J	N358UP	Time Buffer	Yes
5/18/2018 6:57	SWA	SWA561	B738	J	N8623F	Time Buffer	Yes
5/23/2018 6:59	FDX	FDX440	MD11	J	N591FE	Time Buffer	Yes
5/29/2018 22:01		N620PJ	CL60	B	N620PJ	Time Buffer	Yes
5/30/2018 6:58	SWA	SWA561	B738	J	N8692F	Time Buffer	Yes
6/5/2018 6:57	UPS	UPS2953	B763	J	N303UP	Time Buffer	Yes
6/8/2018 6:57	SWA	SWA1406	B738	J	N8559Q	Time Buffer	Yes
6/8/2018 6:59	ASA	ASA811	B738	J	N514AS	Time Buffer	Yes
6/11/2018 6:58	SWA	SWA1406	B738	J	N8659D	Time Buffer	Yes
6/16/2018 22:00	SWA	SWA5724	B737	J	N913WN	Time Buffer	Yes
6/16/2018 22:01	SWA	SWA4214	B737	J	N952WN	Time Buffer	Yes
6/18/2018 6:59	SWA	SWA1406	B738	J	N8303R	Time Buffer	Yes
6/20/2018 6:58	SWA	SWA1406	B738	J	N8538V	Time Buffer	Yes
6/20/2018 22:00	SWA	SWA1242	B737	J	N7705A	Time Buffer	Yes
6/22/2018 6:58	SWA	SWA1406	B738	J	N8611F	Time Buffer	Yes
6/22/2018 6:59	ASA	ASA811	B738	J	N568AS	Time Buffer	Yes
6/24/2018 22:08	SWA	SWA2705	B737	J	N956WN	Time Buffer	Yes
6/27/2018 6:57	SWA	SWA2326	B738	J	N8534Z	Time Buffer	Yes
6/27/2018 6:59	FDX	FDX440	MD11	J	N624FE	Time Buffer	Yes
					Time Buffer	43	
					Grand Count	127	

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Runway 12 Night Departure List for Calendar Quarter

Date/Time	Airline	Flight No	Aircraft Type	Aircraft Category	Tail No	Comment	Excused
4/6/2018 5:29	SWA	SWA762	B737	J	N7856A	Not Acceptable	No
4/6/2018 23:37	SWA	SWA1910	B737	J	N792SW	Not Acceptable	No
4/7/2018 1:24	VOI	VOI907	A320	J	XAVLC	Not Acceptable	No
4/7/2018 0:11	SWA	SWA279	B737	J	N438WN	Not Acceptable	No
4/6/2018 23:41		N188ES	GLF5	B	N188ES	Not Acceptable	No
4/6/2018 23:22	SWA	SWA1787	B737	J	N423WN	Not Acceptable	No
4/6/2018 23:25	SWA	SWA1504	B737	J	N224WN	Not Acceptable	No
4/6/2018 23:32	VOI	VOI905	A320	J	XAVLP	Not Acceptable	No
					Not Acceptable	8	
4/6/2018 22:08	NAX	NAX7076	B789	J	GCKHL	Time Buffer	Yes
					Time Buffer	1	
					Grand Count	9	

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Engine Run-up List for Calendar Quarter

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
4/1/2018	0427	HAL	B767	2	High	GRE	0500	NO	N/A
4/8/2018	1130	UPS	B767	2	High	GRE	1230	N/A	N/A
4/8/2018	1615	PCE	CL30	1	High	GRE	1645	N/A	N/A
4/10/2018	1300	XNA	MD80	1	High	GRE	1300	N/A	NO
4/15/2018	1216	UPS	B767	2	High	GRE	1245	N/A	N/A
4/17/2018	0053	SWA	B737	2	High	GRE	0100	NO	N/A
4/17/2018	1611	JUS	FA20	1	High	HG6	1645	N/A	N/A
4/23/2018	1020	SWA	B737	2	High	GRE	1030	N/A	N/A
4/24/2018	1611	SWA	B737	2	High	GRE	1610	N/A	N/A
4/27/2018	0150	SWA	B737	2	High	GRE	0155	NO	N/A
5/1/2018	0015	SWA	B737	2	High	GRE	0015	NO	N/A
5/1/2018	0759	SWA	B737	2	High	GRE	0820	N/A	N/A
5/5/2018	1248	SWA	B737	2	High	GRE	1300	N/A	N/A
5/6/2018	1218	UPS	B767	1	High	GRE	1245	N/A	N/A
5/6/2018	1045	FDX	B757	2	High	GRE	1100	N/A	N/A
5/10/2018	0059	SWA	B737	2	High	GRE	0105	NO	N/A
5/15/2018	0836	SWA	B737	2	High	GRE	0840	N/A	N/A
5/29/2018	1645	BSK	CL60	1	High	HG6	1645	N/A	N/A
6/4/2018	2242	SWA	B737	2	High	GRE	2245	NO	N/A
6/20/2018	2324	SWA	B737	2	High	GRE	2324	NO	N/A
6/25/2018	0104	SWA	B737	2	High	GRE	0110	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
4/2/2018 8:35	SWA	SWA1414	B738	2880	Air Traffic Conflict	Yes
4/3/2018 11:29	AAL	AAL837	A320	2657	Air Traffic Conflict	Yes
4/3/2018 11:33	SWA	SWA5607	B738	2673	Air Traffic Conflict	Yes
4/4/2018 7:02	SWA	SWA1856	B738	2381	Air Traffic Conflict	Yes
4/4/2018 8:09	FDX	FDX3012	B763	2716	Air Traffic Conflict	Yes
4/5/2018 14:07	SWA	SWA299	B738	2864	Air Traffic Conflict	Yes
4/7/2018 16:10	BAW	BAW2278	B772	1820	Air Traffic Conflict	Yes
4/12/2018 20:47	NAX	NAX7080	B789	2532	Air Traffic Conflict	Yes
4/15/2018 16:30	SWA	SWA2560	B737	2762	Air Traffic Conflict	Yes
4/15/2018 17:07	NKS	NKS576	A320	2788	Air Traffic Conflict	Yes
4/15/2018 21:13	SWA	SWA2903	B737	2739	Air Traffic Conflict	Yes
4/16/2018 10:02	SWA	SWA5366	B738	2309	Air Traffic Conflict	Yes
4/16/2018 11:36	AAL	AAL837	A320	2877	Air Traffic Conflict	Yes
4/22/2018 12:03	EDG	EDG3	E35L	2293	Air Traffic Conflict	Yes
4/24/2018 8:56	TWY	TWY812	CL60	2532	Air Traffic Conflict	Yes
4/25/2018 6:56	FDX	FDX3647	DC10	1938	Air Traffic Conflict	Yes
4/25/2018 8:10	SWA	SWA1078	B738	2470	Air Traffic Conflict	Yes
4/26/2018 13:25	NKS	NKS872	A320	2729	Air Traffic Conflict	Yes
4/26/2018 20:32	SWA	SWA373	B738	2769	Air Traffic Conflict	Yes
4/27/2018 10:18	DAL	DAL50	A320	2644	Air Traffic Conflict	Yes
4/28/2018 10:16	DAL	DAL50	A320	2887	Air Traffic Conflict	Yes
4/28/2018 11:35	AAL	AAL837	A320	2877	Air Traffic Conflict	Yes
4/29/2018 11:41	AAL	AAL837	A320	2746	Air Traffic Conflict	Yes
4/30/2018 16:54	FDX	FDX2642	A306	2890	Air Traffic Conflict	Yes
5/3/2018 9:07	SWA	SWA5537	B738	2854	Air Traffic Conflict	Yes
5/3/2018 13:34	AAL	AAL837	A320	2417	Air Traffic Conflict	Yes
5/3/2018 19:36	UPS	UPS945	B763	2614	Air Traffic Conflict	Yes
5/5/2018 7:53	FDX	FDX3012	A306	2854	Air Traffic Conflict	Yes
5/5/2018 13:24	NKS	NKS872	A320	2631	Air Traffic Conflict	Yes
5/6/2018 15:17	SWA	SWA2585	B737	2398	Air Traffic Conflict	Yes
5/7/2018 12:00	SWA	SWA5816	B737	2162	Air Traffic Conflict	Yes
5/7/2018 13:35	SWA	SWA1581	B737	2867	Air Traffic Conflict	Yes
5/8/2018 19:15	FDX	FDX1605	B763	2631	Air Traffic Conflict	Yes
5/12/2018 12:58	SWA	SWA3456	B738	2860	Air Traffic Conflict	Yes
5/12/2018 13:09	DAL	DAL50	A320	2322	Air Traffic Conflict	Yes
5/12/2018 13:21	SWA	SWA1801	B737	2874	Air Traffic Conflict	Yes
5/13/2018 13:22	NKS	NKS872	A320	2490	Air Traffic Conflict	Yes
5/14/2018 8:10	SWA	SWA390	B738	2591	Air Traffic Conflict	Yes
5/14/2018 10:43	SWA	SWA1887	B737	2752	Air Traffic Conflict	Yes
5/14/2018 14:20	SWA	SWA246	B737	2877	Air Traffic Conflict	Yes
5/14/2018 16:14	SWA	SWA1449	B737	2772	Air Traffic Conflict	Yes
5/14/2018 19:41	UPS	UPS945	B763	2559	Air Traffic Conflict	Yes
5/15/2018 7:31	SWA	SWA1174	B737	2345	Air Traffic Conflict	Yes
5/15/2018 9:00	SWA	SWA5537	B738	2444	Air Traffic Conflict	Yes
5/16/2018 10:39	SWA	SWA1643	B738	2473	Air Traffic Conflict	Yes
5/17/2018 17:01	NKS	NKS576	A320	2749	Air Traffic Conflict	Yes
5/20/2018 11:43	SWA	SWA3276	B737	2411	Air Traffic Conflict	Yes
5/20/2018 14:04	SWA	SWA2404	B737	2650	Air Traffic Conflict	Yes
5/23/2018 12:26	OPT	OPT346	E55P	2139	Air Traffic Conflict	Yes

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
5/23/2018 12:32	NKS	NKS906	A321	2568	Air Traffic Conflict	Yes
5/23/2018 14:30	SWA	SWA5471	B737	2860	Air Traffic Conflict	Yes
5/24/2018 13:20	NKS	NKS872	A320	2224	Air Traffic Conflict	Yes
5/28/2018 17:43	SWA	SWA1705	B737	2824	Air Traffic Conflict	Yes
5/29/2018 11:02	DAL	DAL941	A320	2401	Air Traffic Conflict	Yes
5/29/2018 19:33	UPS	UPS947	B752	2870	Air Traffic Conflict	Yes
5/31/2018 20:11	SWA	SWA6602	B737	2670	Air Traffic Conflict	Yes
6/1/2018 13:28	NKS	NKS872	A320	2624	Air Traffic Conflict	Yes
6/2/2018 20:55	KAI	KAI65	B735	2536	Air Traffic Conflict	Yes
6/3/2018 10:21	DAL	DAL941	A320	2273	Air Traffic Conflict	Yes
6/3/2018 15:04		N650SG	C650	1935	Air Traffic Conflict	Yes
6/3/2018 15:05	SWA	SWA2585	B737	2125	Air Traffic Conflict	Yes
6/4/2018 12:44	AAL	AAL837	A320	2621	Air Traffic Conflict	Yes
6/6/2018 10:41	SWA	SWA1643	B738	2552	Air Traffic Conflict	Yes
6/7/2018 7:40	SWA	SWA2330	B738	2083	Air Traffic Conflict	Yes
6/8/2018 18:45	NAX	NAX7068	B789	1712	Air Traffic Conflict	Yes
6/8/2018 19:13	FDX	FDX1268	DC10	2326	Air Traffic Conflict	Yes
6/10/2018 11:51	SWA	SWA5424	B737	2329	Air Traffic Conflict	Yes
6/11/2018 12:58	SWA	SWA2391	B738	2450	Air Traffic Conflict	Yes
6/11/2018 14:45	EDG	EDG400	GLF4	2421	Air Traffic Conflict	Yes
6/11/2018 15:41	SWA	SWA1161	B738	2841	Air Traffic Conflict	Yes
6/14/2018 16:55	DAL	DAL2943	B712	2142	Air Traffic Conflict	Yes
6/14/2018 18:20	SWA	SWA2447	B737	2398	Air Traffic Conflict	Yes
6/15/2018 15:23	SWA	SWA2256	B738	2732	Air Traffic Conflict	Yes
6/15/2018 16:49	NKS	NKS576	A320	2746	Air Traffic Conflict	Yes
6/16/2018 12:26	EJA	EJA774	CL35	2388	Air Traffic Conflict	Yes
6/18/2018 7:09	SWA	SWA1476	B737	2470	Air Traffic Conflict	Yes
6/18/2018 7:20	SWA	SWA1073	B737	2214	Air Traffic Conflict	Yes
6/18/2018 12:32	SWA	SWA2312	B737	2503	Air Traffic Conflict	Yes
6/19/2018 7:06	SWA	SWA1073	B737	2667	Air Traffic Conflict	Yes
6/19/2018 11:54	AAL	AAL890	A320	2345	Air Traffic Conflict	Yes
6/19/2018 14:59	SWA	SWA1664	B738	2519	Air Traffic Conflict	Yes
6/19/2018 15:54	SWA	SWA9016	B738	2811	Air Traffic Conflict	Yes
6/20/2018 8:32	SWA	SWA265	B738	2447	Air Traffic Conflict	Yes
6/21/2018 8:09	FDX	FDX3012	B763	2611	Air Traffic Conflict	Yes
6/21/2018 8:15	SWA	SWA2330	B738	2637	Air Traffic Conflict	Yes
6/21/2018 20:26	SWA	SWA2055	B738	2687	Air Traffic Conflict	Yes
6/22/2018 12:30	NKS	NKS906	A321	2522	Air Traffic Conflict	Yes
6/23/2018 16:45	NKS	NKS576	A320	2057	Air Traffic Conflict	Yes
6/23/2018 20:20	SWA	SWA4390	B737	2299	Air Traffic Conflict	Yes
6/24/2018 10:04	SWA	SWA3172	B738	2293	Air Traffic Conflict	Yes
6/24/2018 20:36	SWA	SWA5153	B737	2634	Air Traffic Conflict	Yes
6/25/2018 11:44	EJA	EJA788	CL35	2503	Air Traffic Conflict	Yes
6/25/2018 16:26	XOJ	XOJ726	C750	2664	Air Traffic Conflict	Yes
6/25/2018 17:10	DAL	DAL2943	MD90	2788	Air Traffic Conflict	Yes
6/26/2018 7:17	SWA	SWA1073	B737	2240	Air Traffic Conflict	Yes
6/27/2018 12:31	NKS	NKS906	A321	2270	Air Traffic Conflict	Yes
6/30/2018 18:16	NKS	NKS576	A320	2828	Air Traffic Conflict	Yes
				Air Traffic Conflict	97	
4/10/2018 7:50	FDX	FDX3012	B763	2808	Compliant Operation	Yes
				Compliant Operation	1	
6/21/2018 20:19	NAX	NAX7076	B788	2204	Not Acceptable	No

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
5/10/2018 18:55	NKS	NKS872	A320	2316	Not Acceptable	No
5/8/2018 11:45	AAL	AAL837	A320	2805	Not Acceptable	No
4/16/2018 6:45	SWA	SWA561	B738	2608	Not Acceptable	No
5/14/2018 11:43	AAL	AAL837	A320	2683	Not Acceptable	No
				Not Acceptable	5	
				Grand Count	103	

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100 Degree Radial Turbojet Landing List for Calendar Quarter

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
5/10/2018 14:03	SWA1806	B737	SWA	2949	Compliant Operation	Yes
6/28/2018 13:52	SWA1161	B738	SWA	2900	Compliant Operation	Yes
4/4/2018 13:53	SWA1908	B737	SWA	2654	Compliant Operation	Yes
				Compliant Operation	3	
6/18/2018 12:31	SWA2265	B737	SWA	2746	Not Acceptable	No
6/26/2018 0:12	SWA179	B737	SWA	1709	Not Acceptable	No
6/26/2018 7:52	VTE3201	E135	VTE	2516	Not Acceptable	No
6/28/2018 23:46	SWA179	B737	SWA	2621	Not Acceptable	No
6/29/2018 8:04	QXE2537	E75L	QXE	2739	Not Acceptable	No
6/14/2018 19:09	QXE2563	E75L	QXE	2011	Not Acceptable	No
5/13/2018 13:49	VTE3201	E135	VTE	2729	Not Acceptable	No
4/9/2018 11:40	AAY1003	A319	AAY	2791	Not Acceptable	No
4/3/2018 23:23	SWA6074	B737	SWA	2299	Not Acceptable	No
6/22/2018 22:54	SWA2008	B737	SWA	2582	Not Acceptable	No
				Not Acceptable	11	
				Grand Count	14	

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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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