



**Oakland** International Airport



A division of the Port of Oakland

# Quarterly Aircraft Noise Report

**Third Quarter 2018**

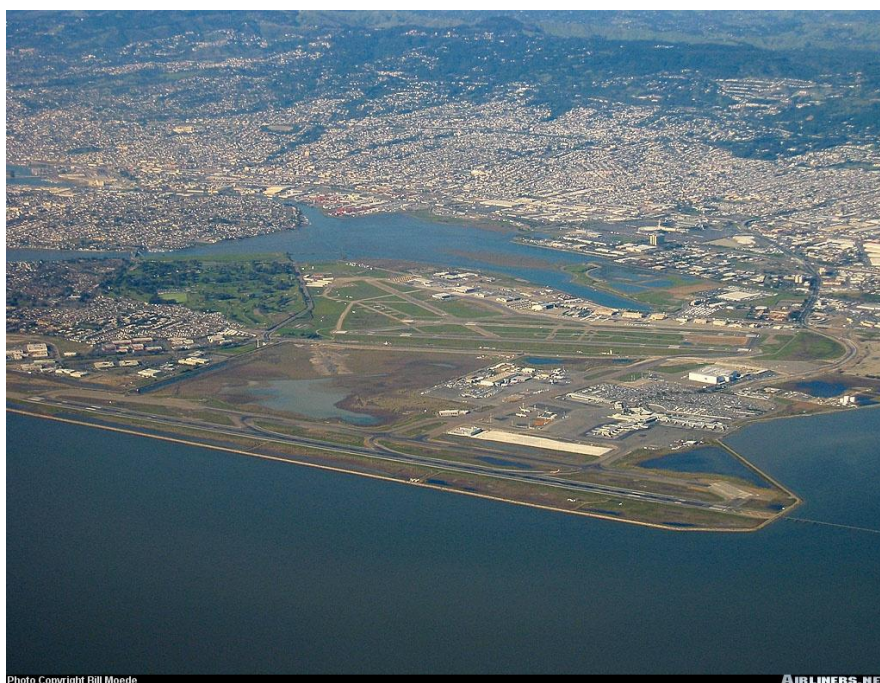


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Prepared by  
Oakland International Airport  
Noise/Environmental Compliance Office

October 12, 2018

**I ✈ OAK**  
Park Close. Fly on time.

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## QUARTERLY REPORT INTRODUCTION

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

### COMPLIANCE BEYOND THE CONTROL OF THE PORT OF OAKLAND

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

### SAFETY COMES FIRST

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

### DISCLAIMER

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

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

## QUARTERLY REPORTS COMPLIANCE COMPARISON SUMMARY TABLE

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

Compliance Monitoring Quarterly Summary Comparison Third Quarter 2018				
	2017Q3		2018Q3	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	95%	5%	94%	6%
Total Airport-wide Corporate Jet Departures	2,742	155	2,635	167
Runway 10R/L Jet Landing Compliance	100%	0%	44%	56%
Total Southeast Plan Corporate Jet Landings	0	0	4	5
North Field VFR Departure Compliance	98%	2%	93%	7%
Total Runways 28R/L & 33 Departures	534	9	375	30
North Field Quiet Hours Compliance	88%	12%	69%	31%
Total North Field Quiet Hours Departures	409	54	221	97
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	18,623	3	20,436	4
Night Time Departure Compliance	96%	4%	98%	2%
Total Runway 30 Night Turbojet Departures	3,570	165	3,814	78
Runway 12 Night Departure Compliance	75%	25%	100%	0%
Total Runway 12 Night Turbojet Departures	3	1	0	0
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	5,878	20	6,647	3
100 Degree Radial Turbojet Landing Compliance	96%	4%	99%	1%
Total 100 Degree Radial Turbojet Landings	2,745	109	1,294	9
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	12	0	26	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 Third Quarter 2018				
	July	August	September	Quarterly
Airport-wide Corporate Jet Departures	867	1,003	932	2,802
Compliant Corporate Jet Departures	822	937	876	2,635
Non-compliant Corporate Jet Departures	45	66	56	167
Corporate Jet Departure Compliance Rate	95%	93%	94%	94%
Excused Jet Departures	50	17	20	87
The section below compares compliance performance to airport-wide jet departures.				
Airport-wide Jet Departures	7,071	7,310	6,470	20,851
Compliant Airport-wide Jet Departures	7,026	7,244	6,414	20,684
Non-compliant Airport-wide Jet Departures	45	66	56	167
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 Third Quarter 2018				
	July	August	September	Quarterly
Southeast (SE) Plan Corporate Jet Landings *	0	0	9	9
Compliant SE Plan Corporate Jet Landings	0	0	4	4
Non-compliant SE Plan Corporate Jet Landings	0	0	5	5
SE Plan Corporate Jet Landing Compliance Rate	N/A	N/A	44%	44%
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Airport-wide SE Plan Jet Landings	0	1	39	40
Airport-wide Compliant SE Plan Jet Landings	0	1	34	35
Airport-wide Non-compliant SE Plan Landings	0	0	5	5
Airport-wide Jet Landing SE Plan Compliance Rate	N/A	100%	87%	88%
* Note: During Southeast Plan, business jets may land on Runways 10R/L and 12.				

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## NORTH FIELD VFR AIRCRAFT DEPARTURE PROCEDURE

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

North Field VFR Aircraft Departure NAP Compliance Summary Third Quarter 2018				
	July	August	September	Total
Total VFR Departures	186	133	86	405
Total VFR Departures Over Alameda	24	18	12	54
Compliant Departures	172	123	80	375
Non-compliant Departures	14	10	6	30
Compliance Rate	92%	92%	93%	93%

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## NORTH FIELD QUIET HOURS PROCEDURES

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

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

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

<b>North Field Quiet Hours Compliance Summary (10:00 p.m. to 7:00 a.m.) Third Quarter 2018</b>				
	<b>July</b>	<b>August</b>	<b>September</b>	<b>Quarterly</b>
<b>Total Night Departures (10:00 p.m. to 7:00 a.m.)</b>	<b>114</b>	<b>124</b>	<b>80</b>	<b>318</b>
<b>Compliant Night Departures</b>	<b>79</b>	<b>97</b>	<b>45</b>	<b>221</b>
<b>Average Compliant Departures per Night</b>	<b>2.5</b>	<b>3.1</b>	<b>1.5</b>	<b>2.4</b>
<b>Non-Compliant Night Departures</b>	<b>35</b>	<b>27</b>	<b>35</b>	<b>97</b>
<b>Average Non-Compliant Departures per Night</b>	<b>1.1</b>	<b>0.9</b>	<b>1.1</b>	<b>1.1</b>
<b>Night Departure Compliance Rate</b>	<b>69%</b>	<b>78%</b>	<b>56%</b>	<b>69%</b>

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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 = 116**

Third 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	5	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	5
3	19	2	0.0	0.4%	0	0.0	0.0%	0	0.0	0.0%	21
4	30	20	0.2	3.5%	15	0.2	2.6%	9	0.1	1.6%	74
5	26	12	0.1	2.1%	7	0.1	1.2%	15	0.2	2.6%	60
6	14	3	0.0	0.5%	16	0.2	2.8%	3	0.0	0.5%	36
7	15	7	0.1	1.2%	3	0.0	0.5%	0	0.0	0.0%	25
8	15	9	0.1	1.6%	0	0.0	0.0%	0	0.0	0.0%	24
9	1	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	2
10	2	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	2
11	1	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	1
12	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
13	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
14	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
<b>All NMTs</b>	128	54	1	0	41	0	0	27	0	0	250

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**Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 111**

Third 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	19	2	0.0	0.8%	0	0.0	0.0%	0	0.0	0.0%	21
4	30	20	0.2	8.4%	15	0.2	6.3%	9	0.1	3.8%	74
5	26	12	0.1	5.0%	7	0.1	2.9%	15	0.2	6.3%	60
6	14	3	0.0	1.3%	16	0.2	6.7%	3	0.0	1.3%	36
7	15	7	0.1	2.9%	3	0.0	1.3%	0	0.0	0.0%	25
8	15	9	0.1	3.8%	0	0.0	0.0%	0	0.0	0.0%	24
<b>Total</b>	<b>119</b>	<b>53</b>	<b>0.6</b>		<b>41</b>	<b>0.5</b>		<b>27</b>	<b>0.3</b>		<b>240</b>

**Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 5**

Third 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	5	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	5
9	1	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	2
10	2	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	2
11	1	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	1
12	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
13	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
14	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
<b>Total</b>	<b>9</b>	<b>1</b>	<b>0.0</b>		<b>0</b>	<b>0.0</b>		<b>0</b>	<b>0.0</b>		<b>10</b>

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## SOUTH FIELD REPORTS

### RUNWAY 30 BFI RIGHT TURN DEPARTURE PROCEDURE

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

Runway 30 Bay Farm Right Turn Departure Procedure Compliance Summary Third Quarter 2018				
	July	August	September	Quarter
Runway 30 Turbojet Departures	6,953	7,195	6,292	20,440
Compliant Departures	6,951	7,193	6,292	20,436
Non-compliant Departures	2	2	0	4
Percentage of Non-compliance	0.0%	0.0%	0.0%	0.0%
Compliance Rate	100%	100%	100%	100%

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### NIGHT TIME DEPARTURE PROCEDURE

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

Night Time Procedure Departure NAP Compliance Summary 10:00 pm - 7:00 am Third Quarter 2018				
	July	August	September	Quarter
Runway 30 Nighttime Turbojet Departures	1,534	1,351	1,007	3,892
Buffer Time Departures	11	15	13	39
Compliant Departures	1,505	1,323	986	3,814
Non-compliant Departures	29	28	21	78
HUSSH gate misses	12	10	5	27
NIITE gate misses	14	13	8	35
REBAS gate misses	27	24	19	70
Compliance Rate	98%	98%	98%	98%

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## ROLLING TAKE-OFF NIGHT DEPARTURE PROCEDURE FOR FedEx

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

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

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM)					
Third Quarter 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
Third Quarter 2018 [B]					
	Total [X]	Est. Avg. Monthly [X/3]			
B763	182	61	3	64	8
DC10/MD10	47	16	4	64	8
MD11	211	70	48	64	13
A306	118	39	8	65	11
B757	178	59	15	65	11
B77L	76	25	7	65	14
Difference [A-B]					
DC10/MD10		-71	-28	-5	-14
MD11		38	35	-6	-11
A306		-28	-13	-2	-14
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event. Source: ANOMS (Airport Noise and Operations Monitoring System)					

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## Summary of Calendar Quarter of Previous Year

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM) Third Quarter 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	
Third Quarter 2017 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B763	174	58	3	63	70	7
DC10/MD10	64	21	12	65	74	13
MD11	218	73	69	66	74	13
A306	114	38	5	63	72	11
B757	178	59	11	63	73	10
B77L	65	22	9	64	72	13
Difference [A-B]						
DC10/MD10		-66	-20	-4	-4	-9
MD11		41	56	-4	-5	-11
A306		-29	-16	-4	-5	-14
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event. Source: ANOMS (Airport Noise and Operations Monitoring System)						

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## RUNWAY 12 NIGHT DEPARTURE PROCEDURE

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

Runway 12 Night Departure NAP Compliance Summary (10:00 PM to 7:00 AM) Third Quarter 2018				
	July	August	September	Quarter
Jet Departures	0	0	0	0
Non-Compliant Departures	0	0	0	0
Compliant Departures	0	0	0	0
Compliance Rate	No SE Plan	No SE Plan	No SE Plan	No SE Plan
Note: The noise abatement procedure is officially implemented between 10:00 p.m. and 7:00 a.m. nightly.				

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## ENGINE RUN-UP PROCEDURE PROGRAM

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

Engine Run-up Program Third Quarter 2018				
	July	August	September	Quarter
Runups - 7:00 PM to 10:00 PM	0	4	1	5
Runups Greater Than 75 dBA	0	0	0	0
Runups - 10:00 PM to 7:00 AM	9	4	2	15
Runups Greater Than 70 dBA	0	0	0	0
Total Evening and Nighttime Runups	9	8	9	26
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 Third Quarter 2018				
	July	August	September	Quarter
Total Runway 30 East Turn Turbojet Departures	2,303	2,355	1,992	6,650
Non-compliant Turbojet Departures	2	1	0	3
Total Turbojet Aircraft Above 2,900 Feet ASL*	2,301	2,354	1,992	6,647
Compliance Rate	100%	100%	100%	100%
Excused Turbojet Departures	38	41	22	101
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.

<b>Cross Over 100 Degree Radial at 3,000 Feet Procedure Compliance Summary Third Quarter 2018</b>				
	<b>July</b>	<b>August</b>	<b>September</b>	<b>Quarter</b>
<b>Turbojets on Downwind RWY 30 Approach</b>	<b>506</b>	<b>367</b>	<b>430</b>	<b>1,303</b>
<b>Non-compliant Turbojets</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>9</b>
<b>Total Turbojet Aircraft Above 3K Feet ASL*</b>	<b>502</b>	<b>362</b>	<b>430</b>	<b>1,294</b>
<b>Compliance Rate</b>	<b>99%</b>	<b>99%</b>	<b>100%</b>	<b>99%</b>
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  
July 2018**

<b>Community</b>	<b>Callers</b>	<b>Complaints</b>
Alameda(BFI)	76	442
Alameda(Central)	10	39
Berkeley	7	14
Castro Valley	0	0
Fremont	0	0
Hayward	8	91
Oakland	28	5357
Piedmont	1	6
San Francisco	1	28
San Leandro	6	13
Union City	0	0
San Lorenzo	2	2
Other Communities	10	774
<b>Total</b>	<b>149</b>	<b>6766</b>
<b>Complaints by Type</b>		
Website		1421
E-mail		5179
Phone		166
<b>Complaints by Time of Day</b>		
Day ( 0700 - 1900 )		1853
Evening ( 1900 - 2200 )		536
Night ( 2200 - 0700 )		4377
<b>Complaints by Type of Operation</b>		
Arrivals		4719
Departures		2028
Over-flights		19
Touch & Go		0
Not Linked to an Operation		0
<b>Complaints by Type of Aircraft</b>		
Business Jet		489
Helicopter		29
Jet		5727
Military		0
Not Reported		0
Other		31
Propeller		389
Turbo-prop		101

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

<b>Community</b>	<b>Callers</b>	<b>Complaints</b>
Alameda(BFI)	68	375
Alameda(Central)	3	9
Berkeley	3	6
Castro Valley	2	3
Fremont	1	1
Hayward	8	81
Oakland	23	4339
Piedmont	0	0
San Francisco	0	0
San Leandro	6	40
Union City	2	128
San Lorenzo	0	0
Other Communities	10	361
<b>Total</b>	<b>126</b>	<b>5343</b>
<b>Complaints by Type</b>		
Website		852
E-mail		4407
Phone		84
<b>Complaints by Time of Day</b>		
Day ( 0700 - 1900 )		1764
Evening ( 1900 - 2200 )		966
Night ( 2200 - 0700 )		2613
<b>Complaints by Type of Operation</b>		
Arrivals		3425
Departures		1907
Over-flights		8
Touch & Go		3
Not Linked to an Operation		0
<b>Complaints by Type of Aircraft</b>		
Business Jet		640
Helicopter		9
Jet		4376
Military		0
Not Reported		0
Other		24
Propeller		211
Turbo-prop		83

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

<b>Community</b>	<b>Callers</b>	<b>Complaints</b>
Alameda(BFI)	62	262
Alameda(Central)	7	15
Berkeley	3	4
Castro Valley	1	1
Fremont	1	3
Hayward	10	124
Oakland	24	3943
Piedmont	1	1
San Francisco	2	2
San Leandro	7	24
Union City	2	991
San Lorenzo	1	1
Other Communities	9	87
<b>Total</b>	<b>130</b>	<b>5458</b>
<b>Complaints by Type</b>		
Website		527
E-mail		4791
Phone		140
<b>Complaints by Time of Day</b>		
Day ( 0700 - 1900 )		1258
Evening ( 1900 - 2200 )		691
Night ( 2200 - 0700 )		3509
<b>Complaints by Type of Operation</b>		
Arrivals		4768
Departures		668
Over-flights		0
Touch & Go		22
Not Linked to an Operation		0
<b>Complaints by Type of Aircraft</b>		
Business Jet		296
Helicopter		7
Jet		5012
Military		0
Not Reported		1
Other		31
Propeller		61
Turbo-prop		50

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## AIRPORT OPERATIONS SUMMARY TABLES

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

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

North Field Night Departures by Runway (10:00 p.m. to 7:00 a.m.) Third Quarter 2018					
	July	August	September	Total	Percentage
Runway 28L	9	10	9	28	24%
Runway 28R	26	27	26	79	68%
Runway 33	2	1	1	4	3%
Alameda Overflights	37	38	36	111	96%
Runway 10L	0	0	1	1	1%
Runway 10R	0	0	1	1	1%
Runway 15	1	2	0	3	3%
San Leandro Overflights	1	2	2	5	4%
Total Departures	38	40	38	116	100%

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

North Field VFR/IFR Departures by Runway Third Quarter 2018				
	July	August	September	Total
VFR Departures				
Runway 28L	6	8	4	18
Runway 28R	81	59	41	181
Runway 33	100	68	41	209
VFR Departures	187	135	86	408
IFR Departures				
Runway 28L	247	241	179	667
Runway 28R	698	690	528	1,916
Runway 33	335	284	225	844
IFR Departures	1,280	1,215	932	3,427
Total Departures	1,467	1,350	1,018	3,835

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

	Aircraft Category	OAK Aircraft Operations by Category and Runway Third Quarter 2018											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Corporate Jets	4	101	-	-	2	1	4	396	2,396	-	2,799	2,799
	Helicopters	-	-	-	-	-	-	-	-	-	87	87	87
	Commercial Jets	30	18,071	18,101	-	-	-	-	52	38	-	90	18,191
	Military	-	-	-	-	-	-	-	1	1	-	2	2
	Propeller	-	7	7	16	100	2	-	193	1,814	-	2,125	2,132
	Regional Jets	1	775	776	-	-	-	-	14	406	-	420	1,196
	Turboprops	1	181	182	3	4	4	1	178	1,545	-	1,735	1,917
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		36	19,135	19,066	19	106	7	5	834	6,200	87	7,258	26,324
Departures	Corporate Jets	-	2,482	2,482	-	59	-	7	148	80	-	294	2,776
	Helicopters	-	1	1	-	-	-	-	-	-	94	94	95
	Commercial Jets	24	16,838	16,862	-	-	-	-	16	4	-	20	16,882
	Military	-	-	-	-	-	-	-	-	-	-	-	-
	Propeller	2	21	23	71	972	5	-	106	862	-	2,016	2,039
	Regional Jets	4	1,120	1,124	-	-	-	-	3	1	-	4	1,128
	Turboprops	1	117	118	-	22	2	-	412	1,150	-	1,586	1,704
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		31	20,579	20,610	71	1,053	7	7	685	2,097	94	4,014	24,624
Touch & Go Sub-totals		-	-	-	4	93	2	1	67	343	2	512	512
Grand Total		67	39,714	39,676	94	1,252	16	13	1,586	8,640	183	11,784	51,460

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

	Aircraft Category	RUNWAYS Third Quarter 2018											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Commercial Jets	30	18,071	18,101	-	-	-	-	52	38	-	90	18,191
	Regional Jets	1	775	776	-	-	-	-	14	406	-	420	1,196
Commercial Jet Sub-totals		31	18,846	18,877	-	-	-	-	66	444	-	510	19,387
	Corporate Jets	4	101	105	-	2	1	4	396	2,396	-	2,799	2,904
All Jet Arrivals Sub-totals		35	18,947	18,982	-	2	1	4	462	2,840	-	3,309	22,291
Departures	Commercial Jets	24	16,838	16,862	-	-	-	-	16	4	-	20	16,882
	Regional Jets	4	1,120	1,124	-	-	-	-	3	1	-	4	1,128
Commercial Jet Sub-totals		28	17,958	17,986	-	-	-	-	19	5	-	24	18,010
	Corporate Jets	-	2,482	2,482	-	59	-	7	148	80	-	294	2,776
All Jet Departures Sub-totals		28	20,440	20,468	-	59	-	7	167	85	-	318	20,786
Grand Total		63	39,387	39,450	-	61	1	11	629	2,925	-	3,627	43,077

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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. N Number not included because the non-compliant flight was solely due to ATC Instructions.

**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. N Number not included because the non-compliant flight was solely due to ATC Instructions.

**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.

**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.

**Special Event:** An air traffic controller may instruct a pilot to depart from Runways 28R/L after a special event i.e. Super Bowl, NBA Finals 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. N Number not included because the non-compliant flight was solely due to ATC Instructions.

**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
9/12/2018 21:51	-	-	C56X	4265	28R	B	Departure Timing	No
7/3/2018 12:14	-	-	GALX	4574	28L	B	Departure Timing	No
7/16/2018 7:34	-	-	GLEX	6361	28L	B	Departure Timing	No
7/18/2018 12:57	-	-	C560	6315	28L	B	Departure Timing	No
7/22/2018 13:44	-	-	C68A	4244	28L	B	Departure Timing	No
7/30/2018 9:59	-	-	E55P	4552	28R	B	Departure Timing	No
8/1/2018 20:03	-	-	CL60	4545	28L	B	Departure Timing	No
8/8/2018 8:55	-	-	FA50	3652	28L	B	Departure Timing	No
9/14/2018 17:12	-	-	E135	3774	28L	R	Departure Timing	No
9/25/2018 17:27	-	-	GLF6	4211	28R	B	Departure Timing	No
9/26/2018 21:29	-	-	F2TH	4222	28L	B	Departure Timing	No
						<b>Departure Timing</b>	<b>10</b>	
7/3/2018 13:43	LN777AX	LN777AX	C550	4233	28R	B	Lifeguard Medical	Yes
7/4/2018 1:18	LN54DD	N54DD	C560	4250	28R	B	Lifeguard Medical	Yes
7/4/2018 7:20	LN54DD	N54DD	C560	3607	28R	B	Lifeguard Medical	Yes
7/4/2018 13:39	LN777AX	LN777AX	C550	3232	28L	B	Lifeguard Medical	Yes
7/5/2018 9:32	LN509RP	N509RP	C550	3622	28R	B	Lifeguard Medical	Yes
7/5/2018 18:55	LN60LJ	N60LJ	LJ60	1720	28R	B	Lifeguard Medical	Yes
7/5/2018 21:47	LN509RP	N509RP	C550	4554	28R	B	Lifeguard Medical	Yes
7/6/2018 1:16	LN777AX	LN777AX	C550	4535	28R	B	Lifeguard Medical	Yes
7/7/2018 4:27	LN777AX	LN777AX	C550	4561	28R	B	Lifeguard Medical	Yes
7/15/2018 6:20	LN54DD	N54DD	C560	4242	28R	B	Lifeguard Medical	Yes
7/16/2018 22:02	LN509RP	N509RP	C550	4526	28L	B	Lifeguard Medical	Yes
7/24/2018 9:04	KFS122	KFS	LJ35	4270	28L	B	Lifeguard Medical	Yes
7/24/2018 14:12	JLG45	JLG45	LJ35	2227	28R	B	Lifeguard Medical	Yes
7/26/2018 14:09	LN269GJ	LN269GJ	LJ60	3360	28L	B	Lifeguard Medical	Yes
7/28/2018 1:50	LN777AX	N777AX	C550	4234	28L	B	Lifeguard Medical	Yes
7/29/2018 14:41	LN810BE	N810BE	C560	3612	28R	B	Lifeguard Medical	Yes
7/29/2018 20:21	LN818WB	N818WB	ASTR	3703	28L	B	Lifeguard Medical	Yes
7/30/2018 2:47	LN560PA	N560PA	C560	3265	28R	B	Lifeguard Medical	Yes
7/30/2018 5:00	LN991AL	N991AL	LJ35	3264	28L	B	Lifeguard Medical	Yes
7/30/2018 5:34	N520DF	N520DF	C525	3213	28R	B	Lifeguard Medical	Yes
7/30/2018 9:38	LN36BL	N36BL	LJ31	3706	28R	B	Lifeguard Medical	Yes
8/1/2018 11:33	KFS148	N71CK	LJ35	3343	28R	B	Lifeguard Medical	Yes
8/2/2018 22:14	LN509RP	N509RP	C550	3742	28L	B	Lifeguard Medical	Yes
8/5/2018 1:22	LN509RP	N509RP	C550	4213	28L	B	Lifeguard Medical	Yes
8/8/2018 9:47	LN31GJ	N31GJ	LJ35	3371	28R	B	Lifeguard Medical	Yes
8/10/2018 17:42	LN525AC	N525AC	GLF5	6336	28L	B	Lifeguard Medical	Yes
8/15/2018 16:17	LN777AX	N777AX	C550	4253	28L	B	Lifeguard Medical	Yes
8/17/2018 23:37	N125DG	N125DG	C25B	3774	28R	B	Lifeguard Medical	Yes
8/18/2018 5:19	N862LG	N862LG	E55P	3227	28L	B	Lifeguard Medical	Yes
8/19/2018 15:18	LN449RP	N449RP	C501	3614	28R	B	Lifeguard Medical	Yes
8/25/2018 0:18	LN777AX	N777AX	C550	4261	28R	B	Lifeguard Medical	Yes
8/25/2018 0:44	LN777AX	N777AX	C550	4273	28R	B	Lifeguard Medical	Yes
8/28/2018 5:03	LN325NW	LN325NW	LJ35	3343	28L	B	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
9/3/2018 12:21	LN129TK	N129TK	LJ35	7115	28R	B	Lifeguard Medical	Yes
9/5/2018 8:46	LN777AX	N777AX	C550	4255	28R	B	Lifeguard Medical	Yes
9/8/2018 17:27	LN117AA	N117AA	CL60	3225	28L	B	Lifeguard Medical	Yes
9/12/2018 2:16	LN449RP	N449RP	C501	4512	28L	B	Lifeguard Medical	Yes
9/20/2018 0:55	LN509RP	N509RP	C550	3240	28R	B	Lifeguard Medical	Yes
9/20/2018 15:01	JLG55	JLG55	LJ55	3767	28L	B	Lifeguard Medical	Yes
9/24/2018 10:04	LN509RP	LN509RP	C550	4237	28L	B	Lifeguard Medical	Yes
9/25/2018 7:15	LN509RP	N509RP	C550	4514	28L	B	Lifeguard Medical	Yes
9/26/2018 16:30	LN509RP	LN509RP	C550	4537	28L	B	Lifeguard Medical	Yes
9/28/2018 20:25	LN36BL	N36BL	LJ31	3616	28L	B	Lifeguard Medical	Yes
						<b>Lifeguard Medical</b>	<b>43</b>	
7/1/2018 9:08	GDG495	N495RS	GLF4	3215	28L	B	Pilot Refusal	No
7/3/2018 10:53	GDG48	N8888H	H25C	6307	28L	B	Pilot Refusal	No
7/8/2018 12:24	GDG801	N801GJ	LJ55	4531	28L	B	Pilot Refusal	No
7/8/2018 15:06	GDG48	N8888H	H25C	4231	28L	B	Pilot Refusal	No
7/13/2018 8:06	GDG495	N495RS	GLF4	4207	28L	B	Pilot Refusal	No
7/13/2018 9:13	GDG801	N801GJ	LJ55	6364	28L	B	Pilot Refusal	No
7/15/2018 10:21	GDG48	N8888H	H25C	3775	28L	B	Pilot Refusal	No
7/16/2018 9:38	GDG48	N8888H	H25C	4504	28L	B	Pilot Refusal	No
7/16/2018 13:12	GDG801	N801GJ	LJ55	3702	28L	B	Pilot Refusal	No
7/18/2018 9:10	GDG801	N801GJ	LJ55	1754	28L	B	Pilot Refusal	No
7/20/2018 13:14	GDG48	N8888H	H25C	4226	28L	B	Pilot Refusal	No
7/26/2018 4:25	GDG801	N801GJ	LJ55	4515	28L	B	Pilot Refusal	No
7/28/2018 14:58	N960SF	N960SF	F900	3760	28L	B	Pilot Refusal	No
7/29/2018 9:46	GDG801	N801GJ	LJ55	4506	28L	B	Pilot Refusal	No
7/30/2018 13:24	GDG495	N495RS	GLF4	4210	28L	B	Pilot Refusal	No
8/1/2018 8:34	N960SF	N960SF	F900	3636	28L	B	Pilot Refusal	No
8/5/2018 17:29	GDG48	N8888H	H25C	3745	28L	B	Pilot Refusal	No
8/7/2018 8:05	GDG28	N880LT	H25C	4246	28L	B	Pilot Refusal	No
8/10/2018 11:20	GDG28	N888GJ	H25C	3372	28L	B	Pilot Refusal	No
8/19/2018 14:21	GDG801	N801GJ	LJ55	7111	28L	B	Pilot Refusal	No
9/12/2018 11:52	GDG495	N495RS	GLF4	7126	28L	B	Pilot Refusal	No
9/15/2018 9:12	GDG38	N888GJ	H25C	3722	28L	B	Pilot Refusal	No
9/19/2018 12:25	GDG38	N888GJ	H25C	4231	28L	B	Pilot Refusal	No
9/21/2018 9:22	GDG801	N801GJ	LJ55	1727	28L	B	Pilot Refusal	No
9/21/2018 14:55	GDG48	N8888H	H25C	3206	28L	B	Pilot Refusal	No
9/22/2018 17:19	GDG28	N880LT	H25C	3743	28L	B	Pilot Refusal	No
9/26/2018 12:01	GDG801	N801GJ	LJ55	3227	28L	B	Pilot Refusal	No
9/27/2018 8:29	GDG28	N880LT	H25C	3345	28L	B	Pilot Refusal	No
9/30/2018 15:29	GDG38	N888GJ	H25C	4560	28L	B	Pilot Refusal	No
						<b>Pilot Refusal</b>	<b>30</b>	
7/1/2018 8:26	N862LG	N862LG	E55P	6371	28L	B	Pilot Requested	No
7/1/2018 11:06	N960SF	N960SF	F900	3767	28L	B	Pilot Requested	No
7/1/2018 17:25	N175JP	N175JP	DA20	4566	28L	J	Pilot Requested	No
7/3/2018 17:18	N403DP	N403DP	LJ35	1712	28L	B	Pilot Requested	No
7/6/2018 18:40	N161PA	N161PA	E50P	1747	28R	B	Pilot Requested	No
7/8/2018 13:44	N161PA	N161PA	E50P	6352	28L	B	Pilot Requested	No
7/9/2018 7:00	N85ER	N285ER	C525	3673	28L	B	Pilot Requested	No
7/11/2018 14:25	N58CW	N58CW	LJ35	4575	28L	B	Pilot Requested	No
7/12/2018 11:14	N456MF	N456MF	EA50	4201	28R	B	Pilot Requested	No
7/12/2018 11:15	PXT170	N170TM	C525	3630	28R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
7/13/2018 13:03	GTH12	N12MW	F2TH	3311	28L	B	Pilot Requested	No
7/16/2018 8:20	N199FG	N199FG	FA50	3271	28L	B	Pilot Requested	No
7/20/2018 9:58	N960SF	N960SF	F900	1751	28L	B	Pilot Requested	No
7/20/2018 11:40	N544S	N544S	FA7X	3777	28L	B	Pilot Requested	No
7/20/2018 15:30	GAJ874	N874UP	DC87	1775	28R	J	Pilot Requested	No
7/22/2018 11:32	N96SF	N96SF	F900	1736	28L	B	Pilot Requested	No
7/22/2018 13:02	WJA1509	CFYBK	B738	341	28L	J	Pilot Requested	No
7/22/2018 15:26	N605AJ	N605AJ	CL60	3321	28L	B	Pilot Requested	No
7/24/2018 10:35	N982A	N982A	GLF4	4550	28L	B	Pilot Requested	No
7/24/2018 10:53	N981A	N981A	GLF4	4223	28R	B	Pilot Requested	No
7/24/2018 10:55	N62NW	N62NW	F900	4564	28R	B	Pilot Requested	No
7/26/2018 9:01	N862LG	N862LG	E55P	3773	28L	B	Pilot Requested	No
7/26/2018 17:56	PEG13	N813PD	GLF4	3762	28L	B	Pilot Requested	No
7/30/2018 17:59	N299MB	N299MB	GLF4	3301	28R	B	Pilot Requested	No
7/31/2018 15:39	TWY47	TWY47	CL30	4241	28L	B	Pilot Requested	No
8/1/2018 17:01	N508JA	N508JA	EA50	4237	28R	B	Pilot Requested	No
8/3/2018 17:57	GDG801	N801GJ	LJ55	1727	28L	B	Pilot Requested	No
8/4/2018 5:53	N862LG	N862LG	E55P	3373	28L	B	Pilot Requested	No
8/4/2018 17:17	EJM86	N86DQ	CL30	3302	28L	B	Pilot Requested	No
8/5/2018 7:00	GDG801	N801GJ	LJ55	4265	28L	B	Pilot Requested	No
8/6/2018 8:25	N199FG	N199FG	FA50	6352	28L	B	Pilot Requested	No
8/7/2018 14:52	N862LG	N862LG	E55P	3767	28L	B	Pilot Requested	No
8/7/2018 15:40	N57FL	N57FL	C25A	6306	28R	B	Pilot Requested	No
8/8/2018 15:23	GAJ508	N508UP	C56X	4231	28L	B	Pilot Requested	No
8/8/2018 17:56	N15XM	N15XM	C550	4572	28L	B	Pilot Requested	No
8/8/2018 19:37	N57FL	N57FL	C25A	3744	28R	B	Pilot Requested	No
8/11/2018 9:51	PXT560	N560TN	C56X	3633	28R	B	Pilot Requested	No
8/12/2018 12:40	N2BG	N2BG	GALX	6370	28L	B	Pilot Requested	No
8/12/2018 13:30	FTH702	N702FL	C750	4234	28L	B	Pilot Requested	No
8/14/2018 18:02	N614JK	N614JK	C550	4270	28L	B	Pilot Requested	No
8/14/2018 21:09	N348RS	N348RS	GLF4	6324	28R	B	Pilot Requested	No
8/15/2018 10:10	GAJ868	N868UP	DC87	3262	28R	J	Pilot Requested	No
8/15/2018 11:31	N110ED	N110ED	GLF5	3342	28R	B	Pilot Requested	No
8/15/2018 21:10	N591CF	N591CF	H25B	4507	28L	B	Pilot Requested	No
8/17/2018 8:39	N786AC	N786AC	C525	4565	28L	B	Pilot Requested	No
8/17/2018 11:10	N2BG	N2BG	GALX	3662	28L	B	Pilot Requested	No
8/17/2018 12:36	N960SF	N960SF	F900	3275	28L	B	Pilot Requested	No
8/17/2018 15:09	N961JF	N961JF	GLF5	3201	28L	B	Pilot Requested	No
8/17/2018 15:10	N786AC	N786AC	C525	1774	28R	B	Pilot Requested	No
8/17/2018 15:29	N707W	N707W	C560	3740	28R	B	Pilot Requested	No
8/18/2018 13:33	CGLYS	CGLYS	LJ45	1736	28R	B	Pilot Requested	No
8/19/2018 10:40	N404HB	N404HB	ASTR	4572	28R	B	Pilot Requested	No
8/21/2018 13:26	N456MF	N456MF	EA50	1736	28R	B	Pilot Requested	No
8/21/2018 16:58	OPT348	N348FX	E55P	4562	28L	B	Pilot Requested	No
8/21/2018 17:13	N120QM	N120QM	C560	4515	28L	B	Pilot Requested	No
8/22/2018 6:08	GDG801	N801GJ	LJ55	3307	28L	B	Pilot Requested	No
8/22/2018 15:09	EDG43	EDG43	GLF4	2754	28R	B	Pilot Requested	No
8/22/2018 17:42	N57FL	N57FL	C25A	3362	28R	B	Pilot Requested	No
8/22/2018 19:00	N220JJ	N220JJ	H25B	3656	28L	B	Pilot Requested	No
8/23/2018 7:51	GAJ868	N868UP	DC87	4561	28R	J	Pilot Requested	No
8/23/2018 11:31	N888TF	N888TF	C525	6517	28R	B	Pilot Requested	No



Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
8/23/2018 12:20	N314EE	N314EE	E55P	4507	28R	B	Pilot Requested	No
8/23/2018 13:12	N960SF	N960SF	F900	2222	28L	B	Pilot Requested	No
8/23/2018 14:40	N314EE	N314EE	E55P	6314	28R	B	Pilot Requested	No
8/23/2018 14:43	N610JC	N610JC	C550	3371	28R	B	Pilot Requested	No
8/23/2018 15:26	N53NW	N53NW	C25B	3776	28R	B	Pilot Requested	No
8/23/2018 16:19	N473K	N473K	FA7X	4537	28L	B	Pilot Requested	No
8/24/2018 17:10	N948HF	N948HF	C25C	4206	28L	B	Pilot Requested	No
8/26/2018 10:29	GDG48	N8888H	H25C	6347	28L	B	Pilot Requested	No
8/26/2018 12:01	N650VM	N650VM	C525	3265	28R	B	Pilot Requested	No
8/26/2018 15:32	GDG48	N8888H	H25C	6323	28L	B	Pilot Requested	No
8/26/2018 19:55	N614JK	N614JK	C550	4240	28R	B	Pilot Requested	No
8/27/2018 1:44	N524LR	N524LR	H25C	3264	28L	B	Pilot Requested	No
8/28/2018 8:37	GDG28	N880LT	H25C	3671	28L	B	Pilot Requested	No
8/28/2018 12:17	N129DG	N129DG	C25B	3727	28L	B	Pilot Requested	No
8/29/2018 10:20	GDG48	N8888H	H25C	4576	28L	B	Pilot Requested	No
8/30/2018 9:23	N67SF	N67SF	C550	4276	28R	B	Pilot Requested	No
8/30/2018 11:47	GDG48	N8888H	H25C	3357	28L	B	Pilot Requested	No
8/30/2018 16:21	N406J	N406J	H25B	4565	28L	B	Pilot Requested	No
8/30/2018 20:28	N819AP	N819AP	GALX	7243	28L	B	Pilot Requested	No
8/30/2018 21:11	LJY267	N267BW	GL5T	3351	28L	B	Pilot Requested	No
8/31/2018 13:24	CYO610	N61SJ	LJ55	3726	28L	B	Pilot Requested	No
8/31/2018 18:20	N517LR	N517LR	H25C	3320	28R	B	Pilot Requested	No
9/1/2018 7:35	GDG28	N880LT	H25C	4264	28L	B	Pilot Requested	No
9/1/2018 14:21	N101JW	N101JW	C25M	4263	28L	J	Pilot Requested	No
9/2/2018 17:22	N818NX	N818NX	CL35	3727	28L	B	Pilot Requested	No
9/2/2018 20:40	TWY44		CL60	2441	28R	B	Pilot Requested	No
9/3/2018 4:49	GDG801	N801GJ	LJ55	4273	28L	B	Pilot Requested	No
9/3/2018 8:50	GDG28	N880LT	H25C	4520	28L	B	Pilot Requested	No
9/3/2018 14:51	N428JE	N428JE	C25B	7131	28R	B	Pilot Requested	No
9/3/2018 17:55	N85VM	N85VM	C25B	3305	28R	B	Pilot Requested	No
9/4/2018 7:34	N85JV	N85JV	C525	1775	28L	B	Pilot Requested	No
9/5/2018 10:16	N428JE	N428JE	C25B	3616	28L	B	Pilot Requested	No
9/6/2018 7:32	GDG48	N8888H	H25C	6352	28L	B	Pilot Requested	No
9/6/2018 8:55	N15XM	N15XM	C550	4201	28R	B	Pilot Requested	No
9/6/2018 11:16	N199FG	N199FG	FA50	4560	28L	B	Pilot Requested	No
9/7/2018 17:22	N626NT	N626NT	F2TH	6375	28L	B	Pilot Requested	No
9/9/2018 7:28	GDG48	N8888H	H25C	3357	28L	B	Pilot Requested	No
9/9/2018 23:54	N800XM	N800XM	H25B	3602	28L	B	Pilot Requested	No
9/10/2018 18:09	N15XM	N15XM	C550	4263	28L	B	Pilot Requested	No
9/11/2018 11:40	SVL13	SVL13	C25B	7162	28L	B	Pilot Requested	No
9/12/2018 11:28	N862LG	N862LG	E55P	1746	28L	B	Pilot Requested	No
9/12/2018 12:00	N988T	N988T	F900	6357	28L	B	Pilot Requested	No
9/13/2018 17:07	N786AC	N786AC	C525	3611	28R	B	Pilot Requested	No
9/14/2018 9:22	TWY5	TWY5	GLF5	3310	28L	B	Pilot Requested	No
9/14/2018 9:58	N559BT	N559BT	SF50	4264	28L	J	Pilot Requested	No
9/14/2018 12:07	N818NX	N818NX	CL35	2722	28L	B	Pilot Requested	No
9/15/2018 7:23	N81ER	N81ER	C25B	6321	28R	B	Pilot Requested	No
9/16/2018 12:48	HPJ178	N178MM	LJ60	6351	28L	B	Pilot Requested	No
9/16/2018 16:37	N782MM	N782MM	E550	3275	28L	B	Pilot Requested	No
9/16/2018 19:48	N54DD	N54DD	C560	3250	28L	B	Pilot Requested	No
9/18/2018 8:16	CYO540	CYO540	LJ55	1714	28L	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
9/18/2018 14:28	N390JV	N390JV	PRM1	4272	28L	B	Pilot Requested	No
9/19/2018 16:03	N222MC	N222MC	C25C	4531	28R	B	Pilot Requested	No
9/19/2018 16:09	N999CB	N999CB	CL60	1754	28L	B	Pilot Requested	No
9/20/2018 9:04	N586ED	N586ED	C25C	4574	28R	B	Pilot Requested	No
9/20/2018 16:04	N109EZ	N109EZ	LJ45	3744	28R	B	Pilot Requested	No
9/21/2018 8:22	EJA390	N390QS	E55P	3615	28L	B	Pilot Requested	No
9/21/2018 10:22	N448CX	N448CX	C750	6530	28L	B	Pilot Requested	No
9/24/2018 7:41	N448CX	N448CX	C750	3304	28L	B	Pilot Requested	No
9/24/2018 15:47	N36HA	N36HA	CL60	5621	28L	B	Pilot Requested	No
9/25/2018 9:57	N862LG	N862LG	E55P	3773	28R	B	Pilot Requested	No
9/25/2018 11:04	N85PL	N85PL	PRM1	6370	28L	B	Pilot Requested	No
9/27/2018 11:48	N444RL	N444RL	EA50	3725	28L	B	Pilot Requested	No
9/28/2018 11:32	N191WH	N191WH	GLEX	3044	28L	B	Pilot Requested	No
9/28/2018 13:29	N509RP	N509RP	C550	4516	28R	B	Pilot Requested	No
						Pilot Requested	126	
7/23/2018 2:03	NAX7080	GCKMU	B789	3354	28L	J	RWY 30 Routine Closure	Yes
7/23/2018 1:44	JBU168	N794JB	A320	3324	28L	J	RWY 30 Routine Closure	Yes
7/23/2018 0:53	NKS658	N510NK	A319	3303	28L	J	RWY 30 Routine Closure	Yes
8/13/2018 2:16	AAL484	N656AW	A320	3237	28L	J	RWY 30 Routine Closure	Yes
						RWY 30 Routine Closure	4	
7/5/2018 10:44	PXT44	N44CK	C525	3204	28R	B	Runway/Taxiway Maintenance	Yes
7/5/2018 11:06	N801DM	N801DM	B752	3371	28L	J	Runway/Taxiway Maintenance	Yes
7/5/2018 11:08	JUS205	N205US	DC93	1724	28L	J	Runway/Taxiway Maintenance	Yes
7/5/2018 11:09	N620PJ	N620PJ	CL60	3623	28L	B	Runway/Taxiway Maintenance	Yes
7/12/2018 8:12	N448CX	N448CX	C750	1722	28L	B	Runway/Taxiway Maintenance	Yes
7/12/2018 10:05	N529QS	N529QS	GLF5	3602	28R	B	Runway/Taxiway Maintenance	Yes
7/12/2018 10:12	KAI99	N733KA	B738	3653	28R	J	Runway/Taxiway Maintenance	Yes
7/12/2018 10:31	N63HS	N63HS	GLF5	6342	28R	B	Runway/Taxiway Maintenance	Yes
7/12/2018 10:33	N58CW	N58CW	LJ35	3302	28R	B	Runway/Taxiway Maintenance	Yes
7/12/2018 10:36	PXT862	N862LG	E55P	1752	28R	B	Runway/Taxiway Maintenance	Yes
7/12/2018 10:42	JSX243	N253JX	E135	1710	28R	R	Runway/Taxiway Maintenance	Yes
7/12/2018 10:44	EJA547	N547QS	C68A	4274	28R	B	Runway/Taxiway Maintenance	Yes
7/12/2018 10:54	N75KH	N75KH	CL60	3410	28R	B	Runway/Taxiway Maintenance	Yes
7/12/2018 10:58	EJA342	N342QS	C680	4254	28R	B	Runway/Taxiway Maintenance	Yes
7/12/2018 10:59	LAK555	N80JH	C560	3743	28R	B	Runway/Taxiway Maintenance	Yes
7/21/2018 14:30	N96UA	N96UA	GLF5	1706	28L	B	Runway/Taxiway Maintenance	Yes
7/5/2018 10:36	JSX243	N711PH	E135	3347	28L	R	Runway/Taxiway Maintenance	Yes
7/5/2018 10:33	XOJ548	N548XJ	CL30	1722	28L	B	Runway/Taxiway Maintenance	Yes
7/5/2018 10:22	RSP576	N581JS	E50P	1754	28L	B	Runway/Taxiway Maintenance	Yes
7/5/2018 10:09	N770CJ	N770CJ	C750	3750	28L	B	Runway/Taxiway Maintenance	Yes
7/5/2018 10:06	GDG801	N801GJ	LJ55	6374	28L	B	Runway/Taxiway Maintenance	Yes
7/5/2018 9:10	JSX174	N254JX	E135	3372	28L	R	Runway/Taxiway Maintenance	Yes
7/5/2018 9:58	KAI99	N733KA	B738	3337	28L	J	Runway/Taxiway Maintenance	Yes
8/15/2018 15:43	SWA1160	N915WN	B737	3655	28L	J	Runway/Taxiway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
8/15/2018 15:27	SIS24	N245VP	C25B	3611	28L	B	Runway/Taxiway Maintenance	Yes
						Runway/Taxiway Maintenance	25	
9/10/2018 7:28	SWA6762	N202WN	B737	3224	28L	J	South Field Closure	Yes
9/10/2018 7:14	SWA5629	N7828A	B737	3721	28L	J	South Field Closure	Yes
9/10/2018 7:13	SWA1922	N8637A	B738	1703	28L	J	South Field Closure	Yes
9/10/2018 7:43	SWA1435	N932WN	B737	3767	28L	J	South Field Closure	Yes
9/10/2018 7:32	KAI73	N415PP	C25B	4547	28R	B	South Field Closure	Yes
						South Field Closure	5	
9/27/2018 0:24	N819AP	N819AP	GALX	4103	28L	B	System Error	Yes
9/26/2018 20:36	CGENW	CGENW	F2TH	6650	28R	B	System Error	Yes
9/25/2018 14:39	XOJ747	XOJ747	C750	1445	28L	B	System Error	Yes
7/29/2018 14:56	GAJ874	N874UP	DC87	4540	28R	T	System Error	Yes
9/15/2018 18:12	DCM4157	DCM4157	C550	2063	28R	B	System Error	Yes
8/28/2018 14:26	TWY3	TWY3	F2TH	4537	28R	B	System Error	Yes
9/19/2018 15:36	N999CB	N999CB	C25C	3744	28R	B	System Error	Yes
7/20/2018 17:47	AAH361	N361NC	B733	1477	28R	J	System Error	Yes
8/13/2018 8:04	N150HM	N150HM	G150	3711	28R	B	System Error	Yes
7/16/2018 7:05	N199FG	N199FG	FA50	4503	28L	B	System Error	Yes
						System Error	10	
							1	
						Grand Count	254	

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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
9/29/2018 10:36	XOJ753	N753XJ	C750	4574	10L	B	Pilot Requested	No
9/29/2018 10:54	N20BD	N20BD	GALX	1546	10R	B	Pilot Requested	No
9/29/2018 11:32	TWY101	TWY101	GLEK	3662	10R	B	Pilot Requested	No
9/29/2018 11:51	N95GK	N95GK	BE40	4035	10R	B	Pilot Requested	No
9/29/2018 11:53	N999CB	N999CB	C25C	4566	10R	B	Pilot Requested	No
						Pilot Requested	5	
						Grand Count	5	

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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
8/9/2018 12:23	PAD1	CMD8	N838CS	HELO	327	Air Traffic Conflict	Yes
7/13/2018 13:40	PAD1	N73SF	N73SF	HELO	343	Air Traffic Conflict	Yes
9/24/2018 19:26	33	N6605D	N6605D	C172	335	Air Traffic Conflict	Yes
7/6/2018 12:56	28R	N822M	N822M	BE33	317	Air Traffic Conflict	Yes
8/6/2018 15:56	33	N20FQ	N20FQ	TB20	320	Air Traffic Conflict	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
7/6/2018 21:55	PAD1	CHP30	CHP30	HELO	335	Air Traffic Conflict	Yes
9/9/2018 12:18	28R	N5814Y	N5814Y	M20P	366	Air Traffic Conflict	Yes
9/6/2018 16:07	28R	N9284M	N9284M	P28A	355	Air Traffic Conflict	Yes
9/4/2018 15:51	28R	N838CG	N838CG	M20P	377	Air Traffic Conflict	Yes
8/8/2018 17:43	28R	N757JD	N757JD	C172	321	Air Traffic Conflict	Yes
7/19/2018 11:50	33	N9284M	N9284M	P28A	375	Air Traffic Conflict	Yes
7/20/2018 18:04	33	N231NH	N231NH	M20P	374	Air Traffic Conflict	Yes
8/11/2018 16:09	28R	N986RC	N986RC	C172	343	Air Traffic Conflict	Yes
8/11/2018 19:37	33	N802U	N802U	C207	377	Air Traffic Conflict	Yes
7/25/2018 12:52	28R	N21263	N21263	C172	375	Air Traffic Conflict	Yes
9/1/2018 11:30	33	N747JS	N747JS	P28A	341	Air Traffic Conflict	Yes
7/30/2018 16:37	33	N757JD	N757JD	C172	336	Air Traffic Conflict	Yes
7/29/2018 14:53	33	N717BC	N717BC	LEG2	330	Air Traffic Conflict	Yes
8/26/2018 17:13	33	N6605D	N6605D	C172	376	Air Traffic Conflict	Yes
					<b>Air Traffic Conflict</b>	<b>19</b>	
8/13/2018 17:25	PAD1	CMD8	N838CS	HELO	315	Lifeguard Medical	Yes
8/16/2018 20:55	PAD1	REH3	REH3	HELO	1200	Lifeguard Medical	Yes
7/6/2018 14:48	PAD1	REH3	N31RX	HELO	316	Lifeguard Medical	Yes
9/1/2018 16:37	PAD1	CMD8	N838CS	HELO	367	Lifeguard Medical	Yes
					<b>Lifeguard Medical</b>	<b>4</b>	
9/23/2018 15:06	33	N8312H	N8312H	P28A	331	Not Acceptable	No
9/25/2018 11:38	28L	N82HR	N82HR	PC12	355	Not Acceptable	No
9/25/2018 15:22	28R	N9861Z	N9861Z	C206	321	Not Acceptable	No
9/21/2018 16:44	28R	N9045B	N9045B	C172	330	Not Acceptable	No
9/17/2018 17:22	33	N20FQ	N20FQ	TRIN	337	Not Acceptable	No
8/31/2018 18:15	28L	WSN3	N575RD	B350	360	Not Acceptable	No
8/29/2018 13:05	PAD1	N115SF	N115SF	HELO	352	Not Acceptable	No
8/27/2018 15:39	PAD1	N37SF	N37SF	HELO	370	Not Acceptable	No
8/20/2018 17:12	33	N739UL	N739UL	C172	332	Not Acceptable	No
8/16/2018 13:31	PAD1	N79PJ	N79PJ	HELO	325	Not Acceptable	No
8/14/2018 7:31	28R	PCM8679	N879FE	C208	1200	Not Acceptable	No
8/11/2018 14:53	28L	N757JD	N757JD	C172	336	Not Acceptable	No
8/11/2018 13:50	28R	N9863L	N9863L	C172	354	Not Acceptable	No
8/9/2018 20:42	28R	N39546	N39546	P28A	360	Not Acceptable	No
8/6/2018 16:34	33	N8542M	N8542M	BE35	326	Not Acceptable	No
7/31/2018 11:19	28R	N142DR	N142DR	BE58	342	Not Acceptable	No
7/30/2018 20:09	28R	N757JD	N757JD	C172	330	Not Acceptable	No
7/25/2018 18:19	33	N21263	N21263	C172	373	Not Acceptable	No
7/22/2018 12:58	28R	N900TC	N900TC	C340	366	Not Acceptable	No
7/18/2018 13:35	PAD1	CMD08	N838CS	HELO	325	Not Acceptable	No
7/18/2018 10:33	PAD1	N73SF	N73SF	HELO	374	Not Acceptable	No
7/17/2018 10:36	PAD1	N115SF	N115SF	B407	330	Not Acceptable	No
7/15/2018 19:04	28R	N6MB	N6MB	C172	341	Not Acceptable	No
7/15/2018 13:09	28R	N67849	N67849	C172	322	Not Acceptable	No
7/13/2018 15:42	28R	NGF7113		BE36	325	Not Acceptable	No
7/9/2018 19:47	28R	N9863L	N9863L	C172	335	Not Acceptable	No
7/6/2018 14:05	33	N739UL	N739UL	C172	360	Not Acceptable	No
7/4/2018 15:55	28R	N23AH	N23AH	PA24	336	Not Acceptable	No
9/30/2018 20:05	28R	N4549U	N4549U	C150	345	Not Acceptable	No

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
					Not Acceptable	29	
7/5/2018 14:34	28R	N43CP	N43CP	C210	371	System Error	Yes
					System Error	1	
7/6/2018 13:22	28R	N838CG	N838CG	M20P	363	Touch & Go Training	No
					Touch & Go Training	1	
					Grand Count	54	

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### North Field Quiet Hours Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
7/26/2018 22:19	WSN3	N575RD	B350	3357	28R	310 Heading	No
9/3/2018 5:27	N6MB	N6MB	BE10	4564	28R	310 Heading	No
					310 Heading	2	
7/2/2018 22:32	LN56CD	N56CD	BE20	4226	28R	Lifeguard Medical	Yes
7/4/2018 1:18	LN54DD	N54DD	C560	4250	28R	Lifeguard Medical	Yes
7/6/2018 1:16	LN777AX	LN777AX	C550	4535	28R	Lifeguard Medical	Yes
7/7/2018 4:27	LN777AX	LN777AX	C550	4561	28R	Lifeguard Medical	Yes
7/12/2018 5:40	REH56	N273SM	PC12	4503	28R	Lifeguard Medical	Yes
7/15/2018 6:20	LN54DD	N54DD	C560	4242	28R	Lifeguard Medical	Yes
7/16/2018 22:02	LN509RP	N509RP	C550	4526	28L	Lifeguard Medical	Yes
7/20/2018 2:47	REH50	N913RX	BE20	4273	28R	Lifeguard Medical	Yes
7/28/2018 1:50	LN777AX	N777AX	C550	4234	28L	Lifeguard Medical	Yes
7/28/2018 1:52	CMD8	N838CS	HELO	4541	PAD1	Lifeguard Medical	Yes
7/30/2018 2:47	LN560PA	N560PA	C560	3265	28R	Lifeguard Medical	Yes
7/30/2018 5:00	LN991AL	N991AL	LJ35	3264	28L	Lifeguard Medical	Yes
7/30/2018 5:34	N520DF	N520DF	C525	3213	28R	Lifeguard Medical	Yes
8/2/2018 22:14	LN509RP	N509RP	C550	3742	28L	Lifeguard Medical	Yes
8/5/2018 1:22	LN509RP	N509RP	C550	4213	28L	Lifeguard Medical	Yes
8/6/2018 3:54	REH50	N913RX	BE20	4214	28L	Lifeguard Medical	Yes
8/10/2018 1:46	CMD4		HELO	5361	PAD1	Lifeguard Medical	Yes
8/12/2018 6:28	CMD8	N838CS	HELO	5312	PAD1	Lifeguard Medical	Yes
8/17/2018 23:37	N125DG	N125DG	C25B	3774	28R	Lifeguard Medical	Yes
8/18/2018 2:42	LN47CA	N47CA	PAY2	3341	28R	Lifeguard Medical	Yes
8/18/2018 5:19	N862LG	N862LG	E55P	3227	28L	Lifeguard Medical	Yes
8/22/2018 4:12	LN47CA	N47CA	PAY2	3320	28R	Lifeguard Medical	Yes
8/25/2018 0:18	LN777AX	N777AX	C550	4261	28R	Lifeguard Medical	Yes
8/25/2018 0:44	LN777AX	N777AX	C550	4273	28R	Lifeguard Medical	Yes
8/28/2018 5:03	LN325NW	LN325NW	LJ35	3343	28L	Lifeguard Medical	Yes
9/12/2018 2:16	LN449RP	N449RP	C501	4512	28L	Lifeguard Medical	Yes
9/20/2018 0:55	LN509RP	N509RP	C550	3240	28R	Lifeguard Medical	Yes
					Lifeguard Medical	27	
7/3/2018 22:23	TWY45	N450CR	B350	4267	28R	Not Acceptable	No
7/3/2018 22:33	TWY45	N450CR	B350	4557	28R	Not Acceptable	No
7/9/2018 6:17	PXT494	N494KC	PC12	4556	28R	Not Acceptable	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
7/12/2018 22:18	WSN6	N26RF	B350	3273	28R	Not Acceptable	No
7/26/2018 4:25	GDG801	N801GJ	LJ55	4515	28L	Not Acceptable	No
8/3/2018 23:00	N488EA	N488EA	PA46	4504	28R	Not Acceptable	No
8/4/2018 5:53	N862LG	N862LG	E55P	3373	28L	Not Acceptable	No
8/22/2018 6:08	GDG801	N801GJ	LJ55	3307	28L	Not Acceptable	No
8/23/2018 22:51	N21318	N21318	PA44	3345	28R	Not Acceptable	No
8/27/2018 1:44	N524LR	N524LR	H25C	3264	28L	Not Acceptable	No
9/3/2018 4:49	GDG801	N801GJ	LJ55	4273	28L	Not Acceptable	No
9/9/2018 23:54	N800XM	N800XM	H25B	3602	28L	Not Acceptable	No
9/11/2018 0:02	N8BF	N8BF	C310	4524	28R	Not Acceptable	No
					Not Acceptable	13	
7/23/2018 0:53	NKS658	N510NK	A319	3303	28L	RWY 30 Routine Closure	Yes
7/23/2018 1:44	JBU168	N794JB	A320	3324	28L	RWY 30 Routine Closure	Yes
7/23/2018 2:03	NAX7080	GCKMU	B789	3354	28L	RWY 30 Routine Closure	Yes
8/13/2018 2:16	AAL484	N656AW	A320	3237	28L	RWY 30 Routine Closure	Yes
					RWY 30 Routine Closure	4	
9/27/2018 0:45	N819AP	N819AP	GALX	4512	10R	Runway 10R Drift East	No
					Runway 10R Drift East	1	
7/3/2018 22:10	TWY45	N450CR	B350	4246	28R	Time Buffer	Yes
7/5/2018 22:07	N969MA	N969MA	BE20	1727	28R	Time Buffer	Yes
9/28/2018 6:55	BXR8604	N208PG	C208	4535	28L	Time Buffer	Yes
9/25/2018 6:55	PCM8711	N790FE	C208	4255	28L	Time Buffer	Yes
9/20/2018 6:59	BXR1960	N106VE	C208	4272	28L	Time Buffer	Yes
9/20/2018 6:54	PCM8679	N968FE	C208	4201	28R	Time Buffer	Yes
9/20/2018 6:51	BXR8604	N208PG	C208	4515	28L	Time Buffer	Yes
9/14/2018 22:03	N6426Q	N6426Q	M20P	5360	10L	Time Buffer	Yes
9/11/2018 22:02	N433AM	N433AM	PC12	4557	28R	Time Buffer	Yes
9/6/2018 6:58	PCM8679	N768FE	C208	4537	28L	Time Buffer	Yes
7/9/2018 6:54	XSN84	N82NG	PC12	3603	28R	Time Buffer	Yes
7/10/2018 6:59	PCM8679	N722FX	C208	4235	28L	Time Buffer	Yes
7/13/2018 6:54	PCM8679	N798FE	C208	4546	28L	Time Buffer	Yes
7/20/2018 6:51	PCM8711	N908FE	C208	4230	28R	Time Buffer	Yes
7/23/2018 6:55	WSN4	N395MB	B350	6315	28R	Time Buffer	Yes
8/14/2018 6:56	MRA687	N4625B	C208	4560	28R	Time Buffer	Yes
8/16/2018 6:55	MRA687	N4625B	C208	4576	28L	Time Buffer	Yes
8/17/2018 6:57	MRA687	N9331B	C208	4233	28L	Time Buffer	Yes
8/23/2018 6:51	MRA689	N4625B	C208	4242	28L	Time Buffer	Yes
8/31/2018 6:54	MRA689	N4625B	C208	4271	28L	Time Buffer	Yes
9/5/2018 6:59	PXT494	N494KC	PC12	6345	28R	Time Buffer	Yes
					Time Buffer	21	
8/9/2018 22:11	N9863L	N9863L	C172	324	28R	Touch & Go Training	No
7/7/2018 22:37	N686AT	N686AT	PA44	5375	28R	Touch & Go Training	No
7/24/2018 22:59	N4308M	N4308M	P28R	2013	28R	Touch & Go Training	No
7/7/2018 22:29	N686AT	N686AT	PA44	5375	28R	Touch & Go Training	No
7/7/2018 22:20	N686AT	N686AT	PA44	5375	28R	Touch & Go Training	No
7/7/2018 22:12	N686AT	N686AT	PA44	5375	28R	Touch & Go Training	No
7/5/2018 23:25	N733PV	N733PV	C172	362	28R	Touch & Go Training	No
					Touch & Go Training	7	

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
7/2/2018 6:17	WSN1	N396AA	B350	3337	28R	Wide Salad	No
7/3/2018 6:11	WSN1	N396AA	B350	3246	28R	Wide Salad	No
7/6/2018 6:33	WSN3	N575RD	B350	3343	28R	Wide Salad	No
7/9/2018 6:42	DLX805	N805C	BE20	4554	28R	Wide Salad	No
7/10/2018 0:39	GAJ854	N854UP	B350	3371	28R	Wide Salad	No
7/10/2018 6:28	PCM8711	N892FE	C208	4560	28L	Wide Salad	No
7/12/2018 6:19	WSN6	N26RF	B350	3640	28R	Wide Salad	No
7/13/2018 6:23	PCM8709	N872FE	C208	4505	28L	Wide Salad	No
7/13/2018 6:26	MRA689	N9331B	C208	4260	28L	Wide Salad	No
7/15/2018 23:59	BTQ329	584JV	PC12	4501	28L	Wide Salad	No
7/18/2018 6:24	PCM8711	N722FX	C208	4561	28L	Wide Salad	No
7/19/2018 6:22	WSN4	N395MB	B350	3363	28R	Wide Salad	No
7/20/2018 6:26	WSN1	N396AA	B350	1743	28R	Wide Salad	No
7/24/2018 6:03	N964LB	N964LB	B350	3304	28R	Wide Salad	No
7/26/2018 6:26	WSN4	N395MB	B350	3336	28R	Wide Salad	No
7/26/2018 6:34	N964LB	N964LB	B350	3340	28R	Wide Salad	No
7/27/2018 5:54	N521TX	N521TX	PC12	4566	28R	Wide Salad	No
7/27/2018 6:24	N964LB	N964LB	B350	3371	28R	Wide Salad	No
7/29/2018 23:42	BTQ329	N723ST	PC12	4505	28L	Wide Salad	No
7/30/2018 6:23	WSN1	N396AA	B350	3301	28R	Wide Salad	No
7/31/2018 6:07	N64FB	N64FB	B350	3220	28R	Wide Salad	No
7/31/2018 6:18	WSN1	N396AA	B350	3375	28R	Wide Salad	No
7/31/2018 6:45	GAJ802	N802UP	B350	4560	28R	Wide Salad	No
8/1/2018 6:15	WSN2	N395RC	B350	3737	28R	Wide Salad	No
8/2/2018 6:03	N56CD	N56CD	BE20	3305	28R	Wide Salad	No
8/2/2018 6:16	WSN2	N395RC	B350	3250	28R	Wide Salad	No
8/2/2018 6:47	DLX805	N805C	BE20	4271	28R	Wide Salad	No
8/3/2018 6:16	WSN2	N395RC	B350	3617	28R	Wide Salad	No
8/6/2018 0:57	MRA689	N9331B	C208	4233	28R	Wide Salad	No
8/6/2018 6:24	N964LB	N964LB	BE30	3261	28R	Wide Salad	No
8/8/2018 6:44	N64FB	N64FB	B350	3647	28R	Wide Salad	No
8/9/2018 6:14	PCM8709	N798FE	C208	4543	28L	Wide Salad	No
8/10/2018 6:09	WSN4	N395MB	B350	3233	28R	Wide Salad	No
8/10/2018 22:48	N816GL	N816GL	SR22	3216	28R	Wide Salad	No
8/13/2018 6:10	WSN1	N396AA	B350	3330	28R	Wide Salad	No
8/13/2018 6:24	GAJ822	N822UP	B350	4261	28R	Wide Salad	No
8/14/2018 6:07	N505SG	N505SG	B350	3316	28R	Wide Salad	No
8/16/2018 1:33	N36TW	N36TW	PAY2	3314	28R	Wide Salad	No
8/19/2018 23:52	BTQ329	N220JP	PC12	4540	28L	Wide Salad	No
8/21/2018 22:40	WSN5	N395AV	B350	3623	28R	Wide Salad	No
8/24/2018 6:45	MRA689	N4625B	C208	4517	28L	Wide Salad	No
8/26/2018 6:33	PXT795	N795MM	PC12	3267	28R	Wide Salad	No
8/27/2018 0:06	BTQ329	N670WH	PC12	4502	28L	Wide Salad	No
8/27/2018 6:16	WSN5		B350	3241	28R	Wide Salad	No
9/2/2018 23:06	BTQ329		PC12	4246	28L	Wide Salad	No
9/3/2018 22:15	N29BB	N29BB	PC12	4576	28R	Wide Salad	No
9/4/2018 6:14	N578JZ	N578JZ	PC12	3376	28R	Wide Salad	No
9/4/2018 6:17	GAJ865	N865UP	B350	3233	28R	Wide Salad	No



Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
9/4/2018 6:42	MRA689	N4625B	C208	4511	28L	Wide Salad	No
9/5/2018 5:09	CMD70	N370CS	BE20	4572	28R	Wide Salad	No
9/6/2018 6:22	WSN5		B350	3254	28R	Wide Salad	No
9/8/2018 2:05	N580A	N580A	BE9L	3317	28R	Wide Salad	No
9/9/2018 22:22	GAJ886	N886UP	B350	3331	28R	Wide Salad	No
9/10/2018 6:04	WSN7	N337GJ	B350	3363	28R	Wide Salad	No
9/11/2018 0:06	N72MM	N72MM	BE20	4545	28R	Wide Salad	No
9/11/2018 0:09	N1708W	N1708W	BE35	4232	28R	Wide Salad	No
9/11/2018 5:56	N201VU	N201VU	M20P	3251	28R	Wide Salad	No
9/11/2018 6:09	WSN7	N337GJ	B350	3274	28R	Wide Salad	No
9/13/2018 6:20	WSN20	N927JC	PC12	3261	28R	Wide Salad	No
9/13/2018 6:42	PCM8679	N968FE	C208	4546	28L	Wide Salad	No
9/14/2018 3:54	N336LA	N336LA	BE9L	3304	28R	Wide Salad	No
9/14/2018 6:23	WSN20	N927JC	PC12	3311	28R	Wide Salad	No
9/16/2018 2:03	N117MF	N117MF	BE9L	3267	28L	Wide Salad	No
9/16/2018 23:43	BTQ329	N95GE	PC12	4206	28L	Wide Salad	No
9/19/2018 6:47	PCM8679	N968FE	C208	4266	28L	Wide Salad	No
9/21/2018 2:14	N336LA	N336LA	BE9L	3237	28R	Wide Salad	No
9/21/2018 6:20	WSN1	N396AA	B350	3323	28R	Wide Salad	No
9/22/2018 4:29	N447DB	N447DB	BE9L	4266	28R	Wide Salad	No
9/23/2018 23:57	BTQ329	N95GE	PC12	4232	28L	Wide Salad	No
9/25/2018 6:43	N506MV	N506MV	B350	4554	28R	Wide Salad	No
9/27/2018 6:21	WSN3	N575RD	B350	3325	28R	Wide Salad	No
9/28/2018 6:24	WSN3	N575RD	B350	3353	28R	Wide Salad	No
9/29/2018 23:51	GAJ820	N820UP	B350	3216	28R	Wide Salad	No
9/30/2018 23:46	BTQ329		PC12	4232	28L	Wide Salad	No
					Wide Salad	74	
					Grand Count	149	

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### North Field Quiet Hours SEL List for Calendar Quarter

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
7/2/2018 22:33	4	78.2	83.9	11	LN56CD	N56CD	BE20	28R
7/2/2018 22:33	5	76	81	10	LN56CD	N56CD	BE20	28R
7/2/2018 22:33	8	78.6	83.8	8	LN56CD	N56CD	BE20	28R
7/4/2018 1:18	4	83.3	93.1	55	LN54DD	N54DD	C560	28R
7/4/2018 1:18	5	83.8	94.2	55	LN54DD	N54DD	C560	28R
7/4/2018 1:18	6	78.6	86.9	24	LN54DD	N54DD	C560	28R
7/4/2018 1:18	8	72	80.1	10	LN54DD	N54DD	C560	28R
7/5/2018 22:07	4	79.8	84.5	13	N969MA	N969MA	BE20	28R
7/5/2018 22:07	5	74.5	80.8	10	N969MA	N969MA	BE20	28R
7/5/2018 22:07	8	76.4	82	9	N969MA	N969MA	BE20	28R
7/6/2018 1:16	4	83.3	91	24	LN777AX	LN777AX	C550	28R
7/6/2018 1:16	5	77.4	86.3	26	LN777AX	LN777AX	C550	28R
7/6/2018 1:16	6	78	86.7	20	LN777AX	LN777AX	C550	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
7/6/2018 1:17	7	71.7	82	22	LN777AX	LN777AX	C550	28R
7/7/2018 4:27	4	82.8	90.8	35	LN777AX	LN777AX	C550	28R
7/7/2018 4:27	5	79.1	87.5	30	LN777AX	LN777AX	C550	28R
7/7/2018 4:27	6	78.5	87.8	25	LN777AX	LN777AX	C550	28R
7/10/2018 0:39	4	79.1	83	13	GAJ854	N854UP	B350	28R
7/15/2018 23:59	5	74.3	81.7	13	BTQ329	584JV	PC12	28L
7/16/2018 22:02	4	79.1	86.2	16	LN509RP	N509RP	C550	28L
7/16/2018 22:02	5	83.8	90.6	17	LN509RP	N509RP	C550	28L
7/16/2018 22:03	6	75.8	83.7	15	LN509RP	N509RP	C550	28L
7/20/2018 2:48	4	80.9	85.1	15	REH50	N913RX	BE20	28R
7/20/2018 2:48	5	75.2	81.9	12	REH50	N913RX	BE20	28R
7/22/2018 0:26	4	75.1	81	10	N56CD	N56CD	BE20	28R
7/23/2018 0:54	4	84.4	92.8	25	NKS658	N510NK	A319	28L
7/23/2018 0:54	5	86.9	94.6	26	NKS658	N510NK	A319	28L
7/23/2018 0:54	6	81	90.7	22	NKS658	N510NK	A319	28L
7/23/2018 0:54	7	78	85.6	25	NKS658	N510NK	A319	28L
7/23/2018 1:44	4	81.5	91	24	JBU168	N794JB	A320	28L
7/23/2018 1:44	5	86.2	94.2	28	JBU168	N794JB	A320	28L
7/23/2018 1:44	6	76.3	86.5	24	JBU168	N794JB	A320	28L
7/23/2018 2:03	4	83.7	91.6	21	NAX7080	GCKMU	B789	28L
7/23/2018 2:03	5	90.3	96.6	21	NAX7080	GCKMU	B789	28L
7/23/2018 2:03	6	83.8	92.3	23	NAX7080	GCKMU	B789	28L
7/23/2018 2:04	7	75.5	85	21	NAX7080	GCKMU	B789	28L
7/24/2018 22:59	4	74.8	83.3	18	N4308M	N4308M	P28R	28R
7/24/2018 23:05	4	74.5	82.3	15	N4308M	N4308M	P28R	28R
7/26/2018 4:25	4	78.8	86	19	GDG801	N801GJ	LJ55	28L
7/26/2018 4:25	5	84.7	91.4	22	GDG801	N801GJ	LJ55	28L
7/26/2018 4:25	6	82.8	89.2	16	GDG801	N801GJ	LJ55	28L
7/28/2018 1:50	4	77.4	85.8	22	LN777AX	N777AX	C550	28L
7/28/2018 1:50	5	81.1	89.6	25	LN777AX	N777AX	C550	28L
7/28/2018 1:50	6	77.6	85.8	18	LN777AX	N777AX	C550	28L
7/30/2018 2:47	4	82.4	91.7	36	LN560PA	N560PA	C560	28R
7/30/2018 2:47	5	83.2	91.4	40	LN560PA	N560PA	C560	28R
7/30/2018 2:48	6	75.1	84.6	24	LN560PA	N560PA	C560	28R
7/30/2018 5:00	4	80.8	87.8	22	LN991AL	N991AL	LJ35	28L
7/30/2018 5:00	4	80.8	87.8	22	N520DF	N520DF	C525	28R
7/30/2018 5:00	5	85.3	92.5	31	N520DF	N520DF	C525	28R
7/30/2018 5:00	5	85.3	92.5	31	LN991AL	N991AL	LJ35	28L
7/30/2018 5:00	6	79.8	87.2	17	N520DF	N520DF	C525	28R
7/30/2018 5:00	6	79.8	87.2	17	LN991AL	N991AL	LJ35	28L
7/30/2018 5:34	4	82.3	89	15	LN991AL	N991AL	LJ35	28L
7/30/2018 5:34	4	82.3	89	15	N520DF	N520DF	C525	28R
7/30/2018 5:34	5	77.9	85.2	15	LN991AL	N991AL	LJ35	28L
7/30/2018 5:34	5	77.9	85.2	15	N520DF	N520DF	C525	28R
7/30/2018 5:34	6	79.2	85.8	11	LN991AL	N991AL	LJ35	28L
7/30/2018 5:34	6	79.2	85.8	11	N520DF	N520DF	C525	28R
7/30/2018 5:35	7	73.3	81.2	13	N520DF	N520DF	C525	28R
7/30/2018 5:35	7	73.3	81.2	13	LN991AL	N991AL	LJ35	28L
8/3/2018 22:31	8	77.8	83	8	MMY91		C172	28R
8/3/2018 23:00	4	78.8	84.8	17	N488EA	N488EA	PA46	28R
8/3/2018 23:00	8	74.6	81.1	10	N488EA	N488EA	PA46	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
8/4/2018 5:53	4	75.4	83.1	18	N862LG	N862LG	E55P	28L
8/4/2018 5:53	5	85.1	90.7	18	N862LG	N862LG	E55P	28L
8/4/2018 5:53	6	80.2	87.5	15	N862LG	N862LG	E55P	28L
8/4/2018 5:53	7	71.8	80.2	14	N862LG	N862LG	E55P	28L
8/5/2018 1:22	4	81.3	89.3	26	LN509RP	N509RP	C550	28L
8/5/2018 1:22	5	82.4	91	26	LN509RP	N509RP	C550	28L
8/5/2018 1:22	6	79.2	88.3	24	LN509RP	N509RP	C550	28L
8/5/2018 1:23	7	72.8	82.4	25	LN509RP	N509RP	C550	28L
8/6/2018 0:58	4	77.6	82.6	10	MRA689	N9331B	C208	28R
8/6/2018 0:58	8	74.3	80.3	7	MRA689	N9331B	C208	28R
8/6/2018 1:37	9	81.7	84.4	9	MRA689	N9331B	C208	28R
8/6/2018 3:55	5	80.2	84.6	10	REH50	N913RX	BE20	28L
8/10/2018 22:49	3	72.1	80.1	14	N816GL	N816GL	SR22	28R
8/13/2018 2:16	4	85.7	93.5	22	AAL484	N656AW	A320	28L
8/13/2018 2:16	5	90.3	97.4	23	AAL484	N656AW	A320	28L
8/13/2018 2:16	6	84.7	93.5	24	AAL484	N656AW	A320	28L
8/13/2018 2:16	8	71.9	80.6	16	AAL484	N656AW	A320	28L
8/13/2018 2:16	7	79.1	87.1	26	AAL484	N656AW	A320	28L
8/13/2018 8:22	4	79	83.3	11	AAL484	N656AW	A320	28L
8/13/2018 23:10	4	75.4	83.3	15	N143AC	N143AC	PA27	28R
8/16/2018 1:33	4	79.3	84.1	13	N36TW	N36TW	PAY2	28R
8/16/2018 23:47	4	73.9	80.5	15	N6462Q	N6462Q	M20P	28R
8/17/2018 23:38	4	74.3	81.6	15	N125DG	N125DG	C25B	28R
8/17/2018 23:38	5	75.4	82	15	N125DG	N125DG	C25B	28R
8/18/2018 2:42	4	82	86.5	13	LN47CA	N47CA	PAY2	28R
8/18/2018 2:42	5	74.7	81.7	12	LN47CA	N47CA	PAY2	28R
8/18/2018 2:43	8	76.5	83.2	9	LN47CA	N47CA	PAY2	28R
8/18/2018 5:19	4	78.8	85.9	20	N862LG	N862LG	E55P	28L
8/18/2018 5:19	5	84.1	91.2	21	N862LG	N862LG	E55P	28L
8/18/2018 5:19	6	79.7	87.7	21	N862LG	N862LG	E55P	28L
8/19/2018 23:26	4	73.8	81.1	12	N826BW	N826BW	C210	28R
8/19/2018 23:52	5	77.9	83.1	13	BTQ329	N220JP	PC12	28L
9/3/2018 4:50	5	87.2	92.3	17	GDG801	N801GJ	LJ55	28L
9/5/2018 5:10	4	79.4	84.3	12	CMD70	N370CS	BE20	28R
9/8/2018 2:06	4	85.4	89	12	N580A	N580A	BE9L	28R
9/8/2018 2:06	5	76.6	82.3	10	N580A	N580A	BE9L	28R
9/8/2018 2:07	3	72.8	81.3	16	N580A	N580A	BE9L	28R
9/9/2018 23:55	4	78.2	84.9	17	N800XM	N800XM	H25B	28L
9/9/2018 23:56	5	85.3	90.8	16	N800XM	N800XM	H25B	28L
9/9/2018 23:56	6	83.5	89	16	N800XM	N800XM	H25B	28L
9/9/2018 23:56	7	76.4	84.7	18	N800XM	N800XM	H25B	28L
9/11/2018 0:04	4	83.3	89.6	19	N8BF	N8BF	C310	28R
9/11/2018 0:07	4	76.5	82.4	12	N72MM	N72MM	BE20	28R
9/11/2018 0:10	4	80.1	87.6	24	N1708W	N1708W	BE35	28R
9/11/2018 0:10	5	72.7	82	25	N1708W	N1708W	BE35	28R
9/11/2018 0:11	6	71.8	80.9	17	N1708W	N1708W	BE35	28R
9/16/2018 2:04	5	85.5	89.8	13	N117MF	N117MF	BE9L	28L
9/16/2018 2:04	6	83.1	87.6	14	N117MF	N117MF	BE9L	28L
9/16/2018 23:44	4	73.5	81.2	15	BTQ329	N95GE	PC12	28L
9/20/2018 0:56	4	84.1	91.8	26	LN509RP	N509RP	C550	28R
9/20/2018 0:56	5	79.9	88.9	24	LN509RP	N509RP	C550	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
9/20/2018 0:56	6	81.1	88.9	20	LN509RP	N509RP	C550	28R
9/20/2018 0:56	7	75.4	84	20	LN509RP	N509RP	C550	28R
9/24/2018 2:37	4	83.2	88.4	17	N912MF	N912MF	BE20	28R
9/24/2018 2:37	5	75.4	82.1	11	N912MF	N912MF	BE20	28R
9/24/2018 2:38	8	73.7	80.2	8	N912MF	N912MF	BE20	28R
9/29/2018 23:52	4	80	84.7	12	GAJ820	N820UP	B350	28R
9/30/2018 23:47	5	73.6	80.7	14	BTQ329		PC12	28L

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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
8/10/2018 14:55		N415PP	C525	B	N415PP	Not Acceptable	No
8/24/2018 7:03	FDX	FDX880	B763	J	N160FE	Not Acceptable	No
9/4/2018 17:15	TWY	TWY711	GLF4	B		Not Acceptable	No
9/7/2018 15:23	SWA	SWA5005	B737	J	N711HK	Not Acceptable	No
				Not Acceptable		4	
				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
7/28/2018 22:37	JBU	JBU276	A320	J	N658JB	Compliant Operation	Yes
9/6/2018 23:29		N77WL	GLF4	B	N77WL	Compliant Operation	Yes
9/21/2018 6:20	FDX	FDX1859	B752	J	N770FD	Compliant Operation	Yes
9/22/2018 6:22		N1910G	GLF6	B	N1910G	Compliant Operation	Yes
					Compliant Operation	4	
7/1/2018 6:24	SWA	SWA3551	B737	J	N7724A	Not Acceptable	No
7/1/2018 22:19		N771PM	C56X	B	N771PM	Not Acceptable	No
7/2/2018 22:45	NAX	NAX7076	A345	J	CSTFX	Not Acceptable	No
7/3/2018 2:54	FDX	FDX1874	B752	J	N935FD	Not Acceptable	No
7/8/2018 22:19	SWA	SWA3776	B737	J	N569WN	Not Acceptable	No
7/8/2018 22:42	JBU	JBU276	A320	J	N794JB	Not Acceptable	No
7/9/2018 5:29	SWA	SWA2282	B738	J	N8513F	Not Acceptable	No
7/9/2018 23:35	SWA	SWA2271	B737	J	N497WN	Not Acceptable	No
7/10/2018 0:02	JBU	JBU168	A320	J	N623JB	Not Acceptable	No
7/10/2018 0:05	NKS	NKS849	A321	J	N670NK	Not Acceptable	No
7/10/2018 3:39	UPS	UPS966	B752	J	N432UP	Not Acceptable	No
7/10/2018 6:09	DAL	DAL1568	B712	J	N946AT	Not Acceptable	No
7/10/2018 22:26	SWA	SWA2222	B737	J	N7826B	Not Acceptable	No
7/11/2018 0:10	JBU	JBU168	A320	J	N591JB	Not Acceptable	No
7/11/2018 3:04	FDX	FDX1859	B752	J	N973FD	Not Acceptable	No

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
7/12/2018 22:56	JBU	JBU276	A320	J	N507JT	Not Acceptable	No
7/13/2018 6:35	DAL	DAL1700	MD90	J	N929DN	Not Acceptable	No
7/13/2018 22:11	SWA	SWA2222	B737	J	N250WN	Not Acceptable	No
7/15/2018 22:38	SWA	SWA3776	B737	J	N411WN	Not Acceptable	No
7/16/2018 5:29	SWA	SWA2282	B738	J	N8546V	Not Acceptable	No
7/19/2018 23:15	SWA	SWA1242	B737	J	N7817J	Not Acceptable	No
7/21/2018 0:04	NKS	NKS849	A321	J	N657NK	Not Acceptable	No
7/23/2018 5:24	SWA	SWA2130	B737	J	N7743B	Not Acceptable	No
7/24/2018 0:33	VOI	VOI991	A320	J	XAVOZ	Not Acceptable	No
7/26/2018 6:15	ASA	ASA281	B739	J	N457AS	Not Acceptable	No
7/26/2018 6:21	UPS	UPS2939	A306	J	N129UP	Not Acceptable	No
7/27/2018 22:35	SWA	SWA1770	B737	J	N7701B	Not Acceptable	No
7/29/2018 22:48	JBU	JBU276	A320	J	N521JB	Not Acceptable	No
7/31/2018 0:45	AAL	AAL484	A320	J	N111US	Not Acceptable	No
8/1/2018 23:22	NAX	NAX7068	B789	J	LNLNS	Not Acceptable	No
8/2/2018 1:23	VOI	VOI907	A319	J	XAVOC	Not Acceptable	No
8/2/2018 23:52	SWA	SWA185	B737	J	N286WN	Not Acceptable	No
8/5/2018 22:49	SWA	SWA1730	B737	J	N905WN	Not Acceptable	No
8/6/2018 6:45	SWA	SWA1392	B738	J	N8654B	Not Acceptable	No
8/7/2018 3:00	UPS	UPS966	B752	J	N470UP	Not Acceptable	No
8/8/2018 2:33	NAX	NAX7070	B788	J	LNLND	Not Acceptable	No
8/9/2018 0:57	DAL	DAL2630	B738	J	N379DA	Not Acceptable	No
8/11/2018 22:28		N330VP	C560	B	N330VP	Not Acceptable	No
8/13/2018 6:27	KAI	KAI65	B737	J	N737KA	Not Acceptable	No
8/14/2018 0:17	VOI	VOI991	A320	J	XAVLP	Not Acceptable	No
8/15/2018 6:48		N12SY	H25B	B	N12SY	Not Acceptable	No
8/20/2018 6:16	SWA	SWA1695	B737	J	N741SA	Not Acceptable	No
8/21/2018 0:21	JBU	JBU168	A320	J	N590JB	Not Acceptable	No
8/21/2018 22:43	NRS	NRS7074	B789	J	GCKWA	Not Acceptable	No
8/22/2018 3:16	UPS	UPS966	B752	J	N474UP	Not Acceptable	No
8/23/2018 5:56	UPS	UPS2955	B763	J	N344UP	Not Acceptable	No
8/23/2018 6:29	SWA	SWA1403	B738	J	N8649A	Not Acceptable	No
8/23/2018 22:40	NAX	NAX7076	B788	J	LNLNA	Not Acceptable	No
8/26/2018 0:18	VOI	VOI991	A320	J	N524VL	Not Acceptable	No
8/26/2018 1:35	UPS	UPS947	B763	J	N317UP	Not Acceptable	No
8/26/2018 6:14	SWA	SWA6977	B737	J	N796SW	Not Acceptable	No
8/27/2018 6:18	AAL	AAL516	A320	J	N665AW	Not Acceptable	No
8/27/2018 23:13		N31HD	C525	B	N31HD	Not Acceptable	No
8/28/2018 3:08	UPS	UPS966	B752	J	N467UP	Not Acceptable	No
8/29/2018 6:38	FDX	FDX440	MD11	J	N596FE	Not Acceptable	No
8/30/2018 22:27	SWA	SWA2070	B737	J	N472WN	Not Acceptable	No
8/31/2018 6:01	UPS	UPS2947	A306	J	N151UP	Not Acceptable	No
9/1/2018 6:12	AAL	AAL516	A320	J	N660AW	Not Acceptable	No
9/1/2018 6:39	FDX	FDX433	B763	J	N112FE	Not Acceptable	No
9/2/2018 6:18	JBU	JBU247	A320	J	N591JB	Not Acceptable	No
9/3/2018 6:22	SWA	SWA2954	B738	J	N8517F	Not Acceptable	No
9/4/2018 6:03	AAL	AAL516	A320	J	N664AW	Not Acceptable	No
9/4/2018 6:21	FDX	FDX440	MD11	J	N599FE	Not Acceptable	No
9/7/2018 6:37	SWA	SWA1930	B737	J	N7714B	Not Acceptable	No
9/8/2018 6:05	NKS	NKS188	A320	J	N614NK	Not Acceptable	No
9/9/2018 22:13	UPS	UPS2943	B763	J	N315UP	Not Acceptable	No

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
9/11/2018 6:15	NKS	NKS188	A320	J	N616NK	Not Acceptable	No
9/12/2018 4:19	FDX	FDX31	B77L	J	N869FD	Not Acceptable	No
9/13/2018 4:20	FDX	FDX31	B77L	J	N878FD	Not Acceptable	No
9/13/2018 23:50	NKS	NKS1872	A320	J	N605NK	Not Acceptable	No
9/14/2018 6:45	FDX	FDX440	DC10	J	N559FE	Not Acceptable	No
9/16/2018 6:26	SWA	SWA4013	B738	J	N8565Z	Not Acceptable	No
9/17/2018 22:31	SWA	SWA198	B737	J	N7837A	Not Acceptable	No
9/18/2018 0:27	VOI	VOI991	A320	J	N522VL	Not Acceptable	No
9/18/2018 3:09	UPS	UPS966	B752	J	N403UP	Not Acceptable	No
9/18/2018 6:55	UPS	UPS2947	A306	J	N173UP	Not Acceptable	No
9/18/2018 6:59	ASA	ASA811	B738	J	N568AS	Not Acceptable	No
9/19/2018 5:52	UPS	UPS2945	MD11	J	N295UP	Not Acceptable	No
9/22/2018 6:27	DAL	DAL1707	A320	J	N370NW	Not Acceptable	No
9/26/2018 4:07	FDX	FDX31	B77L	J	N862FD	Not Acceptable	No
					Not Acceptable	80	
7/9/2018 6:50	PDT	N150HM	G150	B	N150HM	Time Buffer	Yes
7/12/2018 6:57	FDX	FDX3671	B763	J	N118FE	Time Buffer	Yes
7/12/2018 22:00		N792CB	C25A	B	N792CB	Time Buffer	Yes
7/16/2018 6:59	ASA	ASA811	B738	J	N513AS	Time Buffer	Yes
7/18/2018 6:59	SWA	SWA1406	B738	J	N8512U	Time Buffer	Yes
7/22/2018 22:00	SWA	SWA5462	B737	J	N747SA	Time Buffer	Yes
7/24/2018 6:58	SWA	SWA1406	B738	J	N8672F	Time Buffer	Yes
7/24/2018 6:59	FDX	FDX3647	B763	J	N159FE	Time Buffer	Yes
7/29/2018 22:10	UPS	UPS2943	B763	J	N358UP	Time Buffer	Yes
8/2/2018 6:59	SWA	SWA1406	B738	J	N8519R	Time Buffer	Yes
8/3/2018 6:57	UPS	UPS2947	A306	J	N161UP	Time Buffer	Yes
8/3/2018 22:00	SWA	SWA1242	B737	J	N909WN	Time Buffer	Yes
8/7/2018 6:56	SWA	SWA2497	B738	J	N500WR	Time Buffer	Yes
8/7/2018 6:57	FDX	FDX440	MD11	J	N612FE	Time Buffer	Yes
8/10/2018 6:59	SWA	SWA2497	B738	J	N8315C	Time Buffer	Yes
8/12/2018 22:01	SWA	SWA5100	B737	J	N446WN	Time Buffer	Yes
8/15/2018 6:59	SWA	SWA5990	B737	J	N7873A	Time Buffer	Yes
8/17/2018 6:58	FDX	FDX440	MD11	J	N631FE	Time Buffer	Yes
8/21/2018 6:59	SWA	SWA2405	B738	J	N8642E	Time Buffer	Yes
8/25/2018 6:57	SWA	SWA6363	B737	J	N799SW	Time Buffer	Yes
8/28/2018 6:51	UPS	UPS2947	A306	J	N171UP	Time Buffer	Yes
8/28/2018 6:58	FDX	FDX3647	B763	J	N138FE	Time Buffer	Yes
8/29/2018 6:59	DAL	DAL1504	B712	J	N996AT	Time Buffer	Yes
8/29/2018 22:00	NKS	NKS658	A319	J	N534NK	Time Buffer	Yes
9/1/2018 22:00	NAX	NAX7078	B789	J	LNLNJ	Time Buffer	Yes
9/3/2018 6:59	ASA	ASA811	B738	J	N569AS	Time Buffer	Yes
9/4/2018 6:57	SWA	SWA5289	B737	J	N748SW	Time Buffer	Yes
9/7/2018 6:56	SWA	SWA5289	B737	J	N494WN	Time Buffer	Yes
9/10/2018 6:59	ASA	ASA811	B738	J	N589AS	Time Buffer	Yes
9/11/2018 6:58	FDX	FDX440	MD11	J	N612FE	Time Buffer	Yes
9/11/2018 6:59	UPS	UPS2953	B763	J	N313UP	Time Buffer	Yes
9/12/2018 6:57	SWA	SWA5289	B737	J	N568WN	Time Buffer	Yes
9/12/2018 6:58	FDX	FDX440	DC10	J	N40061	Time Buffer	Yes
9/13/2018 6:51		N78260	GLF6	B	N78260	Time Buffer	Yes
9/14/2018 6:52	FDX	FDX435	MD11	J	N607FE	Time Buffer	Yes
9/24/2018 22:00	SWA	SWA5755	B737	J	N727SW	Time Buffer	Yes

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
9/25/2018 6:57	FDX	FDX440	DC10	J	N359FE	Time Buffer	Yes
7/1/2018 22:06	UPS	UPS2943	B763	J	N332UP	Time Buffer	Yes
7/7/2018 6:58	FDX	FDX435	MD11	J	N620FE	Time Buffer	Yes
					<b>Time Buffer</b>	<b>39</b>	
					<b>Grand Count</b>	<b>123</b>	

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## Runway 12 Night Departure List for Calendar Quarter

N/A

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## Engine Run-up List for Calendar Quarter

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
7/1/2018	1158	SWA	B737	2	High	GRE	1205	N/A	N/A
7/8/2018	0236	FDX	DC10	1	High	GRE	0300	NO	N/A
7/8/2018	0400	FDX	MD11	1	High	GRE	0400	NO	N/A
7/9/2018	1211	UPS	B767	2	High	GRE	1245	N/A	N/A
7/12/2018	1118	KFA	CL60	2	High	HG6	1200	N/A	N/A
7/17/2018	0359	SWA	B737	2	High	GRE	0405	NO	N/A
7/17/2018	1320	CXP	C750	2	High	HG6	1345	N/A	N/A
7/22/2018	1224	UPS	B767	2	High	GRE	1245	N/A	N/A
7/23/2018	0423	SWA	B737	2	High	GRE	0433	NO	N/A
7/23/2018	2308	FDX	A320	1	High	GRE	2330	NO	N/A
7/29/2018	2317	SWA	B737	2	High	TANGO	2325	NO	N/A
7/30/2018	0435	SWA	B737	2	High	GRE	0440	NO	N/A
7/30/2018	0645	AAL	B737	1	High	GRE	0650	NO	N/A
7/30/2018	2250	TWY	CL60	1	High	HG6	2250	NO	N/A
7/31/2018	1026	FDX	MD11	3	High	GRE	1030	N/A	N/A
8/2/2018	1238	TWY	C550	1	High	HG6	1245	N/A	N/A
8/5/2018	0056	UNF	C25A	1	High	HG6	0100	NO	N/A
8/7/2018	2025	SWA	B737	1	High	TANGO	2027	N/A	NO
8/11/2018	1207	UPS	B767	2	High	GRE	1230	N/A	N/A
8/13/2018	1220	SWA	B737	2	High	GRE	1220	N/A	N/A
8/13/2018	2130	FDX	A320	2	High	GRE	2130	N/A	NO
8/13/2018	2300	FDX	B777	2	High	GRE	2300	NO	N/A
8/15/2018	0900	TWY	C525	2	High	HG6	2102	N/A	NO
8/16/2018	1805	EJA	C525	2	High	HG6	1810	N/A	N/A
8/16/2018	1845	EJM	C25A	1	High	HG6	1850	N/A	N/A
8/18/2018	1835	UPS	B767	2	High	GRE	1900	N/A	NO
8/18/2018	2212	FDX	A320	2	High	GRE	2300	NO	N/A

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
8/24/2018	0350	SWA	B737	1	High	GRE	0355	NO	N/A
8/26/2018	1328	UPS	B767	2	High	GRE	1345	N/A	N/A
8/27/2018	0936	KFA	B737	1	High	GRE	1000	N/A	N/A
8/29/2018	0817	FDX	B767	2	High	GRE	0840	N/A	N/A
8/31/2018	1208	TWY	C550	1	High	HG6	1210	N/A	N/A
9/2/2018	2315	SWA	B737	2	High	GRE	1934	NO	N/A
9/2/2018	2320	FDX	B757	2	High	GRE	2345	NO	N/A
9/2/2018	2315	SWA	B737	2	High	GRE	1600	NO	N/A
9/2/2018	2320	FDX	B757	2	High	GRE	2345	NO	N/A
9/2/2018	2315	SWA	B737	2	High	GRE	2325	NO	N/A
9/2/2018	2320	FDX	B757	2	High	GRE	0855	NO	N/A
9/3/2018	0228	FDX	MD11	3	High	GRE	0900	N/A	N/A
9/3/2018	0228	FDX	MD11	3	High	GRE	0900	N/A	N/A
9/3/2018	0228	FDX	MD11	3	High	GRE	0900	N/A	N/A
9/7/2018	1625	UPS	B767	2	High	GRE	1645	N/A	N/A
9/7/2018	1625	UPS	B767	2	High	GRE	1645	N/A	N/A
9/7/2018	1625	UPS	B767	2	High	GRE	1645	N/A	N/A
9/8/2018	0630	ASA	A320	2	High	GRE	0625	NO	N/A
9/8/2018	1315	SWA	B737	2	High	GRE	1315	N/A	N/A
9/8/2018	0824	SWA	B737	2	High	GRE	0835	N/A	N/A
9/8/2018	0630	ASA	A320	2	High	GRE	0625	NO	N/A
9/8/2018	1315	SWA	B737	2	High	GRE	1315	N/A	N/A
9/8/2018	0824	SWA	B737	2	High	GRE	0835	N/A	N/A
9/8/2018	0630	ASA	A320	2	High	GRE	0625	NO	N/A
9/8/2018	1315	SWA	B737	2	High	GRE	1315	N/A	N/A
9/8/2018	0824	SWA	B737	2	High	GRE	0835	N/A	N/A
9/10/2018	1026	SWA	B737	2	High	GRE	1045	N/A	N/A
9/10/2018	1026	SWA	B737	2	High	GRE	1045	N/A	N/A
9/10/2018	1026	SWA	B737	2	High	GRE	1045	N/A	N/A
9/13/2018	2350	SWA	B737	2	High	GRE	0015	NO	N/A
9/13/2018	2350	SWA	B737	2	High	GRE	1423	NO	N/A
9/13/2018	2350	SWA	B737	2	High	GRE	0015	NO	N/A
9/15/2018	0900	BSK	EA50	1	High	HG6	0930	N/A	N/A
9/15/2018	1537	BSK	C525	1	High	HG6	1545	N/A	N/A
9/15/2018	0900	BSK	EA50	1	High	HG6	0930	N/A	N/A
9/15/2018	1537	BSK	C525	1	High	HG6	1545	N/A	N/A
9/15/2018	0900	BSK	EA50	1	High	HG6	0930	N/A	N/A
9/15/2018	1537	BSK	C525	1	High	HG6	1545	N/A	N/A
9/17/2018	0023	SWA	B737	1	High	GRE	0800	NO	N/A
9/17/2018	0023	SWA	B737	1	High	GRE	1234	NO	N/A
9/17/2018	0023	SWA	B737	1	High	GRE	1113	NO	N/A
9/22/2018	2241	SWA	B737	2	High	GRE	1500	NO	N/A
9/22/2018	2241	SWA	B737	2	High	GRE	1821	NO	N/A
9/22/2018	2241	SWA	B737	2	High	GRE	1600	NO	N/A
9/26/2018	2330	SWA	B737	2	High	GRE	2300	NO	N/A
9/26/2018	2330	SWA	B737	2	High	GRE	1522	NO	N/A



Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
9/26/2018	2330	SWA	B737	2	High	GRE	1655	NO	N/A
9/30/2018	1542	KFS	F2TH	2	High	GRE	1615	N/A	N/A
9/30/2018	1542	KFS	F2TH	2	High	GRE	1615	N/A	N/A
9/30/2018	1542	KFS	F2TH	2	High	GRE	1615	N/A	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
8/21/2018 13:09	SWA	SWA1474	B737	2575	Air Traffic Conflict	Yes
8/23/2018 8:52	SWA	SWA1434	B738	2719	Air Traffic Conflict	Yes
8/23/2018 15:15	SWA	SWA834	B738	2398	Air Traffic Conflict	Yes
8/24/2018 7:13	SWA	SWA757	B738	2372	Air Traffic Conflict	Yes
8/24/2018 8:52	SWA	SWA1434	B738	2837	Air Traffic Conflict	Yes
8/24/2018 9:59	SWA	SWA993	B737	2834	Air Traffic Conflict	Yes
8/25/2018 8:23	SWA	SWA3356	B738	2723	Air Traffic Conflict	Yes
8/28/2018 7:21	SWA	SWA2128	B738	2555	Air Traffic Conflict	Yes
8/28/2018 11:16	SWA	SWA1397	B738	2631	Air Traffic Conflict	Yes
8/28/2018 12:34	SWA	SWA1252	B738	2349	Air Traffic Conflict	Yes
8/29/2018 9:40	SWA	SWA3595	B738	2693	Air Traffic Conflict	Yes
8/30/2018 13:15	NKS	NKS872	A320	2329	Air Traffic Conflict	Yes
8/31/2018 10:47	DAL	DAL50	B738	2887	Air Traffic Conflict	Yes
9/3/2018 9:32	SWA	SWA548	B738	2414	Air Traffic Conflict	Yes
9/3/2018 12:35	SWA	SWA1252	B738	2224	Air Traffic Conflict	Yes
9/3/2018 13:13	SWA	SWA1474	B737	2431	Air Traffic Conflict	Yes
9/3/2018 13:59	EJA	EJA791	CL35	2142	Air Traffic Conflict	Yes
9/4/2018 20:41	UPS	UPS945	B763	2171	Air Traffic Conflict	Yes
9/5/2018 15:31	NKS	NKS872	A320	2109	Air Traffic Conflict	Yes
9/5/2018 18:47	UPS	UPS1441	A306	2496	Air Traffic Conflict	Yes
9/6/2018 11:07	SWA	SWA5790	B737	2821	Air Traffic Conflict	Yes
9/6/2018 12:31	SWA	SWA2867	B737	2880	Air Traffic Conflict	Yes
9/6/2018 14:33	FDX	FDX3859	B752	2627	Air Traffic Conflict	Yes
9/14/2018 13:37	SWA	SWA6071	B737	2644	Air Traffic Conflict	Yes
9/16/2018 21:39	SWA	SWA6706	B737	2814	Air Traffic Conflict	Yes
9/17/2018 12:58	SWA	SWA4335	B737	2601	Air Traffic Conflict	Yes
9/17/2018 14:52		N582PR	CRJ2	2358	Air Traffic Conflict	Yes
9/18/2018 14:45	FDX	FDX3859	B752	2811	Air Traffic Conflict	Yes
9/19/2018 16:16	SWA	SWA1681	B737	2513	Air Traffic Conflict	Yes
9/22/2018 9:15	SWA	SWA3325	B737	2155	Air Traffic Conflict	Yes
9/22/2018 14:04	SWA	SWA3339	B738	2621	Air Traffic Conflict	Yes
9/22/2018 14:17	NKS	NKS906	A321	2664	Air Traffic Conflict	Yes
9/25/2018 9:14	SWA	SWA391	B737	2660	Air Traffic Conflict	Yes
9/25/2018 19:32	UPS	UPS947	B752	2874	Air Traffic Conflict	Yes
9/28/2018 15:53	SWA	SWA2314	B737	2837	Air Traffic Conflict	Yes
7/3/2018 13:23	SWA	SWA1738	B738	2516	Air Traffic Conflict	Yes
7/4/2018 15:23	SWA	SWA2235	B737	2660	Air Traffic Conflict	Yes
7/5/2018 15:07	FDX	FDX3859	B752	2811	Air Traffic Conflict	Yes
7/5/2018 15:25	SWA	SWA2256	B738	2057	Air Traffic Conflict	Yes

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
7/5/2018 15:51	SWA	SWA16	B737	2522	Air Traffic Conflict	Yes
7/6/2018 10:29	SWA	SWA599	B737	2834	Air Traffic Conflict	Yes
7/6/2018 19:35	UPS	UPS945	B763	2752	Air Traffic Conflict	Yes
7/7/2018 7:45	FDX	FDX3012	A306	2345	Air Traffic Conflict	Yes
7/7/2018 11:09	SWA	SWA3543	B738	2424	Air Traffic Conflict	Yes
7/8/2018 15:23	SWA	SWA5127	B737	2726	Air Traffic Conflict	Yes
7/9/2018 7:09	SWA	SWA1476	B737	2736	Air Traffic Conflict	Yes
7/10/2018 12:33	SWA	SWA2312	B737	2798	Air Traffic Conflict	Yes
7/10/2018 14:05	FDX	FDX3857	B763	2752	Air Traffic Conflict	Yes
7/11/2018 16:51	NKS	NKS576	A320	2260	Air Traffic Conflict	Yes
7/12/2018 13:19	NKS	NKS872	A320	1998	Air Traffic Conflict	Yes
7/14/2018 11:14	SWA	SWA4838	B737	2765	Air Traffic Conflict	Yes
7/15/2018 11:55	AAL	AAL890	A320	2358	Air Traffic Conflict	Yes
7/15/2018 12:04	SWA	SWA5596	B737	2424	Air Traffic Conflict	Yes
7/16/2018 10:50	SWA	SWA196	B737	2450	Air Traffic Conflict	Yes
7/17/2018 9:42	SWA	SWA2305	B738	2526	Air Traffic Conflict	Yes
7/17/2018 14:09	FDX	FDX3857	B763	2549	Air Traffic Conflict	Yes
7/18/2018 19:32	UPS	UPS945	B763	2568	Air Traffic Conflict	Yes
7/19/2018 10:05	SWA	SWA2305	B738	2050	Air Traffic Conflict	Yes
7/20/2018 12:37	SWA	SWA2312	B737	2099	Air Traffic Conflict	Yes
7/21/2018 7:11	NKS	NKS408	A319	2818	Air Traffic Conflict	Yes
7/21/2018 21:05	SWA	SWA2848	B737	2896	Air Traffic Conflict	Yes
7/22/2018 12:17	SWA	SWA1285	B737	2463	Air Traffic Conflict	Yes
7/22/2018 13:30	SWA	SWA3655	B737	2795	Air Traffic Conflict	Yes
7/22/2018 15:17	SWA	SWA5127	B737	2677	Air Traffic Conflict	Yes
7/22/2018 15:21	SWA	SWA3683	B737	2588	Air Traffic Conflict	Yes
7/22/2018 16:33		N853CC	H25B	1870	Air Traffic Conflict	Yes
7/23/2018 18:51	AAY	AAY1018	A319	2732	Air Traffic Conflict	Yes
7/26/2018 20:52	SWA	SWA286	B737	2677	Air Traffic Conflict	Yes
7/27/2018 10:49	KAI	KAI45	GLF4	2483	Air Traffic Conflict	Yes
7/30/2018 20:33	AAY	AAY1018	A319	2670	Air Traffic Conflict	Yes
7/31/2018 10:28	SWA	SWA1813	B737	2851	Air Traffic Conflict	Yes
7/31/2018 17:41		N560S	C560	2867	Air Traffic Conflict	Yes
8/1/2018 11:09	SWA	SWA138	B737	2870	Air Traffic Conflict	Yes
8/2/2018 8:36	SWA	SWA2270	B737	2887	Air Traffic Conflict	Yes
8/3/2018 13:24	SWA	SWA2360	B738	2335	Air Traffic Conflict	Yes
8/3/2018 17:25		N817EM	LJ35	2713	Air Traffic Conflict	Yes
8/4/2018 9:38		N819AM	G150	2247	Air Traffic Conflict	Yes
8/4/2018 13:18	AAY	AAY1006	A319	2378	Air Traffic Conflict	Yes
8/6/2018 11:04	SWA	SWA138	B737	2755	Air Traffic Conflict	Yes
8/6/2018 11:40	AAL	AAL890	A320	2562	Air Traffic Conflict	Yes
8/7/2018 11:16	SWA	SWA1865	B737	2814	Air Traffic Conflict	Yes
8/7/2018 12:06	AAL	AAL890	A320	2696	Air Traffic Conflict	Yes
8/11/2018 9:03	FDX	FDX3012	A306	2312	Air Traffic Conflict	Yes
8/11/2018 13:01	AAY	AAY1006	A319	2506	Air Traffic Conflict	Yes
8/12/2018 9:11	SWA	SWA5461	B737	2532	Air Traffic Conflict	Yes
8/12/2018 12:08	AAL	AAL890	A320	2198	Air Traffic Conflict	Yes
8/12/2018 12:26	SWA	SWA6774	B737	2427	Air Traffic Conflict	Yes
8/14/2018 9:38		N421QS	GLF4	2559	Air Traffic Conflict	Yes
8/14/2018 10:10	SWA	SWA993	B737	2647	Air Traffic Conflict	Yes
8/14/2018 15:18	SWA	SWA834	B738	2263	Air Traffic Conflict	Yes
8/15/2018 8:55	SWA	SWA1434	B738	2611	Air Traffic Conflict	Yes

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
8/15/2018 9:43	SWA	SWA3595	B738	2683	Air Traffic Conflict	Yes
8/15/2018 19:31	UPS	UPS947	B752	2896	Air Traffic Conflict	Yes
8/18/2018 11:19	SWA	SWA3843	B738	1998	Air Traffic Conflict	Yes
8/19/2018 13:24	AAL	AAL890	A320	2257	Air Traffic Conflict	Yes
8/19/2018 15:23	SWA	SWA4293	B737	2230	Air Traffic Conflict	Yes
8/19/2018 16:47	NKS	NKS576	A320	2621	Air Traffic Conflict	Yes
8/21/2018 9:58	SWA	SWA993	B737	2627	Air Traffic Conflict	Yes
8/21/2018 10:18	SWA	SWA3595	B738	2522	Air Traffic Conflict	Yes
				<b>Air Traffic Conflict</b>	<b>100</b>	
8/13/2018 7:33	SWA	SWA2284	B738	2624	Not Acceptable	No
8/13/2018 9:22	SWA	SWA803	B737	2664	Not Acceptable	No
9/10/2018 15:43	SWA	SWA2314	B737	2401	Not Acceptable	No
				<b>Not Acceptable</b>	<b>3</b>	
7/2/2018 9:39	SWA	SWA2305	B738	2680	System Error	Yes
				<b>System Error</b>	<b>1</b>	
				<b>Grand Count</b>	<b>104</b>	

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### 100 Degree Radial Turbojet Landing List for Calendar Quarter

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
7/7/2018 7:47	ASA342	B738	ASA	2808	Not Acceptable	No
7/12/2018 13:36	SWA1161	B738	SWA	2227	Not Acceptable	No
7/16/2018 17:35	ASA528	B739	ASA	2906	Not Acceptable	No
7/16/2018 19:10	QXE2563	E75L	QXE	2509	Not Acceptable	No
9/3/2018 15:48	SWA334	B737	SWA	2847	Not Acceptable	No
9/13/2018 18:15	SWA1932	B738	SWA	2224	Not Acceptable	No
9/28/2018 20:22	SWA5876	B737	SWA	2421	Not Acceptable	No
9/16/2018 11:35	SWA6749	B737	SWA	1833	Not Acceptable	No
9/17/2018 18:15	SWA6143	B737	SWA	2585	Not Acceptable	No
				<b>Not Acceptable</b>	<b>9</b>	
				<b>Grand Count</b>	<b>9</b>	

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



## **PORT OF OAKLAND**

Via email: [aircraftowner/operator@bankofutah.com](mailto:aircraftowner/operator@bankofutah.com)

January 8, 2018

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: 1/7/2018  
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](mailto: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](mailto:aircraftowner/operator@aircorp.com)

April 1, 2018

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: 3/31/2018  
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](mailto: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](mailto:aircraftowner/operator@aircorp.com)

July 31, 2018

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: 7/30/2018  
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](mailto: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](mailto:aircraftowner/operator@aircraft.com)

January 8, 2018

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: 1/7/2018  
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](mailto: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](mailto:helicopterowner/operator@aircraft.com)

June 5, 2018

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](mailto:jrichardson@portoakland.com)

Sincerely,

Jesse Richardson  
Senior Airport Noise Abatement Specialist

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