



OaklandInternational Airport



A division of the Port of Oakland

Quarterly Aircraft Noise Report

Fourth Quarter 2018



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Prepared by
Oakland International Airport
Noise/Environmental Compliance Office

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QUARTERLY REPORT INTRODUCTION

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

COMPLIANCE BEYOND THE CONTROL OF THE PORT OF OAKLAND

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

SAFETY COMES FIRST

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

DISCLAIMER

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

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

QUARTERLY REPORTS COMPLIANCE COMPARISON SUMMARY TABLE

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

Compliance Monitoring Quarterly Summary Comparison Fourth Quarter 2018				
	2017Q4		2018Q4	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	94%	6%	96%	4%
Total Airport-wide Corporate Jet Departures	2,856	178	2,868	123
Runway 10R/L Jet Landing Compliance	76%	24%	59%	41%
Total Southeast Plan Corporate Jet Landings	97	30	96	66
North Field VFR Departure Compliance	94%	6%	93%	7%
Total Runways 28R/L & 33 Departures	369	25	235	18
North Field Quiet Hours Compliance	82%	18%	70%	30%
Total North Field Quiet Hours Departures	265	60	138	59
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	18,845	1	18,609	70
Night Time Departure Compliance	99%	1%	97%	3%
Total Runway 30 Night Turbojet Departures	3,638	50	3,078	84
Runway 12 Night Departure Compliance	86%	14%	98%	2%
Total Runway 12 Night Turbojet Departures	131	22	187	4
Runway 30 East Turn Departure Compliance	100%	0%	99%	1%
Total Runway 30 East Turn Departures	5,764	8	5,710	52
100 Degree Radial Turbojet Landing Compliance	99%	1%	99%	1%
Total 100 Degree Radial Turbojet Landings	3,028	46	1,408	11
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	7	0	9	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 Fourth Quarter 2018				
	October	November	December	Quarterly
Airport-wide Corporate Jet Departures	1,004	1,067	920	2,991
Compliant Corporate Jet Departures	962	1,020	886	2,868
Non-compliant Corporate Jet Departures	42	47	34	123
Corporate Jet Departure Compliance Rate	96%	96%	96%	96%
Excused Jet Departures	35	28	6	69
The section below compares compliance performance to airport-wide jet departures.				
Airport-wide Jet Departures	6,787	6,500	6,933	20,220
Compliant Airport-wide Jet Departures	6,745	6,453	6,899	20,097
Non-compliant Airport-wide Jet Departures	42	47	34	123
Airport-wide Jet Departure Compliance Rate	99%	99%	100%	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 Fourth Quarter 2018				
	October	November	December	Quarterly
Southeast (SE) Plan Corporate Jet Landings *	0	48	114	162
Compliant SE Plan Corporate Jet Landings	0	41	55	96
Non-compliant SE Plan Corporate Jet Landings	0	7	59	66
SE Plan Corporate Jet Landing Compliance Rate	N/A	85%	48%	59%
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Airport-wide SE Plan Jet Landings	0	350	749	1,099
Airport-wide Compliant SE Plan Jet Landings	0	343	690	1,033
Airport-wide Non-compliant SE Plan Landings	0	7	59	66
Airport-wide Jet Landing SE Plan Compliance Rate	N/A	98%	92%	94%
* Note: During Southeast Plan, business jets may land on Runways 10R/L and 12.				

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NORTH FIELD VFR AIRCRAFT DEPARTURE PROCEDURE

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

North Field VFR Aircraft Departure NAP Compliance Summary Fourth Quarter 2018				
	October	November	December	Total
Total VFR Departures	110	54	89	253
Total VFR Departures Over Alameda	11	9	13	33
Compliant Departures	103	49	83	235
Non-compliant Departures	7	5	6	18
Compliance Rate	94%	91%	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.

North Field Quiet Hours Compliance Summary (10:00 p.m. to 7:00 a.m.) Fourth Quarter 2018				
	October	November	December	Quarterly
Total Night Departures (10:00 p.m. to 7:00 a.m.)	87	66	44	197
Compliant Night Departures	68	41	29	138
Average Compliant Departures per Night	2.2	1.3	0.9	1.5
Non-Compliant Night Departures	19	25	15	59
Average Non-Compliant Departures per Night	0.6	0.8	0.5	0.7
Night Departure Compliance Rate	78%	62%	66%	70%

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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 = 109

Fourth 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	4	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	5
3	13	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	14
4	10	18	0.2	3.2%	6	0.1	1.1%	4	0.0	0.7%	38
5	13	9	0.1	1.6%	4	0.0	0.7%	9	0.1	1.6%	35
6	6	3	0.0	0.5%	4	0.0	0.7%	5	0.1	0.9%	18
7	3	3	0.0	0.5%	6	0.1	1.1%	0	0.0	0.0%	12
8	6	6	0.1	1.1%	1	0.0	0.2%	0	0.0	0.0%	13
9	4	6	0.1	1.1%	3	0.0	0.5%	1	0.0	0.2%	14
10	13	7	0.1	1.2%	2	0.0	0.4%	0	0.0	0.0%	22
11	0	4	0.0	0.7%	0	0.0	0.0%	0	0.0	0.0%	4
12	7	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	8
13	2	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	2
14	2	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	2
All NMTs	83	59	1	0	26	0	0	19	0	0	187

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Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 92

Fourth 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	13	1	0.0	0.4%	0	0.0	0.0%	0	0.0	0.0%	14
4	10	18	0.2	7.5%	6	0.1	2.5%	4	0.0	1.7%	38
5	13	9	0.1	3.8%	4	0.0	1.7%	9	0.1	3.8%	35
6	6	3	0.0	1.3%	4	0.0	1.7%	5	0.1	2.1%	18
7	3	3	0.0	1.3%	6	0.1	2.5%	0	0.0	0.0%	12
8	6	6	0.1	2.5%	1	0.0	0.4%	0	0.0	0.0%	13
Total	51	40	0.4		21	0.2		18	0.2		130

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

Fourth 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	4	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	5
9	4	6	0.1	1.8%	3	0.0	0.9%	1	0.0	0.3%	14
10	13	7	0.1	2.1%	2	0.0	0.6%	0	0.0	0.0%	22
11	0	4	0.0	1.2%	0	0.0	0.0%	0	0.0	0.0%	4
12	7	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	8
13	2	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	2
14	2	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	2
Total	32	19	0.2		5	0.1		1	0.0		57

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SOUTH FIELD REPORTS

RUNWAY 30 BFI RIGHT TURN DEPARTURE PROCEDURE

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

Runway 30 Bay Farm Right Turn Departure Procedure Compliance Summary Fourth Quarter 2018				
	October	November	December	Quarter
Runway 30 Turbojet Departures	6,638	5,984	6,057	18,679
Compliant Departures	6,570	5,982	6,057	18,609
Non-compliant Departures	68	2	0	70
Percentage of Non-compliance	1.0%	0.0%	0.0%	0.4%
Compliance Rate	99%	100%	100%	100%

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NIGHT TIME DEPARTURE PROCEDURE

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

Night Time Procedure Departure NAP Compliance Summary 10:00 pm - 7:00 am Fourth Quarter 2018				
	October	November	December	Quarter
Runway 30 Nighttime Turbojet Departures	1,048	1,052	1,062	3,162
Buffer Time Departures	10	19	13	42
Compliant Departures	1,022	1,028	1,028	3,078
Non-compliant Departures	26	24	34	84
HUSSH gate misses	9	9	16	34
NITE gate misses	15	13	17	45
REBAS gate misses	25	23	33	81
Compliance Rate	98%	98%	97%	97%

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ROLLING TAKE-OFF NIGHT DEPARTURE PROCEDURE FOR FedEx

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

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

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM) Fourth Quarter 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	
Fourth Quarter 2018 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B763	129	43	45	65	74	13
DC10/MD10	33	11	20	66	75	18
MD11	238	79	173	67	77	19
A306	96	32	51	65	74	14
B757	172	57	76	65	75	15
B77L	76	25	27	66	74	14
Difference [A-B]						
DC10/MD10		-76	-12	-3	-3	-4
MD11		47	160	-3	-2	-5
A306		-35	30	-2	-3	-11
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event. Source: ANOMS (Airport Noise and Operations Monitoring System)						

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Summary of Calendar Quarter of Previous Year

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM) Fourth Quarter 2017, NMT 2						
	Aircraft Departures	Recorded Noise Events (a)	Lmax Average	SEL Average	Avg. Duration (seconds)	
Baseline (November 2002) [A]						
DC10/MD10	87	32	69	78	22	
MD11	32	13	70	79	24	
A306	67	21	67	77	25	
Fourth Quarter 2017 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B763	135	45	38	65	74	15
DC10/MD10	72	24	38	66	76	18
MD11	249	83	178	68	77	20
A306	87	29	41	66	75	17
B757	192	64	83	66	75	16
B77L	72	24	22	66	75	17
Difference [A-B]						
DC10/MD10		-63	6	-3	-2	-4
MD11		51	165	-2	-2	-4
A306		-38	20	-1	-2	-8
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event. Source: ANOMS (Airport Noise and Operations Monitoring System)						

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RUNWAY 12 NIGHT DEPARTURE PROCEDURE

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

Runway 12 Night Departure NAP Compliance Summary (10:00 PM to 7:00 AM) Fourth Quarter 2018				
	October	November	December	Quarter
Jet Departures	0	81	110	191
Non-Compliant Departures	0	3	1	4
Compliant Departures	0	78	109	187
Compliance Rate	No SE Plan	96%	99%	98%
Note: The noise abatement procedure is officially implemented between 10:00 p.m. and 7:00 a.m. nightly.				

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ENGINE RUN-UP PROCEDURE PROGRAM

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

Engine Run-up Program Fourth Quarter 2018				
	October	November	December	Quarter
Runups - 7:00 PM to 10:00 PM	1	0	1	2
Runups Greater Than 75 dBA	0	0	0	0
Runups - 10:00 PM to 7:00 AM	4	2	1	7
Runups Greater Than 70 dBA	0	0	0	0
Total Evening and Nighttime Runups	5	2	2	9
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 Fourth Quarter 2018				
	October	November	December	Quarter
Total Runway 30 East Turn Turbojet Departures	2,079	1,804	1,879	5,762
Non-compliant Turbojet Departures	45	3	4	52
Total Turbojet Aircraft Above 2,900 Feet ASL*	2,034	1,801	1,875	5,710
Compliance Rate	98%	100%	100%	99%
Excused Turbojet Departures	21	15	8	44
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet are to be flagged as non-compliant.				

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100 DEGREE RADIAL TURBOJET LANDING PROCEDURE

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

Cross Over 100 Degree Radial at 3,000 Feet Procedure Compliance Summary Fourth Quarter 2018				
	October	November	December	Quarter
Turbojets on Downwind RWY 30 Approach	598	369	452	1,419
Non-compliant Turbojets	4	7	0	11
Total Turbojet Aircraft Above 3K Feet ASL*	594	362	452	1,408
Compliance Rate	99%	98%	100%	99%
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet are to be flagged as non-compliant.				

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

Community	Callers	Complaints
Alameda(BFI)	52	255
Alameda(Central)	6	10
Berkeley	7	45
Castro Valley	0	0
Fremont	3	4
Hayward	6	201
Oakland	22	5434
Piedmont	0	0
San Francisco	1	1
San Leandro	9	30
Union City	2	1751
San Lorenzo	0	0
Other Communities	11	68
Total	119	7799
Complaints by Type		
Website		699
E-mail		7003
Phone		97
Complaints by Time of Day		
Day (0700 - 1900)		2063
Evening (1900 - 2200)		303
Night (2200 - 0700)		5433
Complaints by Type of Operation		
Arrivals		6298
Departures		1471
Over-flights		5
Touch & Go		25
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		379
Helicopter		14
Jet		7228
Military		2
Not Reported		0
Other		36
Propeller		63
Turbo-prop		77

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

Community	Callers	Complaints
Alameda(BFI)	42	154
Alameda(Central)	6	42
Berkeley	4	9
Castro Valley	0	0
Fremont	1	1
Hayward	3	367
Oakland	16	4474
Piedmont	1	2
San Francisco	1	2
San Leandro	5	13
Union City	1	6
San Lorenzo	0	0
Other Communities	10	34
Total	90	5104
Complaints by Type		
Website		301
E-mail		4765
Phone		38
Complaints by Time of Day		
Day (0700 - 1900)		598
Evening (1900 - 2200)		839
Night (2200 - 0700)		3667
Complaints by Type of Operation		
Arrivals		4580
Departures		521
Over-flights		2
Touch & Go		1
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		122
Helicopter		6
Jet		4863
Military		0
Not Reported		0
Other		11
Propeller		49
Turbo-prop		53

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

Community	Callers	Complaints
Alameda(BFI)	61	287
Alameda(Central)	9	32
Berkeley	6	16
Castro Valley	1	1
Fremont	2	7
Hayward	4	313
Oakland	22	3777
Piedmont	0	0
San Francisco	2	8
San Leandro	6	33
Union City	1	552
San Lorenzo	1	4
Other Communities	10	75
Total	125	5105
Complaints by Type		
Website		513
E-mail		4553
Phone		39
Complaints by Time of Day		
Day (0700 - 1900)		1185
Evening (1900 - 2200)		809
Night (2200 - 0700)		3111
Complaints by Type of Operation		
Arrivals		4099
Departures		989
Over-flights		4
Touch & Go		13
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		277
Helicopter		8
Jet		4738
Military		0
Not Reported		0
Other		7
Propeller		48
Turbo-prop		27

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AIRPORT OPERATIONS SUMMARY TABLES

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

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

North Field Night Departures by Runway (10:00 p.m. to 7:00 a.m.) Fourth Quarter 2018					
	October	November	December	Total	Percentage
Runway 28L	10	10	5	25	23%
Runway 28R	22	25	16	63	58%
Runway 33	2	2	0	4	4%
Alameda Overflights	34	37	21	92	84%
Runway 10L	2	0	5	7	6%
Runway 10R	5	2	2	9	8%
Runway 15	0	1	0	1	1%
San Leandro Overflights	7	3	7	17	16%
Total Departures	41	40	28	109	100%

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

North Field VFR/IFR Departures by Runway Fourth Quarter 2018				
	October	November	December	Total
VFR Departures				
Runway 28L	11	3	6	20
Runway 28R	45	29	53	127
Runway 33	55	22	32	109
VFR Departures	111	54	91	256
IFR Departures				
Runway 28L	178	158	115	451
Runway 28R	535	415	402	1,352
Runway 33	201	125	150	476
IFR Departures	914	698	667	2,279
Total Departures	1,025	752	758	2,535

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Operations Table 3. Runway Use by Aircraft Category

	Aircraft Category	OAK Aircraft Operations by Category and Runway Fourth Quarter 2018											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Corporate Jets	111	94	-	-	-	8	43	405	2,310	-	2,766	2,766
	Helicopters	-	-	-	-	-	-	-	-	-	84	84	84
	Commercial Jets	864	15,091	15,955	-	-	-	2	58	19	-	79	16,034
	Military	-	-	-	-	-	-	-	2	3	-	5	5
	Propeller	-	9	9	38	45	39	5	151	1,322	-	1,600	1,609
	Regional Jets	57	696	753	-	-	2	12	15	417	-	446	1,199
	Turboprops	10	136	146	2	-	24	29	139	1,110	-	1,304	1,450
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		1,042	16,026	16,863	40	45	73	91	770	5,181	84	6,284	23,147
Departures	Corporate Jets	8	2,543	2,551	-	45	9	162	106	72	-	394	2,945
	Helicopters	-	-	-	-	-	-	-	-	1	65	66	66
	Commercial Jets	886	15,011	15,897	-	-	1	1	8	1	-	11	15,908
	Military	-	2	2	-	-	-	-	-	-	-	-	2
	Propeller	-	6	6	46	537	37	3	57	657	-	1,337	1,343
	Regional Jets	44	1,123	1,167	-	-	-	29	4	1	-	34	1,201
	Turboprops	6	105	111	1	3	68	4	296	747	-	1,119	1,230
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		944	18,790	19,734	47	585	115	199	471	1,479	65	2,961	22,695
Touch & Go Sub-totals		-	15	15	10	133	27	-	55	440	8	673	688
Grand Total		1,986	34,831	36,612	97	763	215	290	1,296	7,100	157	9,918	46,530

Operations Table 4. Runway Use by Jet Aircraft Category

	Aircraft Category	RUNWAYS Fourth Quarter 2018											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Commercial Jets	864	15,091	15,955	-	-	-	2	58	19	-	79	16,034
	Regional Jets	57	696	753	-	-	2	12	15	417	-	446	1,199
Commercial Jet Sub-totals		921	15,787	16,708	-	-	2	14	73	436	-	525	17,233
	Corporate Jets	111	94	205	-	-	8	43	405	2,310	-	2,766	2,971
All Jet Arrivals Sub-totals		1,032	15,881	16,913	-	-	10	57	478	2,746	-	3,291	20,204
Departures	Commercial Jets	886	15,011	15,897	-	-	1	1	8	1	-	11	15,908
	Regional Jets	44	1,123	1,167	-	-	-	29	4	1	-	34	1,201
Commercial Jet Sub-totals		930	16,134	17,064	-	-	1	30	12	2	-	45	17,109
	Corporate Jets	8	2,543	2,551	-	45	9	162	106	72	-	394	2,945
All Jet Departures Sub-totals		938	18,677	19,615	-	45	10	192	118	74	-	439	20,054
Grand Total		1,970	34,558	36,528	-	45	20	249	596	2,820	-	3,730	40,258

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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
10/12/2018 16:36	-	-	H25B	3764	28L	B	Departure Timing	No
10/18/2018 12:56	-	-	C56X	4512	28R	B	Departure Timing	No
10/24/2018 17:01	-	-	E135	3605	28L	R	Departure Timing	No
11/2/2018 18:11	-	-	C750	4527	28L	B	Departure Timing	No
11/13/2018 17:17	-	-	C25B	3373	28R	B	Departure Timing	No
11/15/2018 14:18	-	-	E55P	3745	28R	B	Departure Timing	No
11/15/2018 15:42	-	-	FA7X	4257	28L	B	Departure Timing	No
11/15/2018 15:45	-	-	C56X	4210	28L	B	Departure Timing	No
11/16/2018 17:22	-	-	E50P	4550	28R	B	Departure Timing	No
11/25/2018 8:30	-	-	C56X	4514	28L	B	Departure Timing	No
12/7/2018 12:32	-	-	E545	3246	28L	B	Departure Timing	No
12/9/2018 15:35	-	-	GLF4	1732	28L	B	Departure Timing	No
12/12/2018 12:44	-	-	GLF5	6361	28L	B	Departure Timing	No
12/13/2018 10:34	-	-	GLF5	1731	28L	B	Departure Timing	No
12/19/2018 7:51	-	-	CL30	3351	28L	B	Departure Timing	No
12/21/2018 17:20	-	-	C25B	4276	28L	B	Departure Timing	No
12/22/2018 11:54	-	-	GLF5	612	28L	B	Departure Timing	No
12/25/2018 10:27	-	-	C25M	3274	28L	B	Departure Timing	No
12/26/2018 10:04	-	-	C25B	4251	28R	B	Departure Timing	No
						Departure Timing	19	
10/4/2018 13:45	GDG801	N801GJ	LJ55	6354	28L	B	Fleet Week	No
10/5/2018 15:25	TWY13	N131KR	CL35	3734	28L	B	Fleet Week	No
10/5/2018 15:37	TWY5	N138GL	GLF5	1772	28L	B	Fleet Week	No
						Fleet Week	3	
10/6/2018 21:13	LN509RP	N509RP	C550	4237	28R	B	Lifeguard Medical	Yes
10/7/2018 16:02	LN509RP	N509RP	C550	3605	28R	B	Lifeguard Medical	Yes
10/8/2018 2:19	LN509RP	N509RP	C550	3306	28L	B	Lifeguard Medical	Yes
10/10/2018 9:11	LN449RP	N449RP	C500	4211	28R	B	Lifeguard Medical	Yes
10/10/2018 10:51	LN54DD	N54DD	C560	4273	28L	B	Lifeguard Medical	Yes
10/13/2018 11:40	LN509RP	N509RP	C550	4260	28L	B	Lifeguard Medical	Yes
10/13/2018 19:58	LN509RP	N509RP	C550	4221	28L	B	Lifeguard Medical	Yes
10/15/2018 22:11	LN509RP	N509RP	C550	4526	28L	B	Lifeguard Medical	Yes
10/18/2018 11:47	LN509RP	N509RP	C550	4252	28L	B	Lifeguard Medical	Yes
10/19/2018 9:40	LN509RP	N509RP	C550	4510	28R	B	Lifeguard Medical	Yes
10/21/2018 9:36	LN449RP	N449RP	C501	3213	28R	B	Lifeguard Medical	Yes
10/21/2018 14:47	LN449RP	N449RP	C501	4540	28R	B	Lifeguard Medical	Yes
10/26/2018 8:00	LN509RP	N509RP	C550	4263	28R	B	Lifeguard Medical	Yes
10/28/2018 7:34	LN269JR	N269JR	LJ35	3727	28L	B	Lifeguard Medical	Yes
11/1/2018 18:41	LN269JR	N269JR	LJ35	3346	28L	B	Lifeguard Medical	Yes
11/7/2018 12:16	KFS122		LJ35	3377	28L	B	Lifeguard Medical	Yes
11/12/2018 7:29	LNCFRJ	LNCFRJ	ASTR	6332	28R	B	Lifeguard Medical	Yes
11/12/2018 8:17	FFL226	N509RP	C550	4512	28L	B	Lifeguard Medical	Yes
11/12/2018 17:21	FFL226	N509RP	C550	4527	28L	B	Lifeguard Medical	Yes
11/16/2018 1:09	LN116AA	N116AA	C25B	3246	28R	B	Lifeguard Medical	Yes
11/16/2018 2:53	LN54DD	N54DD	C560	3240	28R	B	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
11/19/2018 23:42	LN129TK	N129TK	LJ35	3253	28L	B	Lifeguard Medical	Yes
11/20/2018 0:20	FFL226	N509RP	C550	4275	28R	B	Lifeguard Medical	Yes
11/26/2018 3:46	LN287LS	N287LS	BE40	3353	28R	B	Lifeguard Medical	Yes
11/30/2018 8:41	LN818WB	N818WB	ASTR	3243	28L	B	Lifeguard Medical	Yes
11/30/2018 15:25	KFS179	N237CK	LJ35	4506	28R	B	Lifeguard Medical	Yes
12/6/2018 7:15	KFS133		LJ35	6355	28R	B	Lifeguard Medical	Yes
12/8/2018 23:09	LN47MF	N47MF	LJ35	3210	28L	B	Lifeguard Medical	Yes
12/9/2018 12:59	LN818WB	N818WB	ASTR	3235	28L	B	Lifeguard Medical	Yes
12/11/2018 12:27	LCFRJZ	CFRJZ	ASTR	3307	28L	B	Lifeguard Medical	Yes
12/13/2018 1:49	LCFRJZ	CFRJZ	ASTR	3350	28L	B	Lifeguard Medical	Yes
12/23/2018 1:48	LN777AX	N777AX	C550	4577	28R	B	Lifeguard Medical	Yes
						Lifeguard Medical	32	
10/2/2018 12:23	GDG801	N801GJ	LJ55	3423	28L	B	Pilot Refusal	No
10/11/2018 13:48	GDG801	N801GJ	LJ55	4254	28L	B	Pilot Refusal	No
10/15/2018 12:50	GDG495	N495RS	GLF4	3705	28L	B	Pilot Refusal	No
10/16/2018 10:13	TWY5	N138GL	GLF5	3624	28L	B	Pilot Refusal	No
10/16/2018 18:22	TWY44	N401VE	CL60	4570	28R	B	Pilot Refusal	No
10/17/2018 16:24	GDG48	N8888H	H25C	4545	28L	B	Pilot Refusal	No
10/21/2018 11:59	GDG38	N888GJ	H25C	3042	28L	B	Pilot Refusal	No
11/2/2018 14:00	GDG495	N495RS	GLF4	1732	28L	B	Pilot Refusal	No
11/2/2018 15:09	GDG48	N8888H	H25C	4224	28L	B	Pilot Refusal	No
11/2/2018 15:35	TWY5	N138GL	GLF5	3201	28L	B	Pilot Refusal	No
11/3/2018 12:39	N525JJ	N525JJ	C525	1761	28R	B	Pilot Refusal	No
11/4/2018 17:21	TWY47	N1013	CL30	4251	28L	B	Pilot Refusal	No
11/6/2018 10:23	GDG48	N8888H	H25C	1747	28L	B	Pilot Refusal	No
11/17/2018 11:01	CFSFB	CFSFB	F900	3245	28L	B	Pilot Refusal	No
11/17/2018 11:40	GDG495	N495RS	GLF4	3752	28L	B	Pilot Refusal	No
						Pilot Refusal	15	
10/1/2018 12:42	N3JS	N3JS	C25M	3212	28R	B	Pilot Requested	No
10/3/2018 15:08	N786AC	N786AC	C525	1717	28R	B	Pilot Requested	No
10/4/2018 15:57	N614JK	N614JK	C550	4562	28L	B	Pilot Requested	No
10/4/2018 17:47	OPT372	N372FX	E55P	4506	28L	B	Pilot Requested	No
10/4/2018 18:30	N365CJ	N365CJ	GLEK	3632	28L	B	Pilot Requested	No
10/8/2018 9:55	N206AH	N206AH	E50P	6363	28R	B	Pilot Requested	No
10/8/2018 10:26	N28DM	N28DM	C25B	3613	28R	B	Pilot Requested	No
10/12/2018 17:20	TWY711	N809SM	GLF4	3704	28R	B	Pilot Requested	No
10/14/2018 15:20	EJA302	N302QS	E55P	3302	28L	B	Pilot Requested	No
10/14/2018 15:35	N509SB	N509SB	CL30	3635	28L	B	Pilot Requested	No
10/14/2018 15:45	TWY47	N1013	CL30	4216	28L	B	Pilot Requested	No
10/14/2018 17:24	N161PA	N161PA	E50P	3740	28R	B	Pilot Requested	No
10/15/2018 15:55	RGY63	N63XP	BE40	3762	28L	B	Pilot Requested	No
10/17/2018 14:03	N610JC	N610JC	C550	1755	28R	B	Pilot Requested	No
10/18/2018 10:55	N501VJ	N501VJ	GL5T	4520	28R	B	Pilot Requested	No
10/18/2018 18:47	N57FL	N57FL	C25A	1716	28R	B	Pilot Requested	No
10/19/2018 17:50	N707HD	N707HD	H25C	4206	28L	B	Pilot Requested	No
10/19/2018 20:40	PKW586	N906TR	LJ60	3370	28L	B	Pilot Requested	No
10/24/2018 11:44	GDG495	N495RS	GLF4	1723	28L	B	Pilot Requested	No
10/24/2018 12:24	GDG801	N801GJ	LJ55	6345	28L	B	Pilot Requested	No
10/26/2018 8:34	JAS794	N794RC	CL30	4527	28L	B	Pilot Requested	No
10/26/2018 13:08	XAVCM	XAVCM	LJ31	3766	28R	B	Pilot Requested	No
10/26/2018 15:13	CHN66	N266CJ	C525	3615	28L	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
10/26/2018 17:09	JSX237	N254JX	E135	6345	28L	R	Pilot Requested	No
10/27/2018 8:55	KFS150	N71CK	LJ35	4250	28R	B	Pilot Requested	No
10/27/2018 10:11	GDG48	N8888H	H25C	3744	28L	B	Pilot Requested	No
10/27/2018 13:19	DCM4250	N511PA	GLF4	3276	28L	B	Pilot Requested	No
10/30/2018 12:57	N705SG	N705SG	C56X	3212	28L	B	Pilot Requested	No
10/30/2018 17:21	N106GK	N106GK	LJ70	3233	28L	B	Pilot Requested	No
11/1/2018 10:39	N862LG	N862LG	E55P	6360	28R	B	Pilot Requested	No
11/1/2018 11:49	N61VC	N61VC	BE40	4517	28R	B	Pilot Requested	No
11/2/2018 14:50	N96NA	N96NA	C25A	3652	28R	B	Pilot Requested	No
11/5/2018 13:12	N96NA	N96NA	C25A	3741	28R	B	Pilot Requested	No
11/6/2018 12:36	N106GK	N106GK	LJ70	3735	28L	B	Pilot Requested	No
11/6/2018 21:36	N61FF	N61FF	CL60	3776	28L	B	Pilot Requested	No
11/8/2018 20:08	N63YA	N63YA	C525	3655	28L	B	Pilot Requested	No
11/10/2018 18:37	CHN66	N266CJ	C525	3340	28R	B	Pilot Requested	No
11/12/2018 9:04	N286EC	N286EC	CL30	3750	28L	B	Pilot Requested	No
11/13/2018 9:09	TWY4	N238MH	GLF4	3206	28L	B	Pilot Requested	No
11/13/2018 9:56	N110ED	N110ED	GLF5	7164	28L	B	Pilot Requested	No
11/13/2018 11:48	N775EV	N775EV	E50P	4543	28L	B	Pilot Requested	No
11/14/2018 7:14	N610JC	N610JC	C550	3350	28R	B	Pilot Requested	No
11/15/2018 15:56	PXT903	N903JP	C510	1744	28R	B	Pilot Requested	No
11/15/2018 17:48	COO45	N456JA	G280	3327	28R	B	Pilot Requested	No
11/16/2018 8:44	TWY4	N238MH	GLF4	3237	28L	B	Pilot Requested	No
11/16/2018 16:43	GDG495	N495RS	GLF4	3225	28L	B	Pilot Requested	No
11/16/2018 17:05	N528MP	N528MP	GLEK	3715	28L	B	Pilot Requested	No
11/17/2018 16:20	N600VM	N600VM	C525	3736	28R	B	Pilot Requested	No
11/19/2018 13:05	N707W	N707W	C560	1766	28R	B	Pilot Requested	No
11/19/2018 22:07	N97DQ	N97DQ	GLEK	3375	28L	B	Pilot Requested	No
11/25/2018 8:41	N416WM	N416WM	GLF3	3322	28L	B	Pilot Requested	No
11/25/2018 9:11	N80HD	N80HD	CL30	3643	28L	B	Pilot Requested	No
11/25/2018 12:17	N85SM	N85SM	EA50	6362	28L	B	Pilot Requested	No
11/25/2018 17:59	JTL1027	N1027P	C680	4202	28R	B	Pilot Requested	No
11/26/2018 4:46	PXT415	N415PC	C25B	3317	28R	B	Pilot Requested	No
11/26/2018 8:46	N420EH	N420EH	C25A	4510	28R	B	Pilot Requested	No
11/26/2018 15:00	GTH12	N12MW	F2TH	3324	28L	B	Pilot Requested	No
11/27/2018 19:05	N420EH	N420EH	C25A	3704	28L	B	Pilot Requested	No
11/29/2018 16:18	N639M	N639M	F2TH	3762	28L	B	Pilot Requested	No
11/30/2018 7:12	N212M	N212M	C501	3741	28R	B	Pilot Requested	No
11/30/2018 15:30	N96NA	N96NA	C25A	6371	28R	B	Pilot Requested	No
12/1/2018 18:50	NHBJFS	NHBJFS	FA7X	3376	28L	B	Pilot Requested	No
12/2/2018 17:13	N820AV	N820AV	GLF4	1760	28L	B	Pilot Requested	No
12/3/2018 8:07	N862LG	N862LG	E55P	3625	28R	B	Pilot Requested	No
12/3/2018 14:58	N444RL	N444RL	EA50	3711	28L	B	Pilot Requested	No
12/7/2018 15:46	TWY5	N138GL	GLF4	1730	28L	B	Pilot Requested	No
12/7/2018 16:49	TWY5	N138GL	GLF5	1765	28L	B	Pilot Requested	No
12/7/2018 21:40	N167AA	N167AA	GLF4	3363	28L	B	Pilot Requested	No
12/8/2018 19:03	N400JD	N400JD	BE40	3211	28R	B	Pilot Requested	No
12/9/2018 9:51	N529BC	N529BC	LJ35	3641	28R	B	Pilot Requested	No
12/10/2018 8:40	N862LG	N862LG	E55P	1712	28L	B	Pilot Requested	No
12/13/2018 13:40	PXT862	N862LG	E55P	3753	28L	B	Pilot Requested	No
12/13/2018 15:13	TFF908	N480JE	HA4T	6327	28R	B	Pilot Requested	No
12/13/2018 22:10	N705SG	N705SG	C56X	3261	28L	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
12/18/2018 18:36	N862LG	N862LG	E505	320	28R	B	Pilot Requested	No
12/20/2018 18:31	N96NA	N96NA	C25A	3302	28R	B	Pilot Requested	No
12/21/2018 10:09	N350VJ	N350VJ	CL30	1743	28R	B	Pilot Requested	No
12/21/2018 11:31	LXJ411	N411FX	E545	3756	28L	B	Pilot Requested	No
12/23/2018 15:47	DCM1492	N1492J	C56X	3724	28L	B	Pilot Requested	No
12/26/2018 16:26	N525LB	N525LB	C525	4507	28R	B	Pilot Requested	No
12/27/2018 10:06	N350VJ	N350VJ	CL30	3622	28L	B	Pilot Requested	No
12/27/2018 11:05	N827SL	N827SL	C750	7462	28R	B	Pilot Requested	No
12/27/2018 15:38	EJA610	N610QS	C68A	4205	28R	B	Pilot Requested	No
12/28/2018 12:35	N353VJ	N353VJ	CL35	6321	28L	B	Pilot Requested	No
12/30/2018 11:05	N515PV	N515PV	F2TH	1765	28L	B	Pilot Requested	No
12/30/2018 11:34	CFMCJ	CFMCJ	C680	3345	28L	B	Pilot Requested	No
						Pilot Requested	86	
10/15/2018 0:19	JBU168	N804JB	A320	3246	28L	J	RWY 30 Routine Closure	Yes
10/14/2018 22:57	UPS2453	N126UP	A306	3273	28L	J	RWY 30 Routine Closure	Yes
11/5/2018 2:13	NKS1872	N608NK	A320	3347	28L	J	RWY 30 Routine Closure	Yes
10/14/2018 22:40	SWA4821	N7741C	B737	3270	28L	J	RWY 30 Routine Closure	Yes
10/8/2018 5:34	N908SF	N908SF	F900	3276	28L	B	RWY 30 Routine Closure	Yes
11/26/2018 5:09	SWA6616	N242WN	B737	3263	28L	J	RWY 30 Routine Closure	Yes
						RWY 30 Routine Closure	6	
10/29/2018 10:11	N598TP	N598TP	E55P	3353	28L	B	Runway/Taxiway Maintenance	Yes
11/15/2018 13:38	EJA616	N616QS	C56X	1706	28R	B	Runway/Taxiway Maintenance	Yes
10/29/2018 10:14	JSX243	N253JX	E135	3752	28L	R	Runway/Taxiway Maintenance	Yes
10/29/2018 11:06	RSP232	N581JS	E50P	3725	28L	B	Runway/Taxiway Maintenance	Yes
10/29/2018 11:10	KAI82	N1852B	GLF5	6314	28L	B	Runway/Taxiway Maintenance	Yes
10/29/2018 11:28	EJA990	N990QS	C750	4273	28L	B	Runway/Taxiway Maintenance	Yes
11/15/2018 10:45	GDG495	N495RS	GLF4	4573	28R	B	Runway/Taxiway Maintenance	Yes
11/15/2018 10:54	JSX144	N252JX	E135	3362	28R	R	Runway/Taxiway Maintenance	Yes
11/15/2018 11:22	KAI77	N732KA	B737	3211	28R	J	Runway/Taxiway Maintenance	Yes
11/15/2018 11:24	EJA761	N761QS	GALX	3753	28R	B	Runway/Taxiway Maintenance	Yes
11/15/2018 11:29	N271CS	N271CS	C510	3727	28R	B	Runway/Taxiway Maintenance	Yes
11/15/2018 12:21	N36866	N36866	PRM1	4514	28R	B	Runway/Taxiway Maintenance	Yes
11/15/2018 12:27	N999CB	N999CB	C25C	4266	28R	B	Runway/Taxiway Maintenance	Yes
11/15/2018 12:35	RSP634	N574JS	E50P	4256	28R	B	Runway/Taxiway Maintenance	Yes
11/15/2018 13:19	KAI58	N608CL	GLF5	6345	28R	B	Runway/Taxiway Maintenance	Yes
11/15/2018 13:22	N247JD	N247JD	CL35	1704	28R	B	Runway/Taxiway Maintenance	Yes
11/15/2018 13:35	N672DE	N672DE	CL30	6303	28R	B	Runway/Taxiway Maintenance	Yes
10/29/2018 10:00	GDG38	N888GJ	H25C	3626	28L	B	Runway/Taxiway Maintenance	Yes
10/29/2018 8:45	N15VX	N15VX	FA50	1712	28L	B	Runway/Taxiway Maintenance	Yes
10/29/2018 8:29	PXT415	N415PC	C25B	6313	28R	B	Runway/Taxiway Maintenance	Yes
10/29/2018 8:27	KAI73	N415PP	C25B	3250	28L	B	Runway/Taxiway Maintenance	Yes
10/29/2018 8:25	N552TL	N552TL	LJ55	3750	28R	B	Runway/Taxiway Maintenance	Yes
10/29/2018 7:58	KFS167	N905CK	LJ35	1775	28L	B	Runway/Taxiway Maintenance	Yes
11/15/2018 14:02	N620H	N620H	C25B	1741	28R	B	Runway/Taxiway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
11/15/2018 14:06	N830MG	N830MG	C680	4251	28R	B	Runway/Taxiway Maintenance	Yes
10/29/2018 10:13	KAI02	N118K	C501	4256	28L	B	Runway/Taxiway Maintenance	Yes
						Runway/Taxiway Maintenance	26	
10/9/2018 12:39	JBU147	N599JB	A320	3753	28L	J	South Field Closure	Yes
10/9/2018 12:35	SWA1606	N484WN	B737	3636	28L	J	South Field Closure	Yes
10/9/2018 12:32	SWA262	N446WN	B737	3374	28L	J	South Field Closure	Yes
10/9/2018 12:27	TWY5	N138GL	GLF5	3355	28L	B	South Field Closure	Yes
10/9/2018 12:47	ASH5800	N942LR	CRJ9	3365	28L	R	South Field Closure	Yes
						South Field Closure	5	
						Grand Count	192	

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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
12/16/2018 7:45	LN269JR	N269JR	LJ35	7345	10L	B	Lifeguard Medical	Yes
						Lifeguard Medical	1	
11/11/2018 13:24	EJA695	N695QS	C56X	6705	10R	B	Pilot Requested	No
11/21/2018 7:57	N650JS	N650JS	FA50	3502	10R	B	Pilot Requested	No
11/28/2018 19:37	EJA402	N402QS	E55P	1333	10R	B	Pilot Requested	No
11/28/2018 20:30	JSX238	N253JX	E135	7323	10R	B	Pilot Requested	No
11/29/2018 11:53	JSX175	N256JX	E135	7302	10R	R	Pilot Requested	No
12/3/2018 16:46	JSX212	N257JX	E135	1301	10R	R	Pilot Requested	No
12/3/2018 17:14	N797CT	N797CT	GLEK	4170	10R	B	Pilot Requested	No
12/3/2018 17:36	N377SC	N377SC	F2TH	1360	10R	B	Pilot Requested	No
12/3/2018 18:15	N67FT	N67FT	C550	4554	10R	B	Pilot Requested	No
12/3/2018 18:20	PXT170	N170TM	C25A	3535	10R	B	Pilot Requested	No
12/3/2018 18:33	N862LG	N862LG	E55P	2732	10R	B	Pilot Requested	No
12/3/2018 19:18	JSX179	N253JX	E135	2053	10R	R	Pilot Requested	No
12/3/2018 20:26	EJM265	N265QS	CL30	551	10R	B	Pilot Requested	No
12/3/2018 20:28	JSX214	N257JX	E135	7215	10R	R	Pilot Requested	No
12/4/2018 7:50	N900LY	N900LY	GLF5	6720	10R	B	Pilot Requested	No
12/4/2018 8:39	N233FT	N233FT	C25B	1320	10R	B	Pilot Requested	No
12/4/2018 12:08	JSX208	N256JX	E135	2406	10L	R	Pilot Requested	No
12/4/2018 12:22	GAJ510	N510UP	C56X	7235	10L	B	Pilot Requested	No
12/4/2018 12:41	RSP059	N579JS	E50P	7645	10R	B	Pilot Requested	No
12/4/2018 13:16	EJA541	N541QS	C68A	6257	10R	B	Pilot Requested	No
12/4/2018 13:22	EJA914	N914QS	C750	2706	10R	B	Pilot Requested	No
12/4/2018 14:58	N581JA	N581JA	CL60	1553	10R	B	Pilot Requested	No
12/4/2018 15:19	WWI93	N993SA	CL60	2066	10R	B	Pilot Requested	No
12/4/2018 15:26	JSX177	N253JX	E135	2013	10R	R	Pilot Requested	No
12/4/2018 16:51	N999CB	N999CB	C25C	4547	10R	B	Pilot Requested	No
12/4/2018 17:26	JSX212	N256JX	E135	1333	10R	R	Pilot Requested	No
12/4/2018 18:20	N250HM	N250HM	GALX	6066	10R	B	Pilot Requested	No
12/4/2018 19:23	JSX179	N253JX	E135	2035	10R	R	Pilot Requested	No
12/4/2018 20:02	PXT170	N170TM	C25A	4227	10L	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
12/4/2018 21:23	JSX214	N256JX	E135	7256	10R	R	Pilot Requested	No
12/5/2018 9:33	EJA225	N225QS	CL60	7675	10R	B	Pilot Requested	No
12/5/2018 9:49	N650JS	N650JS	FA50	1565	10R	B	Pilot Requested	No
12/14/2018 11:04	N21SM	N21SM	SF50	2050	10R	J	Pilot Requested	No
12/14/2018 12:15	PXT499	N499GB	C680	1517	10L	B	Pilot Requested	No
12/14/2018 12:29	LXJ416	N416FX	E545	6617	10R	B	Pilot Requested	No
12/14/2018 12:34	N525SD	N525SD	CL60	7626	10R	B	Pilot Requested	No
12/14/2018 15:01	N265WS	N265WS	SBR1	7124	10R	B	Pilot Requested	No
12/14/2018 15:03	N247CJ	N247CJ	F900	2437	10R	B	Pilot Requested	No
12/14/2018 15:13	N903GS	N903GS	F2TH	1370	10R	B	Pilot Requested	No
12/14/2018 15:17	N999CB	N999CB	C25C	4521	10R	B	Pilot Requested	No
12/14/2018 15:21	N46BE	N46BE	C25A	7642	10R	B	Pilot Requested	No
12/14/2018 16:20	TWY812	N812G	CL60	3464	10R	B	Pilot Requested	No
12/14/2018 16:45	N1L	N1L	F900	2471	10R	B	Pilot Requested	No
12/14/2018 17:11	EJA604	N604QS	C68A	2033	10R	B	Pilot Requested	No
12/14/2018 17:30	PXT920	N920JR	C25A	2050	10L	B	Pilot Requested	No
12/14/2018 17:32	JSX177	N252JX	E135	6771	10R	R	Pilot Requested	No
12/14/2018 17:46	PXT525	N525CR	C25B	4230	10R	B	Pilot Requested	No
12/16/2018 7:41	LXJ581	N581FX	CL30	7243	10R	B	Pilot Requested	No
12/16/2018 9:01	PRD42	N842SS	GALX	1324	10R	B	Pilot Requested	No
12/16/2018 10:53	N1MM	N1MM	C56X	6662	10R	B	Pilot Requested	No
12/16/2018 12:48	JSX175	N716AE	E135	7212	10R	R	Pilot Requested	No
12/16/2018 13:33	N990JH	N990JH	C560	2045	10L	B	Pilot Requested	No
12/16/2018 13:40	N8GQ	N8GQ	C25C	3301	10L	B	Pilot Requested	No
12/16/2018 13:47	EJA938	N938QS	C750	1402	10R	B	Pilot Requested	No
12/16/2018 13:49	N82MF	N82MF	F900	3630	10R	B	Pilot Requested	No
12/16/2018 17:22	EJA404	N404QS	E55P	6762	10R	B	Pilot Requested	No
12/16/2018 17:47	JSX145	N257JX	E135	7357	10R	R	Pilot Requested	No
12/16/2018 18:18	SWA125	N742SW	B737	4317	10R	J	Pilot Requested	No
12/16/2018 19:17	N46LW	N46LW	C25B	6031	10L	B	Pilot Requested	No
12/16/2018 19:49	JSX214	N251JX	E135	7363	10R	R	Pilot Requested	No
						Pilot Requested	60	
11/27/2018 13:37	KAI92	N608CX	GLF4	4244	10R	B	Southeast/Runway Capacity	No
12/4/2018 15:43	XOJ767	N767XJ	C750	4566	10R	B	Southeast/Runway Capacity	No
12/4/2018 16:56	N615PG	N615PG	E35L	2053	10R	B	Southeast/Runway Capacity	No
12/4/2018 17:45	EJA790	N790QS	CL35	550	10R	B	Southeast/Runway Capacity	No
11/21/2018 9:56	EJA791	N791QS	CL35	6742	10R	B	Southeast/Runway Capacity	No
12/4/2018 17:27	XLS637	N611BV	E135	7650	10L	R	Southeast/Runway Capacity	No
						Southeast/Runway Capacity	6	
						Grand Count	67	

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North Field VFR Departure List for Calendar Quarter

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
10/5/2018 17:54	28R	N4519S	N4519S	A36	1200	Air Traffic Conflict	Yes
12/30/2018 10:04	28R	N458SP	N458SP	C172	337	Air Traffic Conflict	Yes
12/13/2018 15:18	28R	N9863L	N9863L	C172	354	Air Traffic Conflict	Yes
12/12/2018 12:06	28R	N328TA	N328TA	C172	376	Air Traffic Conflict	Yes
12/8/2018 14:13	28R	N21263	N21263	C172	352	Air Traffic Conflict	Yes
11/9/2018 16:58	PAD1	CMD8	N838CS	HELO	370	Air Traffic Conflict	Yes
10/18/2018 16:01	PAD1	CMD8	N838CS	HELO	356	Air Traffic Conflict	Yes
					Air Traffic Conflict	7	
11/26/2018 8:13	PAD1	CMD8	N838CS	HELO	371	Lifeguard Medical	Yes
12/31/2018 15:40	PAD1	CMD8	N838CS	HELO	337	Lifeguard Medical	Yes
12/28/2018 19:35	PAD1	CMD8	N838CS	HELO	322	Lifeguard Medical	Yes
12/4/2018 13:46	PAD1	CMD8	N838CS	HELO	344	Lifeguard Medical	Yes
11/24/2018 19:33	PAD1	CMD08	N838CS	HELO	332	Lifeguard Medical	Yes
11/1/2018 22:19	PAD1	CMD8	N838CS	HELO	362	Lifeguard Medical	Yes
					Lifeguard Medical	6	
10/17/2018 2:05	PAD1	CMD8	N838CS	HELO	1200	Not Acceptable	Yes
11/25/2018 15:25	33	N2103M	N2103M	P28A	342	Not Acceptable	No
11/5/2018 7:29	28R	N8444C	N8444C	PA44	342	Not Acceptable	No
10/10/2018 18:19	28R	N5276P	N5276P	C172	344	Not Acceptable	No
10/17/2018 4:41	PAD1	REH3		HELO	1200	Not Acceptable	No
11/26/2018 11:02	33	N853T	N853T	BE35	357	Not Acceptable	No
10/5/2018 12:45	28R	N49TA	N49TA	PITS	315	Not Acceptable	No
10/10/2018 12:51	28R	N320GC	N320GC	PA30	350	Not Acceptable	No
12/9/2018 7:27	28R	N737ND	N737ND	C182	355	Not Acceptable	No
10/10/2018 6:41	28L	BXR8604	N208PG	C208	323	Not Acceptable	No
10/9/2018 15:46	33	N9863L	N9863L	C172	343	Not Acceptable	No
12/15/2018 11:56	28R	N553TP	N553TP	P28A	364	Not Acceptable	No
12/15/2018 12:05	28R	N328TA	N328TA	C172	365	Not Acceptable	No
12/23/2018 12:07	33	N731HR	N731HR	C182	345	Not Acceptable	No
12/23/2018 16:53	28R	N6242F	N6242F	C172	334	Not Acceptable	No
10/6/2018 7:47	28L	N6794D	N6794D	C421	350	Not Acceptable	No
11/3/2018 16:54	PAD1	N67TV	N67TV	HELO	324	Not Acceptable	No
11/3/2018 7:10	PAD1	N67TV	N67TV	HELO	376	Not Acceptable	No
12/30/2018 12:16	28R	N49004	N49004	C152	336	Not Acceptable	No
10/11/2018 16:25	28R	N9396H	N9396H	C172	360	Not Acceptable	Yes
					Not Acceptable	20	
					Grand Count	33	

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North Field Quiet Hours Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
10/1/2018 22:31	LN1068K	N1068K	BE9L	3234	28R	Lifeguard Medical	Yes
10/8/2018 2:19	LN509RP	N509RP	C550	3306	28L	Lifeguard Medical	Yes
11/1/2018 22:19	CMD8	N838CS	HELO	362	PAD1	Lifeguard Medical	Yes
11/16/2018 1:09	LN116AA	N116AA	C25B	3246	28R	Lifeguard Medical	Yes
11/17/2018 22:50	LN204JS	N204JS	PAY4	4273	28R	Lifeguard Medical	Yes
11/19/2018 23:42	LN129TK	N129TK	LJ35	3253	28L	Lifeguard Medical	Yes
11/20/2018 0:20	FFL226	N509RP	C550	4275	28R	Lifeguard Medical	Yes
11/20/2018 6:45	LN204JS	N204JS	BE20	3331	28R	Lifeguard Medical	Yes
11/26/2018 3:46	LN287LS	N287LS	BE40	3353	28R	Lifeguard Medical	Yes
11/26/2018 6:30	CMD8	N838CS	HELO	5374	PAD1	Lifeguard Medical	Yes
11/28/2018 2:42	CMD70	N370CS	BE20	4532	28R	Lifeguard Medical	Yes
12/1/2018 2:45	CMD13		HELO	336	PAD1	Lifeguard Medical	Yes
12/5/2018 1:54	LN562NA	N562NA	C172	3314	10L	Lifeguard Medical	Yes
12/6/2018 0:11	CMD70	N370CS	BE20	4542	28R	Lifeguard Medical	Yes
12/7/2018 22:46	CMD08	N838CS	HELO	5355	PAD1	Lifeguard Medical	Yes
12/8/2018 3:15	CMD4	N892CS	HELO	4510	PAD1	Lifeguard Medical	Yes
12/8/2018 23:09	LN47MF	N47MF	LJ35	3210	28L	Lifeguard Medical	Yes
12/13/2018 1:49	LCFRJZ	CFRJZ	ASTR	3350	28L	Lifeguard Medical	Yes
12/14/2018 0:15	CMD8	N838CS	HELO	5321	PAD1	Lifeguard Medical	Yes
12/23/2018 1:48	LN777AX	N777AX	C550	4577	28R	Lifeguard Medical	Yes
					Lifeguard Medical	20	
10/3/2018 3:37	N246PH	N246PH	BE20	4536	28R	Not Acceptable	No
10/5/2018 22:16	N831BG	N831BG	GALX	4572	10R	Not Acceptable	No
10/10/2018 6:41	BXR8604	N208PG	C208	323	28L	Not Acceptable	No
10/12/2018 6:45	BXR8604	N208PG	C208	4505	28L	Not Acceptable	No
10/15/2018 3:53	N248PH	N248PH	BE20	4536	10L	Not Acceptable	No
10/16/2018 23:13	N819AP	N819AP	GALX	3212	10R	Not Acceptable	No
10/17/2018 2:05	CMD8	N838CS	HELO	1200	PAD1	Not Acceptable	No
10/17/2018 4:41	REH3		HELO	1200	PAD1	Not Acceptable	No
11/4/2018 6:59	N67TV	N67TV	HELO	5342	PAD1	Not Acceptable	No
11/5/2018 22:47	N7916C	N7916C	SR22	5317	28R	Not Acceptable	No
11/7/2018 23:35	N915CD	N915CD	BE9L	4210	28R	Not Acceptable	No
11/8/2018 4:44	N129DG	N129DG	C25B	3333	10R	Not Acceptable	No
11/15/2018 5:57	PXT903	N903JP	C510	3350	33	Not Acceptable	No
11/19/2018 22:07	N97DQ	N97DQ	GLEX	3375	28L	Not Acceptable	Yes
11/26/2018 4:46	PXT415	N415PC	C25B	3317	28R	Not Acceptable	No
11/29/2018 6:46	KAI82	N1852B	GLF5	3367	10R	Not Acceptable	No
11/30/2018 23:52	N819AP	N819AP	GALX	4504	10R	Not Acceptable	No
12/3/2018 22:29	N501MG	N501MG	GLEX	3305	10R	Not Acceptable	No
12/4/2018 23:03	GDG48	N8888H	H25C	3302	10R	Not Acceptable	No
12/5/2018 1:15	N376PH	N376PH	HELO	4256	PAD1	Not Acceptable	No
12/13/2018 22:10	N705SG	N705SG	C56X	3261	28L	Not Acceptable	No
12/16/2018 3:42	N5431M	N5431M	BE9L	3227	10L	Not Acceptable	No
12/16/2018 22:12	N6462Q	N6462Q	M20P	4521	28R	Not Acceptable	No
12/30/2018 23:51	BTQ329	N477SS	PC12	4223	28L	Not Acceptable	No
					Not Acceptable	24	

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
10/8/2018 5:34	N908SF	N908SF	F900	3276	28L	RWY 30 Routine Closure	Yes
10/14/2018 22:40	SWA4821	N7741C	B737	3270	28L	RWY 30 Routine Closure	Yes
10/14/2018 22:57	UPS2453	N126UP	A306	3273	28L	RWY 30 Routine Closure	Yes
10/15/2018 0:19	JBU168	N804JB	A320	3246	28L	RWY 30 Routine Closure	Yes
11/5/2018 2:13	NKS1872	N608NK	A320	3347	28L	RWY 30 Routine Closure	Yes
11/26/2018 5:09	SWA6616	N242WN	B737	3263	28L	RWY 30 Routine Closure	Yes
					RWY 30 Routine Closure	6	
11/23/2018 6:12	PCM8709	N762FE	C208	4520	10L	Runway 10L Departure	No
11/23/2018 6:19	BXR3482	N2712F	C208	4240	10L	Runway 10L Departure	No
11/23/2018 6:32	PCM8711	N772FE	C208	4543	10L	Runway 10L Departure	No
11/23/2018 6:46	BXR8604	N9766B	C208	4220	10L	Runway 10L Departure	No
11/21/2018 6:34	PCM8709	N768FE	C208	4263	10L	Runway 10L Departure	No
11/29/2018 6:27	N920FE	N920FE	C208	4245	10L	Runway 10L Departure	No
12/4/2018 2:56	N982SB	N982SB	BE9L	3370	10L	Runway 10L Departure	No
12/4/2018 5:02	PXT415	N415PC	C25B	4274	10L	Runway 10L Departure	No
11/7/2018 23:15	N6462Q	N6462Q	M20P	4265	15	Runway 10L Departure	No
					Runway 10L Departure	9	
10/16/2018 22:06	N191SP	N191SP	PC12	4535	28R	Time Buffer	Yes
10/17/2018 6:52	BXR8604	N208PG	C208	4532	28L	Time Buffer	Yes
10/25/2018 6:55	BXR8604	N932C	C208	4515	28L	Time Buffer	Yes
10/26/2018 6:51	BXR8604	N932C	C208	4235	28L	Time Buffer	Yes
11/23/2018 6:52	BXR1960	N932C	C208	4576	10L	Time Buffer	Yes
12/5/2018 6:58	TWY313	N131KR	CL30	6357	10L	Time Buffer	Yes
12/12/2018 22:04	N559BK	N559BK	SF50	4247	10L	Time Buffer	Yes
12/17/2018 6:57	WSN5	N395AV	B350	3611	28R	Time Buffer	Yes
12/20/2018 22:05	GAJ848	N848UP	B350	3334	28R	Time Buffer	Yes
12/26/2018 6:59	BXR8604	N9766B	C208	4502	28L	Time Buffer	Yes
					Time Buffer	10	
10/2/2018 6:54	PCM8679	N920FE	C208	4546	28L	Wide Salad	Yes
10/5/2018 6:30	TWY45	N450CR	B350	3210	28R	Wide Salad	No
10/5/2018 22:41	N136MB	N136MB	BE10	3332	28R	Wide Salad	No
10/8/2018 0:09	BTQ329	N584JV	PC12	4231	28L	Wide Salad	No
10/9/2018 6:20	PCM8711	N892FE	C208	4207	28L	Wide Salad	No
10/10/2018 4:41	N41BA	N41BA	BE9L	4253	28R	Wide Salad	No
10/11/2018 6:51	BXR8604	N208PG	C208	4264	28L	Wide Salad	Yes
10/15/2018 0:05	BTQ329	N95GE	PC12	4210	28L	Wide Salad	No
10/16/2018 22:26	GAJ808	N808UP	B350	3773	28R	Wide Salad	No
10/16/2018 23:08	N433AM	N433AM	PC12	4236	28R	Wide Salad	No
10/19/2018 6:44	BXR8604	N208PG	C208	4225	28L	Wide Salad	No
10/19/2018 6:47	PCM8710	N844FE	C208	4521	28L	Wide Salad	No
10/25/2018 6:39	N915CD	N915CD	BE9L	4206	28R	Wide Salad	No
11/2/2018 22:43	GAJ871	N871UP	B350	3605	28R	Wide Salad	No
11/4/2018 23:51	BTQ329	N814WA	PC12	4202	28L	Wide Salad	No
11/9/2018 3:24	N336LA	N336LA	BE9L	3331	28R	Wide Salad	No
11/10/2018 2:00	N5580A	N5580A	BE9L	3377	28R	Wide Salad	No
11/11/2018 1:19	N7368Y	N7368Y	PA30	4514	28L	Wide Salad	No
11/11/2018 23:39	BTQ329	N814WA	PC12	4520	28L	Wide Salad	No
11/14/2018 3:43	MDS211	N211RH	SW4	3216	28R	Wide Salad	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
11/14/2018 22:41	N422GB	N422GB	P32R	3223	28R	Wide Salad	No
11/15/2018 6:05	N9138Q	N9138Q	P46T	3373	28R	Wide Salad	No
11/18/2018 23:31	BTQ329	N472SS	PC12	4552	28L	Wide Salad	No
12/1/2018 23:06	N899SD	N899SD	BE20	3346	28R	Wide Salad	No
12/9/2018 3:28	N982SB	N982SB	BE9L	3236	28R	Wide Salad	No
12/10/2018 23:44	N921RE	N921RE	SR22	3301	28R	Wide Salad	No
12/11/2018 2:56	N8SA	N8SA	BE9L	3343	28R	Wide Salad	No
12/16/2018 23:53	BTQ329	N472SS	PC12	4263	28L	Wide Salad	No
12/18/2018 22:04	N312PC	N312PC	PC12	1715	28R	Wide Salad	Yes
12/19/2018 22:35	WCC60	N60WC	B350	3375	28R	Wide Salad	No
					Wide Salad	30	
					Grand Count	99	

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North Field Quiet Hours SEL List for Calendar Quarter

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
10/5/2018 22:17	9	77.5	85.3	14	N831BG	N831BG	GALX	10R
10/5/2018 22:17	10	74.2	82	18	N831BG	N831BG	GALX	10R
10/5/2018 22:17	11	74.9	82.2	11	N831BG	N831BG	GALX	10R
10/5/2018 22:42	4	74.8	82.4	15	N136MB	N136MB	BE10	28R
10/8/2018 2:19	10	76.4	85.4	63	LN509RP	N509RP	C550	28L
10/8/2018 2:19	2	71.4	82.3	33	LN509RP	N509RP	C550	28L
10/8/2018 2:19	4	78.5	85.1	21	LN509RP	N509RP	C550	28L
10/8/2018 2:20	5	83.8	90.6	20	LN509RP	N509RP	C550	28L
10/8/2018 2:20	6	81.4	88.9	22	LN509RP	N509RP	C550	28L
10/8/2018 2:20	7	74.9	84.5	24	LN509RP	N509RP	C550	28L
10/10/2018 4:41	4	73.5	80	11	N41BA	N41BA	BE9L	28R
10/11/2018 3:37	4	75.1	82.3	14	N562NA	N562NA	PC12	28R
10/11/2018 5:21	4	75	82.7	20	N626NT	N626NT	F2TH	10R
10/11/2018 5:22	9	77.9	87.1	22	N626NT	N626NT	F2TH	10R
10/11/2018 5:22	10	73.1	83.2	30	N626NT	N626NT	F2TH	10R
10/11/2018 5:22	11	69.9	80.1	14	N626NT	N626NT	F2TH	10R
10/14/2018 22:41	4	81.6	89.2	25	SWA4821	N7741C	B737	28L
10/14/2018 22:41	5	88.8	94.9	30	SWA4821	N7741C	B737	28L
10/14/2018 22:41	6	82.6	90.6	28	SWA4821	N7741C	B737	28L
10/14/2018 22:41	7	77.8	87.6	23	SWA4821	N7741C	B737	28L
10/15/2018 0:07	5	75.5	82.2	12	BTQ329	N95GE	PC12	28L
10/15/2018 0:20	4	82.4	89.3	23	JBU168	N804JB	A320	28L
10/15/2018 0:20	5	89.5	96	33	JBU168	N804JB	A320	28L
10/15/2018 0:20	6	81.3	90.7	24	JBU168	N804JB	A320	28L
10/15/2018 0:21	7	76	85.8	23	JBU168	N804JB	A320	28L
10/15/2018 3:54	9	77.9	82.3	9	N248PH	N248PH	BE20	10L
10/15/2018 3:54	10	76.3	83.2	20	N248PH	N248PH	BE20	10L
10/15/2018 22:12	4	75.7	84.4	25	LN509RP	N509RP	C550	28L
10/15/2018 22:12	5	82.9	91.6	30	LN509RP	N509RP	C550	28L
10/15/2018 22:12	6	76.9	86.7	26	LN509RP	N509RP	C550	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
10/15/2018 22:12	7	70.9	81.2	25	LN509RP	N509RP	C550	28L
10/16/2018 22:07	5	73.1	80	13	N191SP	N191SP	PC12	28R
10/16/2018 23:09	4	77.6	82.9	12	N433AM	N433AM	PC12	28R
10/16/2018 23:13	9	83.3	90	18	N819AP	N819AP	GALX	10R
10/16/2018 23:13	10	75.8	84.7	21	N819AP	N819AP	GALX	10R
10/16/2018 23:14	11	72.7	80.4	10	N819AP	N819AP	GALX	10R
10/25/2018 1:14	9	76.7	80.6	8	N588SA	N588SA	BE9L	10L
10/31/2018 22:46	4	76.3	82.3	11	N1068K	N1068K	BE9L	28R
10/31/2018 22:47	8	74.6	80	7	N1068K	N1068K	BE9L	28R
11/2/2018 22:43	4	77	81.2	10	GAJ871	N871UP	B350	28R
11/2/2018 22:43	5	74.4	80.4	11	GAJ871	N871UP	B350	28R
11/4/2018 23:52	5	73.5	81.5	16	BTQ329	N814WA	PC12	28L
11/5/2018 2:14	4	85.9	93.5	29	NKS1872	N608NK	A320	28L
11/5/2018 2:14	5	91.7	99.2	37	NKS1872	N608NK	A320	28L
11/5/2018 2:14	6	84.2	94	27	NKS1872	N608NK	A320	28L
11/5/2018 2:14	8	70.5	81.8	21	NKS1872	N608NK	A320	28L
11/5/2018 2:14	7	79.1	89.2	31	NKS1872	N608NK	A320	28L
11/5/2018 22:49	5	79.6	86.5	18	N7916C	N7916C	SR22	28R
11/11/2018 1:20	4	75.3	85.5	28	N7368Y	N7368Y	PA30	28L
11/11/2018 1:20	5	76.4	85.2	23	N7368Y	N7368Y	PA30	28L
11/12/2018 23:03	9	78.4	86.5	9	N56114	N56114	P28R	28R
11/13/2018 23:54	4	74.4	81.3	15	N700TP	N700TP	M20P	28R
11/14/2018 3:44	5	72.8	83.4	27	MDS211	N211RH	SW4	28R
11/14/2018 3:44	4	78.6	82.6	13	MDS211	N211RH	SW4	28R
11/14/2018 3:44	6	72.4	81.7	20	MDS211	N211RH	SW4	28R
11/15/2018 22:10	4	78.3	82.9	11	CMD70	N370CS	BE20	28R
11/15/2018 22:10	8	74.6	82.4	22	CMD70	N370CS	BE20	28R
11/15/2018 22:11	8	74.9	84.5	16	CMD70	N370CS	BE20	28R
11/17/2018 22:51	4	78	83.1	10	LN204JS	N204JS	PAY4	28R
11/17/2018 22:51	8	74.5	80	7	LN204JS	N204JS	PAY4	28R
11/18/2018 3:27	4	78.8	84.8	11	N912MF	N912MF	BE20	28R
11/18/2018 3:27	5	77.4	82.2	11	N912MF	N912MF	BE20	28R
11/18/2018 23:32	5	75.8	82.5	14	BTQ329	N472SS	PC12	28L
11/19/2018 22:08	4	82.7	88.6	23	N97DQ	N97DQ	GLEX	28L
11/19/2018 22:08	5	87.5	93.9	22	N97DQ	N97DQ	GLEX	28L
11/19/2018 22:08	6	83.1	90.1	20	N97DQ	N97DQ	GLEX	28L
11/19/2018 22:08	7	77.7	86.5	21	N97DQ	N97DQ	GLEX	28L
11/20/2018 0:20	10	72.5	81.1	21	FFL226	N509RP	C550	28R
11/20/2018 0:21	4	82.3	91.6	29	FFL226	N509RP	C550	28R
11/20/2018 0:21	5	83.2	91.6	33	FFL226	N509RP	C550	28R
11/20/2018 0:21	6	80.4	89.9	26	FFL226	N509RP	C550	28R
11/20/2018 0:21	7	74.9	85.2	30	FFL226	N509RP	C550	28R
11/26/2018 5:09	10	63.5	80.1	78	SWA6616	N242WN	B737	28L
11/26/2018 5:10	5	87	93.9	26	SWA6616	N242WN	B737	28L
11/26/2018 5:10	4	82.8	90	21	SWA6616	N242WN	B737	28L
11/26/2018 5:10	6	82.4	91	24	SWA6616	N242WN	B737	28L
11/26/2018 5:10	7	79.6	89.1	28	SWA6616	N242WN	B737	28L
11/28/2018 2:43	4	80.3	84.8	11	CMD70	N370CS	BE20	28R
11/28/2018 2:43	5	74.7	80.9	9	CMD70	N370CS	BE20	28R
11/30/2018 23:52	4	72.7	80.3	12	N819AP	N819AP	GALX	10R
11/30/2018 23:53	9	73.5	83.1	17	N819AP	N819AP	GALX	10R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
11/30/2018 23:53	11	74	81.3	11	N819AP	N819AP	GALX	10R
12/3/2018 22:30	9	72.1	80.1	13	N501MG	N501MG	GLEX	10R
12/3/2018 22:31	12	70.5	80.6	28	N501MG	N501MG	GLEX	10R
12/8/2018 23:09	10	77.2	85.1	39	LN47MF	N47MF	LJ35	28L
12/8/2018 23:09	9	73.5	80.2	11	LN47MF	N47MF	LJ35	28L
12/8/2018 23:09	4	74.4	83	23	LN47MF	N47MF	LJ35	28L
12/8/2018 23:09	5	84.7	91.7	21	LN47MF	N47MF	LJ35	28L
12/8/2018 23:09	6	80.5	89.6	26	LN47MF	N47MF	LJ35	28L
12/8/2018 23:10	7	73.9	84.5	27	LN47MF	N47MF	LJ35	28L
12/10/2018 23:45	4	85.1	91.2	23	N921RE	N921RE	SR22	28R
12/10/2018 23:45	5	77.9	85.9	22	N921RE	N921RE	SR22	28R
12/10/2018 23:46	6	75.5	83.4	18	N921RE	N921RE	SR22	28R
12/10/2018 23:46	8	74.8	85.3	22	N921RE	N921RE	SR22	28R
12/10/2018 23:47	10	71.6	81.5	34	N921RE	N921RE	SR22	28R
12/10/2018 23:47	9	74.1	81.9	18	N921RE	N921RE	SR22	28R
12/11/2018 2:56	4	84.6	87.9	11	N8SA	N8SA	BE9L	28R
12/11/2018 2:57	5	76.7	82.2	10	N8SA	N8SA	BE9L	28R
12/11/2018 2:57	8	75	81.4	9	N8SA	N8SA	BE9L	28R
12/11/2018 2:57	3	74.9	82	17	N8SA	N8SA	BE9L	28R
12/12/2018 22:26	4	74.9	82.6	17	N524TM	N524TM	C172	28R
12/13/2018 22:11	4	73.2	82	17	N705SG	N705SG	C56X	28L
12/13/2018 22:11	5	78.8	86.1	18	N705SG	N705SG	C56X	28L
12/13/2018 22:12	6	75.3	83.2	14	N705SG	N705SG	C56X	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
10/3/2018 11:18		N107KG	FA7X	B	N107KG	Fleet Week	No
10/4/2018 13:09	SKW	SKW3763	E75L	R	N242SY	Fleet Week	No
10/4/2018 13:13	SWA	SWA2481	B737	J	N717SA	Fleet Week	No
10/4/2018 13:21	SWA	SWA2165	B737	J	N762SW	Fleet Week	No
10/4/2018 13:29	SWA	SWA344	B737	J	N7719A	Fleet Week	No
10/4/2018 13:46	SWA	SWA2294	B737	J	N463WN	Fleet Week	No
10/4/2018 13:47	ASA	ASA756	B737	J	N612AS	Fleet Week	No
10/4/2018 14:14	SWA	SWA987	B737	J	N781WN	Fleet Week	No
10/4/2018 14:18	FDX	FDX3857	B763	J	N135FE	Fleet Week	No
10/4/2018 14:21	FDX	FDX3859	B752	J	N777FD	Fleet Week	No
10/4/2018 14:39	QXE	QXE2644	E75L	R	N629QX	Fleet Week	No
10/4/2018 15:19		N550MC	GLF5	B	N550MC	Fleet Week	No
10/4/2018 15:38	SWA	SWA1810	B737	J	N400WN	Fleet Week	No
10/4/2018 15:48	SWA	SWA2512	B737	J	N959WN	Fleet Week	No
10/4/2018 15:50	SWA	SWA2284	B737	J	N436WN	Fleet Week	No
10/4/2018 16:36		N7707X	FA7X	B	N7707X	Fleet Week	No
10/4/2018 16:41	SWA	SWA1469	B737	J	N296WN	Fleet Week	No
10/5/2018 12:59	ASA	ASA756	B738	J	N527AS	Fleet Week	No
10/5/2018 13:05	SKW	SKW3763	E75L	R	N255SY	Fleet Week	No

Date/Time	Flight Number	Tail Number	Airline	Aircraft Type	Aircraft Category	Comment	Excused
10/5/2018 13:07	SWA	SWA2481	B737	J	N778SW	Fleet Week	No
10/5/2018 13:12	SWA	SWA516	B38M	J	N8714Q	Fleet Week	No
10/5/2018 13:27	SWA	SWA9012	B737	J	N938WN	Fleet Week	No
10/5/2018 13:59	SWA	SWA987	B737	J	N221WN	Fleet Week	No
10/5/2018 14:05	SWA	SWA2294	B737	J	N7723E	Fleet Week	No
10/5/2018 14:07	FDX	FDX3857	B763	J	N155FE	Fleet Week	No
10/5/2018 14:28	QXE	QXE2644	E75L	R	N633QX	Fleet Week	No
10/5/2018 14:32	RSP	RSP910	E50P	B	N581JS	Fleet Week	No
10/5/2018 14:41	FTH	FTH828	C560	B	N828TX	Fleet Week	No
10/5/2018 14:52		VP-CZS	FA7X	B	VP-CZS	Fleet Week	No
10/5/2018 14:58	SWA	SWA2250	B737	J	N453WN	Fleet Week	No
10/5/2018 15:19	SWA	SWA1893	B737	J	N7701B	Fleet Week	No
10/5/2018 15:21	SWA	SWA1810	B737	J	N7877H	Fleet Week	No
10/5/2018 15:22	SWA	SWA1276	B737	J	N947WN	Fleet Week	No
10/5/2018 15:48	SWA	SWA2512	B737	J	N726SW	Fleet Week	No
10/6/2018 12:18	SWA	SWA4005	B737	J	N7730A	Fleet Week	No
10/6/2018 12:20	EJA	EJA999	C750	B	N999QS	Fleet Week	No
10/6/2018 12:56	ASA	ASA756	B738	J	N523AS	Fleet Week	No
10/6/2018 13:18	SKW	SKW3763	E75L	R	N241SY	Fleet Week	No
10/6/2018 13:43	SWA	SWA3514	B737	J	N926WN	Fleet Week	No
10/6/2018 13:50	SWA	SWA2208	B738	J	N8623F	Fleet Week	No
10/6/2018 14:29	SWA	SWA4478	B737	J	N7709A	Fleet Week	No
10/6/2018 15:33	SWA	SWA3500	B737	J	N786SW	Fleet Week	No
10/6/2018 15:50	BAW	BAW2278	B772	J	GYMMR	Fleet Week	No
10/7/2018 12:01	SWA	SWA5565	B737	J	N439WN	Fleet Week	No
10/7/2018 12:05	SWA	SWA1930	B737	J	N253WN	Fleet Week	No
10/7/2018 12:08	SWA	SWA4127	B737	J	N258WN	Fleet Week	No
10/7/2018 12:10	XOJ	XOJ783	C750	B	N783XJ	Fleet Week	No
10/7/2018 12:12	SWA	SWA4995	B738	J	N8518R	Fleet Week	No
10/7/2018 12:15	SWA	SWA5085	B737	J	N930WN	Fleet Week	No

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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
12/22/2018 6:50	SWA	SWA4440	B737	J	N776WN	Air Traffic Conflict	Yes
12/22/2018 22:45	SWA	SWA2671	B737	J	N210WN	Air Traffic Conflict	Yes
12/23/2018 23:33	SWA	SWA2690	B738	J	N8584Z	Air Traffic Conflict	Yes
12/29/2018 5:45	FDX	FDX3647	MD11	J	N615FE	Air Traffic Conflict	Yes
12/30/2018 5:34	SWA	SWA5557	B738	J	N8319F	Air Traffic Conflict	Yes
					Air Traffic Conflict	5	
12/14/2018 6:17	FDX	FDX3669	B752	J	N788FD	Not Acceptable	No
12/14/2018 6:18	FDX	FDX440	B763	J	N151FE	Not Acceptable	No
12/14/2018 6:33	UPS	UPS2945	MD11	J	N255UP	Not Acceptable	No
12/18/2018 6:28	FDX	FDX614	MD11	J	N643FE	Not Acceptable	No
12/20/2018 22:15	SWA	SWA4374	B738	J	N8558Z	Not Acceptable	No
12/20/2018 22:25	SWA	SWA4904	B737	J	N405WN	Not Acceptable	No

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
12/20/2018 22:57	UPS	UPS968	B752	J	N469UP	Not Acceptable	No
12/20/2018 23:56	JBU	JBU168	A320	J	N794JB	Not Acceptable	No
12/21/2018 5:17	FDX	FDX1859	B752	J	N940FD	Not Acceptable	No
12/21/2018 22:58	SWA	SWA4374	B738	J	N8625A	Not Acceptable	No
12/22/2018 5:47	FDX	FDX3647	MD11	J	N529FE	Not Acceptable	No
12/23/2018 22:18	SWA	SWA4374	B738	J	N8663A	Not Acceptable	No
12/26/2018 6:46	ASA	ASA845	B739	J	N419AS	Not Acceptable	No
12/26/2018 23:36	VOI	VOI5991	A320	J	XAVLL	Not Acceptable	No
12/28/2018 22:29	SWA	SWA6649	B737	J	N416WN	Not Acceptable	No
12/28/2018 22:42		N59GX	GLEX	B	N59GX	Not Acceptable	No
12/28/2018 23:03	SWA	SWA2910	B737	J	N436WN	Not Acceptable	No
12/28/2018 23:11	SWA	SWA5780	B737	J	N961WN	Not Acceptable	No
12/28/2018 23:17	SWA	SWA6033	B737	J	N7836A	Not Acceptable	No
12/28/2018 23:26	SWA	SWA5912	B737	J	N456WN	Not Acceptable	No
12/28/2018 23:37	VOI	VOI5991	A320	J	XAVRA	Not Acceptable	No
12/30/2018 22:24	SWA	SWA4374	B738	J	N8537Z	Not Acceptable	No
10/2/2018 5:35	UPS	UPS2939	A306	J	N159UP	Not Acceptable	No
10/4/2018 23:06	EDG	EDG3	E35L	B	N325SH	Not Acceptable	No
10/8/2018 6:59	AAY	AAY1002	A319	J	N303NV	Not Acceptable	Yes
10/9/2018 3:18	UPS	UPS966	B752	J	N460UP	Not Acceptable	No
10/9/2018 5:31	PXT	PXT504	C25A	B	N504FM	Not Acceptable	No
10/10/2018 6:01	NKS	NKS188	A320	J	N646NK	Not Acceptable	No
10/10/2018 6:56	SWA	SWA2206	B738	J	N8612K	Not Acceptable	No
10/10/2018 6:59	FDX	FDX3647	B763	J	N148FE	Not Acceptable	No
10/14/2018 6:29	FDX	FDX883	B763	J	N165FE	Not Acceptable	No
10/18/2018 4:47		N901SS	G150	B	N901SS	Not Acceptable	No
10/20/2018 3:28	FDX	FDX25	MD11	J	N575FE	Not Acceptable	No
10/20/2018 22:46		N681CE	C560	B	N681CE	Not Acceptable	No
10/21/2018 6:33	FDX	FDX859	MD11	J	N529FE	Not Acceptable	No
10/21/2018 22:25	SWA	SWA4988	B737	J	N719SW	Not Acceptable	No
10/22/2018 22:11	LXJ	LXJ404	E550	B	N404FX	Not Acceptable	No
10/22/2018 22:17	SWA	SWA1183	B737	J	N408WN	Not Acceptable	No
10/23/2018 3:12	UPS	UPS966	B752	J	N425UP	Not Acceptable	No
10/23/2018 3:13	FDX	FDX1859	B752	J	N951FD	Not Acceptable	No
10/24/2018 3:16	FDX	FDX37	MD11	J	N593FE	Not Acceptable	No
10/25/2018 3:08	UPS	UPS966	B752	J	N439UP	Not Acceptable	No
10/25/2018 22:52	TWY	TWY40	F900	B	N40ZA	Not Acceptable	No
10/25/2018 23:18	SWQ	SWQ5313	B733	J	N531AU	Not Acceptable	No
10/26/2018 3:01	FDX	FDX195	MD11	J	N529FE	Not Acceptable	No
10/28/2018 2:00	UPS	UPS947	B763	J	N335UP	Not Acceptable	No
10/28/2018 22:35	UPS	UPS2447	B763	J	N310UP	Not Acceptable	No
10/30/2018 5:58	FDX	FDX614	MD11	J	N610FE	Not Acceptable	No
10/31/2018 22:47		N525KF	GLF5	B	N525KF	Not Acceptable	No
11/4/2018 22:24	SWA	SWA1755	B737	J	N916WN	Not Acceptable	No
11/6/2018 3:04	FDX	FDX1859	B752	J	N933FD	Not Acceptable	No
11/8/2018 6:29	FDX	FDX3647	B763	J	N148FE	Not Acceptable	No
11/8/2018 6:59	FDX	FDX440	MD11	J	N614FE	Not Acceptable	Yes
11/12/2018 6:49	NKS	NKS188	A320	J	N625NK	Not Acceptable	No
11/13/2018 3:09	FDX	FDX1857	MD11	J	N610FE	Not Acceptable	No
11/16/2018 6:15	SWA	SWA6687	B738	J	N8632A	Not Acceptable	No
11/17/2018 6:21	SWA	SWA3832	B738	J	N8514F	Not Acceptable	No

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
11/17/2018 6:23	SWA	SWA3158	B738	J	N8616C	Not Acceptable	No
11/20/2018 6:33	FDX	FDX3647	B763	J	N164FE	Not Acceptable	No
11/21/2018 4:30	FDX	FDX31	B77L	J	N869FD	Not Acceptable	No
11/21/2018 5:42	FDX	FDX12	B77L	J	N859FD	Not Acceptable	No
11/21/2018 6:01	AAL	AAL516	A319	J	N764US	Not Acceptable	No
11/21/2018 22:24	SWA	SWA2552	B737	J	N7746C	Not Acceptable	No
11/22/2018 6:06	SWA	SWA2032	B737	J	N940WN	Not Acceptable	No
11/24/2018 22:28	SWA	SWA2671	B737	J	N482WN	Not Acceptable	No
11/24/2018 22:29	SWA	SWA4410	B737	J	N458WN	Not Acceptable	No
11/25/2018 0:16	VOI	VOI991	A320	J	XAVLR	Not Acceptable	No
11/25/2018 22:14	SWA	SWA5420	B737	J	N434WN	Not Acceptable	No
11/25/2018 22:22	SWA	SWA4904	B737	J	N7710A	Not Acceptable	No
11/25/2018 23:01	SWA	SWA4374	B738	J	N8584Z	Not Acceptable	No
11/26/2018 6:36	SWA	SWA8506	B737	J	N738CB	Not Acceptable	No
11/27/2018 0:26	VOI	VOI991	A320	J	N513VL	Not Acceptable	No
11/27/2018 5:59	NKS	NKS188	A320	J	N620NK	Not Acceptable	No
11/30/2018 6:12	SWA	SWA2032	B737	J	N717SA	Not Acceptable	No
12/1/2018 6:05	FDX	FDX3602	B763	J	N122FE	Not Acceptable	No
12/1/2018 6:22	ASA	ASA941	B738	J	N592AS	Not Acceptable	No
12/1/2018 6:35	SWA	SWA1291	B737	J	N7873A	Not Acceptable	No
12/1/2018 6:37	FDX	FDX3671	B763	J	N161FE	Not Acceptable	No
12/6/2018 6:56	SWA	SWA2380	B738	J	N8601C	Not Acceptable	Yes
12/6/2018 22:32	EJA	EJA375	C680	B	N375QS	Not Acceptable	No
12/7/2018 23:07		N750EC	C750	B	N750EC	Not Acceptable	No
12/8/2018 5:13	FDX	FDX3647	MD11	J	N614FE	Not Acceptable	No
12/9/2018 1:11	UPS	UPS2955	A306	J	N125UP	Not Acceptable	No
12/10/2018 6:10	UPS	UPS2947	MD11	J	N276UP	Not Acceptable	No
12/12/2018 6:32	UPS	UPS2945	MD11	J	N256UP	Not Acceptable	No
12/13/2018 6:47	FDX	FDX605	A306	J	N722FD	Not Acceptable	No
					Not Acceptable	86	
10/1/2018 6:57		N61VC	BE40	B	N61VC	Time Buffer	Yes
10/5/2018 6:57	FDX	FDX440	DC10	J	N303FE	Time Buffer	Yes
10/9/2018 6:57	UPS	UPS2947	A306	J	N144UP	Time Buffer	Yes
10/9/2018 6:58	FDX	FDX3647	B763	J	N110FE	Time Buffer	Yes
10/12/2018 6:57	SWA	SWA2206	B738	J	N8511K	Time Buffer	Yes
10/12/2018 6:59	SWA	SWA2804	B738	J	N8574Z	Time Buffer	Yes
10/17/2018 6:56	FDX	FDX435	MD11	J	N586FE	Time Buffer	Yes
10/17/2018 6:58	UPS	UPS2953	B763	J	N305UP	Time Buffer	Yes
10/17/2018 6:59	SWA	SWA2359	B737	J	N7716A	Time Buffer	Yes
10/18/2018 6:58	SWA	SWA2206	B738	J	N8530W	Time Buffer	Yes
11/1/2018 6:57	SWA	SWA2206	B738	J	N8629A	Time Buffer	Yes
11/2/2018 6:54	EJA	EJA655	C56X	B	N655QS	Time Buffer	Yes
11/2/2018 6:56	SWA	SWA2206	B738	J	N8536Z	Time Buffer	Yes
11/2/2018 6:58	SWA	SWA2804	B738	J	N8635F	Time Buffer	Yes
11/7/2018 6:57	FDX	FDX440	MD11	J	N606FE	Time Buffer	Yes
11/12/2018 6:59	SWA	SWA6348	B738	J	N8672F	Time Buffer	Yes
11/13/2018 6:59	SWA	SWA1645	B737	J	N7746C	Time Buffer	Yes
11/14/2018 6:59	SWA	SWA1661	B738	J	N8622A	Time Buffer	Yes
11/14/2018 22:00	SWA	SWA5549	B737	J	N7751A	Time Buffer	Yes
11/15/2018 22:00	SWA	SWA1309	B737	J	N7815L	Time Buffer	Yes
11/16/2018 6:56	UPS	UPS2947	A306	J	N166UP	Time Buffer	Yes

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
11/17/2018 6:57	FDX	FDX435	MD11	J	N592FE	Time Buffer	Yes
11/17/2018 6:58	SWA	SWA4440	B737	J	N7887A	Time Buffer	Yes
11/17/2018 6:59	SWA	SWA6348	B738	J	N8321D	Time Buffer	Yes
11/20/2018 6:58	FDX	FDX440	MD11	J	N624FE	Time Buffer	Yes
11/20/2018 22:00	QXE	QXE2574	E75L	R	N624QX	Time Buffer	Yes
11/22/2018 6:55	SWA	SWA2380	B738	J	N8571Z	Time Buffer	Yes
11/25/2018 22:10	UPS	UPS2943	B763	J	N312UP	Time Buffer	Yes
11/30/2018 6:58	UPS	UPS2941	MD11	J	N256UP	Time Buffer	Yes
12/7/2018 6:55	SWA	SWA193	B737	J	N226WN	Time Buffer	Yes
12/11/2018 6:57	SWA	SWA193	B737	J	N7711N	Time Buffer	Yes
12/13/2018 6:57	SWA	SWA2130	B738	J	N8675A	Time Buffer	Yes
12/13/2018 6:59	SWA	SWA1397	B737	J	N901WN	Time Buffer	Yes
12/14/2018 6:59	FDX	FDX435	B763	J	N160FE	Time Buffer	Yes
12/17/2018 6:59	PXT	PXT525	C25B	B	N525CR	Time Buffer	Yes
12/19/2018 22:00	SWA	SWA5549	B737	J	N7838A	Time Buffer	Yes
12/20/2018 6:59	EDG	EDG45	GLF4	B	N945GS	Time Buffer	Yes
12/21/2018 6:58	SWA	SWA4408	B738	J	N8529Z	Time Buffer	Yes
12/24/2018 6:59	AAY	AAY707	A319	J	N311NV	Time Buffer	Yes
12/26/2018 6:57	FDX	FDX614	MD11	J	N582FE	Time Buffer	Yes
12/27/2018 6:58	FDX	FDX440	MD11	J	N608FE	Time Buffer	Yes
12/28/2018 6:56	SWA	SWA6350	B738	J	N8548P	Time Buffer	Yes
					Time Buffer	42	
12/21/2018 5:14	UPS	UPS2939	A306	J	N140UP	Weather/Wind Conditions	No
					Weather/Wind Conditions	1	
					Grand Count	134	

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Runway 12 Night Departure List for Calendar Quarter

Date/Time	Airline	Flight No	Aircraft Type	Aircraft Category	Tail No	Comment	Excused
11/23/2018 1:06	FDX	FDX1876	B763	J	N128FE	Not Acceptable	No
11/29/2018 3:36	FDX	FDX37	MD11	J	N643FE	Not Acceptable	No
12/17/2018 4:02	WGN	WGN2951	MD11	J	N415JN	Not Acceptable	No
11/29/2018 1:10	VOI	VOI993	A320	J	N520VL	Not Acceptable	No
					Not Acceptable	4	
11/28/2018 22:07	SWA	SWA2153	B737	J	N7887A	Time Buffer	Yes
					Time Buffer	1	
					Grand Count	5	

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Engine Run-up List for Calendar Quarter

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
10/3/2018	1210	FDX	MD11	2	High	GRE	0330	NO	N/A
10/3/2018	1210	GLB	C525	1	High	GRE	1220	N/A	N/A
10/6/2018	1754	OPT	C25A	1	High	GRE	1805	N/A	N/A
10/7/2018	1158	UPS	B767	2	High	GRE	1230	N/A	N/A
10/7/2018	1922	FDX	B767	2	High	GRE	1930	N/A	NO
10/14/2018	2200	FDX	A320	2	High	GRE	2200	NO	N/A
10/15/2018	1036	UPS	B767	2	High	GRE	1100	N/A	N/A
10/16/2018	2030	UPS	MD11	3	High	GRE	2300	NO	N/A
10/19/2018	0000	TWY	C525	1	High	GRE	0000	NO	N/A
10/21/2018	1242	SWA	B737	2	High	GRE	1300	N/A	N/A
10/21/2018	1522	HAL	A321	2	High	GRE	1530	N/A	N/A
10/25/2018	1300	TWY	C25A	1	High	GRE	1300	N/A	N/A
10/26/2018	1400	TWY	C25A	2	High	GRE	1400	N/A	N/A
10/28/2018	1020	FDX	A320	1	High	GRE	1100	N/A	N/A
11/3/2018	1739	FDX	B767	2	High	GRE	1800	N/A	N/A
11/7/2018	0520	HAL	A320	2	High	GRE	0520	NO	N/A
11/12/2018	1000	FDX	B767	2	High	GRE	1000	N/A	N/A
11/15/2018	0533	FDX	A300	2	High	GRE	0548	NO	N/A
11/30/2018	1230	TWY	C525	1	High	HG6	1230	N/A	N/A
12/10/2018	1615	KAI	C560	2	High	HG6	1615	N/A	N/A
12/10/2018	2210	FDX	A320	2	High	GRE	2230	NO	N/A
12/11/2018	1536	ASH	C25A	2	High	HG6	1554	N/A	N/A
12/20/2018	1930	KAI	C25A	1	High	HG6	2000	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
10/1/2018 9:25	SWA	SWA4703	B738	2604	Air Traffic Conflict	Yes
10/1/2018 17:46	SWA	SWA5470	B737	2417	Air Traffic Conflict	Yes
10/2/2018 15:21	SWA	SWA1681	B737	2286	Air Traffic Conflict	Yes
10/2/2018 15:39	SWA	SWA2314	B737	2555	Air Traffic Conflict	Yes
10/8/2018 11:09	SWA	SWA1672	B737	2828	Air Traffic Conflict	Yes
10/8/2018 13:21	SWA	SWA2481	B737	2644	Air Traffic Conflict	Yes
10/9/2018 11:29	SWA	SWA711	B738	2506	Air Traffic Conflict	Yes
10/10/2018 15:28		N853CC	H25C	2401	Air Traffic Conflict	Yes
10/16/2018 7:02	SWA	SWA2804	B738	2732	Air Traffic Conflict	Yes
10/16/2018 7:46	FDX	FDX3012	B763	2713	Air Traffic Conflict	Yes
10/16/2018 12:29	SWA	SWA711	B738	2339	Air Traffic Conflict	Yes
10/16/2018 13:40	PXT	PXT415	C25B	2893	Air Traffic Conflict	Yes
10/17/2018 19:41	SWA	SWA1365	B737	2565	Air Traffic Conflict	Yes
10/18/2018 9:22	SWA	SWA407	B737	2578	Air Traffic Conflict	Yes

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
10/21/2018 11:10		N916GB	GALX	2601	Air Traffic Conflict	Yes
10/22/2018 7:10	SWA	SWA2233	B738	2358	Air Traffic Conflict	Yes
10/22/2018 10:00	SWA	SWA2154	B738	2444	Air Traffic Conflict	Yes
10/22/2018 18:43	SKW	SKW4128	E75L	2703	Air Traffic Conflict	Yes
10/23/2018 13:09	SWA	SWA2481	B737	2591	Air Traffic Conflict	Yes
10/24/2018 8:15	FDX	FDX3022	A306	2798	Air Traffic Conflict	Yes
10/24/2018 9:06	SWA	SWA728	B738	2729	Air Traffic Conflict	Yes
11/4/2018 11:15		N15VX	FA50	2864	Air Traffic Conflict	Yes
11/7/2018 19:29	UPS	UPS947	B752	2834	Air Traffic Conflict	Yes
11/13/2018 10:53	SWA	SWA1178	B737	2503	Air Traffic Conflict	Yes
11/13/2018 21:05	SWA	SWA1580	B737	2818	Air Traffic Conflict	Yes
11/15/2018 7:50	SWA	SWA726	B737	2765	Air Traffic Conflict	Yes
11/15/2018 12:33	SWA	SWA1086	B737	2477	Air Traffic Conflict	Yes
11/16/2018 14:03	SWA	SWA4810	B737	2847	Air Traffic Conflict	Yes
11/16/2018 19:40	UPS	UPS945	B763	2191	Air Traffic Conflict	Yes
11/17/2018 8:46	FDX	FDX3012	A306	2404	Air Traffic Conflict	Yes
11/18/2018 16:53	DAL	DAL2943	A319	2772	Air Traffic Conflict	Yes
11/20/2018 10:05	SWA	SWA4462	B737	2440	Air Traffic Conflict	Yes
11/20/2018 11:37	SWA	SWA6309	B738	1994	Air Traffic Conflict	Yes
11/27/2018 7:13	SWA	SWA2240	B738	2588	Air Traffic Conflict	Yes
11/27/2018 10:57	SWA	SWA1178	B737	2641	Air Traffic Conflict	Yes
11/28/2018 7:19		N8328A	B738	2234	Air Traffic Conflict	Yes
12/2/2018 12:02	AAL	AAL890	A320	2306	Air Traffic Conflict	Yes
12/12/2018 11:23	SWA	SWA1963	B737	2627	Air Traffic Conflict	Yes
12/15/2018 8:13	SWA	SWA3315	B738	2395	Air Traffic Conflict	Yes
12/20/2018 8:28	SWA	SWA6878	B737	2427	Air Traffic Conflict	Yes
12/20/2018 20:29	SWA	SWA4588	B738	2821	Air Traffic Conflict	Yes
12/24/2018 21:17	SWA	SWA2140	B738	2746	Air Traffic Conflict	Yes
12/28/2018 16:36	SWA	SWA6262	B737	2703	Air Traffic Conflict	Yes
12/29/2018 12:33	SWA	SWA4624	B738	2565	Air Traffic Conflict	Yes
				Air Traffic Conflict	44	
10/4/2018 12:51	SWA	SWA516	B738	1860	Fleet Week	No
10/4/2018 13:09	SKW	SKW3763	E75L	2070	Fleet Week	No
10/4/2018 13:13	SWA	SWA2481	B737	1748	Fleet Week	No
10/4/2018 13:29	SWA	SWA344	B737	1961	Fleet Week	No
10/4/2018 13:46	SWA	SWA2294	B737	2211	Fleet Week	No
10/4/2018 13:48	SWA	SWA2208	B738	2234	Fleet Week	No
10/4/2018 13:55	DPJ	DPJ90	LJ60	2536	Fleet Week	No
10/4/2018 14:18	FDX	FDX3857	B763	1893	Fleet Week	No
10/4/2018 14:21	FDX	FDX3859	B752	2604	Fleet Week	No
10/4/2018 15:38	SWA	SWA1810	B737	1991	Fleet Week	No
10/4/2018 15:50	SWA	SWA2284	B737	2024	Fleet Week	No
10/5/2018 12:52	SWA	SWA568	B738	1889	Fleet Week	No
10/5/2018 13:05	SKW	SKW3763	E75L	2004	Fleet Week	No
10/5/2018 13:07	SWA	SWA2481	B737	1952	Fleet Week	No
10/5/2018 13:12	SWA	SWA516	B38M	1742	Fleet Week	No
10/5/2018 14:05	SWA	SWA2294	B737	1811	Fleet Week	No
10/5/2018 14:07	FDX	FDX3857	B763	2257	Fleet Week	No
10/5/2018 14:32	RSP	RSP910	E50P	2532	Fleet Week	No
10/5/2018 14:41	FTH	FTH828	C560	2664	Fleet Week	No
10/5/2018 14:58	SWA	SWA2250	B737	1889	Fleet Week	No

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
10/5/2018 15:19	SWA	SWA1893	B737	1807	Fleet Week	No
10/5/2018 15:21	SWA	SWA1810	B737	1994	Fleet Week	No
10/5/2018 15:22	SWA	SWA1276	B737	1988	Fleet Week	No
10/5/2018 15:48	SWA	SWA2512	B737	2027	Fleet Week	No
10/6/2018 13:18	SKW	SKW3763	E75L	2470	Fleet Week	No
10/6/2018 13:43	SWA	SWA3514	B737	1958	Fleet Week	No
10/6/2018 13:50	SWA	SWA2208	B738	2788	Fleet Week	No
10/6/2018 15:33	SWA	SWA3500	B737	2326	Fleet Week	No
10/6/2018 15:50	BAW	BAW2278	B772	1614	Fleet Week	No
10/7/2018 12:01	SWA	SWA5565	B737	2014	Fleet Week	No
10/7/2018 12:08	SWA	SWA4127	B737	2162	Fleet Week	No
10/7/2018 12:19	SWA	SWA4136	B737	2788	Fleet Week	No
10/7/2018 12:48	SWA	SWA4460	B738	2257	Fleet Week	No
10/7/2018 13:05	SKW	SKW3763	E75L	2244	Fleet Week	No
10/7/2018 13:18		N450RX	GLF4	2096	Fleet Week	No
10/7/2018 14:19	QXE	QXE2644	E75L	2358	Fleet Week	No
10/7/2018 14:37	SWA	SWA4700	B737	2565	Fleet Week	No
10/7/2018 14:46	SWA	SWA3068	B737	2536	Fleet Week	No
10/7/2018 15:15	SWA	SWA1526	B737	2490	Fleet Week	No
10/7/2018 15:35	LXJ	LXJ421	E545	1712	Fleet Week	No
10/7/2018 16:04	NAX	NAX7076	B788	1840	Fleet Week	No
10/3/2018 10:33	DAL	DAL2927	A320	2063	Fleet Week	No
10/3/2018 13:55	FDX	FDX3857	B763	2395	Fleet Week	No
				Fleet Week	43	
11/9/2018 20:40	SWA	SWA926	B738	2673	Not Acceptable	No
11/11/2018 14:54	SWA	SWA6091	B738	2814	Not Acceptable	No
11/28/2018 15:45	FDX	FDX3873	B763	2112	Not Acceptable	No
12/5/2018 13:57	UPS	UPS949	B752	2716	Not Acceptable	No
10/11/2018 10:31	DAL	DAL2927	A320	2358	Not Acceptable	No
12/18/2018 16:07	SWA	SWA9006	B738	2778	Not Acceptable	No
12/18/2018 20:05	UPS	UPS945	B763	2568	Not Acceptable	No
10/12/2018 16:44	DAL	DAL2943	A320	2726	Not Acceptable	No
12/17/2018 13:28	SWA	SWA558	B737	2867	Not Acceptable	No
				Not Acceptable	9	
				Grand Count	96	

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100 Degree Radial Turbojet Landing List for Calendar Quarter

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
10/1/2018 17:01	SWA5001	B737	SWA	2785	Not Acceptable	No
10/2/2018 14:01	SWA2314	B737	SWA	2578	Not Acceptable	No
10/5/2018 15:02	KAI82	GLF5	KAI	2785	Not Acceptable	No
10/22/2018 20:54	SWA2014	B737	SWA	2637	Not Acceptable	No
12/7/2018 0:59	FDX1802	MD11	FDX	2818	Not Acceptable	No
12/9/2018 15:57	SWA431	B737	SWA	2627	Not Acceptable	No
12/14/2018 23:23	ASA980	B739	ASA	2841	Not Acceptable	No
12/21/2018 21:57	SWA6649	B737	SWA	2608	Not Acceptable	No

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
12/15/2018 12:24	SWA4184	B737	SWA	2385	Not Acceptable	No
12/18/2018 15:55	DAL876	A319	DAL	2860	Not Acceptable	No
12/18/2018 22:01	SWA1909	B737	SWA	2834	Not Acceptable	No
				Not Acceptable	11	
				Grand Count	11	

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North Field Jet Departure Procedure
Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: 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

Sincerely,

Jesse Richardson
Senior Airport Noise Abatement Specialist

Enclosures: Flight Track Map

North Field Jet Landing Procedure
Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: aircraftowner/operator@aircorp.com

April 1, 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

Sincerely,

Jesse Richardson
Senior Airport Noise Abatement Specialist

North Field VFR Departure Procedure
Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: aircraftowner/operator@aircorp.com

July 31, 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

Sincerely,

Jesse Richardson
Senior Airport Noise Abatement Specialist

Enclosures: Flight Track Map

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North Field Quiet Hours Procedure
Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: aircraftowner/operator@aircraft.com

January 8, 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

Sincerely,

Jesse Richardson
Senior Airport Noise Abatement Specialist

Enclosures: Flight Track Map

Helicopter Flight Procedure

Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: helicopterowner/operator@aircraft.com

June 5, 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

Sincerely,

Jesse Richardson
Senior Airport Noise Abatement Specialist

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