



**Oakland** International Airport



A division of the Port of Oakland

# Quarterly Aircraft Noise Report

**First Quarter 2019**



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Prepared by  
Oakland International Airport  
Noise/Environmental Compliance Office

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

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## QUARTERLY REPORT INTRODUCTION

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

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

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

### SAFETY COMES FIRST

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

### DISCLAIMER

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

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

## QUARTERLY REPORTS COMPLIANCE COMPARISON SUMMARY TABLE

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

Compliance Monitoring Quarterly Summary Comparison First Quarter 2019				
	2018Q1		2019Q1	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	94%	6%	97%	3%
Total Airport-wide Corporate Jet Departures	3,141	199	3,461	118
Runway 10R/L Jet Landing Compliance	68%	32%	74%	26%
Total Southeast Plan Corporate Jet Landings	189	88	688	241
North Field VFR Departure Compliance	93%	7%	94%	6%
Total Runways 28R/L & 33 Departures	362	28	221	13
North Field Quiet Hours Compliance	80%	20%	60%	40%
Total North Field Quiet Hours Departures	211	52	144	98
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	17,067	2	15,343	6
Night Time Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	3,040	32	2,811	42
Runway 12 Night Departure Compliance	99%	1%	93%	7%
Total Runway 12 Night Turbojet Departures	187	1	609	46
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	4,959	3	4,289	12
100 Degree Radial Turbojet Landing Compliance	99%	1%	99%	1%
Total 100 Degree Radial Turbojet Landings	2,578	14	1,148	7
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	14	0	14	0
<b>Note: N/C means non-compliant. Percentage values are rounded out.</b>				

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# NORTH FIELD REPORTS

## NORTH FIELD PREFERENTIAL RUNWAY USE PROCEDURES

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

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

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

## RUNWAY 28R/L JET AIRCRAFT DEPARTURE NOISE ABATEMENT PROCEDURE

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

Runway 28R/L Jet Departure Procedure Compliance Summary First Quarter 2019				
	January	February	March	Quarterly
Airport-wide Corporate Jet Departures	1,317	1,102	1,160	3,579
Compliant Corporate Jet Departures	1,268	1,073	1,120	3,461
<b>Non-compliant Corporate Jet Departures</b>	<b>49</b>	<b>29</b>	<b>40</b>	<b>118</b>
Corporate Jet Departure Compliance Rate	96%	97%	97%	97%
Excused Jet Departures	13	10	10	33
The section below compares compliance performance to airport-wide jet departures.				
Airport-wide Jet Departures	6,939	6,050	6,779	19,768
Compliant Airport-wide Jet Departures	6,890	6,021	6,739	19,650
<b>Non-compliant Airport-wide Jet Departures</b>	<b>49</b>	<b>29</b>	<b>40</b>	<b>118</b>
Airport-wide Jet Departure Compliance Rate	99%	100%	99%	99%

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## RUNWAY 10R/L JET AIRCRAFT LANDING NOISE ABATEMENT PROCEDURE

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

<b>Jet Aircraft Landing NAP for Runway 10R/L Compliance Summary First Quarter 2019</b>				
	<b>January</b>	<b>February</b>	<b>March</b>	<b>Quarterly</b>
<b>Southeast (SE) Plan Corporate Jet Landings *</b>	<b>381</b>	<b>330</b>	<b>218</b>	<b>929</b>
<b>Compliant SE Plan Corporate Jet Landings</b>	<b>290</b>	<b>239</b>	<b>159</b>	<b>688</b>
<b>Non-compliant SE Plan Corporate Jet Landings</b>	<b>91</b>	<b>91</b>	<b>59</b>	<b>241</b>
<b>SE Plan Corporate Jet Landing Compliance Rate</b>	<b>76%</b>	<b>72%</b>	<b>73%</b>	<b>74%</b>
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
<b>Airport-wide SE Plan Jet Landings</b>	<b>1,551</b>	<b>1,564</b>	<b>1,092</b>	<b>4,207</b>
<b>Airport-wide Compliant SE Plan Jet Landings</b>	<b>1,460</b>	<b>1,473</b>	<b>1,033</b>	<b>3,966</b>
<b>Airport-wide Non-compliant SE Plan Landings</b>	<b>91</b>	<b>91</b>	<b>59</b>	<b>241</b>
<b>Airport-wide Jet Landing SE Plan Compliance Rate</b>	<b>94%</b>	<b>94%</b>	<b>95%</b>	<b>94%</b>
* 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.

<b>North Field VFR Aircraft Departure NAP Compliance Summary First Quarter 2019</b>				
	<b>January</b>	<b>February</b>	<b>March</b>	<b>Total</b>
<b>Total VFR Departures</b>	<b>77</b>	<b>66</b>	<b>91</b>	<b>234</b>
<b>Total VFR Departures Over Alameda</b>	<b>20</b>	<b>11</b>	<b>13</b>	<b>44</b>
<b>Compliant Departures</b>	<b>68</b>	<b>64</b>	<b>89</b>	<b>221</b>
<b>Non-compliant Departures</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>13</b>
<b>Compliance Rate</b>	<b>88%</b>	<b>97%</b>	<b>98%</b>	<b>94%</b>

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## NORTH FIELD QUIET HOURS PROCEDURES

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

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

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

<b>North Field Quiet Hours Compliance Summary (10:00 p.m. to 7:00 a.m.) First Quarter 2019</b>				
	<b>January</b>	<b>February</b>	<b>March</b>	<b>Quarterly</b>
<b>Total Night Departures (10:00 p.m. to 7:00 a.m.)</b>	<b>78</b>	<b>76</b>	<b>88</b>	<b>242</b>
<b>Compliant Night Departures</b>	<b>44</b>	<b>46</b>	<b>54</b>	<b>144</b>
<b>Average Compliant Departures per Night</b>	<b>1.4</b>	<b>1.5</b>	<b>1.7</b>	<b>1.6</b>
<b>Non-Compliant Night Departures</b>	<b>34</b>	<b>30</b>	<b>34</b>	<b>98</b>
<b>Average Non-Compliant Departures per Night</b>	<b>1.1</b>	<b>1.0</b>	<b>1.1</b>	<b>1.1</b>
<b>Night Departure Compliance Rate</b>	<b>56%</b>	<b>61%</b>	<b>61%</b>	<b>60%</b>

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## NIGHTTIME SEL NOISE MEASUREMENTS REPORT

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

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

### Noise Monitor Terminal (NMT) Locations



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**Table 1. North Field Night Aircraft Departure SEL Noise Measurements**  
**Total Aircraft Departures = 141**

First Quarter 2019 (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	8	2	0.0	0.4%	5	0.1	0.9%	0	0.0	0.0%	15
2	26	10	0.1	1.8%	0	0.0	0.0%	0	0.0	0.0%	36
3	29	4	0.0	0.7%	2	0.0	0.4%	1	0.0	0.2%	36
4	51	42	0.5	7.4%	23	0.3	4.1%	3	0.0	0.5%	119
5	43	19	0.2	3.4%	12	0.1	2.1%	4	0.0	0.7%	78
6	21	7	0.1	1.2%	6	0.1	1.1%	4	0.0	0.7%	38
7	9	9	0.1	1.6%	3	0.0	0.5%	1	0.0	0.2%	22
8	28	15	0.2	2.6%	0	0.0	0.0%	0	0.0	0.0%	43
9	18	32	0.4	5.6%	7	0.1	1.2%	2	0.0	0.4%	59
10	52	16	0.2	2.8%	4	0.0	0.7%	1	0.0	0.2%	73
11	7	5	0.1	0.9%	1	0.0	0.2%	1	0.0	0.2%	14
12	27	13	0.1	2.3%	4	0.0	0.7%	0	0.0	0.0%	44
13	8	2	0.0	0.4%	0	0.0	0.0%	0	0.0	0.0%	10
14	5	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	5
<b>All NMTs</b>	332	176	2	0	67	1	0	17	0	0	592

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**Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 81**

First Quarter 2019 (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	29	4	0.0	1.7%	2	0.0	0.8%	1	0.0	0.4%	36
4	51	42	0.5	17.6%	23	0.3	9.6%	3	0.0	1.3%	119
5	43	19	0.2	7.9%	12	0.1	5.0%	4	0.0	1.7%	78
6	21	7	0.1	2.9%	6	0.1	2.5%	4	0.0	1.7%	38
7	9	9	0.1	3.8%	3	0.0	1.3%	1	0.0	0.4%	22
8	28	15	0.2	6.3%	0	0.0	0.0%	0	0.0	0.0%	43
<b>Total</b>	<b>181</b>	<b>96</b>	<b>1.1</b>		<b>46</b>	<b>0.5</b>		<b>13</b>	<b>0.1</b>		<b>336</b>

**Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 60**

First Quarter 2019 (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	26	10	0.1	3.0%	0	0.0	0.0%	0	0.0	0.0%	36
9	18	32	0.4	9.8%	7	0.1	2.1%	2	0.0	0.6%	59
10	52	16	0.2	4.9%	4	0.0	1.2%	1	0.0	0.3%	73
11	7	5	0.1	1.5%	1	0.0	0.3%	1	0.0	0.3%	14
12	27	13	0.1	4.0%	4	0.0	1.2%	0	0.0	0.0%	44
13	8	2	0.0	0.6%	0	0.0	0.0%	0	0.0	0.0%	10
14	5	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	5
<b>Total</b>	<b>143</b>	<b>78</b>	<b>0.9</b>		<b>16</b>	<b>0.2</b>		<b>4</b>	<b>0.0</b>		<b>241</b>

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## SOUTH FIELD REPORTS

### RUNWAY 30 BFI RIGHT TURN DEPARTURE PROCEDURE

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

Runway 30 Bay Farm Right Turn Departure Procedure Compliance Summary First Quarter 2019				
	January	February	March	Quarter
Runway 30 Turbojet Departures	5,298	4,520	5,531	15,349
Compliant Departures	5,293	4,519	5,531	15,343
<b>Non-compliant Departures</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>6</b>
Percentage of Non-compliance	0.1%	0.0%	0.0%	0.0%
Compliance Rate	100%	100%	100%	100%

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### NIGHT TIME DEPARTURE PROCEDURE

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

Night Time Procedure Departure NAP Compliance Summary 10:00 pm - 7:00 am First Quarter 2019				
	January	February	March	Quarter
Runway 30 Nighttime Turbojet Departures	949	817	1,087	2,853
Buffer Time Departures	14	16	12	42
Compliant Departures	934	803	1,074	2,811
<b>Non-compliant Departures</b>	<b>15</b>	<b>14</b>	<b>13</b>	<b>42</b>
HUSSH gate misses	7	7	3	17
NIITE gate misses	9	9	10	28
REBAS gate misses	14	14	13	41
Compliance Rate	98%	98%	99%	99%

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## ROLLING TAKE-OFF NIGHT DEPARTURE PROCEDURE FOR FEDEX

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

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

<b>Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM)</b>						
<b>First Quarter 2019, NMT 2</b>						
	Aircraft Departures	Recorded Noise Events (a)	Lmax Average	SEL Average	Avg. Duration (seconds)	
Baseline (November 2002) [A]						
DC10/MD10	87	32	69	78	22	
MD11	32	13	70	79	24	
A306	67	21	67	77	25	
First Quarter 2019 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B763	109	36	25	65	74	15
DC10/MD10	44	15	19	66	75	21
MD11	186	62	112	67	76	19
A306	86	29	38	65	74	18
B757	142	47	51	65	75	15
B77L	59	20	16	65	73	11
Difference [A-B]						
DC10/MD10		-72	-13	-3	-3	-1
MD11		30	99	-3	-3	-5
A306		-38	17	-2	-3	-7
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event. Source: ANOMS (Airport Noise and Operations Monitoring System)						

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## Summary of Calendar Quarter of Previous Year

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM) First Quarter 2018, NMT 2						
	Aircraft Departures	Recorded Noise Events (a)	Lmax Average	SEL Average	Avg. Duration (seconds)	
Baseline (November 2002) [A]						
DC10/MD10	87	32	69	78	22	
MD11	32	13	70	79	24	
A306	67	21	67	77	25	
First Quarter 2018 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B763	167	56	37	66	75	17
DC10/MD10	56	19	33	68	77	20
MD11	214	71	104	67	76	18
A306	102	34	38	65	74	13
B757	164	55	46	65	74	14
B77L	64	21	16	66	76	18
Difference [A-B]						
DC10/MD10		-68	1	-1	-1	-2
MD11		39	91	-3	-3	-6
A306		-33	17	-2	-3	-12
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event. Source: ANOMS (Airport Noise and Operations Monitoring System)						

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## RUNWAY 12 NIGHT DEPARTURE PROCEDURE

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

Runway 12 Night Departure NAP Compliance Summary (10:00 PM to 7:00 AM) First Quarter 2019				
	January	February	March	Quarter
Jet Departures	233	219	203	655
<b>Non-Compliant Departures</b>	<b>10</b>	<b>35</b>	<b>1</b>	<b>46</b>
Compliant Departures	223	184	202	609
Compliance Rate	96%	84%	100%	93%
Note: The noise abatement procedure is officially implemented between 10:00 p.m. and 7:00 a.m. nightly.				

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## ENGINE RUN-UP PROCEDURE PROGRAM

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

Engine Run-up Program First Quarter 2019				
	January	February	March	Quarter
Runups - 7:00 PM to 10:00 PM	1	1	1	3
Runups Greater Than 75 dBA	0	0	0	0
Runups - 10:00 PM to 7:00 AM	1	5	5	11
Runups Greater Than 70 dBA	0	0	0	0
Total Evening and Nighttime Runups	2	6	6	14
Total Non-compliant Runups	0	0	0	0
Compliance Rate	100%	100%	100%	100%

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## RUNWAY 30 EAST TURN DEPARTURES PROCEDURE

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

Runway 30 East Turn Departures at 3,000 feet Procedure Compliance Summary First Quarter 2019				
	January	February	March	Quarter
Total Runway 30 East Turn Turbojet Departures	1,530	1,277	1,494	4,301
Non-compliant Turbojet Departures	5	7	0	12
Total Turbojet Aircraft Above 2,900 Feet ASL*	1,525	1,270	1,494	4,289
Compliance Rate	100%	99%	100%	100%
Excused Turbojet Departures	16	14	18	48
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet are to be flagged as non-compliant.				

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## 100 DEGREE RADIAL TURBOJET LANDING PROCEDURE

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

<b>Cross Over 100 Degree Radial at 3,000 Feet Procedure Compliance Summary First Quarter 2019</b>				
	<b>January</b>	<b>February</b>	<b>March</b>	<b>Quarter</b>
<b>Turbojets on Downwind RWY 30 Approach</b>	<b>421</b>	<b>332</b>	<b>402</b>	<b>1,155</b>
<b>Non-compliant Turbojets</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>7</b>
<b>Total Turbojet Aircraft Above 3K Feet ASL*</b>	<b>416</b>	<b>330</b>	<b>402</b>	<b>1,148</b>
<b>Compliance Rate</b>	<b>99%</b>	<b>99%</b>	<b>100%</b>	<b>99%</b>
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet are to be flagged as non-compliant.				

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**Oakland International Airport  
Noise Complaint Summary  
January 2019**

<b>Community</b>	<b>Callers</b>	<b>Complaints</b>
Alameda(BFI)	55	340
Alameda(Central)	11	67
Berkeley	6	11
Castro Valley	1	7
Fremont	1	5
Hayward	4	259
Oakland	21	5049
Piedmont	1	2
San Francisco	3	4
San Leandro	4	302
Union City	1	392
San Lorenzo	1	2
Other Communities	20	51
<b>Total</b>	<b>129</b>	<b>6491</b>
<b>Complaints by Type</b>		
Website		513
E-mail		5578
Phone		400
<b>Complaints by Time of Day</b>		
Day ( 0700 - 1900 )		1607
Evening ( 1900 - 2200 )		1347
Night ( 2200 - 0700 )		3537
<b>Complaints by Type of Operation</b>		
Arrivals		5339
Departures		1137
Over-flights		3
Touch & Go		12
Not Linked to an Operation		0
<b>Complaints by Type of Aircraft</b>		
Business Jet		516
Helicopter		2
Jet		5853
Military		0
Not Reported		0
Other		6
Propeller		32
Turbo-prop		82

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**Oakland International Airport  
Noise Complaint Summary  
February 2019**

Community	Callers	Complaints
Alameda(BFI)	40	224
Alameda(Central)	8	152
Berkeley	1	1
Castro Valley	2	9
Fremont	3	3
Hayward	3	283
Oakland	17	3611
Piedmont	0	0
San Francisco	1	1
San Leandro	11	371
Union City	1	378
San Lorenzo	0	0
Other Communities	13	32
<b>Total</b>	<b>100</b>	<b>5065</b>
Complaints by Type		
Website		471
E-mail		4161
Phone		433
Complaints by Time of Day		
Day ( 0700 - 1900 )		1290
Evening ( 1900 - 2200 )		1065
Night ( 2200 - 0700 )		2710
Complaints by Type of Operation		
Arrivals		3927
Departures		1116
Over-flights		8
Touch & Go		14
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		190
Helicopter		4
Jet		4743
Military		0
Not Reported		0
Other		10
Propeller		37
Turbo-prop		81

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**Oakland International Airport  
Noise Complaint Summary  
March 2019**

Community	Callers	Complaints
Alameda(BFI)	38	268
Alameda(Central)	11	158
Berkeley	6	13
Castro Valley	3	18
Fremont	1	11
Hayward	3	331
Oakland	26	3929
Piedmont	1	1
San Francisco	1	1
San Leandro	6	216
Union City	1	602
San Lorenzo	1	1
Other Communities	16	83
<b>Total</b>	<b>114</b>	<b>5632</b>
Complaints by Type		
Website		729
E-mail		4677
Phone		226
Complaints by Time of Day		
Day ( 0700 - 1900 )		1274
Evening ( 1900 - 2200 )		455
Night ( 2200 - 0700 )		3903
Complaints by Type of Operation		
Arrivals		4941
Departures		658
Over-flights		14
Touch & Go		19
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		349
Helicopter		11
Jet		5138
Military		0
Not Reported		0
Other		28
Propeller		44
Turbo-prop		62

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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.

<b>North Field Night Departures by Runway (10:00 p.m. to 7:00 a.m.) First Quarter 2019</b>					
	January	February	March	Total	Percentage
Runway 28L	10	3	6	19	13%
Runway 28R	19	16	26	61	43%
Runway 33	0	1	0	1	1%
Alameda Overflights	29	20	32	81	57%
Runway 10L	6	6	2	14	10%
Runway 10R	13	19	14	46	33%
Runway 15	0	0	0	0	0%
San Leandro Overflights	19	25	16	60	43%
<b>Total Departures</b>	<b>48</b>	<b>45</b>	<b>48</b>	<b>141</b>	<b>100%</b>

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

<b>North Field VFR/IFR Departures by Runway First Quarter 2019</b>				
	January	February	March	Total
<b>VFR Departures</b>				
Runway 28L	7	6	11	24
Runway 28R	94	72	103	269
Runway 33	72	70	98	240
<b>VFR Departures</b>	<b>173</b>	<b>148</b>	<b>212</b>	<b>533</b>
<b>IFR Departures</b>				
Runway 28L	114	112	113	339
Runway 28R	327	215	310	852
Runway 33	90	62	98	250
<b>IFR Departures</b>	<b>531</b>	<b>389</b>	<b>521</b>	<b>1,441</b>
<b>Total Departures</b>	<b>704</b>	<b>537</b>	<b>733</b>	<b>1,974</b>

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

	Aircraft Category	OAK Aircraft Operations by Category and Runway First Quarter 2019											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
<b>Arrivals</b>	Corporate Jets	702	135	-	-	-	48	179	424	2,098	-	2,749	2,749
	Helicopters	-	-	-	-	-	-	-	-	-	86	86	86
	Commercial Jets	2,924	11,668	14,592	-	-	-	3	32	3	-	38	14,630
	Military	-	-	-	-	-	-	-	-	-	-	-	-
	Propeller	-	1	1	67	32	38	8	139	1,065	-	1,349	1,350
	Regional Jets	329	577	906	-	-	3	19	21	598	-	641	1,547
	Turboprops	29	95	124	7	-	112	131	109	845	-	1,204	1,328
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
<b>Sub-totals</b>		3,984	12,476	15,623	74	32	201	340	725	4,609	86	6,067	21,690
<b>Departures</b>	Corporate Jets	50	2,516	2,566	-	30	29	764	84	66	-	973	3,539
	Helicopters	-	-	-	-	-	-	-	-	-	54	54	54
	Commercial Jets	2,940	11,634	14,574	-	-	-	6	1	-	-	7	14,581
	Military	-	-	-	-	-	-	-	-	-	-	-	-
	Propeller	-	3	3	68	457	52	2	37	508	-	1,124	1,127
	Regional Jets	196	1,199	1,395	-	-	-	144	1	-	-	145	1,540
	Turboprops	19	83	102	1	3	232	36	240	547	-	1,059	1,161
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
<b>Sub-totals</b>		3,205	15,435	18,640	69	490	313	952	363	1,121	54	3,362	22,002
<b>Touch &amp; Go Sub-totals</b>		1	-	1	-	171	50	1	64	399	8	693	694
<b>Grand Total</b>		7,190	27,911	34,264	143	693	564	1,293	1,152	6,129	148	10,122	44,386

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

	Aircraft Category	RUNWAYS First Quarter 2019											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Commercial Jets	2,924	11,668	14,592	-	-	-	3	32	3	-	38	14,630
	Regional Jets	329	577	906	-	-	3	19	21	598	-	641	1,547
<b>Commercial Jet Sub-totals</b>		3,253	12,245	15,498	-	-	3	22	53	601	-	679	16,177
	Corporate Jets	702	135	837	-	-	48	179	424	2,098	-	2,749	3,586
<b>All Jet Arrivals Sub-totals</b>		3,955	12,380	16,335	-	-	51	201	477	2,699	-	3,428	19,763
Departures	Commercial Jets	2,940	11,634	14,574	-	-	-	6	1	-	-	7	14,581
	Regional Jets	196	1,199	1,395	-	-	-	144	1	-	-	145	1,540
<b>Commercial Jet Sub-totals</b>		3,136	12,833	15,969	-	-	-	150	2	-	-	152	16,121
	Corporate Jets	50	2,516	2,566	-	30	29	764	84	66	-	973	3,539
<b>All Jet Departures Sub-totals</b>		3,186	15,349	18,535	-	30	29	914	86	66	-	1,125	19,660
<b>Grand Total</b>		7,141	27,729	34,870	-	30	80	1,115	563	2,765	-	4,553	39,423

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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.

**L<sub>max</sub> (maximum sound level):** the L<sub>max</sub> 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 L<sub>max</sub>, or peak, noise level.

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## APPENDICES

### Runway 28R/L Jet Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
1/28/2019 2:38	N390SA	N390SA	PRM1	3221	28L	B	ATC Request	No
						ATC Request	1	
3/27/2019 15:00	OPT371	N371FX	E55P	4277	28L	B	Departure Timing	No
3/8/2019 8:26	N96NA	N96NA	C25A	4274	28R	B	Departure Timing	No
1/10/2019 10:33	RSP115	N581JS	E50P	4576	28L	B	Departure Timing	No
1/10/2019 10:57	EDG435	N435HC	GLF4	3742	28L	B	Departure Timing	No
1/10/2019 10:59	N80VM	N80VM	C25B	3036	28L	B	Departure Timing	No
1/10/2019 11:09	GDG48	N8888H	H25C	2220	28L	B	Departure Timing	No
1/10/2019 11:39	N400J	N400J	GLF4	3271	28L	B	Departure Timing	No
3/3/2019 18:24	JSX207	N257JX	E135	6346	28L	R	Departure Timing	No
2/27/2019 16:59	EJA775	N775QS	CL35	3676	28L	B	Departure Timing	No
1/21/2019 14:17	EJA778	N778QS	CL35	4257	28L	B	Departure Timing	No
2/27/2019 15:30	EJA117	N117QS	BE40	4267	28L	B	Departure Timing	No
2/24/2019 18:15	EJA570	N570QS	C68A	3761	28L	B	Departure Timing	No
2/21/2019 11:22	N37HK	N37HK	F2TH	3766	28R	B	Departure Timing	No
2/15/2019 17:45	SDU302	N302SB	GLF4	3325	28L	B	Departure Timing	No
1/7/2019 8:53	N1220W	N1220W	C25A	4562	28L	B	Departure Timing	No
2/15/2019 16:55	N84EA	N84EA	C750	4522	28R	B	Departure Timing	No
3/27/2019 17:05	EJM898	N898MJ	GLEX	4565	28L	B	Departure Timing	No
						Departure Timing	17	
2/9/2019 22:17	LN509RP	N509RP	C550	4225	28R	B	Lifeguard Medical	Yes
2/9/2019 15:29	LN509RP	N509RP	C550	4221	28L	B	Lifeguard Medical	Yes
2/15/2019 0:57	LN810BE	N810BE	C560	3201	28R	B	Lifeguard Medical	Yes
1/31/2019 22:17	CFRJZ	CFRJZ	ASTR	3252	28R	B	Lifeguard Medical	Yes
1/29/2019 9:43	LN818WB	N818WB	ASTR	6365	28L	B	Lifeguard Medical	Yes
2/16/2019 10:37	LN509RP	N509RP	C550	4266	28L	B	Lifeguard Medical	Yes
2/17/2019 12:58	LN509RP	N509RP	C550	4204	28R	B	Lifeguard Medical	Yes
2/19/2019 7:19	LN731GA	N731GA	LJ31	6337	28R	B	Lifeguard Medical	Yes
1/26/2019 11:58	LN449RP	N449RP	C501	4244	28R	B	Lifeguard Medical	Yes
2/22/2019 13:38	JLG55		LJ55	614	28L	B	Lifeguard Medical	Yes
1/26/2019 1:47	LN810BE	N810BE	C560	3243	28L	B	Lifeguard Medical	Yes
1/23/2019 2:36	JNY7	N267LG	GLF4	3256	28L	B	Lifeguard Medical	Yes
1/12/2019 17:17	LN991AL	N991AL	LJ35	4533	28L	B	Lifeguard Medical	Yes
3/1/2019 13:29	LN777AX	N777AX	C550	4510	28L	B	Lifeguard Medical	Yes
1/12/2019 5:53	LN269JR	N269JR	LJ35	3263	28L	B	Lifeguard Medical	Yes
1/9/2019 19:39	LN47MF	N47MF	LJ35	1725	28R	B	Lifeguard Medical	Yes
3/8/2019 19:49	LN777AX	N777AX	C550	4560	28R	B	Lifeguard Medical	Yes
3/11/2019 3:09	LN108JN	N108JN	LJ35	3225	28L	B	Lifeguard Medical	Yes
3/17/2019 10:13	KFS179	N237CK	LJ35	3205	28R	B	Lifeguard Medical	Yes
3/17/2019 22:03	LN509RP	N509RP	C550	4242	28R	B	Lifeguard Medical	Yes
3/18/2019 6:17	LN509RP	N509RP	C550	4275	28L	B	Lifeguard Medical	Yes
3/18/2019 8:20	LN904LR	N904LR	C560	3322	28R	B	Lifeguard Medical	Yes
3/26/2019 18:29	LN560PA	N560PA	C560	3371	28R	B	Lifeguard Medical	Yes
1/8/2019 2:24	LN810BE	N810BE	C560	3223	28L	B	Lifeguard Medical	Yes
1/2/2019 9:08	LN149WW	N149WW	C25B	3627	28R	B	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
1/2/2019 8:59	LN818WB	N818WB	ASTR	3346	28L	B	Lifeguard Medical	Yes
2/10/2019 13:55	LN509RP	N509RP	C550	4550	28L	B	Lifeguard Medical	Yes
						<b>Lifeguard Medical</b>	<b>27</b>	
1/1/2019 16:57	N781MM	N781MM	E550	3274	28R	B	Pilot Requested	No
1/2/2019 14:09	N437MC	N437MC	CL60	3307	28L	B	Pilot Requested	No
1/7/2019 9:37	EJM826	N826KR	F2TH	4544	28L	B	Pilot Requested	No
1/7/2019 11:34	DPJ9	N999CX	C56X	6367	28L	B	Pilot Requested	No
1/7/2019 13:40	N96NA	N96NA	C25A	6520	28L	B	Pilot Requested	No
1/7/2019 21:43	CFRJZ	CFRJZ	ASTR	3326	28R	B	Pilot Requested	No
1/8/2019 12:01	N600HR	N600HR	C525	3252	28L	B	Pilot Requested	No
1/8/2019 12:03	N49BH	N49BH	C25B	3710	28R	B	Pilot Requested	No
1/9/2019 18:23	N650VM	N650VM	C25M	1770	28L	J	Pilot Requested	No
1/10/2019 12:52	N8762M	N8762M	GLEX	1705	28L	B	Pilot Requested	No
1/11/2019 16:18	N510GT	N510GT	FA50	3214	28L	B	Pilot Requested	No
1/11/2019 16:20	EJA545	N545QS	C68A	3650	28L	B	Pilot Requested	No
1/13/2019 14:56	N4WV	N4WV	C25B	3636	28L	B	Pilot Requested	No
1/17/2019 18:04	LKF16	N116NC	G150	6302	28R	B	Pilot Requested	No
1/17/2019 18:41	N163EB	N163EB	F2TH	3340	28L	B	Pilot Requested	No
1/17/2019 21:22	FTD	N57MV	LJ55	3222	28R	B	Pilot Requested	No
1/18/2019 12:20	EJA778	N778QS	CL35	4254	28L	B	Pilot Requested	No
1/18/2019 12:32	N1277E	N1277E	C25A	4566	28R	B	Pilot Requested	No
1/18/2019 15:34	TWY5	N138GL	GLF5	3714	28L	B	Pilot Requested	No
1/18/2019 15:45	N83CW	N83CW	GLF5	3235	28L	B	Pilot Requested	No
1/18/2019 16:31	GTH24	N474D	GLF5	3706	28L	B	Pilot Requested	No
1/21/2019 12:13	N100AY	N100AY	GLF6	3307	28L	B	Pilot Requested	No
1/21/2019 17:00	N441RF	N441RF	PRM1	4502	28R	B	Pilot Requested	No
1/23/2019 8:53	N682RS	N682RS	C650	1763	28L	B	Pilot Requested	No
1/23/2019 16:33	N889CM	N889CM	E55P	5366	28R	B	Pilot Requested	No
1/24/2019 10:41	N188SW	N188SW	FA7X	3254	28R	B	Pilot Requested	No
1/24/2019 11:37	N444RL	N444RL	EA50	344	28R	B	Pilot Requested	No
1/24/2019 20:38	N889CG	N889CG	GLF4	3231	28R	B	Pilot Requested	No
1/24/2019 20:41	N648ME	N648ME	E55P	3373	28R	B	Pilot Requested	No
1/25/2019 8:26	TWY4	N238MH	GLF4	1765	28L	B	Pilot Requested	No
1/25/2019 12:46	N711FS	N711FS	C680	3255	28L	B	Pilot Requested	No
1/25/2019 16:11	N444RL	N444RL	EA50	6303	28R	B	Pilot Requested	No
1/26/2019 17:07	N885M	N885M	C680	3356	28R	B	Pilot Requested	No
1/27/2019 14:51	N680AT	N680AT	C680	6343	28R	B	Pilot Requested	No
1/27/2019 18:52	DCM4034	N552CN	C560	1760	28R	B	Pilot Requested	No
1/28/2019 10:02	CHN66		C525	3667	28R	B	Pilot Requested	No
1/29/2019 10:28	TWY4	N238MH	GLF4	6307	28L	B	Pilot Requested	No
1/29/2019 12:34	N610JC	N610JC	C550	4527	28R	B	Pilot Requested	No
1/29/2019 14:48	N790Z	N790Z	F2TH	3647	28R	B	Pilot Requested	No
1/29/2019 15:58	N680AT	N680AT	C56X	6373	28R	B	Pilot Requested	No
1/31/2019 11:59	SVL2	N321SM	C25B	4562	28L	B	Pilot Requested	No
2/3/2019 14:24	XOJ774	N774XJ	C750	3135	28L	B	Pilot Requested	No
2/4/2019 17:06	N518ME	N518ME	C25A	1763	28L	B	Pilot Requested	No
2/4/2019 19:28	N260GD	N260GD	LJ60	1715	28L	B	Pilot Requested	No
2/5/2019 15:13	N827JS	N827JS	C56X	3231	28L	B	Pilot Requested	No
2/5/2019 18:19	N805WM	N805WM	GLEX	3606	28R	B	Pilot Requested	No
2/6/2019 8:29	EJA758	N758QS	CL35	3301	28L	B	Pilot Requested	No
2/6/2019 12:46	CHN66		C525	3272	28R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
2/6/2019 13:25	TWY705	N705SC	CL30	3724	28R	B	Pilot Requested	No
2/7/2019 12:53	HBJFR	HBJFR	FA7X	3712	28L	B	Pilot Requested	No
2/7/2019 17:22	TWY5	N138GL	GLF5	6306	28L	B	Pilot Requested	No
2/10/2019 16:25	N448CJ	N448CJ	C25C	1726	28L	B	Pilot Requested	No
2/10/2019 16:36	CLY134	N889MR	GALX	1715	28R	B	Pilot Requested	No
2/11/2019 12:52	N448CJ	N488CJ	C25C	4273	28R	B	Pilot Requested	No
2/14/2019 16:27	N452M	N452M	C56X	3610	28L	B	Pilot Requested	No
2/15/2019 8:40	FTH452	N452M	C56X	3620	28L	B	Pilot Requested	No
2/15/2019 14:42	EJA397	N397QS	C680	1715	28R	B	Pilot Requested	No
2/15/2019 16:25	N85VM	N85VM	C25B	4552	28L	B	Pilot Requested	No
2/16/2019 10:09	TWY4	N238MH	GLF4	3634	28L	B	Pilot Requested	No
2/19/2019 19:40	EJA373	N373QS	E55P	3641	28L	B	Pilot Requested	No
2/21/2019 12:55	HBJFS	HBJFS	FA7X	3713	28L	B	Pilot Requested	No
2/22/2019 14:43	EJM787	N787JS	C750	1715	28L	B	Pilot Requested	No
2/24/2019 18:14	EJA626	N626QS	C56X	3373	28L	B	Pilot Requested	No
2/27/2019 18:41	N80X	N80X	C56X	6367	28L	B	Pilot Requested	No
3/1/2019 16:41	MFINE	MFINE	GL5T	7443	28L	B	Pilot Requested	No
3/2/2019 13:50	N95VM	N95VM	C25B	3664	28L	B	Pilot Requested	No
3/2/2019 17:16	N780L	N780L	C750	4247	28R	B	Pilot Requested	No
3/3/2019 15:24	JTL1	N1JP	BE40	3602	28L	B	Pilot Requested	No
3/3/2019 15:56	N247CJ	N247CJ	F900	1774	28R	B	Pilot Requested	No
3/3/2019 18:47	N96NA	N96NA	C25A	3334	28L	B	Pilot Requested	No
3/4/2019 7:57	LXJ94	N94FX	GLEX	6310	28R	B	Pilot Requested	No
3/4/2019 16:30	N61FF	N61FF	CL60	3247	28L	B	Pilot Requested	No
3/7/2019 12:10	N336LS	N336LS	GLF5	4541	28R	B	Pilot Requested	No
3/7/2019 16:25	N535JP	N535JP	SF50	315	28R	B	Pilot Requested	No
3/8/2019 6:47	EJA990	N990QS	C750	4276	28L	B	Pilot Requested	No
3/8/2019 19:12	N448CX	N448CX	C750	362	28R	B	Pilot Requested	No
3/8/2019 22:09	N448CJ	N448CJ	C25C	373	28R	B	Pilot Requested	No
3/10/2019 13:36	EJA581	N581QS	C68A	4556	28L	B	Pilot Requested	No
3/10/2019 18:20	N827SL	N827SL	C750	3245	28R	B	Pilot Requested	No
3/10/2019 19:17	N96NA	N96NA	C25A	4532	28R	B	Pilot Requested	No
3/10/2019 22:42	N125DG	N125DG	C25B	1760	28R	B	Pilot Requested	No
3/11/2019 8:43	OPT349	N349FX	E55P	4247	28L	B	Pilot Requested	No
3/11/2019 11:36	N93AT	N93AT	GLF4	3350	28L	B	Pilot Requested	No
3/13/2019 9:13	TWY5	N138GL	GLF5	3207	28L	B	Pilot Requested	No
3/13/2019 15:08	N52CT	N52CT	LJ55	4244	28R	B	Pilot Requested	No
3/13/2019 20:59	SDU367	N367SM	F2TH	6301	28L	B	Pilot Requested	No
3/14/2019 14:51	N368CS	N368CS	PRM1	6305	28R	B	Pilot Requested	No
3/14/2019 16:25	N61FF	N61FF	CL60	3744	28R	B	Pilot Requested	No
3/14/2019 20:27	STV7	N538R	GALX	3337	28L	B	Pilot Requested	No
3/17/2019 14:36	WWI42	N429CK	GLF4	3742	28L	B	Pilot Requested	No
3/17/2019 17:11	EJA110	N110QS	GL5T	3650	28R	B	Pilot Requested	No
3/18/2019 1:16	ASP812	CFASV	E545	4240	28R	B	Pilot Requested	No
3/18/2019 17:13	TWY4	N238MH	GLF4	3624	28L	B	Pilot Requested	No
3/19/2019 14:04	LN818WB	N818WB	ASTR	3207	28L	B	Pilot Requested	No
3/26/2019 14:10	N694PD	N694PD	CL30	3622	28L	B	Pilot Requested	No
3/28/2019 14:55	TWY705	N705SC	CL30	3635	28R	B	Pilot Requested	No
3/29/2019 8:56	N707W	N707W	C560	3236	28R	B	Pilot Requested	No
3/29/2019 14:48	N96NA	N96NA	C25A	1741	28R	B	Pilot Requested	No
3/29/2019 14:59	N5GG	N5GG	GLF5	3741	28L	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
3/31/2019 11:06	N862LG	N862LG	E55P	3733	28R	B	Pilot Requested	No
						Pilot Requested	100	
1/21/2019 5:54	FFL226	N777AX	C550	4565	28R	B	RWY 30 Routine Closure	Yes
2/4/2019 5:51	FTH452	N452M	C56X	3217	28L	B	RWY 30 Routine Closure	Yes
1/21/2019 0:18	FFL226	N777AX	C550	4574	28L	B	RWY 30 Routine Closure	Yes
						RWY 30 Routine Closure	3	
3/28/2019 17:13	EJA753	N753QS	CL35	6775	28R	B	System Error	Yes
2/20/2019 12:31	DPJ90	N901PM	LJ60	7771	28R	B	System Error	Yes
3/17/2019 16:09	TWY47	N1013	CL30	3716	28R	B	System Error	Yes
						System Error	3	
						Grand Count	151	

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

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
2/26/2019 13:44	JSX202	N254JX	E135	7317	10R	R	Audio Not Available	No
						Audio Not Available	1	
1/12/2019 2:35	LN269JR	N269JR	LJ35	7361	10R	B	Lifeguard Medical	Yes
2/12/2019 20:53	LN255RV	N255RV	LJ55	2323	10R	B	Lifeguard Medical	Yes
2/26/2019 12:38	LN777AX	N777AX	C550	4257	10R	B	Lifeguard Medical	Yes
1/9/2019 10:10	LN449RP	N449RP	C500	4216	10R	B	Lifeguard Medical	Yes
1/9/2019 8:17	LN777AX	N777AX	C550	4211	10R	B	Lifeguard Medical	Yes
2/13/2019 20:58	LN509RP	N509RP	C550	4246	10R	B	Lifeguard Medical	Yes
						Lifeguard Medical	6	
1/5/2019 9:45	XLJ20		C25A	6036	10R	B	Pilot Requested	No
1/5/2019 12:00	N414FW	N414FW	C525	6062	10R	B	Pilot Requested	No
1/6/2019 10:14	HB-JFR	HB-JFR	FA7X	3747	10L	B	Pilot Requested	No
1/6/2019 10:58	PXT499	N499GB	C680	6051	10L	B	Pilot Requested	No
1/6/2019 12:19	N96NA	N96NA	C25A	7743	10L	B	Pilot Requested	No
1/6/2019 14:04	EJM550	N560DM	GLF5	1160	10R	B	Pilot Requested	No
1/6/2019 18:39	N414FW	N414FW	C525	6055	10R	B	Pilot Requested	No
1/6/2019 22:08	N750LG	N750LG	CL60	4240	10R	B	Pilot Requested	No
1/8/2019 9:01	N555BG	N555BG	C525	1766	10L	B	Pilot Requested	No
1/8/2019 14:26	N732H	N732H	F2TH	2504	10R	B	Pilot Requested	No
1/8/2019 15:10	JSX177	N254JX	E135	1324	10R	R	Pilot Requested	No
1/8/2019 15:30	EJA406	N406QS	E55P	1576	10R	B	Pilot Requested	No
1/8/2019 16:01	N150HM	N150HM	G150	526	10R	B	Pilot Requested	No
1/8/2019 16:13	PXT525	N525CR	C25B	3243	10R	B	Pilot Requested	No
1/8/2019 17:46	EJA507	N507QS	C68A	532	10R	B	Pilot Requested	No
1/8/2019 18:37	PXT920	N920JR	C25A	7652	10R	B	Pilot Requested	No
1/8/2019 19:13	JSX179	N254JX	E135	7252	10R	R	Pilot Requested	No
1/8/2019 19:18	N472MM	N472MM	GLF4	7712	10R	B	Pilot Requested	No
1/8/2019 20:18	N881VP	N881VP	C560	317	10L	B	Pilot Requested	No
1/9/2019 10:57	EJA682	N682QS	C56X	1325	10R	B	Pilot Requested	No
1/9/2019 11:00	EJA656	N656QS	C56X	2013	10R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
1/9/2019 11:50	EJM123	N123QS	C750	2673	10R	B	Pilot Requested	No
1/9/2019 12:07	JSX208	N716AE	E135	1056	10R	R	Pilot Requested	No
1/9/2019 12:19	DJR429	N429CS	C25B	2461	10L	B	Pilot Requested	No
1/9/2019 12:21	N650VM	N650VM	C25M	7770	10R	J	Pilot Requested	No
1/9/2019 12:28	N3CP	N3CP	GLF6	1161	10R	B	Pilot Requested	No
1/9/2019 12:40	DPJ491	N491J	C25B	1037	10R	B	Pilot Requested	No
1/9/2019 12:55	PXT920	N920JR	C25A	6725	10R	B	Pilot Requested	No
1/9/2019 13:08	DCM4011	N131KS	CL30	1545	10R	B	Pilot Requested	No
1/9/2019 13:12	N247JD	N247JD	CL35	6716	10R	B	Pilot Requested	No
1/9/2019 14:17	LXJ519	N519FX	CL30	7320	10R	B	Pilot Requested	No
1/9/2019 14:53	XOJ578	N578XJ	CL30	610	10R	B	Pilot Requested	No
1/9/2019 15:09	FTH808	N808GG	C750	1662	10R	B	Pilot Requested	No
1/11/2019 9:48	DPJ186	N18650	C25B	6750	10L	B	Pilot Requested	No
1/11/2019 10:03	LXJ528	N528FX	CL30	1066	10R	B	Pilot Requested	No
1/11/2019 11:08	N510GT	N510GT	FA50	2024	10R	B	Pilot Requested	No
1/11/2019 11:27	N4WP	N4WP	C25B	1342	10L	B	Pilot Requested	No
1/11/2019 11:35	EJA545	N545QS	C68A	6660	10R	B	Pilot Requested	No
1/11/2019 11:36	N24ZD	N24ZD	ASTR	4123	10L	B	Pilot Requested	No
1/11/2019 11:56	TWY812	N812G	CL60	1432	10R	B	Pilot Requested	No
1/11/2019 12:05	JSX208	N252JX	E135	7622	10R	R	Pilot Requested	No
1/11/2019 12:13	PXT903	N903JP	C510	6562	10R	B	Pilot Requested	No
1/11/2019 13:01	JSX175	N253JX	E135	7374	10L	R	Pilot Requested	No
1/11/2019 14:25	N1226	N1226	GL5T	2123	10R	B	Pilot Requested	No
1/11/2019 19:23	SIS517	N517ML	GLF4	7364	10R	B	Pilot Requested	No
1/11/2019 20:38	PXT170	N170TM	C25A	6043	10R	B	Pilot Requested	No
1/11/2019 22:02	PXT903	N903JP	C510	6615	10R	B	Pilot Requested	No
1/14/2019 10:14	N434CF	N434CF	C25A	4212	10L	B	Pilot Requested	No
1/14/2019 10:54	N127MC	N127MC	C56X	2030	10R	B	Pilot Requested	No
1/14/2019 10:58	DJR213	N213F	C25B	6720	10R	B	Pilot Requested	No
1/14/2019 11:00	PXT415	N415PC	C25B	4213	10L	B	Pilot Requested	No
1/14/2019 11:02	LXJ580	N580FX	CL30	742	10R	B	Pilot Requested	No
1/14/2019 12:02	N717NB	N717NB	C56X	1036	10L	B	Pilot Requested	No
1/14/2019 12:08	JSX208	N735TS	E135	1062	10R	R	Pilot Requested	No
1/14/2019 12:51	PXT560	N560TN	C56X	4537	10L	B	Pilot Requested	No
1/14/2019 14:39	EJM203	N24TH	FA7X	2074	10R	B	Pilot Requested	No
1/14/2019 14:53	GAJ501	N501UP	C56X	2622	10L	B	Pilot Requested	No
1/14/2019 15:06	PXT415	N415PC	C25B	7742	10L	B	Pilot Requested	No
1/14/2019 15:31	EJA588	N588QS	C56X	4531	10R	B	Pilot Requested	No
1/14/2019 16:39	EJA691	N691QS	C56X	7353	10L	B	Pilot Requested	No
1/14/2019 16:52	JSX212	N735TS	E135	2016	10R	R	Pilot Requested	No
1/14/2019 16:55	EJA313P	N313QS	C680	1674	10R	B	Pilot Requested	No
1/14/2019 16:56	EJA946	N946QS	C750	7154	10R	B	Pilot Requested	No
1/14/2019 16:58	GAJ14	N848CC	G280	2154	10R	B	Pilot Requested	No
1/14/2019 19:16	JSX179	N257JX	E135	7264	10R	R	Pilot Requested	No
1/15/2019 8:05	LXJ552	N552FX	CL30	3514	10R	B	Pilot Requested	No
1/15/2019 10:13	N999LX	N999LX	GLF5	7324	10R	B	Pilot Requested	No
1/15/2019 10:40	OPT357	N357FX	E55P	1023	10R	B	Pilot Requested	No
1/15/2019 11:06	N448CX	N448CX	C750	2054	10R	B	Pilot Requested	No
1/15/2019 11:54	EJM206	N206NT	C680	6776	10R	B	Pilot Requested	No
1/15/2019 12:00	EJM206	N206NT	GL5T	1506	10R	B	Pilot Requested	No
1/15/2019 13:22	N767FL	N76FL	GLF5	2053	10R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
1/15/2019 15:50	LXJ530	N530FX	CL30	2656	10R	B	Pilot Requested	No
1/15/2019 15:58	TFF981	N59JE	GLF5	7237	10R	B	Pilot Requested	No
1/15/2019 16:58	N163EB	N163EB	F2TH	2073	10R	B	Pilot Requested	No
1/15/2019 17:04	TWY313	N313DS	CL30	1750	10R	B	Pilot Requested	No
1/16/2019 7:49	EJA527	N527QS	C68A	2007	10R	B	Pilot Requested	No
1/16/2019 7:53	EJA635	N635QS	C56X	4201	10R	B	Pilot Requested	No
1/16/2019 9:36	N289RZ	N289RZ	E50P	7622	10R	B	Pilot Requested	No
1/16/2019 9:53	N679TC	N679TC	C25C	1576	10R	B	Pilot Requested	No
1/16/2019 10:31	TWY410	N410GS	F2TH	2431	10R	B	Pilot Requested	No
1/16/2019 10:57	KOW935	N935BA	C750	1771	10L	B	Pilot Requested	No
1/16/2019 12:04	JSX208	N251JX	E135	7663	10R	R	Pilot Requested	No
1/16/2019 15:16	N257CM	N257CM	C510	7666	10R	B	Pilot Requested	No
1/17/2019 7:38	N434CF	N434CF	C25A	4564	10R	B	Pilot Requested	No
1/17/2019 10:20	N616TG	N616TG	C550	7212	10L	B	Pilot Requested	No
2/1/2019 11:28	XLJ605		LJ40	1370	10L	B	Pilot Requested	No
2/1/2019 11:32	EJA389	N389QS	C680	4271	10R	B	Pilot Requested	No
2/1/2019 11:46	EJA410	N410QS	E55P	7627	10R	B	Pilot Requested	No
2/1/2019 11:48	N74PT	N74PT	LJ45	4221	10R	B	Pilot Requested	No
2/1/2019 12:32	N12CQ	N12CQ	C560	7212	10L	B	Pilot Requested	No
2/1/2019 13:11	JSX177	N257JX	E135	1352	10R	R	Pilot Requested	No
2/1/2019 13:17	PXT560	N560TN	C56X	4245	10R	B	Pilot Requested	No
2/1/2019 13:26	CFSDL	CFSDL	LJ45	2653	10R	B	Pilot Requested	No
2/1/2019 16:01	N400ES	N400ES	CL60	6750	10R	B	Pilot Requested	No
2/1/2019 16:08	N390SA	N390SA	PRM1	2021	10R	B	Pilot Requested	No
2/1/2019 16:30	N15VX	N15VX	FA50	2471	10R	B	Pilot Requested	No
2/1/2019 17:08	N768LP	N768LP	C56X	7372	10R	B	Pilot Requested	No
2/1/2019 17:23	N406CM	N406CM	C510	6713	10L	B	Pilot Requested	No
2/1/2019 17:51	PXT415	N415PC	C25B	657	10R	B	Pilot Requested	No
2/1/2019 18:01	N525SM	N525SM	C25A	7264	10R	B	Pilot Requested	No
2/1/2019 18:41	N12CQ	N12CQ	C560	4525	10L	B	Pilot Requested	No
2/1/2019 18:46	XLJ605		LJ40	7311	10L	B	Pilot Requested	No
2/1/2019 19:38	FTH452	N452M	C56X	7225	10L	B	Pilot Requested	No
2/2/2019 9:43	N872J	N872J	C25B	4265	10R	B	Pilot Requested	No
2/2/2019 11:15	LXJ585	N585FX	CL30	1442	10R	B	Pilot Requested	No
2/2/2019 12:18	LXJ523	N523FX	CL30	2077	10R	B	Pilot Requested	No
2/2/2019 12:48	N8821C	N8821C	G150	7263	10R	B	Pilot Requested	No
2/2/2019 13:11	N999WS	N999WS	C501	1032	10R	B	Pilot Requested	No
2/2/2019 16:52	N827JS	N827JS	C56X	4522	10L	B	Pilot Requested	No
2/2/2019 18:13	N424PX	N424PX	GLF4	6577	10R	B	Pilot Requested	No
2/2/2019 21:49	N768LP	N768LP	C56X	3704	10R	B	Pilot Requested	No
2/3/2019 2:11	TWY69	N696HS	CL60	3721	10R	B	Pilot Requested	No
2/8/2019 11:55	N535JP	N535JP	SF50	4547	10R	B	Pilot Requested	No
2/8/2019 12:16	EJA382	N382QS	C680	7774	10R	B	Pilot Requested	No
2/8/2019 15:07	PXT903	N903JP	C510	4267	10R	B	Pilot Requested	No
2/8/2019 16:01	XOJ508	N508XJ	CL30	1414	10R	B	Pilot Requested	No
2/8/2019 16:32	JSX173	N254JX	E135	2040	10R	R	Pilot Requested	No
2/8/2019 19:29	PXT170	N170TM	C25A	4541	10L	B	Pilot Requested	No
2/9/2019 10:26	JTL953	N953TJ	C750	3075	10R	B	Pilot Requested	No
2/9/2019 10:59	N909MT	N909MT	E35L	6720	10R	B	Pilot Requested	No
2/9/2019 11:24	GDG626	N626NT	F2TH	4201	10R	B	Pilot Requested	No
2/9/2019 11:58	N691DC	N691DC	C560	4240	10R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
2/12/2019 16:02	VHVL	VHVL	E135	6025	10R	B	Pilot Requested	No
2/12/2019 17:36	N448CJ	N448CJ	E50P	4010	10L	B	Pilot Requested	No
2/12/2019 17:57	JSX204	N716AE	E135	7220	10L	R	Pilot Requested	No
2/12/2019 18:15	JSX175	N254JX	E135	1306	10R	R	Pilot Requested	No
2/12/2019 21:15	PXT920	N920JR	C25A	3514	10R	B	Pilot Requested	No
2/12/2019 21:46	XLJ605		LJ40	7242	10R	B	Pilot Requested	No
2/13/2019 14:56	N813JD	N813JD	C550	7303	10R	B	Pilot Requested	No
2/13/2019 17:15	N70VM	N70VM	C25B	2071	10R	B	Pilot Requested	No
2/13/2019 17:49	JSX204	N735TS	E135	2424	10L	R	Pilot Requested	No
2/13/2019 19:50	EJA641	N641QS	C56X	4103	10R	B	Pilot Requested	No
2/13/2019 21:37	FTH708	N708M	C56X	2715	10L	B	Pilot Requested	No
2/13/2019 23:04	JSX179	N257JX	E135	2035	10R	R	Pilot Requested	No
2/14/2019 8:43	N54DT	N54DT	C510	7266	10L	B	Pilot Requested	No
2/14/2019 21:28	N204DD	N204DD	GALX	1006	10R	B	Pilot Requested	No
2/25/2019 9:13	PFT125	N551V	C550	7235	10R	B	Pilot Requested	No
2/25/2019 9:28	N1978X	N1978X	F2TH	1015	10R	B	Pilot Requested	No
2/25/2019 10:17	N301RD	N301RD	F900	2102	10L	B	Pilot Requested	No
2/25/2019 10:24	EJA536	N536QS	C68A	7711	10R	B	Pilot Requested	No
2/25/2019 12:22	N288G	N288G	C525	1022	10L	B	Pilot Requested	No
2/25/2019 12:50	EJM273	N9273	F2TH	3610	10R	B	Pilot Requested	No
2/25/2019 16:33	TTE499	N499AV	C56X	3753	10L	B	Pilot Requested	No
2/25/2019 17:41	N414FW	N414FW	C525	6555	10R	B	Pilot Requested	No
2/25/2019 18:13	N950LG	N950LG	GLF4	6535	10R	B	Pilot Requested	No
2/25/2019 18:48	EJA568	N568QS	C56X	2001	10R	B	Pilot Requested	No
2/25/2019 18:52	EJA749	N749QS	CL35	1623	10R	B	Pilot Requested	No
2/25/2019 20:21	N746E	N746E	CL30	5752	10R	B	Pilot Requested	No
2/25/2019 23:19	EJA747	N747QS	CL35	1415	10R	B	Pilot Requested	No
2/26/2019 9:56	JSX333	N254JX	E135	7672	10R	R	Pilot Requested	No
2/26/2019 13:46	EJA747	N747QS	CL35	4275	10R	B	Pilot Requested	No
2/26/2019 13:49	EJA747	N747QS	CL35	650	10R	B	Pilot Requested	No
2/26/2019 13:53	EJA997	N997QS	C750	6777	10L	B	Pilot Requested	No
2/26/2019 14:43	N903GS	N903GS	F2TH	1604	10R	B	Pilot Requested	No
2/26/2019 14:44	N903GS	N903GS	F2TH	1604	10R	B	Pilot Requested	No
2/26/2019 15:42	N224WA	N224WA	PC24	4032	10R	B	Pilot Requested	No
2/26/2019 16:53	GAJ15	N858CC	G280	7332	10L	B	Pilot Requested	No
2/27/2019 8:30	XLJ41		LJ40	713	10L	B	Pilot Requested	No
2/27/2019 8:47	N351CT	N351CT	CL35	2047	10R	B	Pilot Requested	No
2/27/2019 9:25	JSX333	N253JX	E135	1362	10R	R	Pilot Requested	No
3/5/2019 13:17	N456GA	N456GA	GLF5	7434	10R	B	Pilot Requested	No
3/5/2019 13:42	N650VM	N650VM	C25M	1604	10L	B	Pilot Requested	No
3/5/2019 16:12	EJA325	N325QS	E55P	6761	10R	B	Pilot Requested	No
3/5/2019 16:40	PXT170	N170TM	C25A	2404	10R	B	Pilot Requested	No
3/5/2019 19:18	TWY180	N278RF	F900	1314	10R	B	Pilot Requested	No
3/5/2019 21:24	JSX179	N259JX	E135	2077	10R	R	Pilot Requested	No
3/6/2019 7:58	LXJ524	N524FX	CL30	1353	10L	B	Pilot Requested	No
3/6/2019 8:13	N525MN	N525MN	E50P	6051	10R	B	Pilot Requested	No
3/6/2019 10:38	EJA304	N304QS	E55P	2423	10R	B	Pilot Requested	No
3/9/2019 12:31	TWY28	N248LX	F900	7731	10R	B	Pilot Requested	No
3/9/2019 14:49	N3VF	N3VF	FA50	1302	10R	B	Pilot Requested	No
3/9/2019 15:49	N57TS	N57TS	LJ31	7233	10R	B	Pilot Requested	No
3/9/2019 18:15	GDG626	N626NT	F2TH	4227	10R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
3/10/2019 9:07	N12SY	N12SY	H25B	6714	10R	B	Pilot Requested	No
3/10/2019 11:34	N33VC	N33VC	HA4T	3111	10R	B	Pilot Requested	No
3/10/2019 11:50	N93AT	N93AT	GLF4	4051	10R	B	Pilot Requested	No
3/10/2019 12:01	EJA766	N766QS	CL35	4205	10R	B	Pilot Requested	No
3/10/2019 12:26	PKW586	N906TR	LJ60	2777	10R	B	Pilot Requested	No
3/10/2019 13:12	EJA237	N237QS	CL60	2041	10R	B	Pilot Requested	No
3/20/2019 9:28	KFB10		C560	7736	10R	B	Pilot Requested	No
3/20/2019 10:13	CFNRG	CFNRG	C750	7144	10R	B	Pilot Requested	No
3/22/2019 11:23	N100GG	N100GG	C501	3532	10R	B	Pilot Requested	No
3/22/2019 11:51	N717NB	N717NB	C56X	4221	10L	B	Pilot Requested	No
3/22/2019 12:05	CHN41	N5341M	C25B	4523	10L	B	Pilot Requested	No
3/22/2019 12:09	N271CQ	N271CQ	C25C	3232	10L	B	Pilot Requested	No
3/22/2019 12:56	DCM4011	N131KS	CL30	4107	10R	B	Pilot Requested	No
3/22/2019 13:16	N910RB	N910RB	C550	1375	10R	B	Pilot Requested	No
3/22/2019 13:58	N440HA	N440HA	LJ60	2056	10R	B	Pilot Requested	No
3/22/2019 14:00	N752WJ	N752WJ	C750	7661	10R	B	Pilot Requested	No
3/22/2019 17:00	N717NB	N717NB	C56X	7311	10L	B	Pilot Requested	No
3/22/2019 17:07	N750LG	N750LG	CL60	6707	10R	B	Pilot Requested	No
3/22/2019 18:07	N547TW	N547TW	C525	7717	10L	B	Pilot Requested	No
3/22/2019 18:25	EJA780	N780QS	CL35	4212	10R	B	Pilot Requested	No
3/22/2019 19:40	N780CF	N780CF	C550	1644	10R	B	Pilot Requested	No
3/25/2019 9:34	EJA794	N794QS	CL35	7264	10R	B	Pilot Requested	No
3/25/2019 10:09	N54TE	N54TE	EA50	2037	10R	B	Pilot Requested	No
3/27/2019 10:57	LXJ405	N405FX	E545	1064	10R	B	Pilot Requested	No
3/28/2019 7:33	N661BP	N661BP	C525	6761	10R	B	Pilot Requested	No
3/28/2019 7:54	N682CE	N682CE	C560	4245	10R	B	Pilot Requested	No
3/28/2019 9:31	JSX330A	N735TS	E135	7363	10R	R	Pilot Requested	No
3/28/2019 9:41	TWY77	N775RP	CL60	672	10R	B	Pilot Requested	No
3/28/2019 9:46	N1AJ	N1AJ	C501	6616	10R	B	Pilot Requested	No
3/28/2019 11:51	DPJ883	N883TW	CL35	1374	10R	B	Pilot Requested	No
3/28/2019 12:05	N580RJ	N580RJ	H25B	5667	10R	B	Pilot Requested	No
3/28/2019 12:28	EJA358	N358QS	E55P	1657	10L	B	Pilot Requested	No
3/28/2019 12:31	N113BG	N113BG	C25A	1376	10L	B	Pilot Requested	No
3/28/2019 12:47	N606TJ	N606TJ	FA7X	4545	10R	B	Pilot Requested	No
3/28/2019 12:49	TWY711	N809SM	GLF4	7272	10R	B	Pilot Requested	No
						<b>Pilot Requested</b>	<b>209</b>	
1/14/2019 0:32	ASA838	N566AS	B738	2773	10R	J	RWY 30 Routine Closure	Yes
2/4/2019 3:53	N448CX	N448CX	C750	5646	10R	B	RWY 30 Routine Closure	Yes
2/4/2019 2:14	ASA320	N534AS	B738	6675	10R	J	RWY 30 Routine Closure	Yes
2/4/2019 0:42	N365CJ	N365CJ	GLEX	1123	10R	B	RWY 30 Routine Closure	Yes
						<b>RWY 30 Routine Closure</b>	<b>4</b>	
2/3/2019 22:19	N919NE	N919NE	FA7X	1732	10R	B	Southeast/Runway Capacity	No
1/16/2019 21:39	JSX214	N251JX	E135	6772	10R	R	Southeast/Runway Capacity	No
1/16/2019 10:26	EJA605	N605QS	C56X	4527	10R	B	Southeast/Runway Capacity	No
1/14/2019 9:31	N1220W	N1220W	C25A	1311	10L	B	Southeast/Runway Capacity	No
2/12/2019 20:55	RSP600	N581JS	E50P	3163	10R	B	Southeast/Runway Capacity	No
2/13/2019 19:47	EJA408	N408QS	GLF4	2475	10R	B	Southeast/Runway Capacity	No
2/13/2019 20:19	EJA509	N509QS	C68A	2632	10R	B	Southeast/Runway Capacity	No
2/14/2019 7:35	N615PG	N615PG	E135	4202	10R	B	Southeast/Runway Capacity	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
2/25/2019 9:18	EJA148	N148QS	GLEX	7722	10R	B	Southeast/Runway Capacity	No
2/25/2019 9:35	EJA758	N758QS	CL35	6713	10L	B	Southeast/Runway Capacity	No
2/25/2019 17:59	N313V	N313V	CL30	3507	10R	B	Southeast/Runway Capacity	No
2/25/2019 18:11	N83HD	N83HD	F900	1323	10R	B	Southeast/Runway Capacity	No
2/25/2019 20:09	EJA770	N770QS	CL35	2433	10R	B	Southeast/Runway Capacity	No
2/25/2019 20:17	N365CJ	N365CJ	GLEX	3533	10R	B	Southeast/Runway Capacity	No
2/25/2019 20:34	N187MC	N187MC	C525	1432	10R	B	Southeast/Runway Capacity	No
2/26/2019 8:55	EJA509	N509QS	C68A	7340	10L	B	Southeast/Runway Capacity	No
2/26/2019 16:19	N150HM	N150HM	G150	3147	10R	B	Southeast/Runway Capacity	No
2/26/2019 17:58	EJA763	N763QS	CL35	1461	10L	B	Southeast/Runway Capacity	No
2/27/2019 8:53	PFT898	N898PP	C56X	2005	10R	B	Southeast/Runway Capacity	No
3/6/2019 11:08	N782MM	N782MM	E550	6772	10R	B	Southeast/Runway Capacity	No
3/6/2019 12:55	LXJ574	N574FX	CL30	7752	10R	B	Southeast/Runway Capacity	No
3/9/2019 8:35	N750LG	N750LG	CL60	2057	10R	B	Southeast/Runway Capacity	No
3/9/2019 16:46	EJA238	N238QS	CL60	2047	10R	B	Southeast/Runway Capacity	No
3/10/2019 13:23	JSX202	N259JX	E135	2462	10R	R	Southeast/Runway Capacity	No
3/20/2019 10:22	N17XR	N17XR	C750	3605	10R	B	Southeast/Runway Capacity	No
3/22/2019 12:40	LXJ590	N590FX	CL30	4267	10R	B	Southeast/Runway Capacity	No
3/22/2019 15:43	N217EC	N217EC	BE40	2724	10R	B	Southeast/Runway Capacity	No
3/27/2019 8:54	N661JM	N661JM	E135	7211	10R	B	Southeast/Runway Capacity	No
3/27/2019 9:00	LXJ413	N413FX	E545	6036	10R	B	Southeast/Runway Capacity	No
3/28/2019 10:44	N400TJ	N400TJ	CL60	1051	10R	B	Southeast/Runway Capacity	No
1/16/2019 16:13	EJA339	N339QS	C680	3147	10R	B	Southeast/Runway Capacity	No
1/11/2019 13:30	N815JW	N815JW	GALX	1516	10R	B	Southeast/Runway Capacity	No
						<b>Southeast/Runway Capacity</b>	<b>32</b>	
						<b>Grand Count</b>	<b>252</b>	

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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
2/19/2019 16:39	PAD1	REH18		HELO	316	Air Traffic Conflict	Yes
3/29/2019 11:54	28L	N94077	N94077	C210	350	Air Traffic Conflict	Yes
1/12/2019 17:14	28R	N2214L	N2214L	C172	336	Air Traffic Conflict	Yes
1/12/2019 11:04	33	N66405	N66405	PA18	336	Air Traffic Conflict	Yes
3/1/2019 14:37	PAD1	CMD8	N838CS	HELO	333	Air Traffic Conflict	Yes
3/1/2019 16:05	28R	N39944	N39944	PA32	332	Air Traffic Conflict	Yes
1/12/2019 17:34	28R	N21263	N21263	C172	374	Air Traffic Conflict	Yes
3/26/2019 12:03	28R	N368BW	N368BW	BE60	372	Air Traffic Conflict	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
3/23/2019 12:59	28R	N2565U	N2565U	P28A	375	Air Traffic Conflict	Yes
3/22/2019 10:34	28L	N328TA	N328TA	C172	316	Air Traffic Conflict	Yes
1/19/2019 13:46	33	N731HR	N731HR	C210	313	Air Traffic Conflict	Yes
3/17/2019 8:14	28R	N355MM	N355MM	EXPR	331	Air Traffic Conflict	Yes
3/16/2019 12:58	PAD1	N30GM	N30GM	HELO	372	Air Traffic Conflict	Yes
3/16/2019 10:28	PAD1	CMD8	N838CS	HELO	376	Air Traffic Conflict	Yes
3/13/2019 11:29	28R	PXT494	N494KC	PC12	363	Air Traffic Conflict	Yes
1/2/2019 13:06	28R	N11111	N11111	AEST	341	Air Traffic Conflict	Yes
1/27/2019 11:25	28R	N475MJ	N475MJ	PC12	321	Air Traffic Conflict	Yes
1/27/2019 15:35	33	N49004	N49004	C172	361	Air Traffic Conflict	Yes
2/17/2019 17:35	PAD1	CMD8	N838CS	HELO	320	Air Traffic Conflict	Yes
3/12/2019 16:25	28R	N20FQ	N20FQ	TB21	364	Air Traffic Conflict	Yes
1/3/2019 16:21	PAD1	N877XL	N877XL	HELO	343	Air Traffic Conflict	Yes
					<b>Air Traffic Conflict</b>	<b>21</b>	
2/15/2019 18:00	PAD1	CMD8	N838CS	HELO	327	Lifeguard Medical	Yes
2/12/2019 13:06	PAD1	CMD8	N838CS	HELO	347	Lifeguard Medical	Yes
2/4/2019 5:56	PAD1	CMD8	N838CS	HELO	341	Lifeguard Medical	Yes
2/1/2019 3:41	PAD1	CMD8	N838CS	HELO	335	Lifeguard Medical	Yes
1/28/2019 9:17	PAD1	CMD08	N838CS	HELO	313	Lifeguard Medical	Yes
1/26/2019 14:49	PAD1	CMD8	N838CS	HELO	361	Lifeguard Medical	Yes
1/2/2019 16:05	PAD1	CMD13		HELO	353	Lifeguard Medical	Yes
2/23/2019 8:21	PAD1	CMD8	N838CS	HELO	365	Lifeguard Medical	Yes
					<b>Lifeguard Medical</b>	<b>8</b>	
2/19/2019 15:58	33	N739UL	N739UL	C172	353	Not Acceptable	No
2/4/2019 15:58	33	N375M	N375M	EXPR	332	Not Acceptable	No
2/28/2019 13:03	28R	N9863L	N9863L	C172	341	Not Acceptable	No
2/9/2019 15:00	28R	N415PW	N415PW	SR22	320	Not Acceptable	No
1/7/2019 14:41	28R	N628WA	N628WA	P46T	364	Not Acceptable	No
1/13/2019 11:15	28R	N49004	N49004	C152	317	Not Acceptable	No
3/24/2019 12:46	33	N747JS	N747JS	P28A	333	Not Acceptable	No
1/18/2019 15:47	28R	N155ST	N155ST	BE55	372	Not Acceptable	No
1/18/2019 16:28	33	N375M	N375M	EXP	343	Not Acceptable	No
1/22/2019 12:46	28R	N368BW	N368BW	BE60	326	Not Acceptable	No
1/24/2019 10:43	28R	N25MG	N25MG	PAY1	321	Not Acceptable	No
					<b>Not Acceptable</b>	<b>11</b>	
1/30/2019 17:41	28R	N328TA	N328TA	C172	376	Touch & Go Training	No
1/22/2019 16:14	28R	N739UL	N739UL	C172	330	Touch & Go Training	No
3/14/2019 14:00	28R	N254EK	N254EK	C172	361	Touch & Go Training	No
1/24/2019 21:09	28R	N91934	N91934	C172	377	Touch & Go Training	No
					<b>Touch &amp; Go Training</b>	<b>4</b>	
					<b>Grand Count</b>	<b>44</b>	

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## North Field Quiet Hours Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
1/28/2019 2:38	N390SA	N390SA	PRM1	3221	28L	ATC Request	No
					<b>ATC Request</b>	<b>1</b>	
1/8/2019 2:24	LN810BE	N810BE	C560	3223	28L	Lifeguard Medical	Yes
1/12/2019 5:53	LN269JR	N269JR	LJ35	3263	28L	Lifeguard Medical	Yes
1/16/2019 0:49	LN246PH	N246PH	BE20	4521	10L	Lifeguard Medical	Yes
1/23/2019 2:36	JNY7	N267LG	GLF4	3256	28L	Lifeguard Medical	Yes
1/26/2019 1:47	LN810BE	N810BE	C560	3243	28L	Lifeguard Medical	Yes
2/1/2019 3:41	CMD8	N838CS	HELO	335	PAD1	Lifeguard Medical	Yes
2/4/2019 0:46	LN915CD	N915CD	BE9L	3327	10L	Lifeguard Medical	Yes
2/4/2019 5:56	CMD8	N838CS	HELO	341	PAD1	Lifeguard Medical	Yes
2/9/2019 22:17	LN509RP	N509RP	C550	4225	28R	Lifeguard Medical	Yes
2/15/2019 0:57	LN810BE	N810BE	C560	3201	28R	Lifeguard Medical	Yes
3/2/2019 1:54	N41BA	N41BA	BE9L	4520	28R	Lifeguard Medical	Yes
3/2/2019 22:23	CMD70	N911RX	BE20	3234	28R	Lifeguard Medical	Yes
3/11/2019 3:09	LN108JN	N108JN	LJ35	3225	28L	Lifeguard Medical	Yes
3/15/2019 4:00	CMD70	N370CS	BE20	4534	28R	Lifeguard Medical	Yes
3/17/2019 22:03	LN509RP	N509RP	C550	4242	28R	Lifeguard Medical	Yes
3/18/2019 1:34	LN204JS	N204JS	BE20	4273	28R	Lifeguard Medical	Yes
3/18/2019 6:17	LN509RP	N509RP	C550	4275	28L	Lifeguard Medical	Yes
3/24/2019 2:38	LN562NA	N562NA	PC12	4573	28R	Lifeguard Medical	Yes
3/27/2019 6:19	CMD70	N370CS	BE20	4276	10L	Lifeguard Medical	Yes
					<b>Lifeguard Medical</b>	<b>19</b>	
1/5/2019 4:29	N912MF	N912MF	BE20	3342	10L	Not Acceptable	No
1/5/2019 6:46	GDG48	N8888H	H25C	3253	10R	Not Acceptable	No
1/6/2019 6:03	EJA744	N744QS	CL35	3371	10R	Not Acceptable	No
1/6/2019 22:29	N750LG	N750LG	CL60	3253	10R	Not Acceptable	No
1/7/2019 5:37	PXT920	N920JR	C25A	4273	10R	Not Acceptable	No
1/8/2019 22:11	EJA507	N507QS	C68A	3340	10R	Not Acceptable	No
1/8/2019 22:13	N881VP	N881VP	C56X	3277	10R	Not Acceptable	No
1/8/2019 22:45	N390TP	N390TP	E50P	3327	10R	Not Acceptable	No
1/9/2019 6:35	PCM8709	N844FE	C208	4233	10R	Not Acceptable	No
1/9/2019 22:37	N578JZ	N578JZ	PC12	3617	28R	Not Acceptable	No
1/11/2019 4:20	N98012	N98012	PA28	4210	28R	Not Acceptable	No
1/16/2019 4:52	BXR1984	N90GL	C208	4507	10L	Not Acceptable	No
1/16/2019 4:55	BXR1462	N5849C	C208	4512	10L	Not Acceptable	No
1/16/2019 6:28	PXT560	N560TN	C56X	4541	10R	Not Acceptable	No
1/16/2019 6:34	PCM8709	N782FE	C208	4513	10L	Not Acceptable	No
1/16/2019 23:43	N535JP	N535JP	SF50	3351	10R	Not Acceptable	No
1/18/2019 6:48	BXR8604	N932C	C208	4270	28L	Not Acceptable	No
1/22/2019 0:08	N246PH	N246PH	BE20	4546	28R	Not Acceptable	No
1/23/2019 22:45	N807SM	N807SM	BE20	3366	28R	Not Acceptable	No
1/25/2019 4:01	N246PH	N246PH	BE20	4222	28R	Not Acceptable	No
2/1/2019 6:49	N390SA	N390SA	PRM1	351	10L	Not Acceptable	No
2/2/2019 6:45	PXT525	N525CR	C25B	3315	10R	Not Acceptable	No
2/2/2019 22:13	BXR225	N208PG	C208	4203	10L	Not Acceptable	No
2/3/2019 2:52	TWY69	N696HS	CL60	3255	10R	Not Acceptable	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
2/3/2019 22:47	JSX333	N254JX	E135	3320	10R	Not Acceptable	No
2/3/2019 23:48	N919NE	N919NE	FA7X	4536	10R	Not Acceptable	No
2/6/2019 22:42	N819AP	N819AP	GALX	352	10R	Not Acceptable	No
2/7/2019 23:16	N98012	N98012	P28A	4516	28R	Not Acceptable	No
2/9/2019 6:42	PXT920	N920JR	C25A	4554	10R	Not Acceptable	No
2/12/2019 22:59	N425RR	N425RR	PAY3	3623	10L	Not Acceptable	No
2/13/2019 6:36	PCM8709	N707FX	C208	4205	10L	Not Acceptable	No
2/13/2019 22:34	N354VJ	N354VJ	CL35	3346	10R	Not Acceptable	No
2/13/2019 22:54	N912MF	N912MF	BE20	3370	10L	Not Acceptable	No
2/14/2019 6:46	PCM8709	N985FE	C208	4516	10L	Not Acceptable	No
2/14/2019 6:59	PCM8711	N771FE	C208	4272	10L	Not Acceptable	No
2/21/2019 23:40	BYF32		C172	5336	28R	Not Acceptable	No
2/25/2019 23:10	GAJ865	N865UP	B350	3227	10L	Not Acceptable	No
2/26/2019 5:21	PXT920	N920JR	C25A	3216	10R	Not Acceptable	No
2/26/2019 6:44	PCM8709	N984FE	C208	4524	10L	Not Acceptable	No
2/27/2019 6:25	GAJ892	N892UP	B350	4244	10R	Not Acceptable	No
3/8/2019 6:47	EJA990	N990QS	C750	4276	28L	Not Acceptable	No
3/8/2019 22:09	N448CJ	N448CJ	C25C	373	28R	Not Acceptable	No
3/10/2019 22:42	N125DG	N125DG	C25B	1760	28R	Not Acceptable	No
3/18/2019 1:16	ASP812	CFASV	E545	4240	28R	Not Acceptable	No
3/19/2019 6:44	BXR1960	N932C	C208	5333	28L	Not Acceptable	No
3/20/2019 6:32	PCM8709	N968FE	C208	4275	10L	Not Acceptable	No
3/22/2019 23:37	PFT898	N898PP	C56X	3374	10R	Not Acceptable	No
3/27/2019 6:23	PCM8709	N892FE	C208	4204	10R	Not Acceptable	No
3/27/2019 6:41	EJA786	N786QS	CL35	3255	10R	Not Acceptable	No
3/27/2019 6:43	N884BL	N884BL	F900	3656	10R	Not Acceptable	No
3/27/2019 6:46	PCM8711	N781FE	C208	4240	10R	Not Acceptable	No
3/28/2019 6:32	PCM8709	N781FE	C208	4235	10L	Not Acceptable	No
3/28/2019 6:38	TWY83	N888QL	CL60	3341	10R	Not Acceptable	No
3/31/2019 23:56	BTQ329	N670WH	PC12	4563	28L	Not Acceptable	No
					<b>Not Acceptable</b>	<b>54</b>	
1/31/2019 22:17	CFRJZ	CFRJZ	ASTR	3252	28R	Pilot Requested	No
					<b>Pilot Requested</b>	<b>1</b>	
2/4/2019 5:51	FTH452	N452M	C56X	3217	28L	RWY 30 Routine Closure	Yes
1/21/2019 0:18	FFL226	N777AX	C550	4574	28L	RWY 30 Routine Closure	Yes
1/21/2019 5:54	FFL226	N777AX	C550	4565	28R	RWY 30 Routine Closure	Yes
					<b>RWY 30 Routine Closure</b>	<b>3</b>	
3/5/2019 22:40	N396AF	N396AF	BE9L	4535	10L	Runway 10L Departure	No
3/6/2019 6:32	PCM8709	N891FE	C208	4262	10L	Runway 10L Departure	No
3/5/2019 22:30	N505SG	N505SG	B350	4562	10L	Runway 10L Departure	No
2/27/2019 6:49	PCM8709	N771FE	C208	4277	10L	Runway 10L Departure	No
2/2/2019 2:30	N336LA	N336LA	BE9L	3272	10L	Runway 10L Departure	No
1/12/2019 3:48	N912MF	N912MF	BE20	3361	10L	Runway 10L Departure	No
2/27/2019 6:18	N828VV	N828VV	PC12	3214	10L	Runway 10L Departure	No
					<b>Runway 10L Departure</b>	<b>7</b>	
3/8/2019 23:33	GAJ822	N822UP	B350	3750	28R	Straight-out Departure	No
					<b>Straight-out Departure</b>	<b>1</b>	
1/8/2019 6:56	PCM8679	N782FE	C208	4550	28L	Time Buffer	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
1/18/2019 6:51	PCM8711		C208	4242	28R	Time Buffer	Yes
1/31/2019 6:56	PCM8711	N707FX	C208	4574	28L	Time Buffer	Yes
2/2/2019 22:07	N768LP	N768LP	C56X	3367	10R	Time Buffer	Yes
2/11/2019 22:04	N772AM	N772AM	TBM	3303	28R	Time Buffer	Yes
2/21/2019 6:51	PCM8711	N771FE	C208	4255	28L	Time Buffer	Yes
2/23/2019 22:02	CMD8	N838CS	HELO	5374	PAD1	Time Buffer	Yes
2/26/2019 6:58	PCM8711	N707FX	C208	4243	10L	Time Buffer	Yes
3/1/2019 6:56	GAJ849	N849UP	B350	3257	28R	Time Buffer	Yes
3/5/2019 22:04	DLX654	N654AN	LJ60	3260	10R	Time Buffer	Yes
3/7/2019 6:55	BXR8604	N121HA	C208	4276	28L	Time Buffer	Yes
3/9/2019 6:57	JSX180	N254JX	E135	1726	10R	Time Buffer	Yes
3/27/2019 6:57	BXR8604	N121HA	C208	4511	10R	Time Buffer	Yes
					<b>Time Buffer</b>	<b>13</b>	
1/10/2019 6:47	TWY45	N450CR	B350	3232	28R	Wide Salad	No
1/13/2019 1:59	N912MF	N912MF	BE20	3252	28L	Wide Salad	No
1/13/2019 23:53	BTQ329	N95GE	PC12	4217	28L	Wide Salad	No
1/15/2019 22:31	N912MF	N912MF	BE20	3350	28R	Wide Salad	No
1/19/2019 5:36	N373EZ	N373EZ	PC12	3364	28R	Wide Salad	No
1/26/2019 23:05	N1747B	N1747B	C206	4240	28R	Wide Salad	No
1/26/2019 23:14	DCM4033	N551CN	BE9L	3321	28R	Wide Salad	No
1/27/2019 23:25	BTQ329	N670WH	PC12	4517	28L	Wide Salad	No
1/31/2019 6:47	BXR8604	N932C	C208	4544	28L	Wide Salad	No
1/31/2019 22:19	N1406T	N1406T	P28R	4531	28R	Wide Salad	No
1/31/2019 23:06	GAJ855	N855UP	BE30	3306	28R	Wide Salad	No
2/7/2019 6:51	PCM8711	N707FX	C208	4274	28L	Wide Salad	No
2/9/2019 5:57	N41BA	N41BA	BE9L	4561	28R	Wide Salad	No
2/11/2019 2:02	BTQ329	N842WF	PC12	4210	28L	Wide Salad	No
2/20/2019 0:31	MMY2	N1567G	BE9L	4213	28R	Wide Salad	No
2/22/2019 3:27	N149MF	N149MF	BE9L	3220	28R	Wide Salad	No
2/22/2019 6:37	PCM8711		C208	4262	28L	Wide Salad	No
2/24/2019 6:33	GAJ869	N869UP	B350	3221	28R	Wide Salad	No
3/2/2019 1:12	N580SA	N580SA	BE9L	3247	28R	Wide Salad	No
3/3/2019 0:55	N580SA	N580SA	BE9L	3354	28L	Wide Salad	No
3/3/2019 23:53	BTQ329	N776JT	PC12	4546	28L	Wide Salad	No
3/7/2019 6:30	PCM8709	N969FE	C208	4243	28L	Wide Salad	No
3/10/2019 23:46	BTQ329	N479SS	PC12	4577	28L	Wide Salad	No
3/16/2019 23:05	N700TP	N700TP	MO20	3203	28R	Wide Salad	No
3/17/2019 23:30	BTQ329	N670WH	PC12	4250	28L	Wide Salad	No
3/19/2019 6:43	PCM8711		C208	4220	28L	Wide Salad	No
3/21/2019 4:21	N41BA	N41BA	BE9L	4543	28R	Wide Salad	No
3/21/2019 6:23	PCM8709	N844FE	C208	4532	28L	Wide Salad	No
3/21/2019 6:34	PCM8711		C208	4514	28L	Wide Salad	No
3/22/2019 6:19	PCM8709	N707FX	C208	4544	28R	Wide Salad	No
3/22/2019 6:44	PCM8711	N781FE	C208	4550	28R	Wide Salad	No
3/24/2019 3:21	N378HH	N378HH	PC12	4536	28R	Wide Salad	No
3/27/2019 22:48	N64PK	N64PK	BE35	4512	28R	Wide Salad	No
3/28/2019 22:13	GAJ802	N802UP	B350	3663	28R	Wide Salad	No
					<b>Wide Salad</b>	<b>34</b>	

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
					Grand Count	133	

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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
3/31/2019 23:57	5	73.7	80.2	13	BTQ329	N670WH	PC12	28L
3/31/2019 23:57	4	73.2	80.3	15	BTQ329	N670WH	PC12	28L
3/31/2019 23:56	2	75.3	83.2	32	BTQ329	N670WH	PC12	28L
3/31/2019 22:17	4	76.2	81.3	10	N48CS	N48CS	BE20	28R
3/28/2019 22:13	5	76.5	81.3	10	GAJ802	N802UP	B350	28R
3/28/2019 22:13	4	74.5	80.4	10	GAJ802	N802UP	B350	28R
3/27/2019 22:50	8	76	83.7	14	N64PK	N64PK	BE35	28R
3/27/2019 22:49	5	75.5	82	18	N64PK	N64PK	BE35	28R
<a href="#">3/27/2019 22:49</a>	<a href="#">4</a>	<a href="#">78.6</a>	<a href="#">86.3</a>	<a href="#">21</a>	<a href="#">N64PK</a>	<a href="#">N64PK</a>	<a href="#">BE35</a>	<a href="#">28R</a>
3/24/2019 2:39	4	75.3	81.1	12	LN562NA	N562NA	PC12	28R
3/22/2019 23:38	12	73.7	81.5	24	PFT898	N898PP	C56X	10R
3/21/2019 4:23	4	77	82.2	9	N41BA	N41BA	BE9L	28R
3/20/2019 22:53	4	76.3	81.9	10	LN204JS	N204JS	BE20	28R
3/18/2019 1:35	4	78.5	83.2	9	LN204JS	N204JS	BE20	28R
3/18/2019 1:16	7	71	80	17	ASP812	CFASV	E545	28R
3/18/2019 1:16	6	74	82.7	17	ASP812	CFASV	E545	28R
3/18/2019 1:16	5	76.4	84.6	18	ASP812	CFASV	E545	28R
<a href="#">3/18/2019 1:16</a>	<a href="#">4</a>	<a href="#">81.3</a>	<a href="#">87.4</a>	<a href="#">17</a>	<a href="#">ASP812</a>	<a href="#">CFASV</a>	<a href="#">E545</a>	<a href="#">28R</a>
3/17/2019 23:31	4	73.9	81.5	12	BTQ329	N670WH	PC12	28L
<a href="#">3/17/2019 22:04</a>	<a href="#">7</a>	<a href="#">75.3</a>	<a href="#">85.1</a>	<a href="#">25</a>	<a href="#">LN509RP</a>	<a href="#">N509RP</a>	<a href="#">C550</a>	<a href="#">28R</a>
<a href="#">3/17/2019 22:04</a>	<a href="#">6</a>	<a href="#">81.7</a>	<a href="#">88.6</a>	<a href="#">22</a>	<a href="#">LN509RP</a>	<a href="#">N509RP</a>	<a href="#">C550</a>	<a href="#">28R</a>
<a href="#">3/17/2019 22:04</a>	<a href="#">5</a>	<a href="#">80</a>	<a href="#">88.7</a>	<a href="#">23</a>	<a href="#">LN509RP</a>	<a href="#">N509RP</a>	<a href="#">C550</a>	<a href="#">28R</a>
<a href="#">3/17/2019 22:04</a>	<a href="#">4</a>	<a href="#">83.1</a>	<a href="#">90.5</a>	<a href="#">24</a>	<a href="#">LN509RP</a>	<a href="#">N509RP</a>	<a href="#">C550</a>	<a href="#">28R</a>
3/17/2019 22:02	5	73.2	84.1	78	LN509RP	N509RP	C550	28R
3/16/2019 23:06	5	72.6	80.7	16	N700TP	N700TP	MO20	28R
<a href="#">3/16/2019 23:06</a>	<a href="#">4</a>	<a href="#">80.4</a>	<a href="#">86.6</a>	<a href="#">25</a>	<a href="#">N700TP</a>	<a href="#">N700TP</a>	<a href="#">MO20</a>	<a href="#">28R</a>
<a href="#">3/15/2019 4:01</a>	<a href="#">4</a>	<a href="#">81.6</a>	<a href="#">85.8</a>	<a href="#">23</a>	<a href="#">CMD70</a>	<a href="#">N370CS</a>	<a href="#">BE20</a>	<a href="#">28R</a>
3/15/2019 4:00	5	77.3	84.5	33	CMD70	N370CS	BE20	28R
3/11/2019 3:10	7	72.9	84.5	30	LN108JN	N108JN	LJ35	28L
<a href="#">3/11/2019 3:09</a>	<a href="#">6</a>	<a href="#">81.1</a>	<a href="#">90.7</a>	<a href="#">27</a>	<a href="#">LN108JN</a>	<a href="#">N108JN</a>	<a href="#">LJ35</a>	<a href="#">28L</a>
<a href="#">3/11/2019 3:09</a>	<a href="#">5</a>	<a href="#">82.8</a>	<a href="#">92.3</a>	<a href="#">28</a>	<a href="#">LN108JN</a>	<a href="#">N108JN</a>	<a href="#">LJ35</a>	<a href="#">28L</a>
<a href="#">3/11/2019 3:09</a>	<a href="#">4</a>	<a href="#">79.8</a>	<a href="#">88.9</a>	<a href="#">25</a>	<a href="#">LN108JN</a>	<a href="#">N108JN</a>	<a href="#">LJ35</a>	<a href="#">28L</a>
3/10/2019 23:47	5	73.5	80.4	15	BTQ329	N479SS	PC12	28L
3/10/2019 22:42	7	70.2	81.4	25	N125DG	N125DG	C25B	28R
3/10/2019 22:42	6	75.2	83.8	18	N125DG	N125DG	C25B	28R
<a href="#">3/10/2019 22:42</a>	<a href="#">5</a>	<a href="#">75.9</a>	<a href="#">85.2</a>	<a href="#">22</a>	<a href="#">N125DG</a>	<a href="#">N125DG</a>	<a href="#">C25B</a>	<a href="#">28R</a>
<a href="#">3/10/2019 22:42</a>	<a href="#">4</a>	<a href="#">78.8</a>	<a href="#">86.2</a>	<a href="#">19</a>	<a href="#">N125DG</a>	<a href="#">N125DG</a>	<a href="#">C25B</a>	<a href="#">28R</a>
3/10/2019 5:54	12	74.4	83.4	29	PXT499	N499GB	C680	10R
3/10/2019 3:18	9	75.5	81.5	10	N912MF	N912MF	BE20	10R
3/10/2019 1:15	9	73	81.1	14	N889CG	N889CG	GLF4	10R
3/10/2019 0:20	12	71.1	81.2	26	N782MM	N782MM	E550	10R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
3/10/2019 0:20	9	71	80	14	N782MM	N782MM	E550	10R
3/9/2019 23:35	10	70.6	80	25	N525KF	N525KF	GLF5	10R
3/9/2019 23:35	9	72.8	81.8	18	N525KF	N525KF	GLF5	10R
3/9/2019 23:05	9	71.5	80.7	16	N260DL	N260DL	GLF5	10R
3/8/2019 23:34	4	76.8	82.2	12	GAJ822	N822UP	B350	28R
3/8/2019 22:10	4	78	84.2	15	N448CJ	N448CJ	C25C	28R
3/7/2019 4:59	4	77.9	83.5	14	REH50	N913RX	BE20	28R
3/5/2019 23:58	9	74.4	81.9	21	N74GG	N74GG	GLF4	10R
3/5/2019 22:38	12	73.2	85.2	53	DCM4157	N739DS	C550	10R
3/5/2019 22:38	10	75.8	85.1	32	DCM4157	N739DS	C550	10R
3/5/2019 22:38	9	77.4	88.8	44	DCM4157	N739DS	C550	10R
3/5/2019 22:37	4	82.9	90.3	39	DCM4157	N739DS	C550	10R
3/5/2019 22:35	9	72.7	80.7	11	EJA596	N596QS	C68A	10R
3/5/2019 22:26	9	75.2	83.4	18	N787CH	N787CH	LJ45	10R
3/5/2019 22:24	9	71.6	80.4	13	N472MM	N472MM	GLF4	10R
3/5/2019 22:05	12	74.3	82	24	DLX654	N654AN	LJ60	10R
3/4/2019 2:48	11	70.6	80.9	17	EJA771	N771QS	CL35	10R
3/4/2019 2:48	10	79.8	88	27	EJA771	N771QS	CL35	10R
3/4/2019 2:48	9	82.6	89	20	EJA771	N771QS	CL35	10R
3/3/2019 23:54	5	75.8	81.7	13	BTQ329	N776JT	PC12	28L
3/3/2019 23:54	4	73.2	81.4	18	BTQ329	N776JT	PC12	28L
3/3/2019 0:57	3	72.1	80.2	13	N580SA	N580SA	BE9L	28L
3/3/2019 0:56	6	79.4	84.2	10	N580SA	N580SA	BE9L	28L
3/3/2019 0:56	5	84.1	87.7	11	N580SA	N580SA	BE9L	28L
3/2/2019 22:24	5	78.2	83.2	9	CMD70	N911RX	BE20	28R
3/2/2019 22:23	4	81.2	84.6	11	CMD70	N911RX	BE20	28R
3/2/2019 1:54	4	76.3	81	9	N41BA	N41BA	BE9L	28R
3/2/2019 1:14	3	77.6	83.2	16	N580SA	N580SA	BE9L	28R
3/2/2019 1:14	8	74.7	82	11	N580SA	N580SA	BE9L	28R
3/2/2019 1:13	6	74.9	80.1	7	N580SA	N580SA	BE9L	28R
3/2/2019 1:13	5	78.6	83	10	N580SA	N580SA	BE9L	28R
3/2/2019 1:13	4	80.1	85.7	12	N580SA	N580SA	BE9L	28R
2/26/2019 22:02	2	70.4	84.3	79	LN777AX	N777AX	C550	10R
2/26/2019 22:02	12	72.9	83.1	39	LN777AX	N777AX	C550	10R
2/26/2019 22:02	10	70.1	80.1	31	LN777AX	N777AX	C550	10R
2/26/2019 22:01	4	76.2	84.5	37	LN777AX	N777AX	C550	10R
2/26/2019 22:01	8	70.8	82.5	24	LN777AX	N777AX	C550	10R
2/26/2019 22:01	2	69.5	83.4	78	LN777AX	N777AX	C550	10R
2/26/2019 5:22	12	75.3	85	32	PXT920	N920JR	C25A	10R
2/26/2019 5:22	9	73.3	83.2	20	PXT920	N920JR	C25A	10R
2/25/2019 23:55	12	71.1	81.4	29	N1759C	N1759C	GLF5	10R
2/25/2019 23:55	9	70.1	80.5	19	N1759C	N1759C	GLF5	10R
2/25/2019 23:54	4	72.5	81	15	N1759C	N1759C	GLF5	10R
2/25/2019 23:11	9	74.7	80.1	8	GAJ865	N865UP	B350	10L
2/22/2019 3:36	4	77.4	82.3	8	N149MF	N149MF	BE9L	28R
2/22/2019 3:28	4	80.4	83.2	7	N149MF	N149MF	BE9L	28R
2/21/2019 23:42	5	69.2	80.1	32	BYF32		C172	28R
2/21/2019 23:42	4	73.3	82.8	22	BYF32		C172	28R
2/21/2019 22:59	4	73.8	81.1	13	N246PH	N246PH	BE20	28R
2/21/2019 22:57	3	72.4	82.5	34	N2047N	N2047N	BE36	28R
2/21/2019 22:56	8	79.9	84.7	11	N2047N	N2047N	BE36	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
2/21/2019 22:56	5	77.6	82.9	14	N2047N	N2047N	BE36	28R
2/21/2019 22:56	4	83.4	88.7	20	N2047N	N2047N	BE36	28R
2/20/2019 23:35	4	75.9	80	8	N588SA	N588SA	BE9L	28R
2/20/2019 0:32	4	72	80.2	15	MMY2	N1567G	BE9L	28R
2/17/2019 22:27	4	74.8	81.4	12	N917JG	N917JG	PC12	28R
2/15/2019 0:59	7	70.9	81.6	30	LN810BE	N810BE	C560	28R
2/15/2019 0:59	8	74.2	83.8	22	LN810BE	N810BE	C560	28R
2/15/2019 0:58	6	75.7	85.5	30	LN810BE	N810BE	C560	28R
2/15/2019 0:58	5	75	86.8	42	LN810BE	N810BE	C560	28R
2/15/2019 0:58	4	78	89.7	61	LN810BE	N810BE	C560	28R
2/15/2019 0:57	12	69.4	81.8	67	LN810BE	N810BE	C560	28R
2/14/2019 1:43	1	68.1	85.5	78	DCM6699	N939SS	F900	10R
2/14/2019 1:43	2	73	83.9	51	DCM6699	N939SS	F900	10R
2/14/2019 1:42	12	70.9	82.2	52	DCM6699	N939SS	F900	10R
2/14/2019 1:42	4	71.1	84.6	79	DCM6699	N939SS	F900	10R
2/14/2019 0:47	9	76.5	83.5	20	LN509RP	N509RP	C550	10R
2/14/2019 0:46	4	78.5	88.9	37	LN509RP	N509RP	C550	10R
2/14/2019 0:18	1	70.2	86.6	78	PXT843	N843CC	CL60	10R
2/14/2019 0:17	2	69.1	80.4	49	PXT843	N843CC	CL60	10R
2/14/2019 0:16	9	73.9	83.3	35	PXT843	N843CC	CL60	10R
2/14/2019 0:16	1	69.5	86.2	78	PXT843	N843CC	CL60	10R
2/13/2019 22:55	11	72.6	80.6	12	N912MF	N912MF	BE20	10L
2/13/2019 22:55	10	76.3	83	28	N912MF	N912MF	BE20	10L
2/13/2019 22:55	9	80.8	87.1	23	N912MF	N912MF	BE20	10L
2/13/2019 22:36	1	68.4	84.7	78	N354VJ	N354VJ	CL35	10R
2/13/2019 22:35	12	74	83.7	29	N354VJ	N354VJ	CL35	10R
2/13/2019 22:35	9	71.7	81.3	21	N354VJ	N354VJ	CL35	10R
2/13/2019 22:35	1	69.7	85.2	78	N354VJ	N354VJ	CL35	10R
2/12/2019 23:20	9	75.9	83.9	17	N926CC	N926CC	C680	10R
2/12/2019 23:00	11	75.6	81.7	9	N425RR	N425RR	PAY3	10L
2/12/2019 23:00	10	76.1	82.4	20	N425RR	N425RR	PAY3	10L
2/12/2019 23:00	9	80.3	84.7	10	N425RR	N425RR	PAY3	10L
2/12/2019 22:55	10	73	81	21	N702JF	N702JF	GLF4	10R
2/12/2019 22:55	9	77.4	85.7	16	N702JF	N702JF	GLF4	10R
2/12/2019 22:54	4	70.6	80.9	22	N702JF	N702JF	GLF4	10R
2/12/2019 22:54	3	80.9	85.5	35	N702JF	N702JF	GLF4	10R
2/12/2019 22:49	9	72.9	81.4	16	N450JF	N450JF	E50P	10R
2/12/2019 22:32	9	74.7	83.1	15	N630E	N630E	GLF4	10R
2/12/2019 22:32	10	70.9	80.3	40	N630E	N630E	GLF4	10R
2/11/2019 22:05	4	79.4	84.1	10	N772AM	N772AM	TBM	28R
2/11/2019 2:02	4	77.9	82.8	11	BTQ329	N842WF	PC12	28L
2/9/2019 22:18	7	71.2	82.6	43	LN509RP	N509RP	C550	28R
2/9/2019 22:18	6	74.6	85.8	43	LN509RP	N509RP	C550	28R
2/9/2019 22:18	5	76.8	87.1	46	LN509RP	N509RP	C550	28R
2/9/2019 22:18	4	75.3	86.6	44	LN509RP	N509RP	C550	28R
2/9/2019 22:17	3	80.6	91.2	65	LN509RP	N509RP	C550	28R
2/9/2019 5:57	4	74.4	80.1	10	N41BA	N41BA	BE9L	28R
2/4/2019 5:52	7	69.5	80.1	21	FTH452	N452M	C56X	28L
2/4/2019 5:52	6	75.9	84.6	22	FTH452	N452M	C56X	28L
2/4/2019 5:52	5	78.8	86.7	27	FTH452	N452M	C56X	28L
2/4/2019 5:52	4	73.9	82.6	20	FTH452	N452M	C56X	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
2/4/2019 4:16	13	72.4	82.6	32	PXT170	N170TM	C25A	10R
2/4/2019 4:15	9	82.1	89.5	19	PXT170	N170TM	C25A	10R
2/4/2019 4:15	10	75.4	82.5	23	PXT170	N170TM	C25A	10R
2/3/2019 23:49	11	79	90.3	41	N919NE	N919NE	FA7X	10R
2/3/2019 23:49	10	83.6	93.3	56	N919NE	N919NE	FA7X	10R
2/3/2019 23:49	9	84.3	94	36	N919NE	N919NE	FA7X	10R
2/3/2019 23:48	4	68.3	80	25	N919NE	N919NE	FA7X	10R
2/3/2019 22:48	2	71.8	80.1	17	JSX333	N254JX	E135	10R
2/3/2019 1:40	2	69.7	81.3	33	N54DD	N54DD	C560	10R
2/3/2019 1:39	12	74.1	85.1	48	N54DD	N54DD	C560	10R
2/3/2019 1:39	9	74.2	85	35	N54DD	N54DD	C560	10R
2/3/2019 1:39	10	71.9	83.3	49	N54DD	N54DD	C560	10R
2/3/2019 1:38	4	77.1	86.2	36	N54DD	N54DD	C560	10R
2/2/2019 22:15	10	76.3	83.2	26	BXR225	N208PG	C208	10L
2/2/2019 22:15	9	72.6	80.7	13	BXR225	N208PG	C208	10L
2/2/2019 22:08	2	69.8	82.4	66	N768LP	N768LP	C56X	10R
2/2/2019 2:31	10	75.8	80.1	17	N336LA	N336LA	BE9L	10L
1/31/2019 23:06	4	74.5	81.1	11	GAJ855	N855UP	BE30	28R
1/31/2019 22:21	8	74.1	81.3	11	N1406T	N1406T	P28R	28R
1/31/2019 22:21	4	77.4	86.5	31	N1406T	N1406T	P28R	28R
1/31/2019 22:21	5	70.2	81.4	30	N1406T	N1406T	P28R	28R
1/31/2019 22:18	7	82.3	91.4	30	CFRJZ	CFRJZ	ASTR	28R
1/31/2019 22:18	8	72.7	82.8	27	CFRJZ	CFRJZ	ASTR	28R
1/31/2019 22:18	6	87.8	95	29	CFRJZ	CFRJZ	ASTR	28R
1/31/2019 22:18	5	86.2	93.7	40	CFRJZ	CFRJZ	ASTR	28R
1/31/2019 22:18	4	91.7	97.7	25	CFRJZ	CFRJZ	ASTR	28R
1/29/2019 22:26	4	81	84.5	12	N466MW	N466MW	BE20	28R
1/29/2019 0:28	4	74.7	82.4	17	N238VM	N238VM	PC12	28R
1/28/2019 2:39	7	70.8	80.4	17	N390SA	N390SA	PRM1	28L
1/28/2019 2:39	6	78	85.7	17	N390SA	N390SA	PRM1	28L
1/28/2019 2:38	5	83.2	89.7	18	N390SA	N390SA	PRM1	28L
1/28/2019 2:38	4	76.9	83.4	18	N390SA	N390SA	PRM1	28L
1/28/2019 1:22	13	68.4	80.2	26	JBU168	N821JB	A320	10R
1/28/2019 1:22	11	73.5	85.6	26	JBU168	N821JB	A320	10R
1/28/2019 1:22	12	68.4	81	29	JBU168	N821JB	A320	10R
1/28/2019 1:22	9	83.8	93	30	JBU168	N821JB	A320	10R
1/28/2019 1:22	10	76.3	87.7	38	JBU168	N821JB	A320	10R
1/27/2019 23:26	5	72.8	80.5	13	BTQ329	N670WH	PC12	28L
1/26/2019 23:15	4	74.4	80.6	13	DCM4033	N551CN	BE9L	28R
1/26/2019 23:07	8	79	84.4	9	N1747B	N1747B	C206	28R
1/26/2019 23:07	4	79.3	85.2	14	N1747B	N1747B	C206	28R
1/26/2019 1:48	6	74.2	83.3	18	LN810BE	N810BE	C560	28L
1/26/2019 1:47	5	79.4	88.7	34	LN810BE	N810BE	C560	28L
1/26/2019 1:47	4	76.3	86	34	LN810BE	N810BE	C560	28L
1/26/2019 1:47	10	72.5	80.2	24	LN810BE	N810BE	C560	28L
1/23/2019 22:46	5	77.1	82.1	10	N807SM	N807SM	BE20	28R
1/23/2019 22:46	4	76.9	82.7	10	N807SM	N807SM	BE20	28R
1/23/2019 2:36	5	79.8	87.7	19	JNY7	N267LG	GLF4	28L
1/23/2019 2:36	4	76.1	84.9	17	JNY7	N267LG	GLF4	28L
1/23/2019 2:36	2	69.7	80.5	49	JNY7	N267LG	GLF4	28L
1/23/2019 1:50	8	72.7	80.1	10	N667DG	N667DG	SR22	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
1/23/2019 1:49	4	81.7	86.8	18	N667DG	N667DG	SR22	28R
1/23/2019 1:03	8	73.4	80.2	8	N912MF	N912MF	BE20	28R
1/23/2019 1:03	4	79.7	84.9	11	N912MF	N912MF	BE20	28R
1/22/2019 0:09	3	74.2	80.4	14	N246PH	N246PH	BE20	28R
1/21/2019 5:55	7	74.9	84.3	42	FFL226	N777AX	C550	28R
1/21/2019 5:55	6	78.7	88	32	FFL226	N777AX	C550	28R
1/21/2019 5:55	5	79.7	89.2	36	FFL226	N777AX	C550	28R
1/21/2019 5:55	4	79.6	89.4	29	FFL226	N777AX	C550	28R
1/21/2019 5:54	10	68	82.7	78	FFL226	N777AX	C550	28R
1/21/2019 0:19	7	70.7	81.3	40	FFL226	N777AX	C550	28L
1/21/2019 0:19	6	76.1	88.1	48	FFL226	N777AX	C550	28L
1/21/2019 0:19	5	80.1	89.9	51	FFL226	N777AX	C550	28L
1/21/2019 0:19	4	75.2	86.2	47	FFL226	N777AX	C550	28L
1/19/2019 5:36	4	76.8	83	13	N373EZ	N373EZ	PC12	28R
1/17/2019 1:50	1	67.5	84.9	78	LN581HC	N581HC	C525	10R
1/17/2019 1:49	10	75.8	83.2	20	LN581HC	N581HC	C525	10R
1/17/2019 1:49	9	82.8	89.4	18	LN581HC	N581HC	C525	10R
1/17/2019 0:12	1	69.5	86.2	78	N472MM	N472MM	GLF4	10R
1/17/2019 0:11	9	76.6	84.7	15	N472MM	N472MM	GLF4	10R
1/16/2019 23:44	9	72.3	80.8	17	N535JP	N535JP	SF50	10R
1/16/2019 4:56	9	73.5	82.7	18	BXR1462	N5849C	C208	10L
1/16/2019 4:54	11	71.9	80	13	BXR1984	N90GL	C208	10L
1/16/2019 4:53	9	76.3	83.7	13	BXR1984	N90GL	C208	10L
1/16/2019 4:53	10	78.2	85.8	40	BXR1984	N90GL	C208	10L
1/16/2019 0:50	10	74.6	82.4	24	LN246PH	N246PH	BE20	10L
1/16/2019 0:50	9	72	80.2	11	LN246PH	N246PH	BE20	10L
1/15/2019 22:32	8	75.7	81.6	8	N912MF	N912MF	BE20	28R
1/15/2019 22:31	5	76.6	82.5	9	N912MF	N912MF	BE20	28R
1/15/2019 22:31	4	83.2	86.8	13	N912MF	N912MF	BE20	28R
1/13/2019 23:54	6	74.1	80.9	12	BTQ329	N95GE	PC12	28L
1/13/2019 23:54	5	77.1	84	12	BTQ329	N95GE	PC12	28L
1/13/2019 2:00	8	76.3	82.5	9	N912MF	N912MF	BE20	28L
1/13/2019 1:59	5	81.6	85.8	11	N912MF	N912MF	BE20	28L
1/13/2019 1:59	4	72.3	80.5	14	N912MF	N912MF	BE20	28L
1/12/2019 5:54	7	74.8	87.1	39	LN269JR	N269JR	LJ35	28L
1/12/2019 5:54	6	81.4	91.5	37	LN269JR	N269JR	LJ35	28L
1/12/2019 5:54	5	85.4	93.2	36	LN269JR	N269JR	LJ35	28L
1/12/2019 5:54	4	79.2	87.4	30	LN269JR	N269JR	LJ35	28L
1/12/2019 3:49	9	78.9	84.5	15	N912MF	N912MF	BE20	10L
1/12/2019 3:49	10	78.2	83.3	21	N912MF	N912MF	BE20	10L
1/11/2019 22:25	12	71.6	81.6	26	N95VM	N95VM	C25B	10R
1/11/2019 22:23	9	74.2	81.4	13	DPJ328	N328RP	C56X	10R
1/11/2019 5:39	8	73.2	81.8	23	BXR400	N2613B	C402	28R
1/11/2019 5:39	3	79.3	86.9	41	BXR400	N2613B	C402	28R
1/11/2019 5:38	8	77.3	84.2	11	BXR400	N2613B	C402	28R
1/11/2019 5:38	5	75	80.4	11	BXR400	N2613B	C402	28R
1/11/2019 5:38	4	84.9	88.6	16	BXR400	N2613B	C402	28R
1/11/2019 4:21	4	75.5	80.8	10	N98012	N98012	PA28	28R
1/10/2019 1:47	9	74.2	80.9	8	N246PH	N246PH	BE20	10L
1/9/2019 1:49	12	73.3	84.6	35	LN777AX	N777AX	C550	10R
1/9/2019 1:49	9	72.7	84.3	35	LN777AX	N777AX	C550	10R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
1/9/2019 1:48	8	75.6	82.3	17	LN777AX	N777AX	C550	10R
<a href="#">1/9/2019 1:48</a>	<a href="#">4</a>	<a href="#">74.1</a>	<a href="#">85.3</a>	<a href="#">30</a>	<a href="#">LN777AX</a>	<a href="#">N777AX</a>	<a href="#">C550</a>	<a href="#">10R</a>
1/8/2019 22:23	12	72	80.8	18	N472MM	N472MM	GLF4	10R
1/8/2019 22:22	9	75.6	82.9	12	N472MM	N472MM	GLF4	10R
1/8/2019 22:11	4	73	81.3	16	EJA507	N507QS	C68A	10R
<a href="#">1/8/2019 2:25</a>	<a href="#">7</a>	<a href="#">74.5</a>	<a href="#">86.3</a>	<a href="#">41</a>	<a href="#">LN810BE</a>	<a href="#">N810BE</a>	<a href="#">C560</a>	<a href="#">28L</a>
<a href="#">1/8/2019 2:25</a>	<a href="#">6</a>	<a href="#">79.3</a>	<a href="#">90.1</a>	<a href="#">35</a>	<a href="#">LN810BE</a>	<a href="#">N810BE</a>	<a href="#">C560</a>	<a href="#">28L</a>
<a href="#">1/8/2019 2:25</a>	<a href="#">5</a>	<a href="#">82.9</a>	<a href="#">92.8</a>	<a href="#">38</a>	<a href="#">LN810BE</a>	<a href="#">N810BE</a>	<a href="#">C560</a>	<a href="#">28L</a>
<a href="#">1/8/2019 2:25</a>	<a href="#">4</a>	<a href="#">79.7</a>	<a href="#">89.1</a>	<a href="#">39</a>	<a href="#">LN810BE</a>	<a href="#">N810BE</a>	<a href="#">C560</a>	<a href="#">28L</a>
1/7/2019 5:38	2	69.8	80.6	29	PXT920	N920JR	C25A	10R
<a href="#">1/7/2019 5:38</a>	<a href="#">12</a>	<a href="#">77</a>	<a href="#">85.6</a>	<a href="#">23</a>	<a href="#">PXT920</a>	<a href="#">N920JR</a>	<a href="#">C25A</a>	<a href="#">10R</a>
1/7/2019 5:37	9	72.4	81.2	16	PXT920	N920JR	C25A	10R
1/5/2019 4:30	11	74.1	80.7	8	N912MF	N912MF	BE20	10L
1/5/2019 4:30	10	75.6	82.2	18	N912MF	N912MF	BE20	10L
1/5/2019 4:30	9	74.5	83.4	22	N912MF	N912MF	BE20	10L

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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
<a href="#">2/6/2019 22:09</a>	<a href="#">SWA</a>	<a href="#">SWA764</a>	<a href="#">B737</a>	<a href="#">J</a>	<a href="#">N909WN</a>	<a href="#">Not Acceptable</a>	<a href="#">No</a>
<a href="#">2/9/2019 19:13</a>	<a href="#">SWA</a>	<a href="#">SWA5108</a>	<a href="#">B737</a>	<a href="#">J</a>	<a href="#">N7821L</a>	<a href="#">Not Acceptable</a>	<a href="#">No</a>
<a href="#">2/9/2019 19:17</a>	<a href="#">SWA</a>	<a href="#">SWA2337</a>	<a href="#">B737</a>	<a href="#">J</a>	<a href="#">N7828A</a>	<a href="#">Not Acceptable</a>	<a href="#">No</a>
<a href="#">2/9/2019 19:20</a>	<a href="#">SWA</a>	<a href="#">SWA4884</a>	<a href="#">B737</a>	<a href="#">J</a>	<a href="#">N220WN</a>	<a href="#">Not Acceptable</a>	<a href="#">No</a>
<a href="#">3/14/2019 17:24</a>	<a href="#">SWA</a>	<a href="#">SWA2232</a>	<a href="#">B737</a>	<a href="#">J</a>	<a href="#">N259WN</a>	<a href="#">Not Acceptable</a>	<a href="#">No</a>
<a href="#">2/15/2019 12:36</a>	<a href="#">FTH</a>	<a href="#">FTH708</a>	<a href="#">C56X</a>	<a href="#">B</a>	<a href="#">N708M</a>	<a href="#">Not Acceptable</a>	<a href="#">No</a>
				<b>Not Acceptable</b>		<b>6</b>	
				<b>Grand Count</b>		<b>6</b>	

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### Night Time Departure Procedure List for Calendar Quarter

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
1/26/2019 3:39		LN581HC	C525	B	N581HC	Lifeguard Medical	Yes
2/15/2019 23:57		LN41GJ	LJ35	B	N41GJ	Lifeguard Medical	Yes
					<b>Lifeguard Medical</b>	<b>2</b>	
<a href="#">1/6/2019 23:20</a>	<a href="#">SWA</a>	<a href="#">SWA4631</a>	<a href="#">B737</a>	<a href="#">J</a>	<a href="#">N488WN</a>	<a href="#">Not Acceptable</a>	<a href="#">No</a>
<a href="#">1/7/2019 4:53</a>		<a href="#">N613PJ</a>	<a href="#">CL60</a>	<a href="#">B</a>	<a href="#">N613PJ</a>	<a href="#">Not Acceptable</a>	<a href="#">No</a>
<a href="#">1/9/2019 22:19</a>	<a href="#">WWI</a>	<a href="#">WWI31</a>	<a href="#">GLF4</a>	<a href="#">B</a>	<a href="#">N310</a>	<a href="#">Not Acceptable</a>	<a href="#">No</a>
<a href="#">1/18/2019 5:55</a>	<a href="#">UPS</a>	<a href="#">UPS966</a>	<a href="#">A306</a>	<a href="#">J</a>	<a href="#">N153UP</a>	<a href="#">Not Acceptable</a>	<a href="#">No</a>
<a href="#">1/22/2019 6:46</a>		<a href="#">N150HM</a>	<a href="#">G150</a>	<a href="#">B</a>	<a href="#">N150HM</a>	<a href="#">Not Acceptable</a>	<a href="#">No</a>
<a href="#">1/23/2019 4:57</a>	<a href="#">FDX</a>	<a href="#">FDX881</a>	<a href="#">DC10</a>	<a href="#">J</a>	<a href="#">N381FE</a>	<a href="#">Not Acceptable</a>	<a href="#">No</a>

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
1/23/2019 5:00	FDX	FDX12	B77L	J	N886FD	Not Acceptable	No
1/25/2019 22:26	SWA	SWA1648	B737	J	N758SW	Not Acceptable	No
1/28/2019 5:57	EJA	EJA663	C56X	B	N663QS	Not Acceptable	No
1/28/2019 6:15	TSU	TSU215	B722	J	N215WE	Not Acceptable	No
1/31/2019 3:29	UPS	UPS966	A306	J	N122UP	Not Acceptable	No
2/1/2019 6:15	NKS	NKS188	A320	J	N690NK	Not Acceptable	No
2/4/2019 5:08		N991TW	CL60	B	N991TW	Not Acceptable	No
2/5/2019 3:42	UPS	UPS966	A306	J	N157UP	Not Acceptable	No
2/6/2019 6:14	DAL	DAL2034	B712	J	N988DN	Not Acceptable	No
2/7/2019 22:20	SWA	SWA1685	B737	J	N299WN	Not Acceptable	No
2/10/2019 22:33	UPS	UPS2943	B763	J	N336UP	Not Acceptable	No
2/11/2019 6:20	TWY	TWY705	CL35	B	N705SC	Not Acceptable	No
2/14/2019 5:59	FDX	FDX3671	B763	J	N165FE	Not Acceptable	No
2/14/2019 23:41	JSX	JSX178	E135	R	N259JX	Not Acceptable	No
2/15/2019 6:03	DAL	DAL2034	B712	J	N980AT	Not Acceptable	No
2/19/2019 22:21	SWA	SWA1685	B737	J	N930WN	Not Acceptable	No
2/21/2019 6:35	UPS	UPS2939	A306	J	N174UP	Not Acceptable	No
2/24/2019 3:34		N225JD	GALX	B	N225JD	Not Acceptable	No
2/28/2019 23:44	EMB	N648ME	E55P	B	N648ME	Not Acceptable	No
3/2/2019 5:28	GDG	GDG28	H25C	B	N880LT	Not Acceptable	No
3/4/2019 0:11	SWA	SWA2779	B737	J	N458WN	Not Acceptable	No
3/7/2019 6:49	LXJ	LXJ574	CL30	B	N574FX	Not Acceptable	No
3/8/2019 5:39	SWA	SWA2375	B737	J	N725SW	Not Acceptable	No
3/11/2019 0:14	SWA	SWA8501	B737	J	N412WN	Not Acceptable	No
3/12/2019 2:47	FDX	FDX1859	B752	J	N912FD	Not Acceptable	No
3/12/2019 3:10	UPS	UPS966	A306	J	N154UP	Not Acceptable	No
3/17/2019 22:15	SWA	SWA6165	B737	J	N752SW	Not Acceptable	No
3/19/2019 22:28	SWA	SWA389	B737	J	N747SA	Not Acceptable	No
3/22/2019 5:30	SWA	SWA5306	B737	J	N7707C	Not Acceptable	No
3/22/2019 6:07	AAL	AAL516	A319	J	N815AW	Not Acceptable	No
3/26/2019 5:37	UPS	UPS2955	B763	J	N359UP	Not Acceptable	No
3/28/2019 5:22	FDX	FDX614	MD11	J	N608FE	Not Acceptable	No
1/4/2019 6:11	NKS	NKS188	A20N	J	N903NK	Not Acceptable	No
1/4/2019 6:04	UPS	UPS2945	MD11	J	N289UP	Not Acceptable	No
1/2/2019 5:36	GDG	GDG28	H25C	B	N880LT	Not Acceptable	No
1/2/2019 6:18	FDX	FDX3677	B752	J	N795FD	Not Acceptable	No
					<b>Not Acceptable</b>	<b>42</b>	
1/4/2019 6:56	SWA	SWA2380	B738	J	N8624J	Time Buffer	Yes
1/10/2019 6:54	UPS	UPS2949	B752	J	N417UP	Time Buffer	Yes
1/10/2019 6:56	FDX	FDX440	MD11	J	N608FE	Time Buffer	Yes
1/10/2019 6:57	UPS	UPS2953	B763	J	N345UP	Time Buffer	Yes
1/11/2019 6:59	SWA	SWA267	B737	J	N209WN	Time Buffer	Yes
1/12/2019 6:58	FDX	FDX3647	B763	J	N152FE	Time Buffer	Yes
1/13/2019 22:01	SWA	SWA25	B737	J	N7819A	Time Buffer	Yes
1/15/2019 22:00	SWA	SWA1685	B737	J	N209WN	Time Buffer	Yes
1/18/2019 22:07	SWA	SWA175	B737	J	N941WN	Time Buffer	Yes
1/20/2019 22:04	SWA	SWA2779	B737	J	N238WN	Time Buffer	Yes
1/25/2019 6:56	FDX	FDX440	MD11	J	N587FE	Time Buffer	Yes
1/25/2019 22:01	SWA	SWA175	B737	J	N7874B	Time Buffer	Yes
1/27/2019 22:03	SWA	SWA25	B737	J	N470WN	Time Buffer	Yes
1/28/2019 6:58	SWA	SWA870	B737	J	N958WN	Time Buffer	Yes

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
2/4/2019 22:00	SWA	SWA1685	B737	J	N443WN	Time Buffer	Yes
2/5/2019 6:59	SWA	SWA870	B737	J	N908WN	Time Buffer	Yes
2/6/2019 6:57	UPS	UPS2953	B763	J	N329UP	Time Buffer	Yes
2/6/2019 22:09	SWA	SWA764	B737	J	N909WN	Time Buffer	Yes
2/7/2019 6:57	FDX	FDX440	MD11	J	N525FE	Time Buffer	Yes
2/9/2019 6:50	JSX	JSX180	E135	R	N256JX	Time Buffer	Yes
2/9/2019 6:55	SWA	SWA4011	B738	J	N8319F	Time Buffer	Yes
2/11/2019 6:57	SWA	SWA870	B737	J	N472WN	Time Buffer	Yes
2/12/2019 6:57	SWA	SWA870	B737	J	N7705A	Time Buffer	Yes
2/12/2019 6:59	JSX	JSX180	E135	R	N257JX	Time Buffer	Yes
2/16/2019 6:56	SWA	SWA5663	B738	J	N8554X	Time Buffer	Yes
2/19/2019 6:59	JSX	JSX180	E135	R	N252JX	Time Buffer	Yes
2/22/2019 6:59	JSX	JSX180	E135	R	N254JX	Time Buffer	Yes
2/23/2019 6:51	FDX	FDX3647	MD11	J	N591FE	Time Buffer	Yes
2/24/2019 6:52	JSX	JSX180	E135	R	N254JX	Time Buffer	Yes
2/28/2019 6:56	UPS	UPS2953	B763	J	N337UP	Time Buffer	Yes
3/2/2019 6:56	SWA	SWA4011	B738	J	N8565Z	Time Buffer	Yes
3/2/2019 6:57	SWA	SWA5663	B738	J	N8329B	Time Buffer	Yes
3/2/2019 6:59	SWA	SWA2450	B737	J	N430WN	Time Buffer	Yes
3/5/2019 6:59	SWA	SWA870	B737	J	N906WN	Time Buffer	Yes
3/12/2019 6:59	KAI	KAI96	CL30	B	N58HA	Time Buffer	Yes
3/16/2019 6:55	FDX	FDX435	B77L	J	N883FD	Time Buffer	Yes
3/16/2019 6:57	SWA	SWA5268	B737	J	N463WN	Time Buffer	Yes
3/17/2019 22:01	UPS	UPS2943	B763	J	N360UP	Time Buffer	Yes
3/18/2019 6:59	SWA	SWA2202	B737	J	N409WN	Time Buffer	Yes
3/19/2019 6:57	FDX	FDX440	B77L	J	N884FD	Time Buffer	Yes
3/25/2019 6:59		N85ER	C25B	B	N85ER	Time Buffer	Yes
3/30/2019 6:58	SWA	SWA5268	B737	J	N494WN	Time Buffer	Yes
					<b>Time Buffer</b>	<b>42</b>	
					<b>Grand Count</b>	<b>86</b>	

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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
1/5/2019 5:32	FDX	FDX3671	B763	J	N130FE	Not Acceptable	No
2/13/2019 23:49	SWA	SWA1066	B737	J	N437WN	Not Acceptable	No
2/27/2019 4:20	FDX	FDX31	B77L	J	N897FD	Not Acceptable	No
1/9/2019 3:22	FDX	FDX31	B77L	J	N861FD	Not Acceptable	No
2/27/2019 3:43	FDX	FDX37	MD11	J	N572FE	Not Acceptable	No
1/16/2019 22:16	UPS	UPS2958	B763	J	N344UP	Not Acceptable	No
1/16/2019 22:18	SWA	SWA2241	B737	J	N7734H	Not Acceptable	No
1/16/2019 22:20	SWA	SWA1648	B737	J	N7880D	Not Acceptable	No
1/16/2019 22:23	SWA	SWA175	B737	J	N469WN	Not Acceptable	No
1/16/2019 23:32	LXJ	LXJ580	CL30	B	N580FX	Not Acceptable	No
1/17/2019 0:14	DAL	DAL8933	B752	J	N652DL	Not Acceptable	No
2/26/2019 3:14	FDX	FDX37	MD11	J	N595FE	Not Acceptable	No
1/31/2019 5:38	FDX	FDX9012	B77L	J	N852FD	Not Acceptable	No

Date/Time	Airline	Flight No	Aircraft Type	Aircraft Category	Tail No	Comment	Excused
1/31/2019 5:41	FDX	FDX3671	B763	J	N113FE	Not Acceptable	No
2/2/2019 2:06	FDX	FDX1853	B763	J	N137FE	Not Acceptable	No
2/2/2019 2:23	FDX	FDX1859	A306	J	N683FE	Not Acceptable	No
2/2/2019 2:27	FDX	FDX1865	B763	J	N123FE	Not Acceptable	No
2/2/2019 2:29	FDX	FDX1874	B752	J	N798FD	Not Acceptable	No
2/2/2019 3:15	FDX	FDX169	MD11	J	N593FE	Not Acceptable	No
2/2/2019 3:17	FDX	FDX1876	MD11	J	N574FE	Not Acceptable	No
2/2/2019 3:42	FDX	FDX20	MD11	J	N607FE	Not Acceptable	No
2/2/2019 3:59	FDX	FDX31	B77L	J	N852FD	Not Acceptable	No
2/2/2019 4:04	FDX	FDX1889	B752	J	N775FD	Not Acceptable	No
2/3/2019 23:34	AAY	AAY113	A319	J	N333NV	Not Acceptable	No
2/3/2019 23:53	JBU	JBU168	A320	J	N760JB	Not Acceptable	No
2/14/2019 0:25	SWA	SWA175	B737	J	N7716A	Not Acceptable	No
2/14/2019 0:04	SWA	SWA9018	B737	J	N235WN	Not Acceptable	No
2/12/2019 22:22	SWA	SWA9024	B737	J	N7844A	Not Acceptable	No
2/12/2019 22:25	SWA	SWA1648	B737	J	N217JC	Not Acceptable	No
2/12/2019 22:30	SWA	SWA1101	B738	J	N8654B	Not Acceptable	No
2/12/2019 22:33	SWA	SWA2241	B737	J	N7723E	Not Acceptable	No
2/12/2019 23:30		N660JM	E135	B	N660JM	Not Acceptable	No
2/13/2019 0:00	DAL	DAL8943	B752	J	N652DL	Not Acceptable	No
2/13/2019 0:22	DAL	DAL8926	B752	J	N649DL	Not Acceptable	No
2/13/2019 2:26	FDX	FDX1885	MD11	J	N625FE	Not Acceptable	No
2/13/2019 2:49	FDX	FDX1879	A306	J	N664FE	Not Acceptable	No
2/13/2019 2:55	FDX	FDX1857	MD11	J	N607FE	Not Acceptable	No
2/13/2019 3:02	FDX	FDX37	MD11	J	N613FE	Not Acceptable	No
2/13/2019 3:08	FDX	FDX1859	B752	J	N963FD	Not Acceptable	No
2/13/2019 3:33	UPS	UPS966	A306	J	N120UP	Not Acceptable	No
2/13/2019 5:09	FDX	FDX9012	B77L	J	N889FD	Not Acceptable	No
2/13/2019 5:44	FDX	FDX3671	B763	J	N137FE	Not Acceptable	No
2/13/2019 22:55	SWA	SWA1685	B737	J	N400WN	Not Acceptable	No
2/13/2019 23:10	SWA	SWA2241	B737	J	N7814B	Not Acceptable	No
2/13/2019 23:45	SWA	SWA1648	B737	J	N7745A	Not Acceptable	No
3/23/2019 4:58	FDX	FDX31	B77L	J	N888FD	Not Acceptable	No
					<b>Not Acceptable</b>	<b>46</b>	
2/12/2019 22:04	SWA	SWA175	B737	J	N225WN	Time Buffer	Yes
1/17/2019 5:59	FDX	FDX614	MD11	J	N615FE	Time Buffer	Yes
1/16/2019 22:10	SWA	SWA1066	B738	J	N8604K	Time Buffer	Yes
1/8/2019 22:06	SWA	SWA1066	B738	J	N8318F	Time Buffer	Yes
2/12/2019 22:09	SWA	SWA1066	B38M	J	N8705Q	Time Buffer	Yes
1/5/2019 5:54	FDX	FDX480	B752	J	N942FD	Time Buffer	Yes
3/20/2019 5:52	ASA	ASA941	B739	J	N303AS	Time Buffer	Yes
					<b>Time Buffer</b>	<b>7</b>	
					<b>Grand Count</b>	<b>53</b>	

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## Engine Run-up List for Calendar Quarter

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
1/9/2019	0345	FDX	A320	1	High	GRE	0400	NO	N/A
1/11/2019	1323	CXP	GLF5	2	High	GRE	1345	N/A	N/A
1/11/2019	1323	CXP	GLF5	2	High	GRE	1345	N/A	N/A
1/12/2019	0707	CAA	GLF5	2	High	GRE	0900	N/A	N/A
1/19/2019	1815	CXP	C525	2	High	HG6	1836	N/A	N/A
1/20/2019	2033	CAA	C525	2	High	HG6	2035	N/A	NO
1/21/2019	1829	KFA	C525	2	High	HG6	1840	N/A	N/A
1/22/2019	1010	KFA	C525	2	High	HG6	1015	N/A	N/A
1/28/2019	1039	UPS	B767	2	High	GRE	1130	N/A	N/A
2/8/2019	2322	SWA	B737	2	High	GRE	2325	NO	N/A
2/10/2019	0808	UPS	B767	2	High	GRE	0845	N/A	N/A
2/10/2019	1227	GLB	C25A	2	High	GRE	1230	N/A	N/A
2/18/2019	2345	FDX	B757	1	High	GRE	2300	NO	N/A
2/19/2019	0040	SWA	B737	2	High	GRE	0010	NO	N/A
2/22/2019	0116	FDX	B757	2	High	GRE	0116	NO	N/A
2/22/2019	0946	FDX	B757	1	High	GRE	1300	N/A	N/A
2/23/2019	2100	FDX	B757	2	High	GRE	2100	N/A	NO
2/25/2019	2356	SWA	B737	2	High	GRE	0000	NO	N/A
3/5/2019	2250	FDX	A320	1	High	GRE	0000	NO	N/A
3/5/2019	2226	SWA	B737	2	High	GRE	2245	NO	N/A
3/6/2019	2203	HAL	B767	2	High	GRE	2230	NO	N/A
3/9/2019	1430	KFA	GLF4	2	High	GRE	1430	N/A	N/A
3/14/2019	0125	HAL	B767	2	High	GRE	0130	NO	N/A
3/17/2019	0752	TWY	GLF4	2	High	HG6	0755	N/A	N/A
3/21/2019	0115	SWA	B737	2	High	GRE	0125	NO	N/A
3/21/2019	1419	KFA	EA50	2	High	HG6	1425	N/A	N/A
3/22/2019	2045	TWY	GLF4	1	High	HG6	2045	N/A	NO
3/30/2019	1241	KFA	GLF4	2	High	HG6	1243	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
1/3/2019 8:58	EJA	EJA404	E55P	2690	Air Traffic Conflict	Yes
1/5/2019 17:47		N63HS	GLF5	2782	Air Traffic Conflict	Yes
3/31/2019 16:31	SWA	SWA4086	B738	2729	Air Traffic Conflict	Yes
3/29/2019 19:33	FWK	FWK500	GALX	1975	Air Traffic Conflict	Yes
3/29/2019 17:28		N537BT	GLF5	2408	Air Traffic Conflict	Yes
3/26/2019 13:38	SKW	SKW3332	E75L	2847	Air Traffic Conflict	Yes
3/25/2019 8:22	SWA	SWA2303	B738	2463	Air Traffic Conflict	Yes
3/23/2019 21:12	SWA	SWA5094	B738	2454	Air Traffic Conflict	Yes
3/20/2019 11:48	EJA	EJA418	E55P	2529	Air Traffic Conflict	Yes
3/18/2019 15:40	SWA	SWA1418	B738	2608	Air Traffic Conflict	Yes
3/17/2019 21:01	UPS	UPS2955	MD11	2555	Air Traffic Conflict	Yes
3/17/2019 14:08		N238TD	C25C	1984	Air Traffic Conflict	Yes

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
3/15/2019 15:38	SWA	SWA9012	B738	2811	Air Traffic Conflict	Yes
3/14/2019 19:12	FDX	FDX1605	B763	2837	Air Traffic Conflict	Yes
3/14/2019 15:30	SWA	SWA768	B738	2657	Air Traffic Conflict	Yes
3/13/2019 11:58	AAL	AAL890	A320	2598	Air Traffic Conflict	Yes
1/7/2019 8:58	SWA	SWA1212	B738	2713	Air Traffic Conflict	Yes
1/7/2019 12:39	SWA	SWA49	B737	2828	Air Traffic Conflict	Yes
1/17/2019 11:54	AAL	AAL890	A320	2811	Air Traffic Conflict	Yes
1/17/2019 14:51	SWA	SWA1916	B737	2719	Air Traffic Conflict	Yes
1/18/2019 13:06	TWY	TWY604	CL60	2621	Air Traffic Conflict	Yes
1/20/2019 11:29	AAL	AAL890	A320	2230	Air Traffic Conflict	Yes
1/20/2019 13:53	SWA	SWA3655	B738	2673	Air Traffic Conflict	Yes
1/20/2019 14:08	SWA	SWA5032	B738	2162	Air Traffic Conflict	Yes
1/22/2019 11:22	AAL	AAL890	A320	2624	Air Traffic Conflict	Yes
1/25/2019 11:22	SWA	SWA2211	B738	2772	Air Traffic Conflict	Yes
1/26/2019 8:35	SWA	SWA5141	B738	2759	Air Traffic Conflict	Yes
1/26/2019 11:11	SWA	SWA4575	B38M	2545	Air Traffic Conflict	Yes
1/30/2019 11:25	SWA	SWA2211	B738	2582	Air Traffic Conflict	Yes
1/30/2019 11:37	AAL	AAL890	A320	2578	Air Traffic Conflict	Yes
2/4/2019 16:54	DAL	DAL1719	B712	2673	Air Traffic Conflict	Yes
2/5/2019 14:18	SWA	SWA364	B737	2749	Air Traffic Conflict	Yes
2/6/2019 12:50	SWA	SWA2140	B738	2322	Air Traffic Conflict	Yes
2/14/2019 10:39		N45M	E75L	2178	Air Traffic Conflict	Yes
2/14/2019 10:43	SWA	SWA931	B737	2575	Air Traffic Conflict	Yes
2/14/2019 18:47	DAL	DAL2156	B712	2578	Air Traffic Conflict	Yes
2/15/2019 13:22	PXT	PXT170	C25A	2483	Air Traffic Conflict	Yes
2/15/2019 16:37		N365CJ	GLEX	2411	Air Traffic Conflict	Yes
2/15/2019 20:21	SWA	SWA1101	B738	2736	Air Traffic Conflict	Yes
2/18/2019 9:00	SWA	SWA1212	B738	2490	Air Traffic Conflict	Yes
2/19/2019 11:09	SWA	SWA1473	B738	2785	Air Traffic Conflict	Yes
2/22/2019 14:37	SWA	SWA2140	B738	2769	Air Traffic Conflict	Yes
2/23/2019 8:43	SWA	SWA5141	B738	2483	Air Traffic Conflict	Yes
2/23/2019 15:35	SWA	SWA4726	B737	2788	Air Traffic Conflict	Yes
3/1/2019 16:13	SWA	SWA844	B737	2870	Air Traffic Conflict	Yes
3/1/2019 20:26	SWA	SWA1101	B738	2664	Air Traffic Conflict	Yes
3/8/2019 18:19	SWA	SWA2345	B737	2532	Air Traffic Conflict	Yes
3/12/2019 11:48	AAL	AAL890	A320	2237	Air Traffic Conflict	Yes
				<b>Air Traffic Conflict</b>	<b>48</b>	
2/27/2019 13:15		N7600P	F900	1998	Not Acceptable	No
1/29/2019 11:09	SWA	SWA1473	B738	2562	Not Acceptable	No
2/9/2019 7:10	SWA	SWA4042	B738	2785	Not Acceptable	No
1/29/2019 11:46	AAL	AAL890	A320	2434	Not Acceptable	No
2/3/2019 14:31	PXT	PXT170	C25A	1998	Not Acceptable	No
2/3/2019 12:46	SWA	SWA1017	B738	2641	Not Acceptable	No
2/3/2019 10:56	SWA	SWA1349	B738	2696	Not Acceptable	No
1/31/2019 13:43	SWA	SWA49	B738	2631	Not Acceptable	No
1/31/2019 10:05	SWA	SWA309	B737	2759	Not Acceptable	No
2/9/2019 19:17	SWA	SWA2337	B737	2155	Not Acceptable	No
1/10/2019 13:52	EJA	EJA591	C68A	2536	Not Acceptable	No
2/9/2019 8:55	SWA	SWA4214	B738	2864	Not Acceptable	No
				<b>Not Acceptable</b>	<b>12</b>	
				<b>Grand Count</b>	<b>60</b>	

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

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
1/28/2019 13:57	SWA1817	B737	SWA	2890	Compliant Operation	Yes
3/5/2019 7:23	QXE2010	E75L	QXE	2887	Compliant Operation	Yes
2/7/2019 7:14	SWA121	B737	SWA	2883	Compliant Operation	Yes
1/13/2019 12:52	SWA3450	B737	SWA	2870	Compliant Operation	Yes
				<b>Compliant Operation</b>	<b>4</b>	
1/28/2019 12:06	ASA379	B738	ASA	2883	Not Acceptable	No
1/23/2019 7:03	QXE2556	E75L	QXE	2624	Not Acceptable	No
1/11/2019 7:14	SWA121	B737	SWA	2545	Not Acceptable	No
1/11/2019 8:24	QXE2537	E75L	QXE	2673	Not Acceptable	No
3/27/2019 23:14	SWA2341	B737	SWA	2463	Not Acceptable	No
3/30/2019 12:00	SWA1368	B737	SWA	2818	Not Acceptable	No
1/12/2019 9:45	QXE2537	E75L	QXE	2483	Not Acceptable	No
				<b>Not Acceptable</b>	<b>7</b>	
				<b>Grand Count</b>	<b>11</b>	

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



**PORT OF OAKLAND**

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

January 8, 2019

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: 1/7/2019  
Time of departure: 1223 hrs. local  
Aircraft Type: C525  
Aircraft Tail Number or Flight Number: N525XX

The enclosed flight track map illustrates the flight identification and path of the aircraft operation.

Please use Runway 12/30 for turbojet aircraft departures.

The Port of Oakland understands that at times, safety, construction, operational necessity, or ATC instructions prevent aircraft from complying with this program. However, we urge you to help us be a good neighbor and comply with the voluntary noise abatement procedure whenever safely possible.

If circumstances warranted a non-compliant operation or you have further questions, please call me at (510) 563-3349, or e-mail at [jrichardson@portoakland.com](mailto:jrichardson@portoakland.com)

Sincerely,

Jesse Richardson  
Senior Airport Noise Abatement Specialist

Enclosures: Flight Track Map

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



## **PORT OF OAKLAND**

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

April 1, 2019

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: 3/31/2019  
Time of landing: 1650 hrs. local  
Aircraft Type: E55P  
Aircraft Tail Number or Flight Number: N300XX

The enclosed flight track map illustrates the flight identification and path of the aircraft operation.

Please use Runway 12 for turbojet aircraft landings when airport is in southeast flow configuration.

The Port of Oakland understands that at times, safety, construction, operational necessity, or ATC instructions prevent aircraft from complying with this program. However, we urge you to help us be a good neighbor and comply with the voluntary noise abatement procedure whenever safely possible.

If circumstances warranted a non-compliant operation or you have further questions, please call me at (510) 563-3349, or e-mail at [jrichardson@portoakland.com](mailto:jrichardson@portoakland.com)

Sincerely,

Jesse Richardson  
Senior Airport Noise Abatement Specialist

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



## **PORT OF OAKLAND**

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

March 31, 2019

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: 3/30/2019  
Time of departure: 1015 hrs. local  
Aircraft Type: C172  
Aircraft Tail Number or Flight Number: N328XX

The enclosed flight track map illustrates the flight identification and path of the aircraft operation.

Please use the noise abatement departure procedure and avoid flying over residential areas whenever safely possible. Always follow ATC instructions for safe aircraft separation.

The Port of Oakland understands that at times, safety, construction, operational necessity, or ATC instructions prevent aircraft from complying with this program. However, we urge you to help us be a good neighbor and comply with the voluntary noise abatement procedure whenever safely possible.

If circumstances warranted a non-compliant operation or you have further questions, please call me at (510) 563-3349, or e-mail at [jrichardson@portoakland.com](mailto:jrichardson@portoakland.com)

Sincerely,

Jesse Richardson  
Senior Airport Noise Abatement Specialist

Enclosures: Flight Track Map

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**North Field Quiet Hours Procedure**  
**Sample Noncompliance Contact Letter**



## **PORT OF OAKLAND**

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

January 8, 2019

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: 1/7/2019  
Time of departure: 2223 hrs local  
Aircraft Type: PAY2  
Aircraft Tail Number or Flight Number: N22XX

The enclosed flight track map illustrates the flight identification and path of the aircraft operation.

Please use the preferred runway and the noise abatement departure procedure.

The Port of Oakland understands that at times, safety, construction, operational necessity, or ATC instructions prevent aircraft from complying with this program. However, we urge you to help us be a good neighbor and comply with the voluntary noise abatement procedure whenever safely possible.

If circumstances warranted a non-compliant operation or you have further questions, please call me at (510) 563-3349, or e-mail at [jrichardson@portoakland.com](mailto:jrichardson@portoakland.com)

Sincerely,

Jesse Richardson  
Senior Airport Noise Abatement Specialist

Enclosures: Flight Track Map

**Helicopter Flight Procedure**  
**Sample Noncompliance Contact Letter**



**PORT OF OAKLAND**

Via email: [helicopterowner/operator@aircraft.com](mailto:helicopterowner/operator@aircraft.com)

March 5, 2019

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 (510) 563-3349, or e-mail [jrichardson@portoakland.com](mailto:jrichardson@portoakland.com)

Sincerely,

Jesse Richardson  
Senior Airport Noise Abatement Specialist

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