



Oakland International Airport



A division of the Port of Oakland

Quarterly Aircraft Noise Report

Second Quarter 2019



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Prepared by
Oakland International Airport
Noise/Environmental Compliance Office

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QUARTERLY REPORT INTRODUCTION

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

COMPLIANCE BEYOND THE CONTROL OF THE PORT OF OAKLAND

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

SAFETY COMES FIRST

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

DISCLAIMER

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

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

QUARTERLY REPORTS COMPLIANCE COMPARISON SUMMARY TABLE

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

Compliance Monitoring Quarterly Summary Comparison Second Quarter 2019				
	2018Q2		2019Q2	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	93%	7%	96%	4%
Total Airport-wide Corporate Jet Departures	2,932	209	3,162	126
Runway 10R/L Jet Landing Compliance	88%	12%	83%	17%
Total Southeast Plan Corporate Jet Landings	44	6	84	14
North Field VFR Departure Compliance	90%	10%	94%	6%
Total Runways 28R/L & 33 Departures	466	50	294	19
North Field Quiet Hours Compliance	74%	26%	82%	18%
Total North Field Quiet Hours Departures	256	88	283	52
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	19,585	3	20,139	9
Night Time Departure Compliance	98%	2%	99%	1%
Total Runway 30 Night Turbojet Departures	4,041	74	4,190	43
Runway 12 Night Departure Compliance	82%	18%	100%	0%
Total Runway 12 Night Turbojet Departures	36	8	49	0
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	5,979	5	5,546	9
100 Degree Radial Turbojet Landing Compliance	99%	1%	99%	1%
Total 100 Degree Radial Turbojet Landings	1,354	11	1,329	9
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	8	0	9	0
Note: N/C means non-compliant. Percentage values are rounded out.				

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NORTH FIELD REPORTS

NORTH FIELD PREFERENTIAL RUNWAY USE PROCEDURES

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

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

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

RUNWAY 28R/L JET AIRCRAFT DEPARTURE NOISE ABATEMENT PROCEDURE

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

Runway 28R/L Jet Departure Procedure Compliance Summary Second Quarter 2019				
	April	May	June	Quarterly
Airport-wide Corporate Jet Departures	1,019	1,118	1,025	3,162
Compliant Corporate Jet Departures	985	1,079	972	3,036
Non-compliant Corporate Jet Departures	34	39	53	126
Corporate Jet Departure Compliance Rate	97%	97%	95%	96%
Excused Jet Departures	35	16	39	90
The section below compares compliance performance to airport-wide jet departures.				
Airport-wide Jet Departures	6,705	7,170	7,032	20,907
Compliant Airport-wide Jet Departures	6,671	7,131	6,979	20,781
Non-compliant Airport-wide Jet Departures	34	39	53	126
Airport-wide Jet Departure Compliance Rate	99%	99%	99%	99%

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RUNWAY 10R/L JET AIRCRAFT LANDING NOISE ABATEMENT PROCEDURE

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

Jet Aircraft Landing NAP for Runway 10R/L Compliance Summary Second Quarter 2019				
	April	May	June	Quarterly
Southeast (SE) Plan Corporate Jet Landings *	12	72	0	84
Compliant SE Plan Corporate Jet Landings	12	58	0	70
Non-compliant SE Plan Corporate Jet Landings	0	14	0	14
SE Plan Corporate Jet Landing Compliance Rate	100%	81%	N/A	83%
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Airport-wide SE Plan Jet Landings	94	375	0	469
Airport-wide Compliant SE Plan Jet Landings	94	361	0	455
Airport-wide Non-compliant SE Plan Landings	0	14	0	14
Airport-wide Jet Landing SE Plan Compliance Rate	100%	96%	N/A	97%
* Note: During Southeast Plan, business jets may land on Runways 10R/L and 12.				

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NORTH FIELD VFR AIRCRAFT DEPARTURE PROCEDURE

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

North Field VFR Aircraft Departure NAP Compliance Summary Second Quarter 2019				
	April	May	June	Total
Total VFR Departures	99	95	100	294
Total VFR Departures Over Alameda	19	13	11	43
Compliant Departures	90	90	95	275
Non-compliant Departures	9	5	5	19
Compliance Rate	91%	95%	95%	94%

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NORTH FIELD QUIET HOURS PROCEDURES

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

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

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

North Field Quiet Hours Compliance Summary (10:00 p.m. to 7:00 a.m.) Second Quarter 2019				
	April	May	June	Quarterly
Total Night Departures (10:00 p.m. to 7:00 a.m.)	96	81	106	283
Compliant Night Departures	79	62	90	231
Average Compliant Departures per Night	2.5	2.0	2.9	2.5
Non-Compliant Night Departures	17	19	16	52
Average Non-Compliant Departures per Night	0.5	0.6	0.5	0.6
Night Departure Compliance Rate	82%	77%	85%	82%

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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 = 132

Second 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	1	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	1
2	4	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	5
3	37	6	0.1	1.1%	0	0.0	0.0%	0	0.0	0.0%	43
4	34	41	0.5	7.2%	15	0.2	2.6%	19	0.2	3.4%	109
5	42	15	0.2	2.6%	4	0.0	0.7%	26	0.3	4.6%	87
6	17	3	0.0	0.5%	11	0.1	1.9%	17	0.2	3.0%	48
7	11	10	0.1	1.8%	14	0.2	2.5%	4	0.0	0.7%	39
8	28	18	0.2	3.2%	2	0.0	0.4%	0	0.0	0.0%	48
9	1	2	0.0	0.4%	1	0.0	0.2%	0	0.0	0.0%	4
10	8	2	0.0	0.4%	1	0.0	0.2%	0	0.0	0.0%	11
11	0	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	1
12	0	2	0.0	0.4%	0	0.0	0.0%	0	0.0	0.0%	2
13	1	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	1
14	5	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	5
All NMTs	189	101	1	0	48	1	0	66	1	0	404

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Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 128

Second 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	37	6	0.1	2.5%	0	0.0	0.0%	0	0.0	0.0%	43
4	34	41	0.5	17.2%	15	0.2	6.3%	19	0.2	7.9%	109
5	42	15	0.2	6.3%	4	0.0	1.7%	26	0.3	10.9%	87
6	17	3	0.0	1.3%	11	0.1	4.6%	17	0.2	7.1%	48
7	11	10	0.1	4.2%	14	0.2	5.9%	4	0.0	1.7%	39
8	28	18	0.2	7.5%	2	0.0	0.8%	0	0.0	0.0%	48
Total	169	93	1.0		46	0.5		66	0.7		374

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 4

Second 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	4	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	5
9	1	2	0.0	0.6%	1	0.0	0.3%	0	0.0	0.0%	4
10	8	2	0.0	0.6%	1	0.0	0.3%	0	0.0	0.0%	11
11	0	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	1
12	0	2	0.0	0.6%	0	0.0	0.0%	0	0.0	0.0%	2
13	1	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	1
14	5	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	5
Total	19	8	0.1		2	0.0		0	0.0		29

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SOUTH FIELD REPORTS

RUNWAY 30 BFI RIGHT TURN DEPARTURE PROCEDURE

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

Runway 30 Bay Farm Right Turn Departure Procedure Compliance Summary Second Quarter 2019				
	April	May	June	Quarter
Runway 30 Turbojet Departures	6,488	6,739	6,912	20,139
Compliant Departures	6,483	6,735	6,912	20,130
Non-compliant Departures	5	4	0	9
Percentage of Non-compliance	0.1%	0.1%	0.0%	0.0%
Compliance Rate	100%	100%	100%	100%

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NIGHT TIME DEPARTURE PROCEDURE

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

Night Time Procedure Departure NAP Compliance Summary 10:00 pm - 7:00 am Second Quarter 2019				
	April	May	June	Quarter
Runway 30 Nighttime Turbojet Departures	1,309	1,404	1,477	4,190
Buffer Time Departures	18	13	19	50
Compliant Departures	1,301	1,387	1,459	4,147
Non-compliant Departures	8	17	18	43
HUSSH gate misses	4	12	11	27
NIITE gate misses	6	10	13	29
REBAS gate misses	8	17	16	41
Compliance Rate	99%	99%	99%	99%

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ROLLING TAKE-OFF NIGHT DEPARTURE PROCEDURE FOR FedEx

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

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

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM) Second Quarter 2019, NMT 2						
	Aircraft Departures	Recorded Noise Events (a)	Lmax Average	SEL Average	Avg. Duration (seconds)	
Baseline (November 2002) [A]						
DC10/MD10	87	32	69	78	22	
MD11	32	13	70	79	24	
A306	67	21	67	77	25	
Second Quarter 2019 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B763	129	43	5	64	73	10
DC10/MD10	54	18	6	66	75	14
MD11	254	85	62	65	74	14
A306	113	38	12	65	73	13
B757	178	59	16	65	72	10
B77L	85	28	2	63	70	6
Difference [A-B]						
DC10/MD10		-69	-26	-3	-3	-8
MD11		53	49	-5	-5	-10
A306		-29	-9	-2	-4	-12
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event. Source: ANOMS (Airport Noise and Operations Monitoring System)						

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Summary of Calendar Quarter of Previous Year

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM) Second Quarter 2018, NMT 2						
	Aircraft Departures	Recorded Noise Events (a)	Lmax Average	SEL Average	Avg. Duration (seconds)	
Baseline (November 2002) [A]						
DC10/MD10	87	32	69	78	22	
MD11	32	13	70	79	24	
A306	67	21	67	77	25	
Second Quarter 2018 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B763	172	57	11	66	74	13
DC10/MD10	70	23	12	67	76	21
MD11	210	70	47	65	73	13
A306	106	35	9	65	73	15
B757	177	59	17	65	74	14
B77L	76	25	5	65	75	19
Difference [A-B]						
DC10/MD10		-64	-20	-2	-2	-1
MD11		38	34	-5	-6	-11
A306		-32	-12	-2	-4	-10

(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event.
Source: ANOMS (Airport Noise and Operations Monitoring System)

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RUNWAY 12 NIGHT DEPARTURE PROCEDURE

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

Runway 12 Night Departure NAP Compliance Summary (10:00 PM to 7:00 AM) Second Quarter 2019				
	April	May	June	Quarter
Jet Departures	26	23	0	49
Non-Compliant Departures	0	0	0	0
Compliant Departures	26	23	0	49
Compliance Rate	100%	100%	No SE Plan	100%
Note: The noise abatement procedure is officially implemented between 10:00 p.m. and 7:00 a.m. nightly.				

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ENGINE RUN-UP PROCEDURE PROGRAM

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

Engine Run-up Program Second Quarter 2019				
	April	May	June	Quarter
Runups - 7:00 PM to 10:00 PM	0	0	2	2
Runups Greater Than 75 dBA	0	0	0	0
Runups - 10:00 PM to 7:00 AM	3	1	3	7
Runups Greater Than 70 dBA	0	0	0	0
Total Evening and Nighttime Runups	3	1	5	9
Total Non-compliant Runups	0	0	0	0
Compliance Rate	100%	100%	100%	100%

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RUNWAY 30 EAST TURN DEPARTURES PROCEDURE

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

Runway 30 East Turn Departures at 3,000 feet Procedure Compliance Summary Second Quarter 2019				
	April	May	June	Quarter
Total Runway 30 East Turn Turbojet Departures	1,788	1,800	1,958	5,546
Non-compliant Turbojet Departures	4	5	0	9
Total Turbojet Aircraft Above 2,900 Feet ASL*	1,784	1,795	1,958	5,537
Compliance Rate	100%	100%	100%	100%
Excused Turbojet Departures	17	25	29	71
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet are to be flagged as non-compliant.				

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100 DEGREE RADIAL TURBOJET LANDING PROCEDURE

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

Cross Over 100 Degree Radial at 3,000 Feet Procedure Compliance Summary Second Quarter 2019				
	April	May	June	Quarter
Turbojets on Downwind RWY 30 Approach	485	345	499	1,329
Non-compliant Turbojets	3	3	3	9
Total Turbojet Aircraft Above 3K Feet ASL*	482	342	496	1,320
Compliance Rate	99%	99%	99%	99%
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet are to be flagged as non-compliant.				

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Oakland International Airport Noise Complaint Summary April 2019		
Community	Callers	Complaints
Alameda(BFI)	34	213
Alameda(Central)	6	20
Berkeley	5	26
Castro Valley	1	11
Fremont	1	2
Hayw ard	4	130
Oakland	24	4872
Piedmont	0	0
San Francisco	2	2
San Leandro	2	10
Union City	1	519
San Lorenzo	0	0
Other Communities	11	83
Total	91	5888
Complaints by Type		
Website	480	
E-mail	5386	
Phone	13	
View point App	9	
Complaints by Time of Day		
Day (0700 - 1900)	882	
Evening (1900 - 2200)	332	
Night (2200 - 0700)	4674	
Complaints by Type of Operation		
Arrivals	4711	
Departures	1161	
Over-flights	6	
Touch & Go	10	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	110	
Helicopter	8	
Jet	5446	
Military	0	
Not Reported	0	
Other	14	
Propeller	24	
Turbo-prop	286	

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Oakland International Airport Noise Complaint Summary May 2019		
Community	Callers	Complaints
Alameda(BFI)	46	560
Alameda(Central)	10	66
Berkeley	4	9
Castro Valley	2	23
Fremont	0	0
Hayward	3	268
Oakland	22	3858
Piedmont	1	2
San Francisco	1	3
San Leandro	5	126
Union City	1	566
San Lorenzo	0	0
Other Communities	16	375
Total	111	5856
Complaints by Type		
Website		818
E-mail		4562
Phone		130
View point App		346
Complaints by Time of Day		
Day (0700 - 1900)		1082
Evening (1900 - 2200)		537
Night (2200 - 0700)		4237
Complaints by Type of Operation		
Arrivals		4748
Departures		1017
Over-flights		55
Touch & Go		36
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		137
Helicopter		12
Jet		5459
Military		0
Not Reported		0
Other		58
Propeller		133
Turbo-prop		57

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

Community	Callers	Complaints
Alameda(BFI)	63	962
Alameda(Central)	9	19
Berkeley	2	9
Castro Valley	2	6
Fremont	2	3
Hayward	2	189
Oakland	18	3117
Piedmont	1	2
San Francisco	2	3
San Leandro	3	9
Union City	1	325
San Lorenzo	0	0
Other Communities	10	774
Total	115	5418
Complaints by Type		
Website		1037
E-mail		3552
Phone		45
View point App		784
Complaints by Time of Day		
Day (0700 - 1900)		1176
Evening (1900 - 2200)		1601
Night (2200 - 0700)		2641
Complaints by Type of Operation		
Arrivals		3737
Departures		1503
Over-flights		134
Touch & Go		44
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		221
Helicopter		8
Jet		4843
Military		0
Not Reported		0
Other		74
Propeller		220
Turbo-prop		52

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AIRPORT OPERATIONS SUMMARY TABLES

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

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

North Field Night Departures by Runway (10:00 p.m. to 7:00 a.m.) Second Quarter 2019					
	April	May	June	Total	Percentage
Runway 28L	10	2	20	32	24%
Runway 28R	30	31	31	92	0%
Runway 33	1	1	2	4	0%
Alameda Overflights	41	34	53	128	0%
Runway 10L	0	1	0	1	0%
Runway 10R	1	1	0	2	0%
Runway 15	0	0	1	1	0%
San Leandro Overflights	1	2	1	4	0%
Total Departures	42	36	54	132	0%

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

North Field VFR/IFR Departures by Runway Second Quarter 2019				
	April	May	June	Total
VFR Departures				
Runway 28L	14	11	11	36
Runway 28R	98	75	107	280
Runway 33	91	98	133	322
VFR Departures	203	184	251	638
IFR Departures				
Runway 28L	148	161	152	461
Runway 28R	406	360	452	1,218
Runway 33	116	123	170	409
IFR Departures	670	644	774	2,088
Total Departures	873	828	1,025	2,726

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Operations Table 3. Runway Use by Aircraft Category

	Aircraft Category	OAK Aircraft Operations by Category and Runway Second Quarter 2019											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Corporate Jets	67	126	-	-	-	1	16	525	2,418	-	2,960	2,960
	Helicopters	-	-	-	-	-	-	-	-	-	117	117	117
	Commercial Jets	338	15,530	15,868	-	-	-	-	67	17	-	84	15,952
	Military	-	-	-	-	-	-	-	-	-	-	-	-
	Propeller	-	2	2	18	72	1	2	194	1,580	-	1,867	1,869
	Regional Jets	47	820	867	-	-	-	-	64	851	-	915	1,782
	Turboprops	1	84	85	1	1	13	10	148	1,092	-	1,265	1,350
	Unknown	-	-	-	-	-	-	-	-	1	-	1	1
Sub-totals		453	16,562	16,822	19	73	15	28	998	5,959	117	7,209	24,031
Departures	Corporate Jets	9	2,845	2,854	-	12	2	74	106	84	-	278	3,132
	Helicopters	-	-	-	-	-	-	-	-	-	87	87	87
	Commercial Jets	325	15,566	15,891	-	-	-	1	15	-	-	16	15,907
	Military	-	-	-	-	-	-	-	-	-	-	-	-
	Propeller	-	4	4	67	707	9	1	61	676	-	1,521	1,525
	Regional Jets	24	1,728	1,752	-	-	-	18	1	7	-	26	1,778
	Turboprops	1	57	58	-	12	18	2	314	731	-	1,077	1,135
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		359	20,200	20,559	67	731	29	96	497	1,498	87	3,005	23,564
Touch & Go Sub-totals		-	11	11	11	266	7	-	82	531	5	902	913
Grand Total		812	36,773	37,392	97	1,070	51	124	1,577	7,988	209	11,116	48,508

Operations Table 4. Runway Use by Jet Aircraft Category

	Aircraft Category	RUNWAYS Second Quarter 2019											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Commercial Jets	338	15,530	15,868	-	-	-	-	67	17	-	84	15,952
	Regional Jets	47	820	867	-	-	-	-	64	851	-	915	1,782
Commercial Jet Sub-totals		385	16,350	16,735	-	-	-	-	131	868	-	999	17,734
	Corporate Jets	67	126	193	-	-	1	16	525	2,418	-	2,960	3,153
All Jet Arrivals Sub-totals		452	16,476	16,928	-	-	1	16	656	3,286	-	3,959	20,887
Departures	Commercial Jets	325	15,566	15,891	-	-	-	1	15	-	-	16	15,907
	Regional Jets	24	1,728	1,752	-	-	-	18	1	7	-	26	1,778
Commercial Jet Sub-totals		349	17,294	17,643	-	-	-	19	16	7	-	42	17,685
	Corporate Jets	9	2,845	2,854	-	12	2	74	106	84	-	278	3,132
All Jet Departures Sub-totals		358	20,139	20,497	-	12	2	93	122	91	-	320	20,817
Grand Total		810	36,615	37,425	-	12	3	109	778	3,377	-	4,279	41,704

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DEFINITIONS OF TERMINOLOGY USED IN COMPLIANCE MONITORING COMMENT SECTION

The Noise/Environmental Compliance Office reviews flight track data and air traffic control communications' recordings, along with other data resources, to determine compliance with aircraft noise abatement procedures. This support information is reported in the various lists that document aircraft landing and departures relevant to the noise abatement procedures that are monitored for compliance. Comments are provided in these lists that summarize the circumstances or the reason that most appropriately explains the reviewer's determination as to whether or not the aircraft flight was compliant or non-compliant with noise abatement procedures. The definitions of the summarized comments or terms are described below.

Airspace Conflict Potential: Pilot or air traffic controller may have needed to maintain safe separation between a non-compliant aircraft and other aircraft in the vicinity of the airport. (*Separation of aircraft: some aircraft are able to decrease speed better than others or fly faster than other aircraft and reach minimum safe separation from aircraft in front or behind. These conditions, although rare, are very difficult to avoid.*) These situations may occur when aircraft depart from the North Field on a VFR flight or when jets land on Runway 12 during Southeast Plan traffic flow. In these circumstances the reviewer has made a determination, based upon visual evidence, that the flight, which would normally be considered non-compliant, is exempt for safety considerations.

Air Traffic Conflict: The reviewer has found **clear and specific** evidence that the pilot or air traffic controller was required to maintain safe separation between a non-compliant aircraft and other aircraft in the vicinity of the airport. (*Separation of aircraft: some aircraft are able to decrease speed better than others or fly faster than other aircraft and reach minimum safe separation from aircraft in front or behind. These conditions, although rare, are very difficult to avoid.*) These situations may occur, for example, when aircraft depart from the North Field on a VFR flight or when jets land on Runway 12 during Southeast Plan traffic flow and an air traffic controller diverts the jet to land on the North Field. In these circumstances the flight, which would normally be considered non-compliant, is exempt for safety considerations.

ATC Did Not Advise: Refers to an aircraft flight compliance determination investigation when the air traffic controller does not cite or improperly cites the pilot instructions to use Runway 12/30 for noise abatement. The Air Traffic Control ("ATC") audio file(s) should be used for documentation. In this event, the ATC rather than the aircraft owner or operator will be notified of non-compliance with the noise compliance procedures.

ATC Instructions: Refers to an aircraft flight compliance determination investigation when the air traffic controller instructs a pilot to perform an action that could be for safety or traffic flow reasons. The ATC audio file(s) should be used for documentation. In this event, the aircraft operations and air traffic control are considered in compliance with the noise abatement procedure. N Number not included because the non-compliant flight was solely due to ATC Instructions.

Audio Not Available: Refers to an aircraft flight compliance determination investigation when the ATC audio file is lost or unusable due to a recording system technical failure. In this event, the associated flight is considered not in compliance with the noise abatement procedure even though there may otherwise be a specific reason that could have exempted the flight from a determination of non-compliance.

Audio Not Reviewed: Refers to an aircraft flight compliance determination investigation when the ATC audio file has not been reviewed for some reason other than for a technical failure of the

recording system. In this event, the associated flight is considered not in compliance with the noise abatement procedure even though there may be a specific reason that could have exempted the flight from a determination of non-compliance.

Departure Timing: An air traffic controller may instruct a pilot to depart from Runways 28R/L to hasten a departure time in order to maintain an appropriate flow or departure time to avoid aircraft delays. This activity or action will be investigated to determine if the aircraft flight was in compliance with noise abatement procedures. N Number not included because the non-compliant flight was solely due to ATC Instructions.

Flight Replay Not Reviewed: Refers to an aircraft flight compliance determination investigation when the NOMS flight replay was not employed to review the aircraft flight for airspace use or safety reasons. In this event, the associated flight is considered not in compliance with the noise abatement procedure even though there may be a specific reason that could have exempted the flight from a determination of non-compliance.

IFR Training: Some aircraft are departing VFR (Visual Flight Rules apply) but the pilots or student pilots may be practicing flying IFR (Instrument Flight Rules specified by the FAA for flight under weather conditions in which visual reference cannot be made to the ground and the pilot must rely on instruments to fly and navigate) in which case the pilots direct departing aircraft in a specific heading (i.e. 310 degrees). Based upon the aircraft departure trajectory (straight-line departure at approximately 310 degrees heading), the reviewer may judge that an aircraft flight is a potential IFR training flight. This aircraft departure will be considered compliant with noise abatement procedures.

Special Event: An air traffic controller may instruct a pilot to depart from Runways 28R/L after a special event i.e. Super Bowl, NBA Finals to hasten a departure time in order to maintain an appropriate flow or departure time to avoid aircraft delays. This activity or action will be investigated to determine if the aircraft flight was in compliance with noise abatement procedures. N Number not included because the non-compliant flight was solely due to ATC Instructions.

Law Enforcement: An aircraft piloted by law enforcement officials may need to divert from the noise abatement procedure due to public safety concerns or to perform their law enforcement duties. Law enforcement aircraft flights over residential areas are considered exempt from noise abatement procedures due to the nature of the mission and operational necessity.

Lifeguard Medical: Medical operations such as organ or patient transportation are exempt from noise abatement procedures due to the nature of the mission and operational necessity.

Not Acceptable: This term is used to describe an aircraft that was not in compliance with one of the airport's voluntary aircraft noise abatement procedures. These aircraft departures or arrivals are considered to be non-compliant with noise abatement procedures unless determined to be exempt for a specific reason as judged by the reviewer.

Pilot Refusal: Although air traffic controllers normally instruct jet aircraft pilots to taxi to Runway 30 to depart for noise abatement purposes, FAA regulations allow pilots to refuse departure from Runways 28R/L. Typically, the jet aircraft pilots notified the Port of Oakland that they will no longer taxi to Runway 30 for departure for operation consideration. Pilot refusal are considered not in compliance with the noise abatement procedures.

Pilot Request: Although air traffic controllers normally instruct jet aircraft pilots to taxi to Runway 30 to depart for noise abatement purposes, FAA regulations allow pilots to request departure from Runways 28R/L. Also, FAA air traffic controllers at Northern California

TRACON or the OAK Control Tower normally guide jet aircraft to land on Runway 12 during the Southeast Plan air traffic pattern. However, pilots may request to land on Runways 10R/L when safe conditions exist. Pilot requests are normally granted although these requests are considered not in compliance with the noise abatement procedures.

South Field Closure/Repair: The South Field (Runway 12/30) was closed due to construction, maintenance, Foreign Object Debris (FOD) removal, runway repair, or an emergency. Routine South Field maintenance is scheduled each Monday between 12:00 a.m. and 6:00 a.m. because there are the fewest scheduled air carrier flights during that time, which minimizes the need to use the North Field. Aircraft flights normally considered to be non-compliant would be exempt from complying with any relevant noise abatement procedures in the event of the closure of the South Field runway.

Straight Out: This term describes a non-compliant aircraft flight that departs with a runway heading departure from Runways 10R/L or 28R/L and flew over nearby residential areas.

System Error: This term is used to describe an aircraft operation that is recognized incorrectly by NOMS system. For example, an aircraft arrival may be assigned an operation type departure. This aircraft operation will be considered compliant with noise abatement procedures.

Time Buffer: Aircraft departures from 10:00 to 10:10 p.m. and from 6:50 to 7:00 a.m. fall within the long established "buffer time period" in which an aircraft flight is not considered non-compliant with noise abatement procedures even though the flight would normally be non-compliant during the nighttime hours. These flights will be deemed exempt from the procedures as the departure was slightly delayed or slightly ahead of the scheduled time as fixed by the air traffic controller who provides clearance instructions to the pilot. Although the actual scheduled time of departure is between 7:00 a.m. and 10:00 p.m., the aircraft is released to the runway either early or too late.

VFR Departure: This term is used to describe an aircraft assumed to be flying under Visual Flight Rules (VFR) on departure and flew over nearby residential areas. These aircraft departures are considered to be non-compliant with noise abatement procedures unless determined to be exempt for a specific reason as judged by the reviewer.

Wide Salad: This term is applied by the reviewer when an aircraft flies a SALAD ONE departure turn but the turn was wide and resulted in a flight over Alameda residential areas. The reviewer would determine that this flight is non-compliant with noise abatement procedures.

315 Degree Heading: This term is used to describe an aircraft that the reviewer assumed was flown under either IFR or VFR and made a turn to a 315 degree heading flying over nearby residential areas. These aircraft departures are considered to be non-compliant with noise abatement procedures unless determined to be exempt for a specific reason as judged by the reviewer.

Nighttime SEL Noise Measurement Summary Definitions

These terms are used in the Nighttime SEL Report.

Lmax (maximum sound level): the Lmax metric represents the highest instantaneous noise level heard at a receiver site during a single aircraft event (arrival or departure). However, since this metric describes only the instantaneous maximum noise value, it provides no information on the duration of noise exposure.

SEL (sound exposure level): The SEL metric represents the sound energy detected above a threshold, which is 10 decibels below the peak noise level, for a noise event as a factor of both intensity and duration of that noise event. The SEL represents the cumulative acoustical energy of the event but as though it had occurred within one second. Thus, for example, two events with the same intensity but different durations can be differentiated with the longer duration event having a higher SEL. In general, an aircraft SEL level is approximately 8-10 dB higher than the Lmax, or peak, noise level.

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APPENDICES

Runway 28R/L Jet Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
4/1/2019 9:31	LXJ570	N570FX	CL30	3373	28L	B	Departure Timing	No
4/11/2019 13:24	LXJ409	N409FX	E545	3623	28L	B	Departure Timing	No
4/13/2019 8:44	N461QS	N461QS	GLF4	4527	28L	B	Departure Timing	No
4/23/2019 9:03	LXJ455	N455FX	GLF4	3224	28L	B	Departure Timing	No
4/27/2019 8:56	PXT499	N499GB	C680	4514	28L	B	Departure Timing	No
5/9/2019 14:47	LXJ522	N522FX	CL30	4544	28L	B	Departure Timing	No
5/16/2019 7:10	N75VB	N75VB	GLF4	3332	28R	B	Departure Timing	No
5/16/2019 7:18	OPT374	N374FX	E55P	3224	28R	B	Departure Timing	No
5/19/2019 15:22	PXT903	N903JP	C510	1730	28L	B	Departure Timing	No
5/28/2019 18:08	N600VM	N600VM	C525	4532	28L	B	Departure Timing	No
6/7/2019 21:19	EJA301	N301QS	C680	3321	28R	B	Departure Timing	No
6/7/2019 21:20	N858DD	N858DD	C525	3617	28R	B	Departure Timing	No
6/12/2019 10:23	N315CJ	N315CJ	C25B	3310	28L	B	Departure Timing	No
6/17/2019 11:57	N405QS	N405QS	GLF4	3734	28R	B	Departure Timing	No
6/24/2019 14:01	EJA749	N749QS	GALX	4236	28L	B	Departure Timing	No
6/27/2019 12:10	FTH926	N926VR	C750	4505	28R	B	Departure Timing	No
						Departure Timing	16	
4/2/2019 2:29	LN54DD	N54DD	C560	3347	28L	B	Lifeguard Medical	Yes
4/2/2019 4:47	LN108JN	N108JN	LJ35	3225	28L	B	Lifeguard Medical	Yes
4/2/2019 13:45	LN777AX	N777AX	C550	4255	28L	B	Lifeguard Medical	Yes
4/2/2019 21:19	LN777AX	N777AX	C550	4251	28L	B	Lifeguard Medical	Yes
4/4/2019 9:16	LN54DD	N54DD	C560	4244	28R	B	Lifeguard Medical	Yes
4/4/2019 16:05	LN54DD	N54DD	C560	4546	28R	B	Lifeguard Medical	Yes
4/5/2019 15:58	LN6EL	N6EL	ASTR	6313	28L	B	Lifeguard Medical	Yes
4/6/2019 4:40	LN269JR	N269JR	LJ35	3352	28L	B	Lifeguard Medical	Yes
4/7/2019 8:05	LN389AW	N389AW	LJ35	3346	28R	B	Lifeguard Medical	Yes
4/10/2019 12:05	LN404HG	N404HG	CL60	3210	28L	B	Lifeguard Medical	Yes
4/10/2019 14:06	LN509RP	N509RP	C550	3671	28L	B	Lifeguard Medical	Yes
4/10/2019 23:55	LN509RP	N509RP	C550	4570	28L	B	Lifeguard Medical	Yes
4/11/2019 17:05	CFYLD	CFYLD	ASTR	3362	28R	B	Lifeguard Medical	Yes
4/12/2019 12:40	LN289AW	N289AW	LJ35	1777	28R	B	Lifeguard Medical	Yes
4/16/2019 11:26	LN995DP	N995DP	LJ35	3247	28L	B	Lifeguard Medical	Yes
4/16/2019 11:32	FFL226	N777AX	C550	4573	28L	B	Lifeguard Medical	Yes
4/23/2019 15:06	LN777AX	N777AX	C550	4556	28R	B	Lifeguard Medical	Yes
4/23/2019 21:42	LN777AX	N777AX	C550	4206	28R	B	Lifeguard Medical	Yes
4/24/2019 15:29	N6EL	N6EL	ASTR	3224	28L	B	Lifeguard Medical	Yes
4/25/2019 12:16	LN810BE	N810BE	C560	3713	28R	B	Lifeguard Medical	Yes
4/25/2019 18:57	LN509RP	N509RP	C550	4212	28L	B	Lifeguard Medical	Yes
4/26/2019 21:32	LN116JC	N116JC	ASTR	6353	28L	B	Lifeguard Medical	Yes
5/1/2019 10:26	FFL226	N777AX	C550	4554	28R	B	Lifeguard Medical	Yes
5/1/2019 16:25	FFL226	N777AX	C550	4250	28R	B	Lifeguard Medical	Yes
5/4/2019 9:49	LN777AX	N777AX	C550	4526	28R	B	Lifeguard Medical	Yes
5/4/2019 14:54	LN509RP	N509RP	C550	4566	28R	B	Lifeguard Medical	Yes
5/4/2019 15:59	LN108JN	N108JN	LJ35	3311	28L	B	Lifeguard Medical	Yes
5/7/2019 11:32	LN525AC	N525AC	GLF5	6313	28R	B	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
5/11/2019 9:13	LN818WB	N818WB	ASTR	6315	28L	B	Lifeguard Medical	Yes
5/11/2019 18:04	LN777AX	N777AX	C550	4204	28R	B	Lifeguard Medical	Yes
5/12/2019 9:20	LN777AX	N777AX	C550	4201	28L	B	Lifeguard Medical	Yes
5/13/2019 14:09	LN777AX	N777AX	C550	4237	28R	B	Lifeguard Medical	Yes
5/13/2019 19:50	LN777AX	N777AX	C550	4550	28R	B	Lifeguard Medical	Yes
5/14/2019 0:44	LN818WB	N818WB	ASTR	3247	28L	B	Lifeguard Medical	Yes
5/20/2019 7:37	LN131AJ	N131AJ	LJ35	3277	28L	B	Lifeguard Medical	Yes
5/25/2019 15:12	LN777AX	N777AX	C550	4276	28R	B	Lifeguard Medical	Yes
5/25/2019 20:54	LN777AX	N777AX	C550	4537	28R	B	Lifeguard Medical	Yes
5/25/2019 21:27	LN777AX	N777AX	C550	4536	28R	B	Lifeguard Medical	Yes
6/7/2019 1:10	LN269JR	N269JR	LJ35	3310	28R	B	Lifeguard Medical	Yes
6/9/2019 20:42	LN999WS	N999WS	C501	3654	28R	B	Lifeguard Medical	Yes
6/13/2019 7:48	LN810BE	N810BE	C560	3623	28R	B	Lifeguard Medical	Yes
6/13/2019 8:44	LN449RP	N449RP	C501	3766	28L	B	Lifeguard Medical	Yes
6/14/2019 19:55	LN108JN	N108JN	LJ35	6315	28L	B	Lifeguard Medical	Yes
6/14/2019 21:12	LN904LR	N904LR	C560	3744	28L	B	Lifeguard Medical	Yes
6/18/2019 17:01	LN453AM	N453AM	LJ35	3342	28R	B	Lifeguard Medical	Yes
6/20/2019 5:02	LN810BE	N810BE	C560	3313	28R	B	Lifeguard Medical	Yes
6/21/2019 0:28	LN449RP	N449RP	C501	3250	28L	B	Lifeguard Medical	Yes
6/22/2019 11:41	LN65LJ	N65LJ	LJ60	634	28L	B	Lifeguard Medical	Yes
6/26/2019 11:32	LN65LJ	N65LJ	LJ60	1746	28L	B	Lifeguard Medical	Yes
6/28/2019 18:25	LN811AM		H25B	3351	28R	B	Lifeguard Medical	Yes
						Lifeguard Medical	50	
4/10/2019 19:41	JSX332	N257JX	E135	6303	28L	R	Not Acceptable	No
						Not Acceptable	1	
6/5/2019 8:18	TWY4	N238MH	GLF4	3774	28L	B	Pilot Refusal	No
6/5/2019 9:00	TWY5	N138GL	GLF5	3327	28L	B	Pilot Refusal	No
6/12/2019 12:06	TWY5	N138GL	GLF5	3770	28L	B	Pilot Refusal	No
6/16/2019 12:07	TWY5	N138GL	GLF5	3306	28L	B	Pilot Refusal	No
4/4/2019 10:13	TWY4	N238MH	GLF4	1701	28L	B	Pilot Refusal	No
5/28/2019 13:52	TWY5	N138GL	GLF5	1726	28L	B	Pilot Refusal	No
4/13/2019 11:19	TWY5	N138GL	GLF5	3322	28L	B	Pilot Refusal	No
5/10/2019 13:57	TWY5	N138GL	GLF5	3653	28L	B	Pilot Refusal	No
5/12/2019 13:18	TWY4	N238MH	GLF4	3674	28L	B	Pilot Refusal	No
5/16/2019 8:15	TWY5	N138GL	GLF5	3644	28L	B	Pilot Refusal	No
5/24/2019 15:27	TWY4	N238MH	GLF4	1717	28L	B	Pilot Refusal	No
						Pilot Refusal	11	
6/3/2019 17:00	MFINE	MFINE	GL5T	3727	28L	B	Pilot Requested	No
6/3/2019 21:55	N289RZ	N289RZ	E50P	3717	28L	B	Pilot Requested	No
6/6/2019 11:00	N707W	N707W	C560	6312	28R	B	Pilot Requested	No
6/6/2019 13:02	N406CM	N406CM	C510	7451	28R	B	Pilot Requested	No
6/6/2019 15:12	N238JP	N238JP	C560	3271	28L	B	Pilot Requested	No
6/7/2019 22:27	N22VK	N22VK	PRM1	6314	28L	B	Pilot Requested	No
6/8/2019 10:04	PPCFJ	PPCFJ	FA7X	3755	28L	B	Pilot Requested	No
6/10/2019 13:14	N559BK	N559BK	SF50	3324	28R	B	Pilot Requested	No
6/11/2019 9:41	TWY5	N138GL	GLF5	6311	28L	B	Pilot Requested	No
6/11/2019 9:52	N1800C	N1800C	CRJ2	1763	28L	B	Pilot Requested	No
6/11/2019 12:59	SDU302	N302SB	GLF4	1712	28L	B	Pilot Requested	No
6/13/2019 10:09	N2E	N2E	GLF6	4541	28L	B	Pilot Requested	No
6/13/2019 18:42	N818ME	N818ME	GLF4	3307	28L	B	Pilot Requested	No
6/14/2019 10:58	N17XR	N17XR	C750	3246	28R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
6/14/2019 11:15	XSN20	N404TC	GLF4	643	28R	B	Pilot Requested	No
6/15/2019 10:39	FFL226	N777AX	C550	3247	28R	B	Pilot Requested	No
6/18/2019 7:30	N770CJ	N770CJ	C750	6360	28R	B	Pilot Requested	No
6/18/2019 12:59	SIG393	N393BZ	GLEX	3650	28L	B	Pilot Requested	No
6/18/2019 17:51	N37PZ	N37PZ	SF50	3244	28L	B	Pilot Requested	No
6/20/2019 10:02	PXT415	N415PC	C25B	6367	28R	B	Pilot Requested	No
6/21/2019 12:59	N963JP	N963JP	GLEX	1705	28L	B	Pilot Requested	No
6/21/2019 15:48	N243BA	N243BA	CL60	3672	28R	B	Pilot Requested	No
6/22/2019 16:05	PRD42	N842SS	GALX	3751	28L	B	Pilot Requested	No
6/22/2019 18:49	N557PK	N557PK	F2TH	3753	28R	B	Pilot Requested	No
6/23/2019 15:43	N63NM	N63NM	GLF4	4527	28R	B	Pilot Requested	No
6/24/2019 17:42	N97DQ	N97DQ	GLEX	3735	28L	B	Pilot Requested	No
6/27/2019 15:52	N917MS	N917MS	GLF4	4264	28R	B	Pilot Requested	No
6/27/2019 16:46	N562F	N562F	C25M	1736	28L	B	Pilot Requested	No
6/27/2019 20:28	N559HF	N559HF	C56X	4573	28R	B	Pilot Requested	No
6/28/2019 14:12	N614JK	N614JK	C550	4241	28R	B	Pilot Requested	No
6/28/2019 17:22	N376SC	N376SC	F2TH	3602	28L	B	Pilot Requested	No
6/29/2019 16:08	N959CR	N959CR	BE40	4510	28R	B	Pilot Requested	No
6/29/2019 20:22	N4LS	N4LS	CL30	3253	28R	B	Pilot Requested	No
4/1/2019 21:12	N102BQ	N102BQ	GLF4	3277	28R	B	Pilot Requested	No
4/3/2019 8:59	TWY5	N138GL	GLF5	3354	28L	B	Pilot Requested	No
4/3/2019 10:15	N28NP	N28NP	ASTR	6324	28L	B	Pilot Requested	No
4/5/2019 14:59	N96NA	N96NA	C25A	3616	28R	B	Pilot Requested	No
4/6/2019 17:43	N137WS	N137WS	GLF4	3361	28R	B	Pilot Requested	No
4/9/2019 7:43	EJA662	N662QS	C56X	3723	28L	B	Pilot Requested	No
4/9/2019 8:32	MFAST	MFAST	G150	3621	28L	B	Pilot Requested	No
4/9/2019 12:12	N358V	N358V	GLF6	3360	28L	B	Pilot Requested	No
4/10/2019 9:05	TWY5	N138GL	GLF5	3346	28L	B	Pilot Requested	No
4/10/2019 14:48	EJA596	N596QS	C68A	3704	28R	B	Pilot Requested	No
4/11/2019 17:33	N559HF	N559HF	C56X	4505	28R	B	Pilot Requested	No
4/12/2019 7:27	N581D	N581D	GLF5	3370	28R	B	Pilot Requested	No
4/12/2019 8:15	N450TR	N450TR	C25A	3650	28R	B	Pilot Requested	No
4/12/2019 19:24	N441RF	N441RF	PRM1	4252	28R	B	Pilot Requested	No
4/13/2019 10:05	LXJ405	N405FX	E545	3343	28R	B	Pilot Requested	No
4/18/2019 14:07	N15XM	N15XM	C550	4270	28L	B	Pilot Requested	No
4/18/2019 15:09	N399W	N399W	C750	1766	28L	B	Pilot Requested	No
4/20/2019 17:35	PEG26	N726RW	GLF4	4521	28R	B	Pilot Requested	No
4/20/2019 18:48	PEG78	N178PT	GLF4	3755	28R	B	Pilot Requested	No
4/23/2019 19:39	N650VM	N650VM	C25B	3635	28R	B	Pilot Requested	No
4/24/2019 9:08	TWY5	N138GL	GLF5	3714	28L	B	Pilot Requested	No
4/24/2019 22:48	N551SJ	N551SJ	C550	3265	28L	B	Pilot Requested	No
4/26/2019 10:59	N327NM	N327NM	C510	4261	28R	B	Pilot Requested	No
4/27/2019 14:55	N324FL	N324FL	E55P	6340	28L	B	Pilot Requested	No
4/28/2019 15:50	N551SJ	N551SJ	C550	3635	28L	B	Pilot Requested	No
4/30/2019 9:43	GDG626	N626NT	F2TH	4504	28L	B	Pilot Requested	No
5/1/2019 8:24	N862LG	N862LG	E55P	6313	28R	B	Pilot Requested	No
5/1/2019 9:14	TWY5	TWY5	GLF5	3330	28L	B	Pilot Requested	No
5/1/2019 10:21	EJA524	N524QS	C680	647	28R	B	Pilot Requested	No
5/1/2019 13:58	N211PB	N211PB	GLEX	3647	28L	B	Pilot Requested	No
5/2/2019 9:26	N987CM	N987CM	C510	4235	28L	B	Pilot Requested	No
5/2/2019 21:05	N96NA	N96NA	C25A	3343	28L	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
5/3/2019 14:33	N6JP	N6JP	GLF5	2222	28R	B	Pilot Requested	No
5/7/2019 12:28	N559BK	N559BK	SF50	4553	28L	B	Pilot Requested	No
5/7/2019 17:41	N795T	N795T	C510	4542	28R	B	Pilot Requested	No
5/8/2019 9:05	TWY5	N138GL	GLF5	3353	28L	B	Pilot Requested	No
5/9/2019 12:44	HB-JFS	HB-JFS	FA7X	1733	28L	B	Pilot Requested	No
5/10/2019 15:20	GTH9	N963RS	F900	3642	28L	B	Pilot Requested	No
5/10/2019 18:13	N12JK	N12JK	C56X	4204	28L	B	Pilot Requested	No
5/12/2019 21:09	N80X	N80X	C56X	3671	28R	B	Pilot Requested	No
5/14/2019 15:31	N707W	N707W	C560	3364	28R	B	Pilot Requested	No
5/16/2019 10:37	N652FC	N652FC	EA50	3323	28L	B	Pilot Requested	No
5/20/2019 12:19	N109BG	N109BG	H25B	1763	28L	B	Pilot Requested	No
5/22/2019 16:45	N420MP	N420MP	CL30	3731	28R	B	Pilot Requested	No
5/23/2019 12:14	EJM123	N123QS	C750	6350	28L	B	Pilot Requested	No
5/23/2019 18:59	N858DD	N85DD	C525	3273	28R	B	Pilot Requested	No
5/23/2019 23:14	N96NA	N96NA	C25A	1721	28R	B	Pilot Requested	No
5/24/2019 7:23	N559WJ	N559WJ	C550	4517	28L	B	Pilot Requested	No
5/24/2019 17:12	N559WJ	N559WJ	C550	4522	28R	B	Pilot Requested	No
5/25/2019 15:17	N444RL	N444RL	EA50	3612	28R	B	Pilot Requested	No
5/26/2019 8:05	N862LG	N862LG	E55P	3334	28L	B	Pilot Requested	No
5/29/2019 11:27	N61VC	N61VC	BE40	3607	28L	B	Pilot Requested	No
5/29/2019 12:06	CFMCJ	CFMCJ	C680	3274	28L	B	Pilot Requested	No
5/29/2019 15:38	N795T	N795T	C510	4255	28R	B	Pilot Requested	No
5/30/2019 8:41	EJA550	N550QS	C68A	4544	28R	B	Pilot Requested	No
6/3/2019 5:31	N790R	N790R	F2TH	3371	28L	B	Pilot Requested	No
6/3/2019 16:38	XARCM	XARCM	GLF4	4221	28R	B	Pilot Requested	No
						Pilot Requested	90	
4/1/2019 5:10	BOG74	N674PP	C68A	3344	28L	B	RWY 30 Routine Closure	Yes
6/16/2019 22:42	NKS1884	N695NK	A320	3343	28L	J	RWY 30 Routine Closure	Yes
6/16/2019 23:22	UPS2943	N315UP	B763	6331	28L	J	RWY 30 Routine Closure	Yes
6/17/2019 0:14	SWA2096	N8528Q	B738	3350	28L	J	RWY 30 Routine Closure	Yes
6/17/2019 0:15	SWA57	N794SW	B737	3302	28L	J	RWY 30 Routine Closure	Yes
6/17/2019 0:19	NKS849	N523NK	A319	3231	28L	J	RWY 30 Routine Closure	Yes
6/17/2019 2:52	N528CL	N528CL	CL60	3256	28L	B	RWY 30 Routine Closure	Yes
6/17/2019 5:26	SWA1687	N260WN	B737	3335	28L	J	RWY 30 Routine Closure	Yes
6/17/2019 5:28	SWA297	N707SA	B737	3365	28L	J	RWY 30 Routine Closure	Yes
6/17/2019 5:34	SWA2300	N926WN	B737	3356	28L	J	RWY 30 Routine Closure	Yes
6/17/2019 5:36	SWA2234	N405WN	B737	3340	28L	J	RWY 30 Routine Closure	Yes
6/17/2019 5:42	SWA1256	N7738A	B737	3235	28L	J	RWY 30 Routine Closure	Yes
6/17/2019 5:48	SWA946	N8627B	B738	3303	28L	J	RWY 30 Routine Closure	Yes
6/17/2019 5:56	SWA5947	N7889A	B737	3311	28L	J	RWY 30 Routine Closure	Yes
6/24/2019 1:12	JBU168	N828JB	A320	3340	28L	J	RWY 30 Routine Closure	Yes
6/24/2019 5:22	SWA297	N7826B	B737	3255	28L	J	RWY 30 Routine Closure	Yes
6/24/2019 5:33	SWA2234	N962WN	B737	3221	28L	J	RWY 30 Routine Closure	Yes
6/24/2019 5:35	PXT920	N920JR	C25A	3361	28R	B	RWY 30 Routine Closure	Yes
						RWY 30 Routine Closure	19	
4/8/2019 2:56	GDG626	N626NT	F2TH	3351	28L	B	Runway Maintenance	Yes
						Runway Maintenance	1	
4/17/2019 13:42	N940AJ	N940AJ	GLF5	3665	28R	B	Runway/Taxiway Maintenance	Yes
4/17/2019 9:49	JSX172	N253JX	E135	1721	28R	R	Runway/Taxiway Maintenance	Yes
4/17/2019 9:47	N12SY	N12SY	H25B	6301	28R	B	Runway/Taxiway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
4/17/2019 9:28	N376SC	N376SC	F2TH	3366	28R	B	Runway/Taxiway Maintenance	Yes
4/17/2019 9:20	STV4	N83TD	F900	3222	28R	B	Runway/Taxiway Maintenance	Yes
4/17/2019 13:51	JSX178	N735TS	E135	3737	28R	R	Runway/Taxiway Maintenance	Yes
4/17/2019 10:12	JSX203	N257JX	E135	1762	28R	R	Runway/Taxiway Maintenance	Yes
4/17/2019 12:26	DJR841	N841AM	C25B	3705	28R	B	Runway/Taxiway Maintenance	Yes
4/17/2019 11:23	N63HS	N63HS	GLF5	6314	28R	B	Runway/Taxiway Maintenance	Yes
4/17/2019 11:47	GDG626	N626NT	F2TH	4222	28R	B	Runway/Taxiway Maintenance	Yes
4/17/2019 11:48	OPT351	N351FX	E55P	4253	28R	B	Runway/Taxiway Maintenance	Yes
						Runway/Taxiway Maintenance	11	
6/17/2019 18:55	JSX176	N262JX	E135	6320	28R	R	Safety/Emergency	Yes
6/17/2019 18:09	JSX207	N251JX	E135	3266	28R	R	Safety/Emergency	Yes
6/17/2019 19:57	JSX209	N735TS	E135	3364	28R	R	Safety/Emergency	Yes
6/17/2019 15:48	N615PG	N615PG	E35L	6340	28L	B	Safety/Emergency	Yes
6/17/2019 16:26	USC240	N353CK	LJ35	3707	28R	B	Safety/Emergency	Yes
6/17/2019 16:54	JSX174	N256JX	E135	3737	28R	R	Safety/Emergency	Yes
						Safety/Emergency	6	
6/13/2019 21:56	DLX49	N49HJ	HDJT	6340	28L	B	Special Event	No
6/13/2019 21:49	EDG494	N400FJ	GLF4	6314	28L	B	Special Event	No
6/13/2019 21:37	N525KF	N525KF	GLF5	3751	28L	B	Special Event	No
6/13/2019 21:34	EJA373	N373QS	E55P	3743	28L	B	Special Event	No
6/13/2019 21:33	N541PJ	N541PJ	CL60	3717	28L	B	Special Event	No
6/13/2019 21:23	N6HY	N6HY	E35L	1734	28L	B	Special Event	No
6/13/2019 21:13	COO45		G280	3644	28L	B	Special Event	No
6/13/2019 21:24	N8KZ	N8KZ	F900	6345	28L	B	Special Event	No
						Special Event	8	
6/13/2019 13:00	XOJ537	N537XJ	CL30	5676	28R	B	System Error	Yes
6/9/2019 22:45	GDFL	GDFL	F2TH	5705	28L	B	System Error	Yes
6/2/2019 17:08	PKW586	N906TR	LJ60	1441	28L	B	System Error	Yes
						System Error	3	
						Grand Count	216	

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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
5/15/2019 10:44	XLJ20	N920NL	C25A	4570	10R	B	Pilot Requested	No
5/18/2019 17:54	N46BE	N46BE	C25A	1001	10L	B	Pilot Requested	No
5/18/2019 14:15	VHLEP	VHLEP	GLEP	4551	10R	B	Pilot Requested	No
5/18/2019 12:07	EJA111	N111QS	GL5T	1776	10R	B	Pilot Requested	No
5/18/2019 10:35	EJA205	N205QS	CL60	1003	10R	B	Pilot Requested	No
5/15/2019 19:56	LXJ421	N421FX	E545	6670	10R	B	Pilot Requested	No
5/15/2019 10:51	GDG38	N888GJ	H25C	3537	10R	B	Pilot Requested	No
5/15/2019 10:55	PFT125	N551V	C550	4255	10R	B	Pilot Requested	No
5/15/2019 12:06	CHN66	N266CJ	C525	6751	10R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
5/15/2019 12:13	DLX49	N49HJ	HDJT	7617	10R	B	Pilot Requested	No
5/15/2019 14:29	XLJ41	N411AJ	LJ40	7205	10R	B	Pilot Requested	No
5/15/2019 15:08	TWY5	N138GL	GLF4	1340	10R	B	Pilot Requested	No
5/15/2019 15:25	N488VC	N488VC	CL30	6547	10R	B	Pilot Requested	No
5/15/2019 16:21	EJA751	N751QS	CL35	6760	10R	B	Pilot Requested	No
						Pilot Requested	14	
5/15/2019 22:01	N569EE	N569EE	E55P	3654	10R	B	Southeast/Runway Capacity	Yes
5/15/2019 18:15	EJA354	N354QS	E55P	2014	10R	B	Southeast/Runway Capacity	Yes
5/15/2019 9:33	EJA596	N596QS	C68A	7764	10R	B	Southeast/Runway Capacity	Yes
						Southeast/Runway Capacity	3	
						Grand Count	17	

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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
6/29/2019 11:31	28L	PXT795		PC12	355	Air Traffic Conflict	Yes
5/5/2019 14:06	33	N734BN	N734BN	C172	351	Air Traffic Conflict	Yes
6/13/2019 15:01	28R	N733PV	N733PV	C172	325	Air Traffic Conflict	Yes
4/10/2019 15:19	33	N734BN	N734BN	C172	363	Air Traffic Conflict	Yes
4/10/2019 18:11	28R	N763CA	N763CA	SR20	357	Air Traffic Conflict	Yes
6/9/2019 19:07	33	N52789	N52789	C172	353	Air Traffic Conflict	Yes
4/11/2019 12:39	28L	N321SL	N321SL	SR20	365	Air Traffic Conflict	Yes
6/6/2019 16:02	28R	PCM7721	N726FX	C208	350	Air Traffic Conflict	Yes
4/11/2019 15:04	28R	PXT795	N795MM	PC12	371	Air Traffic Conflict	Yes
4/14/2019 10:35	PAD1	N115SF	N115SF	HELO	335	Air Traffic Conflict	Yes
5/25/2019 12:19	28R	N321SL	N321SL	SR22	331	Air Traffic Conflict	Yes
5/25/2019 11:42	28R	N553TP	N553TP	P28A	362	Air Traffic Conflict	Yes
4/17/2019 10:28	33	N747JS	N747JS	P28A	341	Air Traffic Conflict	Yes
5/12/2019 16:45	33	N2103M	N2103M	P28A	332	Air Traffic Conflict	Yes
5/8/2019 16:24	33	N192TG	N192TG	C172	316	Air Traffic Conflict	Yes
4/24/2019 9:53	33	N340FA	N340FA	C340	335	Air Traffic Conflict	Yes
4/27/2019 9:44	PAD1	N30GM	N30GM	HELO	364	Air Traffic Conflict	Yes
5/7/2019 18:38	28L	N21263	N21263	C172	335	Air Traffic Conflict	Yes
4/28/2019 9:25	28R	N900TC	N900TC	C340	330	Air Traffic Conflict	Yes
5/4/2019 11:51	PAD1	N353JR	N353JR	HELO	330	Air Traffic Conflict	Yes
					Air Traffic Conflict	20	
5/7/2019 7:46	PAD1	CMD8	N838CS	HELO	376	Lifeguard Medical	Yes
4/4/2019 10:18	PAD1	CMD8	N838CS	HELO	355	Lifeguard Medical	Yes
6/11/2019 12:55	PAD1	CMD8	N838CS	HELO	324	Lifeguard Medical	Yes
					Lifeguard Medical	3	
4/27/2019 10:10	PAD1	N730SF	N730SF	HELO	357	Not Acceptable	No
4/18/2019 22:56	28R	BYF5		C172	370	Not Acceptable	No
5/14/2019 7:59	28R	PXT494	N494KC	PC12	364	Not Acceptable	No

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
4/16/2019 19:17	28R	N448CR	N448CR	BE9L	376	Not Acceptable	No
4/14/2019 17:17	28R	N9284M	N9284M	P28A	321	Not Acceptable	No
5/25/2019 17:54	28R	N565M	N565M	BE36	343	Not Acceptable	No
5/26/2019 13:24	28R	N341A	N341A	DC3	332	Not Acceptable	No
4/11/2019 13:07	28R	CGXJS	CGXJS	TBM9	377	Not Acceptable	No
6/8/2019 8:14	33	N114TV	N114TV	TAMP	367	Not Acceptable	No
4/24/2019 8:38	28R	N1483L	N1483L	C182	322	Not Acceptable	No
5/9/2019 11:16	28R	N25MG	N25MG	PAY1	354	Not Acceptable	No
5/7/2019 19:53	33	CFLJD	CFLJD	GLAS	370	Not Acceptable	No
4/3/2019 10:20	PAD1	N73SF	N73SF	HELO	377	Not Acceptable	No
6/30/2019 9:57	33	N747JS	N747JS	P28R	341	Not Acceptable	No
6/22/2019 13:33	33	N375M	N375M	RV7	363	Not Acceptable	No
4/4/2019 18:10	PAD1	N612KG	N612KG	HELO	372	Not Acceptable	No
4/11/2019 12:32	28R	N6MB	N6MB	C172	347	Not Acceptable	No
					Not Acceptable	17	
6/8/2019 16:24	28R	N739TW	N739TW	C172	326	Strraight-out Departure	No
					Strraight-out Departure	1	
6/8/2019 17:43	28R	N427WA	N427WA	PC12	354	System Error	Yes
					System Error	1	
6/27/2019 11:17	28R	N21263	N21263	C172	365	Touch & Go Training	No
					Touch & Go Training	1	
					Grand Count	43	

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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
4/2/2019 2:29	LN54DD	N54DD	C560	3347	28L	Lifeguard Medical	Yes
4/2/2019 4:47	LN108JN	N108JN	LJ35	3225	28L	Lifeguard Medical	Yes
4/4/2019 4:19	CMD70	N370CS	BE20	4245	28R	Lifeguard Medical	Yes
4/5/2019 1:26	CMD70	N370CS	BE20	4577	28R	Lifeguard Medical	Yes
4/6/2019 4:40	LN269JR	N269JR	LJ35	3352	28L	Lifeguard Medical	Yes
4/10/2019 23:55	LN509RP	N509RP	C550	4570	28L	Lifeguard Medical	Yes
4/11/2019 2:57	CMD70	N370CS	BE20	3270	28R	Lifeguard Medical	Yes
4/27/2019 1:47	LN111PV	N111PV	BE20	3276	28R	Lifeguard Medical	Yes
4/27/2019 1:51	LN248PH	N248PH	BE20	3364	28R	Lifeguard Medical	Yes
5/3/2019 6:22	REH50	N911RX	BE20	4223	28R	Lifeguard Medical	Yes
5/14/2019 0:44	LN818WB	N818WB	ASTR	3247	28L	Lifeguard Medical	Yes
5/16/2019 3:38	LN124UV	N124UV	PC12	4223	28R	Lifeguard Medical	Yes
6/7/2019 1:10	LN269JR	N269JR	LJ35	3310	28R	Lifeguard Medical	Yes
6/8/2019 22:02	LN204JS	N204JS	BE20	4275	28R	Lifeguard Medical	Yes
6/9/2019 3:51	LN204JS	N204JS	BE20	4257	28R	Lifeguard Medical	Yes
6/12/2019 22:04	LN204JS	N204JS	BE20	4237	28R	Lifeguard Medical	Yes
6/13/2019 22:40	CMD70	N911RX	BE20	4212	28R	Lifeguard Medical	Yes
6/16/2019 4:41	CMD70	N911RX	BE20	4542	28R	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
6/16/2019 5:47	LN336LA	N336LA	BE9L	3207	28R	Lifeguard Medical	Yes
6/20/2019 5:02	LN810BE	N810BE	C560	3313	28R	Lifeguard Medical	Yes
6/20/2019 23:08	CMD8	N838CS	HELO	5335	PAD1	Lifeguard Medical	Yes
6/21/2019 0:28	LN449RP	N449RP	C501	3250	28L	Lifeguard Medical	Yes
					Lifeguard Medical	22	
4/2/2019 22:15	N191SP	N191SP	PC12	3252	28R	Not Acceptable	No
4/5/2019 6:13	PCM8709		C208	4202	10R	Not Acceptable	No
4/10/2019 23:00	N273SM	N273SM	PC12	4522	28R	Not Acceptable	No
4/13/2019 4:23	N20230	N20230	C172	4545	28R	Not Acceptable	No
4/18/2019 22:56	BYF5		C172	370	28R	Not Acceptable	No
4/24/2019 22:48	N551SJ	N551SJ	C550	3265	28L	Not Acceptable	No
5/8/2019 22:53	N578JZ	N578JZ	PC12	3203	33	Not Acceptable	No
5/15/2019 6:20	N2063U	N2063U	C172	3674	10L	Not Acceptable	No
5/19/2019 5:51	GDG48	N8888H	H25C	4252	10R	Not Acceptable	No
6/3/2019 5:31	N790R	N790R	F2TH	3371	28L	Not Acceptable	No
6/7/2019 1:14	N6462Q	N6462Q	SR22	4536	15	Not Acceptable	No
6/7/2019 22:27	N22VK	N22VK	PRM1	6314	28L	Not Acceptable	No
6/11/2019 6:09	PXT499	N499GB	C680	3250	10L	Not Acceptable	No
6/16/2019 0:15	N9556K	N9556K	P28A	4570	33	Not Acceptable	No
					Not Acceptable	14	
5/23/2019 23:14	N96NA	N96NA	C25A	1721	28R	Pilot Requested	No
					Pilot Requested	1	
4/1/2019 5:10	BOG74	N674PP	C68A	3344	28L	RWY 30 Routine Closure	Yes
6/17/2019 5:26	SWA1687	N260WN	B737	3335	28L	RWY 30 Routine Closure	Yes
6/24/2019 5:33	SWA2234	N962WN	B737	3221	28L	RWY 30 Routine Closure	Yes
6/16/2019 22:42	NKS1884	N695NK	A320	3343	28L	RWY 30 Routine Closure	Yes
6/16/2019 23:22	UPS2943	N315UP	B763	6331	28L	RWY 30 Routine Closure	Yes
6/17/2019 0:14	SWA2096	N8528Q	B738	3350	28L	RWY 30 Routine Closure	Yes
6/17/2019 0:15	SWA57	N794SW	B737	3302	28L	RWY 30 Routine Closure	Yes
6/17/2019 0:19	NKS849	N523NK	A319	3231	28L	RWY 30 Routine Closure	Yes
6/17/2019 2:52	N528CL	N528CL	CL60	3256	28L	RWY 30 Routine Closure	Yes
6/24/2019 5:35	PXT920	N920JR	C25A	3361	28R	RWY 30 Routine Closure	Yes
6/17/2019 5:28	SWA297	N707SA	B737	3365	28L	RWY 30 Routine Closure	Yes
6/17/2019 5:34	SWA2300	N926WN	B737	3356	28L	RWY 30 Routine Closure	Yes
6/17/2019 5:36	SWA2234	N405WN	B737	3340	28L	RWY 30 Routine Closure	Yes
6/17/2019 5:42	SWA1256	N7738A	B737	3235	28L	RWY 30 Routine Closure	Yes
6/17/2019 5:48	SWA946	N8627B	B738	3303	28L	RWY 30 Routine Closure	Yes
6/17/2019 5:56	SWA5947	N7889A	B737	3311	28L	RWY 30 Routine Closure	Yes
6/24/2019 1:12	JBU168	N828JB	A320	3340	28L	RWY 30 Routine Closure	Yes
6/24/2019 5:22	SWA297	N7826B	B737	3255	28L	RWY 30 Routine Closure	Yes
					RWY 30 Routine Closure	19	
5/17/2019 0:36	N6462Q	N6462Q	M20P	4274	10L	Runway 10L Departure	No
					Runway 10L Departure	1	
4/8/2019 2:56	GDG626	N626NT	F2TH	3351	28L	Runway Maintenance	Yes
					Runway Maintenance	1	
4/3/2019 6:45	N285KT	N285KT	PC12	6365	28R	Straight-out Departure	No
5/3/2019 6:40	PCM8679	N771FE	C208	4551	28L	Straight-out Departure	No
					Straight-out Departure	2	

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
4/3/2019 6:59	PCM8679	N984FE	C208	4226	28L	Time Buffer	Yes
4/5/2019 6:54	JSX180	N252JX	E135	3754	10R	Time Buffer	Yes
6/28/2019 6:58	BXR8604		C208	4570	28L	Time Buffer	Yes
6/26/2019 6:59	PCM8679	N726FX	C208	4543	28R	Time Buffer	Yes
4/5/2019 6:55	PCM8679	N772FE	C208	4214	10L	Time Buffer	Yes
4/6/2019 6:58	PCM8702	N896FE	C208	4556	28L	Time Buffer	Yes
4/10/2019 6:54	PCM8710		C208	4560	28L	Time Buffer	Yes
4/17/2019 6:57	BXR8604	N106VE	C208	4210	28L	Time Buffer	Yes
4/18/2019 6:58	PCM8679	N985FE	C208	4525	28L	Time Buffer	Yes
4/23/2019 6:58	BXR8604	N106VE	C208	4513	28L	Time Buffer	Yes
5/3/2019 6:59	BXR1960	N121HA	C208	4574	28L	Time Buffer	Yes
5/17/2019 6:52	PCM8710		C208	4536	28L	Time Buffer	Yes
5/28/2019 6:53	BXR8604	N121HA	C208	4263	28R	Time Buffer	Yes
5/29/2019 6:58	PCM8710	N798FE	C208	4213	28L	Time Buffer	Yes
6/11/2019 6:53	PCM8710	N846FE	C208	4513	28L	Time Buffer	Yes
6/11/2019 6:59	PCM8679	N930FE	C208	4517	28R	Time Buffer	Yes
6/13/2019 6:59	PCM8260		C208	4525	28R	Time Buffer	Yes
6/25/2019 6:54	PCM8710	N872FE	C208	4201	28L	Time Buffer	Yes
					Time Buffer	18	
4/26/2019 22:38	N6033S	N6033S	C172	5346	28R	Touch & Go Training	No
					Touch & Go Training	1	
4/1/2019 6:17	N982SB	N982SB	BE9L	6316	28R	Wide Salad	No
4/2/2019 6:31	PCM8709	N707FX	C208	4536	28L	Wide Salad	No
4/3/2019 22:36	N299VM	N299VM	BE9L	4210	28R	Wide Salad	No
4/7/2019 23:45	BTQ329	N842WF	PC12	4510	28L	Wide Salad	No
4/25/2019 23:13	DLX250	N250DK	BE20	3661	28R	Wide Salad	No
4/25/2019 23:17	DLX61	N61AP	BE20	6323	28R	Wide Salad	No
4/25/2019 23:20	WCC60	N60WC	B350	3675	28R	Wide Salad	No
4/29/2019 23:11	N878WS	N878WS	PC12	3316	28R	Wide Salad	No
4/30/2019 23:06	N335AP	N335AP	BE9L	4203	28R	Wide Salad	No
5/5/2019 23:53	BTQ329	N645PC	PC12	4573	28L	Wide Salad	No
5/7/2019 5:48	N246PH	N246PH	BE20	4517	28R	Wide Salad	No
5/10/2019 22:34	N474J	N474J	BE20	4501	28R	Wide Salad	No
5/15/2019 6:33	PCM8711	N790FE	C208	4275	28L	Wide Salad	No
5/22/2019 6:45	PCM8710	N145WA	C208	4207	28L	Wide Salad	No
5/23/2019 2:33	N410MC	N410MC	BE9L	4225	28R	Wide Salad	No
5/25/2019 3:00	N588SA	N588SA	BE9L	3257	28R	Wide Salad	No
5/25/2019 22:31	N400AY	N400AY	B350	4252	28R	Wide Salad	No
5/27/2019 22:56	N923AS	N923AS	BE20	4506	28R	Wide Salad	No
5/28/2019 0:54	N22PE	N22PE	BE20	3314	28R	Wide Salad	No
5/28/2019 1:33	N588SA	N588SA	BE9L	3261	28R	Wide Salad	No
5/30/2019 6:01	N62R	N62R	AEST	3611	28R	Wide Salad	No
5/30/2019 22:48	MMY2	N918AR	BE9L	4516	28R	Wide Salad	No
6/1/2019 6:21	N273SM	N273SM	PC12	4247	28R	Wide Salad	No
6/11/2019 6:29	PCM8711	N995FE	C208	4547	28L	Wide Salad	No
6/12/2019 6:48	PCM8710	N892FE	C208	4574	28L	Wide Salad	No
6/13/2019 5:31	N410MC	N410MC	BE9L	4541	28R	Wide Salad	No
6/14/2019 22:23	N410MC	N410MC	BE9L	4250	28R	Wide Salad	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
6/14/2019 23:27	N918SA	N918SA	BE9L	4564	28R	Wide Salad	No
6/16/2019 3:35	N915CD	N915CD	BE9L	4217	28R	Wide Salad	No
6/18/2019 23:18	WCC24	N247CH	B350	3233	28R	Wide Salad	No
6/25/2019 3:45	N248PH	N248PH	BE20	4274	28R	Wide Salad	No
6/30/2019 6:25	N910MV	N910MV	TBM9	3203	28R	Wide Salad	No
					Wide Salad	33	
					Grand Count	112	

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North Field Quiet Hours SEL List for Calendar Quarter

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
4/1/2019 5:11	4	78.5	85.9	16	BOG74	N674PP	C68A	28L
4/1/2019 5:11	5	85.6	91.3	17	BOG74	N674PP	C68A	28L
4/1/2019 5:11	6	81.8	88.5	16	BOG74	N674PP	C68A	28L
4/1/2019 5:11	7	75.2	83.4	15	BOG74	N674PP	C68A	28L
4/2/2019 2:30	4	74.7	85.6	32	LN54DD	N54DD	C560	28L
4/2/2019 2:30	5	75.8	87.5	37	LN54DD	N54DD	C560	28L
4/2/2019 2:30	6	75.8	86.2	31	LN54DD	N54DD	C560	28L
4/2/2019 2:30	7	70.8	82.4	35	LN54DD	N54DD	C560	28L
4/2/2019 4:48	4	79.3	90	46	LN108JN	N108JN	LJ35	28L
4/2/2019 4:48	5	82.8	92.6	45	LN108JN	N108JN	LJ35	28L
4/2/2019 4:48	6	77.8	87.9	30	LN108JN	N108JN	LJ35	28L
4/2/2019 4:48	7	71.3	80.9	29	LN108JN	N108JN	LJ35	28L
4/2/2019 22:16	4	75.9	81.6	14	N191SP	N191SP	PC12	28R
4/3/2019 4:12	4	77.9	83.1	13	N800TP	N800TP	BE20	28R
4/3/2019 4:12	5	77.5	81.7	9	N800TP	N800TP	BE20	28R
4/3/2019 22:37	4	76.1	81	13	N299VM	N299VM	BE9L	28R
4/3/2019 22:37	8	76.9	81.1	8	N299VM	N299VM	BE9L	28R
4/3/2019 23:36	4	81.5	87.6	20	N95CM	N95CM	SR22	28R
4/3/2019 23:36	5	71.9	80.2	13	N95CM	N95CM	SR22	28R
4/3/2019 23:36	8	75.7	82.5	12	N95CM	N95CM	SR22	28R
4/4/2019 4:20	4	79.6	84.8	12	CMD70	N370CS	BE20	28R
4/5/2019 1:26	4	77.7	82.5	11	CMD70	N370CS	BE20	28R
4/6/2019 4:41	5	87.6	94.7	36	LN269JR	N269JR	LJ35	28L
4/6/2019 4:41	6	81.7	90.9	30	LN269JR	N269JR	LJ35	28L
4/6/2019 4:41	7	72.2	83.3	25	LN269JR	N269JR	LJ35	28L
4/6/2019 22:47	4	79	83.9	16	N912MF	N912MF	BE20	28R
4/6/2019 22:47	5	75.6	81.6	11	N912MF	N912MF	BE20	28R
4/6/2019 22:47	8	74.8	81	8	N912MF	N912MF	BE20	28R
4/7/2019 23:46	5	75.1	81.9	14	BTQ329	N842WF	PC12	28L
4/8/2019 2:57	4	82.7	89.8	21	GDG626	N626NT	F2TH	28L
4/8/2019 2:57	5	85.2	92.9	24	GDG626	N626NT	F2TH	28L
4/8/2019 2:57	6	79.7	88.8	23	GDG626	N626NT	F2TH	28L
4/8/2019 2:57	7	71.9	81.9	20	GDG626	N626NT	F2TH	28L
4/10/2019 23:01	4	72.9	80.1	14	N273SM	N273SM	PC12	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
4/10/2019 23:55	4	77.7	88.1	35	LN509RP	N509RP	C550	28L
4/10/2019 23:55	5	81	90.6	33	LN509RP	N509RP	C550	28L
4/10/2019 23:55	6	78.1	87.8	28	LN509RP	N509RP	C550	28L
4/10/2019 23:56	7	73.8	84.8	31	LN509RP	N509RP	C550	28L
4/11/2019 2:57	4	80.3	84.9	16	CMD70	N370CS	BE20	28R
4/12/2019 23:34	9	73	82.4	19	N7707X	N7707X	FA7X	10R
4/12/2019 23:34	12	71.2	81.6	23	N7707X	N7707X	FA7X	10R
4/12/2019 23:34	2	74.9	84.2	24	N7707X	N7707X	FA7X	10R
4/13/2019 1:29	3	72	80.8	19	N34AD	N34AD	C421	28R
4/13/2019 4:24	3	75.3	84.6	25	N20230	N20230	C172	28R
4/24/2019 22:49	4	78.6	85.3	30	N551SJ	N551SJ	C550	28L
4/24/2019 22:49	5	82.9	90.2	24	N551SJ	N551SJ	C550	28L
4/24/2019 22:49	6	78.4	86.8	22	N551SJ	N551SJ	C550	28L
4/24/2019 22:50	7	71.7	81.8	22	N551SJ	N551SJ	C550	28L
4/25/2019 23:13	4	79.8	84.4	10	DLX250	N250DK	BE20	28R
4/25/2019 23:13	5	76.8	82	10	DLX250	N250DK	BE20	28R
4/25/2019 23:18	4	75.6	82.1	12	DLX61	N61AP	BE20	28R
4/25/2019 23:21	4	79.7	83.8	11	WCC60	N60WC	B350	28R
4/27/2019 1:48	4	78.1	83.3	13	LN111PV	N111PV	BE20	28R
4/27/2019 1:48	5	77	81.4	11	LN111PV	N111PV	BE20	28R
4/27/2019 1:52	4	79.8	84.5	12	LN248PH	N248PH	BE20	28R
4/27/2019 1:52	5	76.3	81.9	9	LN248PH	N248PH	BE20	28R
4/28/2019 22:25	8	79.5	85	15	N4443X	N4443X	P28R	28R
4/29/2019 23:12	4	74.7	81.4	12	N878WS	N878WS	PC12	28R
4/30/2019 23:07	4	74.5	80.4	14	N335AP	N335AP	BE9L	28R
5/5/2019 23:54	5	73.4	81.1	13	BTQ329	N645PC	PC12	28L
5/7/2019 5:49	4	83.9	87.6	15	N246PH	N246PH	BE20	28R
5/7/2019 5:49	5	77	83.4	11	N246PH	N246PH	BE20	28R
5/7/2019 5:49	6	74.3	80.1	8	N246PH	N246PH	BE20	28R
5/9/2019 1:46	4	76.9	82.6	13	N912MF	N912MF	BE20	28R
5/10/2019 3:28	4	74.9	81.1	9	N912MF	N912MF	BE20	28R
5/10/2019 22:34	5	72.2	81.8	26	N474J	N474J	BE20	28R
5/10/2019 22:35	4	77.8	83.7	15	N474J	N474J	BE20	28R
5/10/2019 22:35	8	75	80.3	8	N474J	N474J	BE20	28R
5/10/2019 22:35	3	75.7	80.9	10	N474J	N474J	BE20	28R
5/14/2019 0:45	4	80	88.1	33	LN818WB	N818WB	ASTR	28L
5/14/2019 0:45	5	93.9	98.2	19	LN818WB	N818WB	ASTR	28L
5/14/2019 0:45	6	89.6	95.6	17	LN818WB	N818WB	ASTR	28L
5/14/2019 0:45	7	84.3	92.1	26	LN818WB	N818WB	ASTR	28L
5/14/2019 23:42	4	78.1	82.6	12	N912MF	N912MF	BE20	28R
5/16/2019 3:39	4	73.6	80.3	12	LN124UV	N124UV	PC12	28R
5/16/2019 3:40	8	76	80.6	7	LN124UV	N124UV	PC12	28R
5/17/2019 0:37	9	75.3	82.7	17	N6462Q	N6462Q	M20P	10L
5/17/2019 0:37	10	73.3	80.7	21	N6462Q	N6462Q	M20P	10L
5/17/2019 0:38	11	73	80.2	11	N6462Q	N6462Q	M20P	10L
5/18/2019 0:23	4	82.3	86.2	13	N912MF	N912MF	BE20	28R
5/18/2019 0:23	5	74.3	80	10	N912MF	N912MF	BE20	28R
5/18/2019 0:23	8	73	80.1	8	N912MF	N912MF	BE20	28R
5/19/2019 5:51	4	69.8	80.1	22	GDG48	N8888H	H25C	10R
5/19/2019 5:52	9	78.9	87.3	18	GDG48	N8888H	H25C	10R
5/19/2019 5:52	10	75.6	82.7	22	GDG48	N8888H	H25C	10R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
5/19/2019 5:52	12	71.2	82.7	31	GDG48	N8888H	H25C	10R
5/23/2019 2:34	4	73.5	81.1	12	N410MC	N410MC	BE9L	28R
5/23/2019 23:15	4	83.4	91.8	32	N96NA	N96NA	C25A	28R
5/23/2019 23:15	5	80.5	90.4	34	N96NA	N96NA	C25A	28R
5/23/2019 23:15	6	79.8	88.7	30	N96NA	N96NA	C25A	28R
5/23/2019 23:15	7	75.1	85.7	33	N96NA	N96NA	C25A	28R
5/25/2019 3:01	4	83.6	87.3	12	N588SA	N588SA	BE9L	28R
5/25/2019 3:01	5	76.5	81.2	9	N588SA	N588SA	BE9L	28R
5/25/2019 3:01	8	78.1	84.2	9	N588SA	N588SA	BE9L	28R
5/25/2019 22:32	4	74.6	81	10	N400AY	N400AY	B350	28R
5/27/2019 22:57	4	75.5	81.4	9	N923AS	N923AS	BE20	28R
5/27/2019 22:57	8	76	81.4	7	N923AS	N923AS	BE20	28R
5/28/2019 0:55	4	78.7	83.4	10	N22PE	N22PE	BE20	28R
5/28/2019 1:33	4	80.4	84.1	11	N588SA	N588SA	BE9L	28R
5/28/2019 1:34	8	75.6	82.6	11	N588SA	N588SA	BE9L	28R
5/28/2019 1:34	3	70.9	80	16	N588SA	N588SA	BE9L	28R
5/29/2019 0:04	4	72.1	81.3	19	N7368Y	N7368Y	PA30	28R
5/31/2019 0:47	4	75.6	83.7	21	N6462Q	N6462Q	M20P	28R
6/1/2019 3:07	4	80.9	84.6	12	N588SA	N588SA	BE9L	28R
6/1/2019 3:07	8	74.5	80.5	8	N588SA	N588SA	BE9L	28R
6/3/2019 5:32	4	82.2	90	23	N790R	N790R	F2TH	28L
6/3/2019 5:32	5	86.8	93.8	25	N790R	N790R	F2TH	28L
6/3/2019 5:32	6	84.4	91.6	21	N790R	N790R	F2TH	28L
6/3/2019 5:32	7	79.1	87.1	20	N790R	N790R	F2TH	28L
6/7/2019 1:11	4	83.2	92.6	30	LN269JR	N269JR	LJ35	28R
6/7/2019 1:11	5	84	92	31	LN269JR	N269JR	LJ35	28R
6/7/2019 1:11	6	79	89.7	28	LN269JR	N269JR	LJ35	28R
6/7/2019 1:11	7	73.4	84.4	40	LN269JR	N269JR	LJ35	28R
6/7/2019 22:28	4	73.5	81.6	19	N22VK	N22VK	PRM1	28L
6/7/2019 22:28	5	81.1	88.3	19	N22VK	N22VK	PRM1	28L
6/7/2019 22:28	6	74.1	83.6	17	N22VK	N22VK	PRM1	28L
6/8/2019 22:03	4	77	81.9	10	LN204JS	N204JS	BE20	28R
6/9/2019 3:52	5	74.9	80	11	LN204JS	N204JS	BE20	28R
6/9/2019 3:52	4	78.1	82.8	11	LN204JS	N204JS	BE20	28R
6/12/2019 22:05	4	75.3	81.2	11	LN204JS	N204JS	BE20	28R
6/12/2019 22:05	8	75.4	80	6	LN204JS	N204JS	BE20	28R
6/12/2019 22:32	10	75.6	85	31	N359DG	N359DG	B350	28R
6/12/2019 22:32	7	73.9	81.4	11	N359DG	N359DG	B350	28R
6/13/2019 0:44	4	74.6	81.4	13	REH50	N913RX	BE20	28R
6/13/2019 5:32	4	76.6	82.1	10	N410MC	N410MC	BE9L	28R
6/13/2019 22:41	4	81.5	84.8	11	CMD70	N911RX	BE20	28R
6/14/2019 23:27	4	83.7	88.3	14	N918SA	N918SA	BE9L	28R
6/14/2019 23:27	5	80.2	85.3	14	N918SA	N918SA	BE9L	28R
6/14/2019 23:28	6	77.3	81.5	7	N918SA	N918SA	BE9L	28R
6/14/2019 23:28	8	77.6	85.3	14	N918SA	N918SA	BE9L	28R
6/14/2019 23:28	3	77.2	83.6	14	N918SA	N918SA	BE9L	28R
6/16/2019 0:17	3	73.7	82.4	24	N9556K	N9556K	P28A	33
6/16/2019 5:48	4	74.8	80.9	11	LN336LA	N336LA	BE9L	28R
6/16/2019 22:43	4	83.9	92	24	NKS1884	N695NK	A320	28L
6/16/2019 22:43	5	88.4	95.8	27	NKS1884	N695NK	A320	28L
6/16/2019 22:43	6	82.6	91.7	25	NKS1884	N695NK	A320	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
6/16/2019 22:43	7	80.4	88.9	28	NKS1884	N695NK	A320	28L
6/16/2019 23:22	4	89.7	96.5	22	UPS2943	N315UP	B763	28L
6/16/2019 23:22	5	94.3	100.2	25	UPS2943	N315UP	B763	28L
6/16/2019 23:22	6	88.8	96.3	27	UPS2943	N315UP	B763	28L
6/16/2019 23:22	8	76.3	84.9	22	UPS2943	N315UP	B763	28L
6/16/2019 23:22	7	80.7	90.9	32	UPS2943	N315UP	B763	28L
6/17/2019 0:15	4	86.3	94.4	24	SWA2096	N8528Q	B738	28L
6/17/2019 0:15	5	89.7	97.3	24	SWA2096	N8528Q	B738	28L
6/17/2019 0:15	6	82.7	92.2	27	SWA2096	N8528Q	B738	28L
6/17/2019 0:15	7	80.2	88.4	29	SWA2096	N8528Q	B738	28L
6/17/2019 0:16	4	84	91.9	19	SWA57	N794SW	B737	28L
6/17/2019 0:16	5	87.9	95.5	24	SWA57	N794SW	B737	28L
6/17/2019 0:16	6	83.6	92.4	27	SWA57	N794SW	B737	28L
6/17/2019 0:16	7	79.3	88.8	27	SWA57	N794SW	B737	28L
6/17/2019 0:19	4	84.5	92	21	NKS849	N523NK	A319	28L
6/17/2019 0:19	5	89.1	96.5	25	NKS849	N523NK	A319	28L
6/17/2019 0:19	6	83.6	93	27	NKS849	N523NK	A319	28L
6/17/2019 0:20	7	77.7	88	26	NKS849	N523NK	A319	28L
6/17/2019 2:53	4	74.3	81.1	14	N528CL	N528CL	CL60	28L
6/17/2019 2:53	5	77.8	84.4	14	N528CL	N528CL	CL60	28L
6/17/2019 5:27	4	85.4	92.4	22	SWA1687	N260WN	B737	28L
6/17/2019 5:27	5	89.3	96.1	24	SWA1687	N260WN	B737	28L
6/17/2019 5:27	6	83.9	92.6	26	SWA1687	N260WN	B737	28L
6/17/2019 5:27	8	71.3	80.5	13	SWA1687	N260WN	B737	28L
6/17/2019 5:27	7	78.1	88.4	31	SWA1687	N260WN	B737	28L
6/17/2019 5:28	4	81.4	89.9	22	SWA297	N707SA	B737	28L
6/17/2019 5:28	5	85.9	93.5	29	SWA297	N707SA	B737	28L
6/17/2019 5:28	6	82.7	91.7	28	SWA297	N707SA	B737	28L
6/17/2019 5:29	7	80.7	90.5	28	SWA297	N707SA	B737	28L
6/17/2019 5:34	4	86.1	93.3	26	SWA2300	N926WN	B737	28L
6/17/2019 5:34	5	88.3	95.8	32	SWA2300	N926WN	B737	28L
6/17/2019 5:34	6	83.8	92.5	27	SWA2300	N926WN	B737	28L
6/17/2019 5:35	8	71.1	81.4	21	SWA2300	N926WN	B737	28L
6/17/2019 5:35	7	81.1	90.5	29	SWA2300	N926WN	B737	28L
6/17/2019 5:37	4	84.7	92.1	24	SWA2234	N405WN	B737	28L
6/17/2019 5:37	5	87.2	94.5	26	SWA2234	N405WN	B737	28L
6/17/2019 5:37	6	82.1	91.4	27	SWA2234	N405WN	B737	28L
6/17/2019 5:37	8	69.8	80.7	20	SWA2234	N405WN	B737	28L
6/17/2019 5:37	7	80.2	89.2	26	SWA2234	N405WN	B737	28L
6/17/2019 5:43	4	85.3	91.9	24	SWA1256	N7738A	B737	28L
6/17/2019 5:43	5	87.3	94.6	25	SWA1256	N7738A	B737	28L
6/17/2019 5:43	6	82.7	91.7	29	SWA1256	N7738A	B737	28L
6/17/2019 5:43	7	79.9	89.4	28	SWA1256	N7738A	B737	28L
6/17/2019 5:56	4	85.4	92.5	22	SWA5947	N7889A	B737	28L
6/17/2019 5:57	5	87.7	95.2	26	SWA5947	N7889A	B737	28L
6/17/2019 5:57	6	83.8	92.2	26	SWA5947	N7889A	B737	28L
6/17/2019 5:57	8	70	80.7	17	SWA5947	N7889A	B737	28L
6/17/2019 5:57	7	81	89.7	28	SWA5947	N7889A	B737	28L
6/18/2019 23:18	4	77.6	82.3	11	WCC24	N247CH	B350	28R
6/20/2019 5:03	4	82.5	90.6	34	LN810BE	N810BE	C560	28R
6/20/2019 5:03	5	82	90.5	31	LN810BE	N810BE	C560	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
6/20/2019 5:03	6	77.3	86.7	23	LN810BE	N810BE	C560	28R
6/21/2019 0:29	4	79.5	87.6	19	LN449RP	N449RP	C501	28L
6/21/2019 0:29	5	84.9	91.6	26	LN449RP	N449RP	C501	28L
6/21/2019 0:29	6	80.4	88.8	22	LN449RP	N449RP	C501	28L
6/21/2019 0:29	7	70.2	81.1	24	LN449RP	N449RP	C501	28L
6/22/2019 1:21	4	78	83.2	12	N588SA	N588SA	BE9L	28R
6/22/2019 1:21	8	79.3	84.4	6	N588SA	N588SA	BE9L	28R
6/23/2019 3:37	4	79.7	85.2	12	REH50	N913RX	BE20	28R
6/24/2019 1:13	4	84.7	93.1	21	JBU168	N828JB	A320	28L
6/24/2019 1:13	5	89.4	97	25	JBU168	N828JB	A320	28L
6/24/2019 1:13	6	84.4	93.3	23	JBU168	N828JB	A320	28L
6/24/2019 1:13	8	73.7	81.1	15	JBU168	N828JB	A320	28L
6/24/2019 1:13	7	79.1	88	30	JBU168	N828JB	A320	28L
6/24/2019 5:23	4	83.6	90.5	20	SWA297	N7826B	B737	28L
6/24/2019 5:23	5	85.4	93	24	SWA297	N7826B	B737	28L
6/24/2019 5:23	6	81.7	90.6	25	SWA297	N7826B	B737	28L
6/24/2019 5:23	7	80	89.4	27	SWA297	N7826B	B737	28L
6/24/2019 5:34	4	82.5	90.4	20	SWA2234	N962WN	B737	28L
6/24/2019 5:34	5	86.6	93.9	24	SWA2234	N962WN	B737	28L
6/24/2019 5:34	6	82.6	91.4	26	SWA2234	N962WN	B737	28L
6/24/2019 5:34	7	79.4	89	27	SWA2234	N962WN	B737	28L
6/24/2019 5:36	4	85.1	91.9	21	PXT920	N920JR	C25A	28R
6/24/2019 5:36	5	79.9	87.6	22	PXT920	N920JR	C25A	28R
6/24/2019 5:36	6	80.1	86.6	17	PXT920	N920JR	C25A	28R
6/24/2019 5:36	7	77	85.4	19	PXT920	N920JR	C25A	28R
6/25/2019 3:46	4	82.3	85.4	12	N248PH	N248PH	BE20	28R
6/25/2019 3:46	5	79.2	83.5	11	N248PH	N248PH	BE20	28R
6/27/2019 22:55	4	75.3	80.8	11	N72MM	N72MM	BE20	28R

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Runway 30 BFI Right Turn Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Airline	Aircraft Type	Aircraft Category	Comment	Excused
5/9/2019 3:02	FDX	FDX1859	B752	J	N772FD	Not Acceptable	No
5/16/2019 11:48	VTE	VTE3601	E135	R	N27512	Not Acceptable	No
5/17/2019 7:11	AAY	AAY1014	A319	J	N305NV	Not Acceptable	No
5/21/2019 9:12	UPS	UPS2947	B752	J	N434UP	Not Acceptable	No
5/24/2019 11:57	PXT	PXT560	C56X	B	N560TN	Not Acceptable	No
6/4/2019 8:12	UPS	UPS2947	B752	J	N442UP	Not Acceptable	No
6/6/2019 8:38	VTE	VTE3201	E135	R	N27512	Not Acceptable	No
6/21/2019 7:15	KAI	KAI82	GLF5	B	N312RG	Not Acceptable	No
6/7/2019 7:08	TWY	TWY4	GLF4	B	N238MH	Not Acceptable	No
				Not Acceptable		9	
6/21/2019 13:19		XAVLO	A320	J	XAVLO	System Error	Yes
				System Error		1	
				Grand Count		10	

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Night Time Departure Procedure List for Calendar Quarter

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
4/9/2019 3:02	UPS	UPS966	A306	J	N128UP	ATC Instructions	No
					ATC Instructions	1	
4/9/2019 22:22	SWA	SWA1199	B737	J	N942WN	Air Traffic Conflict	Yes
4/3/2019 2:42	FDX	FDX1857	MD11	J	N573FE	Air Traffic Conflict	Yes
4/13/2019 6:45	FDX	FDX433	DC10	J	N383FE	Air Traffic Conflict	Yes
4/18/2019 6:28	UPS	UPS2949	B752	J	N421UP	Air Traffic Conflict	Yes
4/25/2019 6:23	SWA	SWA660	B738	J	N8320J	Air Traffic Conflict	Yes
4/26/2019 6:37	SWA	SWA188	B738	J	N8691A	Air Traffic Conflict	Yes
4/28/2019 6:03	DAL	DAL2034	A319	J	N323NB	Air Traffic Conflict	Yes
4/30/2019 6:47	OPT	N713FL	C750	B	N713FL	Air Traffic Conflict	Yes
5/2/2019 6:20	UPS	UPS2939	A306	J	N146UP	Air Traffic Conflict	Yes
5/5/2019 6:18	FDX	FDX690	MD11	J	N595FE	Air Traffic Conflict	Yes
5/7/2019 6:10	UPS	UPS2949	B752	J	N434UP	Air Traffic Conflict	Yes
5/7/2019 6:30	SWA	SWA188	B738	J	N8654B	Air Traffic Conflict	Yes
5/9/2019 5:47	UPS	UPS2955	B763	J	N322UP	Air Traffic Conflict	Yes
5/15/2019 6:22	SWA	SWA660	B738	J	N8556Z	Air Traffic Conflict	Yes
5/15/2019 22:34	SWA	SWA988	B737	J	N727SW	Air Traffic Conflict	Yes
5/19/2019 22:25	SWA	SWA5129	B737	J	N433LV	Air Traffic Conflict	Yes
5/20/2019 6:05	DAL	DAL1374	A319	J	N329NB	Air Traffic Conflict	Yes
5/20/2019 22:13	SWA	SWA1199	B737	J	N769SW	Air Traffic Conflict	Yes
5/25/2019 0:01	NKS	NKS849	A319	J	N529NK	Air Traffic Conflict	Yes
5/25/2019 0:04	JBU	JBU168	A320	J	N779JB	Air Traffic Conflict	Yes
5/27/2019 22:15	SWA	SWA1472	B737	J	N7861J	Air Traffic Conflict	Yes
6/2/2019 6:41	SWA	SWA4389	B737	J	N460WN	Air Traffic Conflict	Yes
6/3/2019 5:35	SWA	SWA19	B737	J	N790SW	Air Traffic Conflict	Yes
6/4/2019 5:11	JTL	N773RC	CL30	B	N773RC	Air Traffic Conflict	Yes
6/8/2019 6:27	SWA	SWA5203	B737	J	N232WN	Air Traffic Conflict	Yes
6/12/2019 6:13		N557DU	C560	B	N557DU	Air Traffic Conflict	Yes
6/12/2019 23:05	DAL	DAL2979	B739	J	N926DZ	Air Traffic Conflict	Yes
6/12/2019 23:22	SWA	SWA976	B737	J	N451WN	Air Traffic Conflict	Yes
6/13/2019 6:09	SWA	SWA1289	B738	J	N8564Z	Air Traffic Conflict	Yes
6/13/2019 6:28	SWA	SWA463	B738	J	N8647A	Air Traffic Conflict	Yes
6/16/2019 6:32	FDX	FDX859	MD11	J	N590FE	Air Traffic Conflict	Yes
6/16/2019 22:48	SWA	SWA5435	B737	J	N299WN	Air Traffic Conflict	Yes
6/17/2019 6:11	SWA	SWA712	B737	J	N7839A	Air Traffic Conflict	Yes
6/17/2019 6:15	SWA	SWA1289	B738	J	N8547V	Air Traffic Conflict	Yes
6/17/2019 22:46	JBU	JBU276	A320	J	N510JB	Air Traffic Conflict	Yes
6/19/2019 6:03	FDX	FDX614	MD11	J	N572FE	Air Traffic Conflict	Yes
6/20/2019 22:59	PXT	PXT170	C25A	B	N170TM	Air Traffic Conflict	Yes
6/25/2019 6:36	SWA	SWA397	B738	J	N8524Z	Air Traffic Conflict	Yes
6/25/2019 6:45	PXT	PXT750	C750	B	N750NG	Air Traffic Conflict	Yes
6/26/2019 6:13	FDX	FDX614	MD11	J	N609FE	Air Traffic Conflict	Yes
4/12/2019 6:38	SWA	SWA1529	B737	J	N462WN	Air Traffic Conflict	Yes
					Air Traffic Conflict	41	

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
4/5/2019 5:13	FDX	FDX880	B752	J	N991FD	Compliant Operation	Yes
4/5/2019 23:45	VOI	VOI905	A320	J	N525VL	Compliant Operation	Yes
4/6/2019 5:56	PXT	PXT750	C750	B	N750NG	Compliant Operation	Yes
4/18/2019 0:19		N817EM	LJ35	B	N817EM	Compliant Operation	Yes
5/21/2019 1:15		N860CB	GALX	B	N860CB	Compliant Operation	Yes
5/28/2019 5:41	PXT	PXT504	C25A	B	N504FM	Compliant Operation	Yes
					Compliant Operation	6	
4/3/2019 0:01	VOI	VOI991	A320	J	N508VL	Not Acceptable	No
4/16/2019 6:27	UPS	UPS2939	A306	J	N142UP	Not Acceptable	No
4/19/2019 23:58	JBU	JBU168	A320	J	N623JB	Not Acceptable	No
4/21/2019 22:33		N188JF	BE40	B	N188JF	Not Acceptable	No
4/21/2019 23:05	VOI	VOI905	A319	J	XAVOD	Not Acceptable	No
4/25/2019 3:12	UPS	UPS966	A306	J	N174UP	Not Acceptable	No
4/25/2019 6:09	NKS	NKS188	A320	J	N637NK	Not Acceptable	No
5/2/2019 3:19	UPS	UPS966	A306	J	N167UP	Not Acceptable	No
5/5/2019 23:21	VOI	VOI905	A320	J	XAVRD	Not Acceptable	No
5/6/2019 6:02	NKS	NKS502	A319	J	N527NK	Not Acceptable	No
5/8/2019 23:24	KCR	N68005	GLEX	B	N68005	Not Acceptable	No
5/9/2019 3:02	FDX	FDX1859	B752	J	N772FD	Not Acceptable	No
5/10/2019 22:31	NKS	NKS1884	A320	J	N647NK	Not Acceptable	No
5/22/2019 2:48	FDX	FDX1879	A306	J	N677FE	Not Acceptable	No
5/23/2019 4:14	FDX	FDX31	B77L	J	N843FD	Not Acceptable	No
5/23/2019 23:50	VOI	VOI907	A320	J	N518VL	Not Acceptable	No
5/25/2019 0:03	VOI	VOI993	A320	J	XAVLB	Not Acceptable	No
5/26/2019 6:45	ASA	ASA857	B739	J	N467AS	Not Acceptable	No
5/28/2019 22:27	SWA	SWA1441	B737	J	N7744A	Not Acceptable	No
5/29/2019 23:58	NKS	NKS849	A319	J	N522NK	Not Acceptable	No
5/30/2019 23:56		N208BH	LJ60	B	N208BH	Not Acceptable	No
5/30/2019 23:58	NKS	NKS849	A319	J	N512NK	Not Acceptable	No
5/31/2019 3:19	UPS	UPS966	A306	J	N138UP	Not Acceptable	No
5/31/2019 6:01	AAL	AAL516	A319	J	N819AW	Not Acceptable	No
6/1/2019 6:38	NKS	NKS188	A320	J	N618NK	Not Acceptable	No
6/2/2019 22:53	SWA	SWA3212	B737	J	N925WN	Not Acceptable	No
6/6/2019 2:26	FDX	FDX5084	MD11	J	N596FE	Not Acceptable	No
6/6/2019 5:59	TWY	TWY967	C25A	B	N967TG	Not Acceptable	No
6/8/2019 5:43	PXT	PXT499	C680	B	N499GB	Not Acceptable	No
6/11/2019 1:47		N726BF	GLEX	B	N726BF	Not Acceptable	No
6/15/2019 2:28	FDX	FDX1859	A306	J	N749FD	Not Acceptable	No
6/15/2019 6:07	ASA	ASA281	B739	J	N495AS	Not Acceptable	No
6/16/2019 3:04	UPS	UPS945	B752	J	N464UP	Not Acceptable	No
6/16/2019 23:01	SWA	SWA3328	B737	J	N790SW	Not Acceptable	No
6/19/2019 0:07	VOI	VOI993	A320	J	XAVLS	Not Acceptable	No
6/22/2019 23:26		N650SG	C650	B	N650SG	Not Acceptable	No
6/23/2019 6:10	NKS	NKS188	A20N	J	N913NK	Not Acceptable	No
6/25/2019 23:00	JBU	JBU347	A320	J	N520JB	Not Acceptable	No
6/26/2019 23:08	SWA	SWA36	B737	J	N7884G	Not Acceptable	No
6/30/2019 1:13	UPS	UPS3943	B763	J	N332UP	Not Acceptable	No
6/30/2019 22:40	USC	USC240	LJ35	B	N217CK	Not Acceptable	No
					Not Acceptable	42	
6/21/2019 6:43	KAI	KAI91	B735	J	N732KA	Safety/Emergency	Yes
					Safety/Emergency	1	

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
4/1/2019 6:58	SWA	SWA2485	B737	J	N564WN	Time Buffer	Yes
4/1/2019 6:59	AAY	AAY1016	A319	J	N307NV	Time Buffer	Yes
4/9/2019 6:57	UPS	UPS2953	B763	J	N351UP	Time Buffer	Yes
4/11/2019 6:56	CYO	CYO812	LJ60	B	N812RP	Time Buffer	Yes
4/11/2019 6:58	FDX	FDX440	B77L	J	N888FD	Time Buffer	Yes
4/11/2019 6:59	VTE	VTE6202	E135	R	N15527	Time Buffer	Yes
4/14/2019 22:00	SWA	SWA5129	B737	J	N729SW	Time Buffer	Yes
4/15/2019 6:59	JSX	JSX180	E135	R	N253JX	Time Buffer	Yes
4/17/2019 6:58	FDX	FDX435	MD11	J	N578FE	Time Buffer	Yes
4/19/2019 6:58	JSX	JSX180	E135	R	N252JX	Time Buffer	Yes
4/19/2019 6:59	AAY	AAY1000	A319	J	N314NV	Time Buffer	Yes
4/20/2019 6:58	SWA	SWA3664	B737	J	N7876A	Time Buffer	Yes
4/22/2019 6:59	SWA	SWA840	B738	J	N8522P	Time Buffer	Yes
4/24/2019 6:55	UPS	UPS2949	B752	J	N454UP	Time Buffer	Yes
4/24/2019 6:58	FDX	FDX435	MD11	J	N573FE	Time Buffer	Yes
4/26/2019 22:00	SWA	SWA1441	B737	J	N704SW	Time Buffer	Yes
4/30/2019 6:55		N531GP	G150	B	N531GP	Time Buffer	Yes
4/30/2019 6:57	FDX	FDX440	B77L	J	N891FD	Time Buffer	Yes
5/1/2019 6:58	UPS	UPS2953	B763	J	N320UP	Time Buffer	Yes
5/2/2019 22:00	SWA	SWA752	B737	J	N261WN	Time Buffer	Yes
5/3/2019 6:57	SWA	SWA1529	B737	J	N792SW	Time Buffer	Yes
5/3/2019 22:00	SWA	SWA4159	B737	J	N454WN	Time Buffer	Yes
5/6/2019 6:59	JSX	JSX180	E135	R	N257JX	Time Buffer	Yes
5/11/2019 6:57	HAL	HAL23	A21N	J	N218HA	Time Buffer	Yes
5/14/2019 6:58	GTH	GTH605	CL60	B	N605MM	Time Buffer	Yes
5/14/2019 22:01	SWA	SWA1275	B737	J	N406WN	Time Buffer	Yes
5/16/2019 6:50	ASA	ASA857	B738	J	N537AS	Time Buffer	Yes
5/22/2019 6:56	UPS	UPS2953	B763	J	N344UP	Time Buffer	Yes
5/22/2019 6:59	ASA	ASA857	B739	J	N402AS	Time Buffer	Yes
5/24/2019 6:57	SWA	SWA1529	B737	J	N7751A	Time Buffer	Yes
5/28/2019 6:59	SWA	SWA2025	B737	J	N718SW	Time Buffer	Yes
6/2/2019 22:04	SWA	SWA5129	B737	J	N782SA	Time Buffer	Yes
6/2/2019 22:06	UPS	UPS2943	B763	J	N349UP	Time Buffer	Yes
6/5/2019 6:57	FDX	FDX440	B77L	J	N851FD	Time Buffer	Yes
6/12/2019 6:58	FDX	FDX435	MD11	J	N603FE	Time Buffer	Yes
6/12/2019 6:59	FDX	FDX440	B77L	J	N887FD	Time Buffer	Yes
6/13/2019 6:57	UPS	UPS2953	B763	J	N357UP	Time Buffer	Yes
6/14/2019 6:59	SWA	SWA2470	B737	J	N248WN	Time Buffer	Yes
6/15/2019 6:59	FDX	FDX3647	MD11	J	N522FE	Time Buffer	Yes
6/17/2019 6:58	JSX	JSX180	E135	R	N735TS	Time Buffer	Yes
6/18/2019 6:58	SWA	SWA1769	B738	J	N8329B	Time Buffer	Yes
6/19/2019 6:59	ASA	ASA857	B738	J	N589AS	Time Buffer	Yes
6/20/2019 6:59	SWA	SWA1769	B738	J	N8513F	Time Buffer	Yes
6/22/2019 6:58	FDX	FDX435	B77L	J	N856FD	Time Buffer	Yes
6/23/2019 22:00	SWA	SWA3087	B738	J	N8656B	Time Buffer	Yes
6/25/2019 6:58	FDX	FDX435	MD11	J	N613FE	Time Buffer	Yes
6/27/2019 6:56	UPS	UPS2953	B763	J	N315UP	Time Buffer	Yes
6/27/2019 6:59	FDX	FDX435	MD11	J	N643FE	Time Buffer	Yes
6/30/2019 22:03	SWA	SWA5108	B737	J	N271LV	Time Buffer	Yes
6/30/2019 22:10	UPS	UPS2943	B763	J	N328UP	Time Buffer	Yes
					Time Buffer	50	

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
					Grand Count	141	

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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
5/15/2019 22:00	SWA	SWA1441	B737	J	N7821L	Time Buffer	Yes
5/19/2019 5:53	ASA	ASA941	B738	J	N586AS	Time Buffer	Yes
5/19/2019 5:58	FDX	FDX690	MD11	J	N523FE	Time Buffer	Yes
					Time Buffer	3	
					Grand Count	3	

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Engine Run-up List for Calendar Quarter

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
4/5/2019	2204	FDX	A320	2	High	GRE	2215	NO	N/A
4/8/2019	0955	FDX	B757	2	High	GRE	1000	N/A	N/A
4/10/2019	0918	NKS	A320	2	High	GRE	0920	N/A	N/A
4/14/2019	2215	SWA	B737	2	High	GRE	2230	NO	N/A
4/25/2019	2334	OPT	LJ35	2	Med	GRE	0005	NO	N/A
5/1/2019	1038	SWA	B737	2	High	GRE	1100	N/A	N/A
5/8/2019	0814	CAA	GLF4	2	High	GRE	0930	N/A	N/A
5/9/2019	1115	SWA	B737	1	High	GRE	1115	N/A	N/A
5/12/2019	1153	UPS	B767	2	High	GRE	1230	N/A	N/A
5/24/2019	0807	FDX	B767	2	High	GRE	0830	N/A	N/A
5/25/2019	2340	FDX	A320	2	High	GRE	2340	NO	N/A
6/8/2019	0159	SWA	B737	2	High	GRE	0810	N/A	N/A
6/8/2019	0904	BSK	C500	1	Med	GRE	0905	N/A	N/A
6/14/2019	0045	TWY	GLF3	1	High	GRE	0045	NO	N/A
6/15/2019	1447	ASH	H25A	2	High	GRE	1500	N/A	N/A
6/15/2019	0858	TWY	H25A	2	High	GRE	0900	N/A	N/A
6/16/2019	1772	FDX	A320	2	High	GRE	1900	N/A	NO
6/19/2019	2347	HAL	A321	2	High	GRE	0010	NO	N/A
6/25/2019	1958	FDX	A320	2	High	GRE	2030	N/A	NO
6/28/2019	2350	SWA	B737	2	High	GRE	0000	NO	N/A

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Runway 30 East Turn Departures List for Calendar Quarter

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
4/2/2019 7:08	FDX	FDX440	B77L	2513	Air Traffic Conflict	Yes
4/2/2019 7:18	SWA	SWA2379	B738	2851	Air Traffic Conflict	Yes
4/2/2019 9:27	SWA	SWA925	B738	2641	Air Traffic Conflict	Yes
4/2/2019 10:56	SWA	SWA2039	B738	2522	Air Traffic Conflict	Yes
4/2/2019 11:05		N5092	GLF5	2654	Air Traffic Conflict	Yes
4/5/2019 17:01	SKW	SKW3902	CRJ9	2683	Air Traffic Conflict	Yes
4/7/2019 8:42	XOJ	XOJ794	C750	2874	Air Traffic Conflict	Yes
4/8/2019 12:08	AAL	AAL890	A319	2874	Air Traffic Conflict	Yes
4/12/2019 14:46	SWA	SWA994	B738	2847	Air Traffic Conflict	Yes
4/14/2019 11:34	SWA	SWA2673	B738	2664	Air Traffic Conflict	Yes
4/18/2019 14:40	SWA	SWA2290	B738	2273	Air Traffic Conflict	Yes
4/24/2019 7:23	FDX	FDX3012	B763	2303	Air Traffic Conflict	Yes
4/25/2019 14:42	SWA	SWA2290	B738	2752	Air Traffic Conflict	Yes
4/27/2019 13:42	SWA	SWA3401	B738	2690	Air Traffic Conflict	Yes
4/28/2019 13:11	SWA	SWA4134	B737	2178	Air Traffic Conflict	Yes
4/30/2019 11:06	SWA	SWA659	B737	2703	Air Traffic Conflict	Yes
4/30/2019 13:10	DAL	DAL1974	A319	2854	Air Traffic Conflict	Yes
5/3/2019 14:00	EJA	EJA111	GL5T	2358	Air Traffic Conflict	Yes
5/3/2019 14:48	SWA	SWA2290	B738	2683	Air Traffic Conflict	Yes
5/3/2019 19:39	UPS	UPS945	B763	2057	Air Traffic Conflict	Yes
5/4/2019 11:16	SWA	SWA4319	B737	2454	Air Traffic Conflict	Yes
5/6/2019 8:33	SWA	SWA1582	B737	2234	Air Traffic Conflict	Yes
5/6/2019 9:14	SWA	SWA160	B737	2431	Air Traffic Conflict	Yes
5/6/2019 11:49	AAY	AAY1002	A319	2772	Air Traffic Conflict	Yes
5/6/2019 11:52	SWA	SWA814	B738	2641	Air Traffic Conflict	Yes
5/8/2019 9:44	SWA	SWA482	B738	2667	Air Traffic Conflict	Yes
5/9/2019 13:07	DAL	DAL1148	A319	2650	Air Traffic Conflict	Yes
5/9/2019 14:54	SWA	SWA1061	B737	2614	Air Traffic Conflict	Yes
5/10/2019 11:47	SWA	SWA659	B737	2627	Air Traffic Conflict	Yes
5/10/2019 14:43	SWA	SWA1061	B737	2857	Air Traffic Conflict	Yes
5/10/2019 18:08	SWA	SWA892	B738	2759	Air Traffic Conflict	Yes
5/13/2019 9:17	SWA	SWA160	B737	2641	Air Traffic Conflict	Yes
5/14/2019 18:27	UPS	UPS2943	B752	2208	Air Traffic Conflict	Yes
5/16/2019 7:34	SWA	SWA915	B738	2345	Air Traffic Conflict	Yes
5/16/2019 10:15	DAL	DAL2743	A319	2129	Air Traffic Conflict	Yes
5/16/2019 11:02	SWA	SWA1124	B737	2378	Air Traffic Conflict	Yes
5/19/2019 21:03	UPS	UPS2955	MD11	2014	Air Traffic Conflict	Yes
5/21/2019 11:00	SWA	SWA1907	B737	2867	Air Traffic Conflict	Yes
5/21/2019 11:07	SWA	SWA659	B737	2532	Air Traffic Conflict	Yes
5/23/2019 13:13	DAL	DAL1148	A319	2608	Air Traffic Conflict	Yes
5/29/2019 9:13	SWA	SWA160	B737	2726	Air Traffic Conflict	Yes
5/31/2019 16:41	SKW	SKW3943	E75L	2125	Air Traffic Conflict	Yes
6/1/2019 13:08	SKW	SKW3929	E75L	2204	Air Traffic Conflict	Yes
6/3/2019 8:22	SWA	SWA1582	B737	2690	Air Traffic Conflict	Yes
6/4/2019 12:06	SWA	SWA2249	B738	2641	Air Traffic Conflict	Yes
6/6/2019 19:35	UPS	UPS945	B763	2076	Air Traffic Conflict	Yes
6/10/2019 17:05	SKW	SKW4095	E75L	2221	Air Traffic Conflict	Yes
6/11/2019 10:10		N977HG	H25B	2821	Air Traffic Conflict	Yes
6/11/2019 12:12	EJM	EJM52	C56X	2729	Air Traffic Conflict	Yes

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
6/12/2019 11:19	AAY	AAY202	A319	2765	Air Traffic Conflict	Yes
6/13/2019 10:26		N360	CL35	1988	Air Traffic Conflict	Yes
6/13/2019 13:50	SWA	SWA1532	B738	2624	Air Traffic Conflict	Yes
6/14/2019 14:10	SWA	SWA564	B737	2447	Air Traffic Conflict	Yes
6/14/2019 14:15	FDX	FDX3857	B763	2375	Air Traffic Conflict	Yes
6/14/2019 14:20	SWA	SWA6598	B737	2221	Air Traffic Conflict	Yes
6/15/2019 13:55	SWA	SWA2750	B738	2798	Air Traffic Conflict	Yes
6/16/2019 8:44	SWA	SWA2969	B737	2539	Air Traffic Conflict	Yes
6/16/2019 17:20	SWA	SWA2885	B737	2677	Air Traffic Conflict	Yes
6/17/2019 13:06		N960SF	F900	2434	Air Traffic Conflict	Yes
6/17/2019 18:44	SKW	SKW4685	E75L	2296	Air Traffic Conflict	Yes
6/18/2019 9:23	SWA	SWA1330	B737	2726	Air Traffic Conflict	Yes
6/19/2019 8:22	SWA	SWA1557	B737	2811	Air Traffic Conflict	Yes
6/19/2019 13:55	PXT	PXT920	C25A	2467	Air Traffic Conflict	Yes
6/19/2019 14:17	SWA	SWA6598	B737	2568	Air Traffic Conflict	Yes
6/23/2019 15:25	SWA	SWA3169	B738	2089	Air Traffic Conflict	Yes
6/25/2019 13:12	DAL	DAL1148	A319	2769	Air Traffic Conflict	Yes
6/25/2019 13:33	SWA	SWA2460	B738	2759	Air Traffic Conflict	Yes
6/25/2019 19:49	SWA	SWA673	B737	2887	Air Traffic Conflict	Yes
6/26/2019 10:08	SKW	SKW3502	E75L	2395	Air Traffic Conflict	Yes
6/26/2019 10:50	SWA	SWA2093	B738	2365	Air Traffic Conflict	Yes
6/28/2019 11:49	AAL	AAL890	B738	2185	Air Traffic Conflict	Yes
				Air Traffic Conflict	73	
4/12/2019 20:23		N749P	C750	1991	Not Acceptable	No
4/16/2019 8:22	UPS	UPS2947	B752	2621	Not Acceptable	No
4/28/2019 20:54	UPS	UPS2955	MD11	2421	Not Acceptable	No
5/14/2019 8:06	FDX	FDX3022	MD11	2660	Not Acceptable	No
5/14/2019 11:39	SWA	SWA2177	B738	2572	Not Acceptable	No
5/21/2019 9:36	SWA	SWA949	B738	2749	Not Acceptable	No
5/21/2019 10:32	DAL	DAL2743	A319	2788	Not Acceptable	No
4/11/2019 15:59	PXT	PXT560	C560	1994	Not Acceptable	No
5/14/2019 8:42	SWA	SWA949	B738	2887	Not Acceptable	No
				Not Acceptable	9	
				Grand Count	82	

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100 Degree Radial Turbojet Landing List for Calendar Quarter

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
4/3/2019 23:18	SWA572	B737	SWA	2883	Not Acceptable	No
4/12/2019 23:18	SWA1686	B737	SWA	2700	Not Acceptable	No
4/23/2019 7:54	VTE3201	E135	VTE	2860	Not Acceptable	No
5/19/2019 7:31	SWA4328	B737	SWA	2326	Not Acceptable	No
5/23/2019 18:35	SWA156	B737	SWA	2877	Not Acceptable	No
5/29/2019 0:39	SWA1348	B737	SWA	2893	Not Acceptable	No
6/22/2019 7:19	SWA1357	B737	SWA	2854	Not Acceptable	No
6/4/2019 8:36	SWA1251	B737	SWA	2791	Not Acceptable	No
6/11/2019 10:24	SWA1866	B737	SWA	2854	Not Acceptable	No

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
				Not Acceptable	9	
				Grand Count	9	

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North Field Jet Departure Procedure
Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: 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

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

North Field Jet Landing Procedure
Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: 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

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

North Field VFR Departure Procedure
Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: 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

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

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North Field Quiet Hours Procedure
Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: aircraftowner/operator@aircraft.com

January 8, 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

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

Helicopter Flight Procedure

Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: 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

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

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