



Oakland International Airport



A division of the Port of Oakland

North Field Quiet Hours Program

Fourth Quarter 2010



Prepared for
The North Field Flight Pattern Research Group

Prepared by
Oakland International Airport
Noise and Environmental Compliance Office

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The Nighttime Quiet Hours program was designed to minimize aircraft noise on residential areas adjacent to Oakland International Airport's North Field from 10 p.m. to 6 a.m. daily. To achieve this goal the North Field Flight Pattern Research Group has developed a variety of noise abatement departure procedures at the North Field that give pilots recommendations for runway use, including a choice of departure routes for both eastbound and westbound air traffic. If the procedures are flown as intended, aircraft will avoid flying over nearby residential areas on Bay Farm Island, the Fernside area of Alameda and the Davis West/Timothy Drive area of San Leandro.

Actions taken by noise office staff

If a company-owned aircraft departs over nearby residential areas, noise abatement staff will contact the manager or chief pilot and provide a printout from ANOMS, illustrating the flight track in question and its date/time, altitude and noise level (if available). If a private general aviation aircraft departs over a nearby residential area, noise abatement staff will send a letter which explains the noise abatement procedure and the Airport's expectations for compliance when possible. Staff will also provide a noise abatement brochure and a printout from ANOMS, illustrating the flight track in question and its date/time of departure. Staff is also available to discuss the Airport's expectations for compliance when possible.

This report includes:

- A table summarizing aircraft departures by runway and flow direction
- A table summarizing the Quiet Hours Program performance statistics
- A table listing non-compliant nighttime departures and exempt departures
- Summary tables of aircraft SEL noise levels
- List of all aircraft SEL noise levels equal to or greater than 80 decibels
- NFQH Non-compliance Correspondence
- Aircraft Codes
- Definitions of comment terminology

Aircraft Departure Flow Direction [Return to Table of Contents](#)

The table below presents a summary of aircraft departures by runway as well as the volume of aircraft departures relative to the direction of air traffic flow.

North Field Night Departures by Runway (10:00 p.m. to 6:00 a.m.) Fourth Quarter 2010				
	October	November	December	Total
Runway 27L	7	6	2	15
Runway 27R	91	69	52	212
Runway 33	9	8	6	23
NW Flow (Alameda)	107	83	60	250
Runway 09L	29	29	42	100
Runway 09R	72	57	97	226
Runway 15	0	0	2	2
SE Flow (San Leandro)	101	86	141	328
Total Departures	208	169	201	578

North Field Quiet Hours NAP Compliance Summary Fourth Quarter 2010				
10:00 p.m. to 6:00 a.m.	October	November	December	Quarterly
Total Nighttime Departures	208	169	201	578
Buffer Time Departures	11	5	9	25
Compliant Departures	201	161	186	548
Non-Compliant Departures	7	8	15	30
Compliance Rate	97%	95%	93%	95%

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North Field Quiet Hours Departure List

Date/Time	Flight No	Tail No	Aircraft Type	Beacon Code	Runway	AC Categ.	Comments
10/1/2010 22:03	N384PH	N384PH	EC35	4535	27R	H	Time Buffer
10/3/2010 00:17	N818PF	N818PF	BE20	4563	27R	T	Navigation System
10/4/2010 05:50	MRA687	-	C208	4557	27R	T	Time Buffer
10/4/2010 05:53	AMF214	-	PA31	3257	27R	P	Time Buffer
10/4/2010 05:56	AMF223	-	PA31	4573	33	P	Time Buffer
10/4/2010 22:23	AMF229	-	SW4	3271	27R	T	Navigation System
10/5/2010 05:43	AMF223	-	PA31	4253	27R	P	Navigation System
10/5/2010 05:56	SKW6500	N888PS	CRJ2	3252	27L	R	Straight-out Departure
10/6/2010 01:35	AMF272	-	BE99	3252	09R	T	Runway 09R Drift East
10/6/2010 05:40	AMF223	-	PA31	4221	27R	P	Navigation System
10/6/2010 05:43	AMF212	ZOAPO	PA31	4215	27R	P	Navigation System
10/6/2010 05:46	AMF214	-	PA31	3311	27R	P	Navigation System
10/6/2010 22:01	N221HR	N221HR	BE56	4507	27R	P	Time Buffer
10/6/2010 22:05	AMF229	-	SW4	3362	27R	T	Time Buffer
10/6/2010 23:47	N700AQ	N700AQ	TBM7	3345	27R	T	Navigation System
10/7/2010 05:45	AMF223	-	PA31	4534	27R	P	Navigation System
10/7/2010 05:48	AMF214	-	PA31	3231	27R	P	Navigation System
10/7/2010 05:51	AMF212	-	PA31	4530	27R	P	Time Buffer
10/8/2010 23:06	N716WA	N716WA	PAY2	3332	27R	T	Navigation System
10/8/2010 23:56	N6462Q	N6462Q	M20P	4513	27R	P	Good Effort
10/9/2010 03:25	AMF207	-	BE99	3232	27R	T	Navigation System
10/11/2010 00:23	N716WA	N716WA	PAY2	3360	27L	T	Navigation System
10/11/2010 22:29	LN43MF	LN43MF	LJ35	3222	27R	B	Lifeguard Medical
10/12/2010 05:50	AMF214	-	PA31	3260	27R	P	Navigation System
10/12/2010 05:54	AMF223	-	PA31	4216	33	P	Navigation System
10/12/2010 22:26	AMF229	-	BE99	3350	27R	T	Navigation System
10/13/2010 05:54	PCM8709	-	C208	4240	27R	T	Navigation System
10/13/2010 22:20	AMF229	-	SW4	3340	27L	T	Navigation System
10/14/2010 05:58	AMF223	-	PA31	4237	27R	P	Time Buffer
10/14/2010 22:14	AMF229	-	SW4	3306	27R	T	Navigation System
10/15/2010 01:25	N278SW	N278SW	BE9L	3333	27R	T	Navigation System
10/15/2010 22:12	N9138Q	N9138Q	P46T	4245	27R	T	Navigation System
10/15/2010 22:20	LN876L	LN876L	BE90	3320	27R	T	Navigation System
10/17/2010 00:25	LN278SW	LN278SW	BE9L	3354	27R	T	Lifeguard Medical
10/18/2010 05:55	AMF223	-	PA31	4222	33	P	Time Buffer
10/18/2010 05:56	AMF212	-	PA31	4217	27R	P	Time Buffer
10/18/2010 22:18	AMF229	-	SW4	3241	27R	T	Navigation System
10/18/2010 22:22	N904AF	N904AF	HELO	320	27R	H	Navigation System
10/19/2010 00:20	N85SL	N85SL	PAY4	4520	27R	T	Navigation System
10/19/2010 01:05	N904AF	N904AF	HELO	331	33	H	Good Effort
10/19/2010 05:59	AMF223	-	PA31	4541	27R	P	Time Buffer
10/19/2010 22:14	AMF229	-	SW4	3376	27R	T	Navigation System

Date/Time	Flight No	Tail No	Aircraft Type	Beacon Code	Runway	AC Categ.	Comments
10/20/2010 00:31	AMF271	-	BE99	3327	09R	T	Good Effort
10/20/2010 22:40	FLX354	-	C210	336	09L	P	Good Effort
10/20/2010 22:44	FLX952	-	C210	337	09L	P	Runway 09L Departure
10/21/2010 05:49	AMF214	-	PA31	3370	27R	P	Navigation System
10/22/2010 23:04	AMF229	-	BE99	3341	27R	T	Navigation System
10/23/2010 00:16	N6462Q	N6462Q	M20P	4222	27R	P	Navigation System
10/25/2010 05:49	N74KS	N74KS	BE30	3335	27R	T	310 Degree Departure
10/25/2010 22:32	JLG93	-	BE10	3232	27R	T	Lifeguard Medical
10/27/2010 22:20	N725SV	N725SV	C441	3345	27R	T	310 Degree Departure
10/27/2010 22:39	N17621	N17621	BE36	4261	27R	P	VFR Departure
10/27/2010 22:53	N64FB	N64FB	BE30	4245	27R	T	310 Degree Departure
11/1/2010 22:36	AMF229	-	SW4	3263	27R	T	310 Degree Departure
11/1/2010 22:50	CHP32	-	-	1200	27R	U	Law Enforcement
11/2/2010 00:13	N716WA	N716WA	PAY2	3213	27R	T	Lifeguard Medical
11/2/2010 05:57	AMF212	-	PA31	4571	27R	P	Time Buffer
11/2/2010 23:41	N923JP	N923JP	C510	3307	27L	B	Straight-out Departure
11/3/2010 22:21	AMF229	-	SW4	3217	27R	T	310 Degree Departure
11/4/2010 05:59	PCM8709	-	C208	4223	27L	T	Time Buffer
11/4/2010 22:06	AMF229	-	SW4	3321	27R	T	Time Buffer
11/10/2010 00:35	AMF271	-	BE99	3305	09R	T	Runway 09R Drift East
11/13/2010 23:16	N340FJ	N340FJ	C340	3342	09L	P	Runway 09L Departure
11/17/2010 05:56	AMF223	-	PA31	4541	27R	P	Time Buffer
11/18/2010 00:11	N8665P	N8665P	PA24	4531	09L	P	Runway 09L Departure
11/19/2010 22:50	N217CM	N217CM	BE20	3317	27R	T	Wide SaladOne Departure
11/20/2010 22:04	N241PH	N241PH	BE20	4261	27R	T	Time Buffer
11/21/2010 04:41	N716WA	N716WA	PAY2	3343	27R	T	Lifeguard Medical
11/22/2010 00:33	N3282D	N3282D	-	321	09L	U	Good Effort
11/24/2010 22:14	TWY898	-	B350	4215	27R	T	VFR Departure
12/1/2010 22:21	AMF229	-	SW4	3235	27R	T	Navigation System
12/3/2010 05:58	AMF212	-	PA31	4527	27R	P	Time Buffer
12/3/2010 23:10	AMF229	-	SW4	3360	09R	T	Good Effort
12/6/2010 05:51	MRA687	-	C208	4501	09R	T	Time Buffer
12/7/2010 22:23	AMF229	-	SW4	3236	27R	T	Navigation System
12/8/2010 05:44	AMF223	-	PA31	4527	09L	P	Runway 09L Departure
12/8/2010 05:55	AMF212	-	PA31	4520	09L	P	Time Buffer
12/8/2010 22:32	N3497C	N3497C	C170	4564	09L	P	Runway 09L Departure
12/9/2010 01:33	AMF272	-	BE99	3277	09R	T	Runway 09R Drift East
12/10/2010 05:43	AMF223	-	PA31	4210	27R	P	Wide SaladOne Departure
12/13/2010 22:51	N431GW	N431GW	PAY2	3316	27R	T	310 Degree Departure
12/13/2010 23:41	N6462Q	N6462Q	M20P	4563	09L	P	Runway 09L Departure
12/14/2010 22:14	AMF229	-	SW4	3376	27R	T	310 Degree Departure
12/15/2010 05:57	AMF223	-	PA31	4235	27R	P	Time Buffer
12/15/2010 22:01	C6502	C6502	HELO	341	27L	H	Time Buffer
12/21/2010 05:43	AMF214	-	PA31	3206	09L	P	Runway 09L Departure
12/21/2010 05:48	N246PH	N246PH	BE20	4274	09L	T	Runway 09L Departure
12/21/2010 05:51	AMF223	-	PA31	4264	09L	P	Time Buffer

Date/Time	Flight No	Tail No	Aircraft Type	Beacon Code	Runway	AC Categ.	Comments
12/22/2010 05:48	AMF212	-	PA31	4265	09L	P	Runway 09L Departure
12/22/2010 22:45	JLG695	-	BE9L	4271	27R	T	Lifeguard Medical
12/23/2010 22:05	AMF229	-	SW4	3260	27R	T	Time Buffer
12/27/2010 22:11	AMF229	-	SW4	3261	27R	T	310 Degree Departure
12/28/2010 04:25	AMF208	-	BE99	3324	09L	T	140 Degree Departure
12/28/2010 05:35	N359K	N359K	LJ45	4577	09R	B	140 Degree Departure
12/28/2010 05:55	AMF212	-	PA31	4201	33	P	Time Buffer
12/28/2010 22:10	AMF229	-	SW4	3314	09R	T	Time Buffer
12/29/2010 00:16	N716WA	N716WA	PAY2	3206	27R	T	310 Degree Departure
12/29/2010 22:19	AMF229	-	SW4	3245	27R	T	310 Degree Departure

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SEL Noise Level Report

Tables 1 through 3 below provide a summary of the SEL aircraft departure noise events for all SEL levels at or above 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 could cause sleep disturbance for some residents in adjacent communities.

Table 1. North Field Night Aircraft Departure Noise Event Summary: The first column identifies the noise monitoring site (RMT Number) and the second column provides the total number of aircraft noise events that were measured below SEL 80 dB during the calendar quarter at each of the RMTs. The table also includes 3 primary sections corresponding to aircraft SEL noise event levels: 1. between SEL 80 and 84.9 dBA; 2. between SEL 85 and 89.9 dBA; and 3. SEL 90 dBA and higher. The primary sections include secondary headings identifying the amount of aircraft noise events in the SEL range, the amount of Nightly Average noise events at each RMT, and a value (As Percentage of Departures) that is the total SEL noise events as a percentage of the total aircraft departures for the quarter.

Table 2. Northwest Flow Night Aircraft Noise Event Summary: provides data for aircraft departures towards Alameda for comparison to the aircraft departure flow in the opposite direction.

Table 3. Southeast Flow Night Aircraft Noise Event Summary: provides data for aircraft departures towards San Leandro for comparison to the aircraft departure flow in the opposite direction.

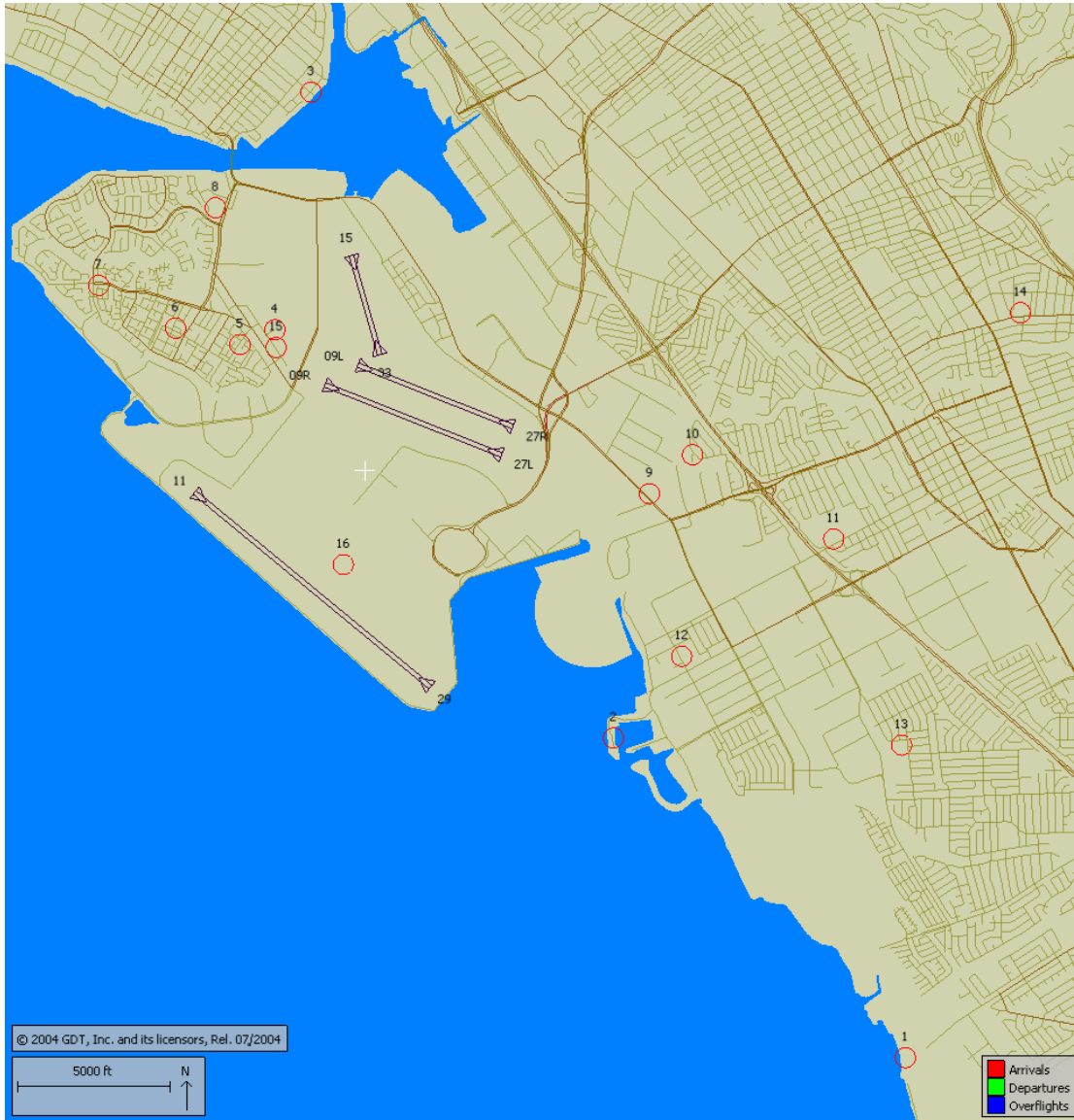
Generally, the sound threshold setting for all RMT's is 65 dB with the exception of RMT #2, which is set at 63 dB in order to enhance the measurement of back-blast noise caused by aircraft departures from Runway 29. An aircraft noise event is identified when noise levels reach the threshold setting and the airport noise monitoring system (ANOMS) correlates flight track data with the noise event. Please note that on the second column, the total aircraft noise events value provided are presented with the assumption that one noise event was created by a single aircraft departure. However, ANOMS may associate more than one single noise event with one particular aircraft departure at an individual RMT when a single aircraft's noise reaches above and drops below the threshold level more than once. This can occur as the result of an aircraft that flies over a microphone during fluctuating wind conditions.

Provided below the tables is a list of nighttime (10pm-6am) North Field aircraft departures related to all the aircraft noise events at or above 80 dB SEL.

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Noise Monitor Terminal (NMT) Locations



SEL Summary Table

Table 1. North Field Night Aircraft Departure Noise Event Summary Calendar Quarter Aircraft Departures = 578											
Fourth Quarter 2010 (10:00 p.m. to 6:00 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	19	5	0.1	0.9%	1	0.0	0.2%		0.0	0.0%	25
2	159	18	0.2	3.1%	7	0.1	1.2%		0.0	0.0%	184
3	3		0.0	0.0%		0.0	0.0%		0.0	0.0%	3
4	124	63	0.7	10.9%	48	0.5	8.3%	10	0.1	1.7%	245
5	95	33	0.4	5.7%	5	0.1	0.9%	3	0.0	0.5%	136
6	56	9	0.1	1.6%	6	0.1	1.0%	1	0.0	0.2%	72
7	22	5	0.1	0.9%	1	0.0	0.2%		0.0	0.0%	28
8	68	59	0.6	10.2%	11	0.1	1.9%	1	0.0	0.2%	139
9	112	36	0.4	6.2%	20	0.2	3.5%	9	0.1	1.6%	177
10	55	25	0.3	4.3%	11	0.1	1.9%	2	0.0	0.3%	93
11	22	18	0.2	3.1%		0.0	0.0%	1	0.0	0.2%	41
12	109	22	0.2	3.8%	8	0.1	1.4%	2	0.0	0.3%	141
13	6	4	0.0	0.7%		0.0	0.0%	1	0.0	0.2%	11
14	12		0.0	0.0%		0.0	0.0%		0.0	0.0%	12

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Aircraft Departure Flow Summary Tables

**Table 2. Northwest Flow Night Aircraft Noise Event Summary
Runway 27R/L and 33 Aircraft Departures - Calendar Quarter Total = 250**

Fourth Quarter 2010 (10:00 p.m. to 6:00 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	3		0.0	0.0%		0.0	0.0%		0.0	0.0%	3
4	124	63	0.7	10.9%	48	0.5	8.3%	10	0.1	1.7%	245
5	95	33	0.4	5.7%	5	0.1	0.9%	3	0.0	0.5%	136
6	56	9	0.1	1.6%	6	0.1	1.0%	1	0.0	0.2%	72
7	22	5	0.1	0.9%	1	0.0	0.2%		0.0	0.0%	28
8	68	59	0.6	10.2%	11	0.1	1.9%	1	0.0	0.2%	139
Total	368	169	1.8		71	0.8		15	0.2		623

**Table 3. Southeast Flow Night Aircraft Noise Event Summary
Runway 09R/L and 15 Aircraft Departures - Calendar Quarter Total = 328**

Fourth Quarter 2010 (10:00 p.m. to 6:00 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	159	18	0.2	3.1%	7	0.1	1.2%		0.0	0.0%	184
9	112	36	0.4	6.2%	20	0.2	3.5%	9	0.1	1.6%	177
10	55	25	0.3	4.3%	11	0.1	1.9%	2	0.0	0.3%	93
11	22	18	0.2	3.1%		0.0	0.0%	1	0.0	0.2%	41
12	109	22	0.2	3.8%	8	0.1	1.4%	2	0.0	0.3%	141
13	6	4	0.0	0.7%		0.0	0.0%	1	0.0	0.2%	11
14	12		0.0	0.0%		0.0	0.0%		0.0	0.0%	12
Total	475	123	1.3		46	0.5		15	0.2		659

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NF Nighttime Departure Noise Levels \geq SEL 80 dB

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October 2010

Date Time	RMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
10/1/2010 04:18	12	73.6	80.1	10	AMF208		BE99	09L
10/3/2010 00:18	4	77.4	82.5	11	N818PF	N818PF	BE20	27R
10/4/2010 02:32	4	83	92.5	27	VOI907		A319	27L
10/4/2010 02:32	5	84.5	93.2	24	VOI907		A319	27L
10/4/2010 02:32	6	78.7	89.3	31	VOI907		A319	27L
10/4/2010 02:32	7	73.8	83.1	22	VOI907		A319	27L
10/4/2010 05:53	5	72	81.2	18	AMF214		PA31	27R
10/4/2010 05:53	4	77.2	85.3	19	AMF214		PA31	27R
10/4/2010 05:54	6	69.9	80	20	AMF214		PA31	27R
10/4/2010 05:54	8	75.3	84.7	19	AMF214		PA31	27R
10/4/2010 05:58	4	77.1	83.8	14	AMF212		PA31	27R
10/4/2010 05:59	8	75.8	84.7	20	AMF212		PA31	27R
10/5/2010 00:15	4	77.3	86	20	LN32PA	LN32PA	LJ35	09R
10/5/2010 00:16	9	81.7	91.3	34	LN32PA	LN32PA	LJ35	09R
10/5/2010 00:16	10	75.2	85	25	LN32PA	LN32PA	LJ35	09R
10/5/2010 00:16	11	74.4	84.8	26	LN32PA	LN32PA	LJ35	09R
10/5/2010 02:32	4	82.2	87.7	13	N716WA	N716WA	PAY2	27R
10/5/2010 02:32	5	78	84.3	11	N716WA	N716WA	PAY2	27R
10/5/2010 02:32	6	76.4	82.5	11	N716WA	N716WA	PAY2	27R
10/5/2010 02:32	8	72.5	80.2	10	N716WA	N716WA	PAY2	27R
10/5/2010 02:37	2	74.1	80.3	11	AMF288		SW4	09R
10/5/2010 05:44	8	74.7	82.3	12	AMF223		PA31	27R
10/5/2010 05:46	4	82.6	88.5	15	AMF212		PA31	27R
10/5/2010 05:46	5	73.2	81.1	13	AMF212		PA31	27R
10/5/2010 05:46	8	79.9	85.8	13	AMF212		PA31	27R
10/5/2010 05:56	4	73.4	83.3	20	SKW6500	N888PS	CRJ2	27L
10/5/2010 05:56	5	75.7	84.5	19	SKW6500	N888PS	CRJ2	27L
10/5/2010 05:56	6	72.8	81.3	14	SKW6500	N888PS	CRJ2	27L
10/6/2010 01:36	9	70.7	80.1	14	AMF272		BE99	09R
10/6/2010 05:41	8	76.3	83	11	AMF223		PA31	27R
10/6/2010 05:43	4	86.3	91.4	16	AMF212	ZOAPO	PA31	27R
10/6/2010 05:43	5	73.2	81.1	13	AMF212	ZOAPO	PA31	27R
10/6/2010 05:44	8	77.4	84.1	11	AMF212	ZOAPO	PA31	27R
10/6/2010 05:46	4	80.6	86.1	13	AMF214		PA31	27R
10/6/2010 05:47	8	78.6	84.4	11	AMF214		PA31	27R
10/6/2010 22:02	5	73.8	81.7	16	N221HR	N221HR	BE56	27R
10/6/2010 22:02	4	77	85.7	18	N221HR	N221HR	BE56	27R
10/6/2010 22:02	8	78.8	86.4	25	N221HR	N221HR	BE56	27R
10/6/2010 23:47	4	80.6	86.4	12	N700AQ	N700AQ	TBM7	27R
10/7/2010 05:48	4	83.2	88.7	15	AMF214		PA31	27R
10/7/2010 05:48	5	72	80	12	AMF214		PA31	27R
10/7/2010 05:48	8	76.3	83.7	12	AMF214		PA31	27R
10/7/2010 05:51	4	82.5	88.4	16	AMF212		PA31	27R
10/7/2010 05:51	8	77.8	84.2	10	AMF212		PA31	27R
10/8/2010 05:58	9	74.6	82.9	17	KAI58		GLF4	09R
10/8/2010 23:06	4	82.3	88.2	14	N716WA	N716WA	PAY2	27R

Date Time	RMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
10/8/2010 23:07	5	75.3	81.3	10	N716WA	N716WA	PAY2	27R
10/8/2010 23:57	4	80	87.1	18	N6462Q	N6462Q	M20P	27R
10/8/2010 23:57	8	74.9	82.3	13	N6462Q	N6462Q	M20P	27R
10/9/2010 03:26	4	77.7	83.5	12	AMF207		BE99	27R
10/9/2010 04:47	9	74	81.6	13	N757XJ	N757XJ	C750	09R
10/11/2010 00:23	5	76.7	83.1	13	N716WA	N716WA	PAY2	27L
10/11/2010 00:23	4	79.5	85.3	13	N716WA	N716WA	PAY2	27L
10/11/2010 22:29	4	82.4	86.8	11	LN43MF	LN43MF	LJ35	27R
10/12/2010 01:07	12	72.7	80.4	13	AMF271		BE99	09L
10/12/2010 01:07	2	80.8	87.3	16	AMF271		BE99	09L
10/12/2010 05:50	4	80.7	85.8	12	AMF214		PA31	27R
10/12/2010 05:50	8	77.6	83.7	12	AMF214		PA31	27R
10/12/2010 05:52	8	76.9	83.8	11	AMF212		PA31	33
10/13/2010 05:43	4	79.1	89.5	37	KAI73		C560	09R
10/13/2010 05:43	8	71.1	81.4	21	KAI73		C560	09R
10/13/2010 05:44	9	69.4	80	19	KAI73		C560	09R
10/13/2010 05:44	2	73.5	84.6	39	KAI73		C560	09R
10/13/2010 05:54	4	77.1	83.1	11	PCM8709		C208	27R
10/13/2010 05:54	5	73.3	80.1	11	PCM8709		C208	27R
10/14/2010 04:06	2	74	82.8	28	AMF208		BE99	09R
10/14/2010 05:53	4	77.1	84.5	13	AMF214		PA31	27R
10/14/2010 05:53	8	77.3	84.4	11	AMF214		PA31	27R
10/14/2010 05:56	4	74.3	81.7	13	AMF212		PA31	27R
10/14/2010 05:56	8	79.1	85	10	AMF212		PA31	27R
10/14/2010 05:59	8	73.4	80.8	11	AMF223		PA31	27R
10/14/2010 22:07	4	72.5	80.6	15	N681CE	N681CE	C560	27L
10/14/2010 22:07	5	78.5	85.7	15	N681CE	N681CE	C560	27L
10/14/2010 22:07	6	79.5	86.8	18	N681CE	N681CE	C560	27L
10/14/2010 22:08	7	74.3	84	19	N681CE	N681CE	C560	27L
10/15/2010 00:12	9	77.7	85.9	20	N547XJ	N547XJ	CL30	09R
10/15/2010 00:12	12	77.1	85.6	21	N547XJ	N547XJ	CL30	09R
10/15/2010 00:12	4	79.3	88.2	22	EJA343		C560	09R
10/15/2010 00:13	8	81.6	93.9	43	EJA343		C560	09R
10/15/2010 00:13	6	71	81.4	26	EJA343		C560	09R
10/15/2010 00:13	4	78.5	84.2	11	EJA343		C560	09R
10/15/2010 00:13	9	82	91.7	33	EJA343		C560	09R
10/15/2010 00:13	10	76.7	86.3	22	EJA343		C560	09R
10/15/2010 00:14	12	78.1	89.2	34	EJA343		C560	09R
10/15/2010 00:14	2	69.9	82	33	EJA343		C560	09R
10/15/2010 01:28	4	78.3	88.8	35	N510GP	N510GP	C550	09R
10/15/2010 01:29	9	77	84.9	17	N510GP	N510GP	C550	09R
10/15/2010 04:39	12	73.5	82.3	17	LXJ442		LJ45	09R
10/15/2010 05:55	4	78.8	84.8	12	PCM8709		C208	27R
10/15/2010 22:20	4	74.8	81	10	LN876L	LN876L	BE90	27R
10/17/2010 00:25	4	77.7	84.7	15	LN278SW	LN278SW	BE9L	27R
10/18/2010 05:51	4	73.2	81.7	13	AMF214		PA31	27R
10/18/2010 05:52	8	82.1	88.2	12	AMF214		PA31	27R
10/18/2010 05:54	4	72.2	82.7	24	AMF223		PA31	33
10/18/2010 05:55	8	74.3	83.5	17	AMF223		PA31	33
10/18/2010 05:57	4	83	88.2	14	AMF212		PA31	27R
10/18/2010 05:57	5	74.5	80.4	10	AMF212		PA31	27R
10/18/2010 05:57	8	75.2	82.4	11	AMF212		PA31	27R

Date Time	RMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
10/18/2010 22:18	4	77.9	83.2	10	AMF229		SW4	27R
10/19/2010 00:20	4	74.9	81.2	10	N85SL	N85SL	PAY4	27R
10/19/2010 01:04	9	83.8	91.3	22	N724AF	N724AF	GLEX	09R
10/19/2010 01:04	10	76.1	85.4	20	N724AF	N724AF	GLEX	09R
10/19/2010 01:05	8	73.1	81.2	13	N904AF	N904AF	HELO	33
10/19/2010 04:56	4	79.1	83.9	10	N517DP	N517DP	BE30	27R
10/19/2010 04:57	8	76.2	81.4	7	N517DP	N517DP	BE30	27R
10/19/2010 05:57	4	73.3	81.5	13	AMF214		PA31	27R
10/19/2010 05:58	8	77.3	84.3	10	AMF214		PA31	27R
10/19/2010 06:00	8	74.1	81.9	13	AMF223		PA31	27R
10/19/2010 22:09	4	78.4	86.8	22	N106RM	N106RM	C182	33
10/19/2010 22:09	5	72.3	80.2	17	N106RM	N106RM	C182	33
10/20/2010 00:32	9	72.2	80.3	14	AMF271		BE99	09R
10/20/2010 04:22	9	80.8	89.4	25	VNR169		P180	09R
10/20/2010 04:22	10	73.5	82.4	24	VNR169		P180	09R
10/20/2010 04:22	12	80.7	88.8	28	VNR169		P180	09R
10/20/2010 04:22	2	73.4	84.1	31	VNR169		P180	09R
10/20/2010 04:23	1	70.7	82.4	33	VNR169		P180	09R
10/20/2010 05:53	4	74.8	82.7	14	PCM8709		C208	27R
10/20/2010 05:54	8	76.1	82.1	8	PCM8709		C208	27R
10/20/2010 05:57	4	71.5	80.5	14	AMF214		PA31	27R
10/20/2010 05:57	8	75.8	84.1	13	AMF214		PA31	27R
10/20/2010 22:41	9	73.3	81.1	15	FLX354		C210	09L
10/20/2010 22:45	10	73.8	81.9	15	FLX952		C210	09L
10/20/2010 22:45	11	73.6	81	13	FLX952		C210	09L
10/20/2010 23:42	9	73	80.5	14	FLX953		C210	09L
10/21/2010 05:49	4	72.8	80.2	14	AMF214		PA31	27R
10/21/2010 05:53	4	75.7	82.5	13	AMF223		PA31	27R
10/21/2010 05:54	8	75.7	82.9	12	AMF223		PA31	27R
10/21/2010 05:56	4	81.7	87.8	15	AMF212		PA31	27R
10/21/2010 05:56	5	75.9	81.8	12	AMF212		PA31	27R
10/21/2010 05:56	8	80.4	86.4	12	AMF212		PA31	27R
10/22/2010 05:53	8	74.3	81.7	12	AMF223		PA31	27R
10/22/2010 05:56	4	81.8	87.8	14	AMF212		PA31	27R
10/22/2010 05:56	5	75	82.7	12	AMF212		PA31	27R
10/22/2010 05:56	8	81.3	87.3	12	AMF212		PA31	27R
10/22/2010 05:58	4	80.2	85.3	11	PCM8709		C208	27R
10/22/2010 05:59	8	77.4	83.1	9	PCM8709		C208	27R
10/22/2010 23:04	4	78.2	86.3	18	AMF229		BE99	27R
10/22/2010 23:04	5	71.9	81.7	17	AMF229		BE99	27R
10/22/2010 23:04	6	69.1	80.3	24	AMF229		BE99	27R
10/22/2010 23:04	8	76.4	84.8	14	AMF229		BE99	27R
10/23/2010 00:17	4	78.2	85.9	19	N6462Q	N6462Q	M20P	27R
10/23/2010 00:17	8	73	80.8	12	N6462Q	N6462Q	M20P	27R
10/24/2010 04:29	9	78.9	87.7	23	N55AL	N55AL	GLF5	09R
10/24/2010 04:29	10	74.8	83.6	22	N55AL	N55AL	GLF5	09R
10/24/2010 04:29	11	74.5	81.8	15	N55AL	N55AL	GLF5	09R
10/24/2010 23:09	4	74.2	80.5	11	N30CN	N30CN	BE9L	27R
10/25/2010 22:32	4	80.4	86.7	14	JLG93		BE10	27R
10/25/2010 22:32	5	72	80.4	13	JLG93		BE10	27R
10/26/2010 05:56	4	77.9	85.9	35	AMF214		PA31	27R
10/26/2010 05:59	4	74.7	81.7	13	AMF223		PA31	27R

Date Time	RMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
10/26/2010 22:14	9	72.9	80.2	15	AM229	AM229	SW4	27R
10/27/2010 05:58	4	79	85.5	13	AMF214		PA31	27R
10/27/2010 05:58	6	72.1	82.5	29	AMF214		PA31	27R
10/27/2010 05:59	11	68.7	82.1	35	AMF214		PA31	27R
10/27/2010 22:20	4	76.1	82.3	10	N725SV	N725SV	C441	27R
10/28/2010 02:40	2	73.3	80.8	14	AMF288		SW4	09R
10/28/2010 05:48	4	80.3	86.7	30	AMF212		PA31	27R
10/28/2010 05:48	5	70.3	82	28	AMF212		PA31	27R
10/28/2010 05:48	8	75.1	83	11	AMF212		PA31	27R
10/28/2010 05:54	4	74.5	81.1	10	AMF223		PA31	27R
10/29/2010 00:19	9	75.9	83.4	14	LN361PJ	LN361PJ	LJ35	09R
10/29/2010 05:57	9	72.6	80.3	15	AMF214		PA31	09L
10/29/2010 05:57	2	72.4	80	16	AMF214		PA31	09L

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11/1/2010 03:05	4	83.1	92.2	28	VOI907		A319	27L
11/1/2010 03:05	5	90.2	97.2	27	VOI907		A319	27L
11/1/2010 03:05	6	83.4	92.2	25	VOI907		A319	27L
11/1/2010 03:05	7	72.2	83.2	21	VOI907		A319	27L
11/1/2010 22:28	2	74.9	81.7	13	N46HA	N46HA	F2TH	09R
11/2/2010 00:13	4	77.8	83.9	12	N716WA	N716WA	PAY2	27R
11/2/2010 00:42	4	84.3	88.8	11	AMF271		BE99	27R
11/2/2010 00:42	5	75	81.9	10	AMF271		BE99	27R
11/2/2010 05:58	4	83	89	16	AMF212		PA31	27R
11/2/2010 05:58	5	72	80	12	AMF212		PA31	27R
11/2/2010 05:58	8	77	83.7	10	AMF212		PA31	27R
11/2/2010 23:33	5	73.4	82.2	17	N15352	N15352	PA34	33
11/2/2010 23:33	8	71.6	81.6	18	N15352	N15352	PA34	33
11/2/2010 23:41	4	76.3	84.8	17	N923JP	N923JP	C510	27L
11/2/2010 23:41	5	81.5	89	19	N923JP	N923JP	C510	27L
11/2/2010 23:41	6	79.1	87.2	19	N923JP	N923JP	C510	27L
11/2/2010 23:41	7	72	81.7	19	N923JP	N923JP	C510	27L
11/3/2010 00:37	4	80.1	85.6	11	AMF271		BE99	27R
11/3/2010 01:54	9	74.2	82.2	16	JLG93		BE10	09R
11/3/2010 04:26	4	69.6	81.5	31	AMF208		BE99	09R
11/3/2010 05:54	4	76.2	82.1	11	AMF214		PA31	27R
11/3/2010 05:57	4	81.6	86.7	14	AMF212		PA31	33
11/3/2010 05:57	8	72.8	80.4	12	AMF212		PA31	33
11/3/2010 22:21	8	75.7	80	6	AMF229		SW4	27R
11/3/2010 23:49	4	81.9	93.6	53	JLG25		LJ25	09R
11/3/2010 23:49	8	76.2	88.4	48	JLG25		LJ25	09R
11/3/2010 23:49	5	79.7	90.6	43	JLG25		LJ25	09R
11/3/2010 23:49	6	75.9	88.3	54	JLG25		LJ25	09R
11/3/2010 23:49	9	100	107.2	70	JLG25		LJ25	09R
11/3/2010 23:49	10	88	96.9	60	JLG25		LJ25	09R
11/3/2010 23:49	12	78	90.5	61	JLG25		LJ25	09R

Date Time	RMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
11/3/2010 23:49	11	89.3	96.5	29	JLG25		LJ25	09R
11/3/2010 23:49	2	68.9	83.9	78	JLG25		LJ25	09R
11/3/2010 23:50	13	83.3	94.1	49	JLG25		LJ25	09R
11/4/2010 00:30	4	75.4	81.3	10	AMF271		BE99	27R
11/4/2010 05:46	4	84.4	90.3	16	AMF212		PA31	27R
11/4/2010 05:47	5	73	80.7	12	AMF212		PA31	27R
11/4/2010 05:47	8	75.7	84	22	AMF212		PA31	27R
11/4/2010 05:50	4	77.4	83.1	11	AMF214		PA31	27R
11/4/2010 05:53	8	76.7	82.9	10	AMF223		PA31	27R
11/4/2010 05:59	4	77.1	83.9	13	PCM8709		C208	27L
11/4/2010 22:47	6	81.9	89.3	14	N6462Q	N6462Q	MO20	27R
11/5/2010 05:54	4	80.5	86.6	14	AMF223		PA31	27R
11/5/2010 05:54	8	73.9	81.5	10	AMF223		PA31	27R
11/5/2010 23:11	11	71.4	81.4	22	CHOPR2	CHOPR2	HELO	27R
11/7/2010 23:42	4	77	88	34	N711FJ	N711FJ	FA20	27L
11/7/2010 23:42	5	79.7	89	33	N711FJ	N711FJ	FA20	27L
11/7/2010 23:43	6	77.1	87.1	31	N711FJ	N711FJ	FA20	27L
11/7/2010 23:43	7	75.1	85.8	26	N711FJ	N711FJ	FA20	27L
11/8/2010 03:49	4	71.8	81.5	18	LN54DD	LN54DD	C560	27R
11/8/2010 03:49	5	73.1	82.9	20	LN54DD	LN54DD	C560	27R
11/8/2010 22:36	9	72	80.5	13	FLX953		C210	09L
11/9/2010 02:50	2	74.3	80.4	11	AMF288		SW4	09R
11/10/2010 00:35	9	75.5	82.5	17	AMF271		BE99	09R
11/10/2010 00:35	10	73.2	80.7	13	AMF271		BE99	09R
11/10/2010 22:19	4	75	82.5	12	AMF229		BE99	27R
11/10/2010 22:20	8	74	81.8	12	AMF229		BE99	27R
11/11/2010 05:58	4	75.7	83.4	15	PCM8709		C208	27L
11/11/2010 05:59	8	75	82.3	9	PCM8709		C208	27L
11/12/2010 05:57	4	75.2	82.7	11	PCM8709		C208	27L
11/12/2010 22:49	4	75.4	81.8	11	AMF229		BE99	27R
11/13/2010 23:17	10	77.3	84.6	19	N340FJ	N340FJ	C340	09L
11/14/2010 01:04	4	79.4	90	31	N425CT	N425CT	BE40	09R
11/14/2010 01:05	12	78.7	88.5	25	N425CT	N425CT	BE40	09R
11/14/2010 01:05	2	74	85.2	41	N425CT	N425CT	BE40	09R
11/15/2010 04:07	12	74.2	80.3	16	AMF259		BE99	09L
11/15/2010 22:17	4	77.9	83	11	AMF229		SW4	27R
11/16/2010 03:32	9	91	98.1	23	PGN07		F900	09L
11/16/2010 03:32	10	82.4	90.6	22	PGN07		F900	09L
11/16/2010 03:32	11	71.4	81.8	26	PGN07		F900	09L
11/16/2010 03:32	12	73.6	84	20	PGN07		F900	09L
11/16/2010 03:32	13	74	83.9	25	PGN07		F900	09L
11/16/2010 03:33	1	73.5	85	33	PGN07		F900	09L
11/16/2010 04:33	2	73.3	80.1	12	AMF208		BE99	09L
11/17/2010 02:52	12	74.2	80.8	10	AMF288		SW4	09R
11/17/2010 05:53	4	84.6	88.7	13	AMF212		PA31	27R
11/17/2010 05:54	8	76.5	83	9	AMF212		PA31	27R
11/17/2010 05:57	4	85.4	90	14	AMF223		PA31	27R
11/17/2010 05:57	5	75.2	83	13	AMF223		PA31	27R
11/17/2010 05:57	6	76.1	82.5	13	AMF223		PA31	27R
11/17/2010 05:57	8	72.4	82.6	17	AMF223		PA31	27R
11/18/2010 03:35	12	75.6	81.5	10	N241PH	N241PH	BE20	09R
11/18/2010 03:35	2	80.1	85.2	13	N241PH	N241PH	BE20	09R

Date Time	RMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
11/18/2010 05:56	4	80.3	86.3	14	AMF212		PA31	27R
11/18/2010 05:56	8	75.1	81	10	AMF212		PA31	27R
11/18/2010 22:34	8	75.8	81.2	7	AMF229		SW4	27R
11/19/2010 00:35	9	77.8	83.7	11	AMF271		BE99	09L
11/19/2010 22:51	4	77.3	83.7	13	N217CM	N217CM	BE20	27R
11/19/2010 22:51	5	78.2	84.2	13	N217CM	N217CM	BE20	27R
11/19/2010 22:51	6	73.4	81.2	14	N217CM	N217CM	BE20	27R
11/20/2010 22:04	4	77.7	84	14	N241PH	N241PH	BE20	27R
11/20/2010 22:04	5	73	80.4	13	N241PH	N241PH	BE20	27R
11/20/2010 22:04	8	80.8	85.7	17	N241PH	N241PH	BE20	27R
11/21/2010 04:41	4	73.7	80.4	13	N716WA	N716WA	PAY2	27R
11/21/2010 04:41	8	78.6	85.7	16	N716WA	N716WA	PAY2	27R
11/22/2010 00:33	9	87.6	95.3	25	N3282D	N3282D	PROP	09L
11/22/2010 00:34	10	75.5	85.4	27	N3282D	N3282D	PROP	09L
11/24/2010 05:54	4	74.3	82.7	15	N1301J	N1301J	AC11	27R
11/24/2010 05:55	8	73.9	81.3	11	N1301J	N1301J	AC11	27R
11/25/2010 04:37	12	76.6	85	29	KAI88		C560	09R
11/25/2010 04:38	2	78.2	88.4	40	KAI88		C560	09R
11/26/2010 05:53	5	73.4	80.2	11	AMF212		PA31	27R
11/26/2010 05:53	4	82	87.6	14	AMF212		PA31	27R
11/26/2010 22:32	4	74.8	80.5	10	N716WA	N716WA	PAY2	09L
11/28/2010 04:36	9	70.6	80	15	N601TX	N601TX	CL60	09R
11/29/2010 22:27	4	76.6	82.3	10	AAMF229	AAMF229	SW4	27R
11/30/2010 00:37	4	79.1	86	14	AMF271		BE99	27R
11/30/2010 00:37	5	72.4	81.7	15	AMF271		BE99	27R
11/30/2010 03:18	9	77.2	86.9	35	N3282D	N3282D	C182	09L
11/30/2010 03:19	10	73.5	83.8	29	N3282D	N3282D	C182	09L
11/30/2010 22:27	8	74.1	82.4	16	AMF229		BE99	27R
11/30/2010 23:11	9	71.3	81.6	22	N41VP	N41VP	C560	09L

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Date Time	RMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
12/1/2010 05:04	4	84.5	91.1	24	N575SA	N575SA	SR22	27R
12/1/2010 05:05	5	74.5	82.3	17	N575SA	N575SA	SR22	27R
12/1/2010 05:05	8	75.1	83.9	19	N575SA	N575SA	SR22	27R
12/1/2010 05:29	12	69.2	80.3	22	N359K	N359K	LJ45	09R
12/1/2010 05:29	2	71.1	81.3	26	N359K	N359K	LJ45	09R
12/3/2010 01:30	8	73.1	83.1	20	N877FL	N877FL	BE40	09R
12/3/2010 01:30	4	76.9	85.7	27	N877FL	N877FL	BE40	09R
12/3/2010 01:30	10	74.7	83.9	21	N877FL	N877FL	BE40	09R
12/3/2010 01:30	12	75.1	80.6	12	N877FL	N877FL	BE40	09R
12/3/2010 05:58	4	86	90.7	15	AMF212		PA31	27R
12/3/2010 05:58	5	77.9	83.7	11	AMF212		PA31	27R
12/3/2010 05:59	8	78.7	85	12	AMF212		PA31	27R
12/3/2010 23:08	9	82.8	91.4	26	SWQ801		B734	09R
12/3/2010 23:08	10	78.9	87.7	28	SWQ801		B734	09R
12/3/2010 23:08	12	85.8	93.9	32	SWQ801		B734	09R

Date Time	RMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
12/3/2010 23:08	2	74.7	85.9	44	SWQ801		B734	09R
12/4/2010 00:00	9	73.2	82.1	16	LXJ541		CL30	09R
12/4/2010 00:00	12	75.2	84	20	LXJ541		CL30	09R
12/4/2010 00:00	2	74.7	84.4	27	LXJ541		CL30	09R
12/4/2010 03:59	9	81.1	86.8	15	N47CA	N47CA	PAY2	09L
12/4/2010 03:59	10	75.5	81.6	10	N47CA	N47CA	PAY2	09L
12/4/2010 04:40	5	72.4	80.5	14	N246PH	N246PH	BE20	09L
12/4/2010 04:40	7	70.9	80.4	17	N246PH	N246PH	BE20	09L
12/6/2010 04:56	9	75.6	81.2	11	N28CA	N28CA	PAY2	09L
12/6/2010 05:40	9	72.5	81.5	19	N359K	N359K	LJ45	09R
12/6/2010 05:41	12	74.2	84.6	28	N359K	N359K	LJ45	09R
12/6/2010 05:51	9	73.7	81.9	14	MRA687		C208	09R
12/6/2010 05:51	10	69.6	80.2	20	MRA687		C208	09R
12/7/2010 04:14	4	78.5	84.9	14	AMF208		BE99	27R
12/7/2010 04:15	4	72.3	80.8	13	AMF208		BE99	27R
12/7/2010 05:43	4	79.9	85.9	13	AMF223		PA31	27R
12/7/2010 05:44	10	70.9	84.7	71	AMF223		PA31	27R
12/7/2010 05:49	4	84.8	90.1	18	AMF214		PA31	27R
12/7/2010 05:49	5	75.4	82.1	11	AMF214		PA31	27R
12/7/2010 05:49	8	74.1	80.8	11	AMF214		PA31	27R
12/7/2010 22:24	4	75.9	81.7	10	AMF229		SW4	27R
12/7/2010 23:42	9	76.7	84	15	N191LJ	N191LJ	LJ45	09R
12/8/2010 05:44	9	73	82.3	18	AMF223		PA31	09L
12/8/2010 05:45	10	80.9	87.9	25	AMF223		PA31	09L
12/8/2010 05:45	11	70.6	81.4	26	AMF223		PA31	09L
12/8/2010 05:55	9	81.7	88.4	23	AMF212		PA31	09L
12/8/2010 05:55	10	78.5	86.1	24	AMF212		PA31	09L
12/8/2010 05:56	11	75.8	83.7	22	AMF212		PA31	09L
12/8/2010 22:28	9	73.4	82.8	26	N3282D	N3282D	C180	09L
12/8/2010 22:29	2	71.9	85.8	74	N3282D	N3282D	C180	09L
12/8/2010 22:31	1	70.4	82.2	39	N3282D	N3282D	C180	09L
12/9/2010 00:40	9	82.7	88.6	15	AMF271		BE99	09R
12/9/2010 00:40	10	75.4	83.7	16	AMF271		BE99	09R
12/9/2010 00:41	11	76.1	82.3	11	AMF271		BE99	09R
12/9/2010 01:34	9	73.5	82.4	16	AMF272		BE99	09R
12/9/2010 23:44	4	71.9	80	13	N123GF	N123GF	C550	09R
12/10/2010 05:43	4	83.6	89.1	15	AMF223		PA31	27R
12/10/2010 05:44	5	74.9	80.8	11	AMF223		PA31	27R
12/10/2010 05:44	8	74.9	82.7	17	AMF223		PA31	27R
12/11/2010 23:46	4	72.9	81.4	15	N435HH	N435HH	LJ45	09R
12/11/2010 23:47	9	72.6	80.5	14	N435HH	N435HH	LJ45	09R
12/11/2010 23:47	12	71.4	80.3	14	N435HH	N435HH	LJ45	09R
12/12/2010 22:51	9	74.7	82.1	13	N414GP	N414GP	C414	09R
12/12/2010 22:51	12	73.6	80.9	14	N414GP	N414GP	C414	09R
12/13/2010 05:57	4	75.5	82.7	13	MRA687		C208	27R
12/13/2010 05:57	8	74.8	83.4	14	MRA687		C208	27R
12/13/2010 23:42	9	78.7	86.4	26	N6462Q	N6462Q	M20P	09L
12/13/2010 23:42	10	72	80.9	15	N6462Q	N6462Q	M20P	09L
12/13/2010 23:42	11	73.3	81.9	18	N6462Q	N6462Q	M20P	09L
12/15/2010 05:57	8	73.6	82.1	15	AMF223		PA31	27R
12/15/2010 05:59	4	75.8	84	15	AMF212		PA31	27R
12/15/2010 06:00	8	77.2	84.9	13	AMF212		PA31	27R

Date Time	RMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
12/15/2010 22:02	5	77.7	87.9	39	C6502	C6502	HELO	27L
12/15/2010 22:02	4	76	85.2	28	C6502	C6502	HELO	27L
12/15/2010 22:02	6	69.7	80.7	22	C6502	C6502	HELO	27L
12/16/2010 02:42	4	73.8	80.2	11	AMF288		B190	09R
12/17/2010 03:07	9	75.1	81.7	10	N246PH	N246PH	BE20	09R
12/17/2010 03:07	12	74.1	80.8	11	N246PH	N246PH	BE20	09R
12/17/2010 04:48	9	79.7	87.7	20	N16FX	N16FX	F900	09R
12/17/2010 04:49	10	75.5	83.8	20	N16FX	N16FX	F900	09R
12/17/2010 04:49	12	74.5	83.1	19	N16FX	N16FX	F900	09R
12/17/2010 04:50	1	73.2	83.4	32	N16FX	N16FX	F900	09R
12/17/2010 05:10	9	77.8	85.5	17	N4141G	N4141G	PA46	09R
12/17/2010 05:30	9	77.7	86.4	27	LKF32		C25A	09R
12/17/2010 05:30	10	70.9	81.5	27	LKF32		C25A	09R
12/17/2010 05:31	12	70.4	80.5	23	LKF32		C25A	09R
12/17/2010 05:58	9	71.2	81.5	27	AMF223		PA31	09R
12/17/2010 05:58	10	69.7	82	52	AMF223		PA31	09R
12/17/2010 22:11	4	72.1	80.8	13	N25FS	N25FS	C550	09R
12/17/2010 22:12	10	75.6	85.3	37	N25FS	N25FS	C550	09R
12/17/2010 22:12	2	71	82.1	31	N25FS	N25FS	C550	09R
12/17/2010 22:32	4	81.4	87.8	20	N224EA	N224EA	H25B	09R
12/17/2010 22:33	9	78.8	88.6	31	N224EA	N224EA	H25B	09R
12/17/2010 22:33	10	74.5	83.7	22	N224EA	N224EA	H25B	09R
12/17/2010 22:33	12	79.4	87.7	21	N224EA	N224EA	H25B	09R
12/17/2010 23:53	4	78.4	87.6	29	N188JF	N188JF	BE40	09R
12/17/2010 23:53	8	72.1	81.1	17	N188JF	N188JF	BE40	09R
12/17/2010 23:55	1	67.9	82.1	64	N188JF	N188JF	BE40	09R
12/18/2010 02:01	9	82.4	90.2	25	N537XJ	N537XJ	CL30	09R
12/18/2010 02:01	10	74.7	83.9	24	N537XJ	N537XJ	CL30	09R
12/18/2010 02:01	11	72.1	80.8	19	N537XJ	N537XJ	CL30	09R
12/18/2010 02:01	13	72.6	82.8	24	N537XJ	N537XJ	CL30	09R
12/18/2010 05:32	9	77.1	85.4	20	N470QS	N470QS	GLF4	09R
12/18/2010 05:32	10	71.3	80.2	17	N470QS	N470QS	GLF4	09R
12/18/2010 05:32	12	72.1	82.1	23	N470QS	N470QS	GLF4	09R
12/18/2010 23:39	4	80.5	87	22	N653DG	N653DG	SR22	27R
12/18/2010 23:39	8	74.9	81.5	12	N653DG	N653DG	SR22	27R
12/19/2010 04:15	9	72	80.1	14	N716WA	N716WA	PAY2	09L
12/20/2010 05:12	4	71.8	81	19	KAI75		GLF4	09R
12/20/2010 05:12	9	74.9	83.7	19	KAI75		GLF4	09R
12/20/2010 05:13	2	75.2	85.3	36	KAI75		GLF4	09R
12/20/2010 05:13	12	76.2	84.6	21	KAI75		GLF4	09R
12/21/2010 02:50	2	74.5	81.4	14	AMF288		SW4	09R
12/21/2010 05:43	9	77.7	85.9	20	AMF214		PA31	09L
12/21/2010 05:43	10	77.3	84.6	29	AMF214		PA31	09L
12/21/2010 05:44	11	71.2	80.6	18	AMF214		PA31	09L
12/21/2010 05:47	9	80.8	88.2	26	AMF212	PO00	PA31	09L
12/21/2010 05:47	10	74.6	83.9	31	AMF212	PO00	PA31	09L
12/21/2010 05:47	11	72.3	81.9	20	AMF212	PO00	PA31	09L
12/21/2010 05:49	9	75.3	83.9	18	N246PH	N246PH	BE20	09L
12/21/2010 05:49	10	77.4	85.1	28	N246PH	N246PH	BE20	09L
12/21/2010 05:52	9	75.8	85.1	26	AMF223		PA31	09L
12/21/2010 05:52	10	81	88.5	33	AMF223		PA31	09L
12/21/2010 22:16	8	72.6	80.3	9	AMF229		SW4	09R

Date Time	RMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
12/21/2010 22:17	9	74.2	80.5	12	AMF229		SW4	09R
12/22/2010 05:46	12	70.7	81.5	22	AMF214		PA31	09L
12/22/2010 05:47	2	75.8	83.7	19	AMF214		PA31	09L
12/22/2010 05:49	9	81.1	87.6	21	AMF212		PA31	09L
12/22/2010 05:49	10	75.5	83.7	22	AMF212		PA31	09L
12/22/2010 05:49	11	76.4	84.3	18	AMF212		PA31	09L
12/22/2010 05:52	9	81.8	89.1	25	AMF223		PA31	09L
12/22/2010 05:52	10	74.7	84.1	25	AMF223		PA31	09L
12/22/2010 05:52	11	74.1	82.5	17	AMF223		PA31	09L
12/22/2010 22:39	9	73.2	81	16	FLX952		C210	09L
12/22/2010 22:39	10	75.7	83.4	18	FLX952		C210	09L
12/22/2010 22:39	11	77.8	84.1	17	FLX952		C210	09L
12/22/2010 22:40	13	73.9	81.2	11	FLX952		C210	09L
12/22/2010 22:45	4	83.5	89	16	JLG695		BE9L	27R
12/23/2010 03:10	9	78.7	87.3	24	N4426	N4426	H25B	09R
12/23/2010 03:10	10	71.6	80.2	16	N4426	N4426	H25B	09R
12/23/2010 03:11	12	74	82.8	20	N4426	N4426	H25B	09R
12/23/2010 03:11	13	74.6	84.6	28	N4426	N4426	H25B	09R
12/23/2010 03:11	1	69.4	82	34	N4426	N4426	H25B	09R
12/23/2010 04:46	4	84.1	89	14	JLG695		BE9L	27R
12/23/2010 04:46	5	74.7	81	9	JLG695		BE9L	27R
12/23/2010 04:46	8	75.8	81.8	8	JLG695		BE9L	27R
12/23/2010 05:59	4	74	80.5	11	AMF212		PA31	33
12/23/2010 22:05	4	73.8	80.3	11	AMF229		SW4	27R
12/23/2010 22:05	8	74.6	80	10	AMF229		SW4	27R
12/24/2010 23:38	9	80.2	87.6	23	REH50		C421	09L
12/24/2010 23:38	10	70.7	80.2	17	REH50		C421	09L
12/24/2010 23:38	12	75.2	85	26	REH50		C421	09L
12/24/2010 23:38	2	74.7	83.1	30	REH50		C421	09L
12/26/2010 00:11	4	75.5	84	18	REH50		C421	27R
12/27/2010 04:50	9	92.7	97.4	18	N405QS	N405QS	GLF4	09L
12/27/2010 04:50	10	83.4	89.3	17	N405QS	N405QS	GLF4	09L
12/27/2010 05:55	4	76.7	85.1	21	AMF214		PA31	27R
12/27/2010 05:56	8	79.1	86.3	14	AMF214		PA31	27R
12/27/2010 05:57	4	74.4	81.7	12	MRA687		C208	27R
12/27/2010 05:57	8	74.5	80.8	8	MRA687		C208	27R
12/27/2010 06:00	8	74.6	83.8	14	AMF212		PA31	27R
12/28/2010 01:38	4	76.6	80.5	8	AMF272		BE99	09L
12/28/2010 04:25	5	76.5	85.8	19	AMF208		BE99	09L
12/28/2010 04:25	4	71.6	81	16	AMF208		BE99	09L
12/28/2010 05:36	12	73.6	82.8	18	N359K	N359K	LJ45	09R
12/28/2010 05:53	4	72.9	80.6	12	AMF214		PA31	27R
12/28/2010 05:55	8	72.1	81.3	13	AMF212		PA31	33
12/28/2010 22:11	9	74.7	82.3	20	AMF229		SW4	09R
12/29/2010 01:42	4	74.2	81	12	AMF272		BE99	27L
12/29/2010 05:59	11	66.9	84.5	89	AMF212		PA31	27R
12/30/2010 02:52	2	73.8	81.7	15	AMF288		SW4	09R
12/30/2010 05:49	11	70.8	80.6	23	AMF223		PA31	27R
12/31/2010 04:30	12	77.2	80.2	6	AMF208		BE99	09R
12/31/2010 04:31	12	80.1	87.1	21	AMF208		BE99	09R
12/31/2010 05:06	9	73.5	80.4	13	AMF5350		BE99	09L

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APPENDIX

NFQH Non-compliance Correspondence

Infraction Date	Letter Date	Owner/Operator Name	Aircraft Type	Flight Number	Tail Number	Letter File Link	Audio File Link	Response/Comment
10/5/10	10/7/10	G & G Aviation L.L.C.	C501		N888PS	Letter	Audio	
10/6/10	10/7/10	Ameriflight	BE99	AMF272		Letter	Audio	
10/20/10	10/21/10	Flight Express, Inc	C210	FLX952		Letter	Audio	
10/25/10	10/26/10	K.S. Air Charter L.L.C.	BE30		N74KS	Letter	Audio	
10/27/10	10/28/10	Sunview Air Inc.	C441		N725SV	No Letter	Audio	ATC Instruction
10/27/10	10/28/10	HAAS MICHAEL R	BE36		N17621	Letter	Audio	
11/1/10	11/2/10	Ameriflight	SW4	AMF229		No Letter	No Audio	
11/2/10	11/3/10	Westlog Inc.	PAY2		N716WA	Letter	No Audio	Lifeguard Medical
11/2/10	11/3/10	T.W.C. Aviation	C501		N923JP	Letter	Audio	
11/3/10	11/4/10	Ameriflight	SW4	AMF229		Letter	No Audio	
11/12/10	11/10/10	Ameriflight	BE99	AMF271		Letter	Audio	
11/13/10	11/23/10	SCF INVESTMENTS LLC	C337		N340FJ	Letter	Audio	
11/18/10	11/24/10	SANDHILLS AVIATION INC	PA24		N8665P	Letter	No Audio	
11/19/10	11/24/10	EZE Trucking Inc.	BE20		N217CM	Letter	Audio	
11/21/10	11/24/10	Westlog Inc.	PAY2		N716WA	Letter	Audio	Lifeguard Medical
11/24/10	11/29/10	Sunset Aviation	B350	TWY898		Letter	Audio	
12/8/10	12/10/10	Ameriflight	PA31	AMF223		Letter	Audio	
12/8/10	12/10/10	DAVIDS ROBERT A	C170		N3497C	Letter	Audio	
12/9/10	12/10/10	Ameriflight	BE99	AMF272		Letter	Audio	
12/13/10	12/15/10	BUHLER KEVIN W	M20P		N6462Q	Letter	Audio	
12/14/10	12/15/10	Ameriflight	SW4	AMF229		Letter	Audio	
12/21/10	12/23/10	Ameriflight	PA31	AMF214		Letter	Audio	
12/21/10	12/23/10	PHI Inc	BE20		N246PH	Letter	Audio	
12/22/10	12/23/10	Ameriflight	PA31	AMF212		Letter	Audio	
12/23/10		Ameriflight	SW4	AMF229		Letter	Audio	No letter/vacation schedule
12/27/10		Ameriflight	SW4	AMF229		Letter	Audio	No letter/vacation schedule
12/28/10		Ameriflight	BE99	AMF208		Letter	Audio	No letter/vacation schedule
12/28/10			LJ45	N359K	N359K	Letter	Audio	No letter/vacation schedule
12/28/10		Ameriflight	PA31	AMF212		Letter	Audio	No letter/vacation schedule
12/28/10		Ameriflight	SW4	AMF229		Letter	Audio	No letter/vacation schedule
12/29/10			PAY2		N716WA	Letter	Audio	No letter/vacation schedule
12/29/10		Ameriflight	SW4	AMF229		Letter	Audio	No letter/vacation schedule

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Aircraft Operator Responses:

North Field Quiet Hours Report

No written communications received from aircraft owner/operator this period.

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DEFINITIONS OF TERMINOLOGY USED IN COMPLIANCE MONITORING COMMENT SECTION

The terminology listed below are used to define more specifically the cause for any non-compliant or compliant aircraft flight and are applied to the compliance monitoring decision-making process when aircraft departures or landings are reviewed to determine whether or not the aircraft was operated in a manner that met the conditions of a noise abatement procedure. These terms are used in the comment sections of the various noise abatement procedure compliance monitoring lists provided in the appendices of this report. Certain types of operations or circumstances are considered exempt from the voluntary noise abatement procedure or are otherwise considered as acceptable flights even though these flights may not have appeared to meet compliance objectives. (Non-compliant operations will be presented in the list with red font and operations that meet acceptable standards will be presented in black font.)

1. **310 Degree Departure:** 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 310 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.
2. **Air Traffic Conflict:** Departures from North Field runways will sometimes need to depart over residential areas in order to avoid other aircraft that are being flown close by. This may occur as the result of a potential air traffic conflict and the pilot or air traffic controller takes evasive steps for safety reasons.
3. **ATC Instructions** – Air Traffic Control (ATC) will instruct the pilot to depart from Runways 27R/L in order to maintain the flow of air traffic and to avoid delays on South Field. Also, at times when aircraft taxi northbound on Taxiway B, corporate jets will not have enough space to taxi southbound on Taxiway B, resulting in ATC instructions to depart Runways 27R/L.
4. **ATC Did Not Advise** – Air Traffic Control (ATC) did not instruct the pilot to depart from Runways 11/29 to cite Port of Oakland request for noise abatement.
5. **Audio Not Available:** Refers to an aircraft flight compliance 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.
6. **Audio Not Reviewed:** Refers to an aircraft flight compliance investigation when the Air Traffic Control (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.
7. **Departure Timing:** Refers to a situation when an aircraft departs and is not in compliance with a noise abatement procedure because Air Traffic Control needed to place the aircraft within a specific scheduled time slot and the departure needed to be expedited.
8. **Emergency:** Runway or taxiway conditions or incursion precipitated an incident where emergency measures were required to be taken by pilot and/or air traffic controller for safety considerations.
9. **FAA Flight Check:** The Federal Aviation Administration facilities staff perform aircraft flight checks of the navigation systems at the airport and are required to fly aircraft in patterns not compatible with noise abatement procedures.
10. **Flight Replay Not Reviewed:** Refers to an aircraft flight compliance investigation when the noise monitoring system 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.

11. **Good Effort:** From the reviewer's perspective, the pilot appears to have made a genuine effort to avoid residential areas but the aircraft flight trajectory caused the aircraft to intersect the noise monitoring system analysis gate which identified the aircraft as an errant VFR departure. If the flight track is very close to the monitoring gate the reviewer may determine that a good effort was made by the pilot.
12. **Good Effort/Air Traffic:** There is clear visual evidence that other aircraft are flying in close vicinity, which may have required a pilot, or air traffic controller, to maintain safe separation between the non-compliant aircraft and another aircraft. From the reviewer's perspective, the pilot also appears to have made a genuine effort to avoid residential areas but the aircraft flight trajectory caused the aircraft to intersect the monitoring system analysis gate which identified the aircraft as an errant VFR departure. If the flight track is very close to the monitoring gate the reviewer may determine that a good effort was made by the pilot.
13. **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 they need to depart the 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.
14. **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.
15. **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.
16. **Navigation System:** Maintenance on the airport's FAA aircraft navigation system equipment was required which may have resulted in aircraft departures or landings over residential areas.
17. **Pilot Refusal:** Noise office staff has personally discussed non-compliance with an aircraft pilot who continues to neglect voluntary measures for noise abatement when operating at the airport. The aircraft owner or operator may not be contacted further after several attempts have been made to request adherence to noise abatement procedures.
18. **Pilot Request:** Although air traffic controllers normally instruct jet aircraft pilots to taxi to Runway 29 to depart for noise abatement purposes, FAA regulations allow pilots to request departure from Runways 27R/L. Also, FAA air traffic controllers at Northern California TRACON or the OAK Control Tower normally guide jet aircraft to land on Runway 11 during the Southeast Plan air traffic pattern. However, pilots may request to land on Runways 09R/L when safe conditions exist.
19. **Routine Runway Maintenance:** Maintenance on Runway 11/29 is routinely scheduled weekly for Mondays between 12:00 a.m. and 6:00 a.m.. This time slot was determined because the fewest air carrier flights are scheduled during that time and minimizes the need to use the North Field.
20. **Runway/Taxiway Maintenance:** A noncompliant departure resulting from circumstances which require the temporary closure of a taxiway or runway due to construction, maintenance, Foreign Object Debris (FOD) removal, or an emergency leaving a pilot without a reasonable option to comply with voluntary noise abatement procedures. Also, Taxiway B, connecting the North and South Field, may need to be closed for a brief period of time for routine maintenance or repairs.

21. **Runway 09L Departure:** Runway 09R is the preferred departure runway during the North Field nighttime quiet hour's program time period.
22. **Runway 09R Drift East:** Runway 09R departure that drifted east and flew over Davis West community during the North Field nighttime quiet hour's program time period.
23. **Runway 33 Departure:** Aircraft departed from Runway 33 even though the pilot may have been able to elect to use Runways 09R/L or depart on the SaladOne during the nighttime quiet hours.
24. **Safety/Aircraft Separation:** During the Southeast Plan air traffic pattern, several different types of jet aircraft may be guided to land on Runway 11. Because some aircraft are unable to decrease speed more efficiently, aircraft may have reached or did reach minimum separation from other aircraft either in front or behind especially during peak hours. These conditions, although rare, are very difficult to avoid completely due to the complexity of the Southeast Plan air traffic pattern. As a safety measure, controllers will request that the corporate jet aircraft land on Runways 09R/L.
25. **Straight-out Departure:** This term describes a non-compliant aircraft flight that departs with a runway heading departure from Runways 27R/L or 09L and flew over nearby residential areas.
26. **Time Buffer:** Aircraft departures from 10:00 to 10:10 p.m. and from 5:50 to 6:00 a.m. fall within the long established grace period in which an aircraft flight is not considered non-compliant with noise abatement procedures. 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 6:00 a.m. and 10:00 p.m., the aircraft is released to the runway either early or too late.
27. **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.
28. **Weather or Wind Conditions:** Although rare, there are times when very unusual weather conditions prevent aircraft from flying the appropriate noise abatement procedure. If and when this occurs more detailed documentation will be provided within the report that clarifies the circumstances of such an event.
29. **Wide SaladOne Departure:** 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.

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.

AIRCRAFT CODE LIST

Aircraft Code	Aircraft Name	Type of Aircraft
206L-3	Bell 206L-3 LongRanger	Helicopter
A109	Beagle Aircraft - A109 Airedale	Propeller
A300	Airbus A300 pax, all variants	Turbojet
A300F	Airbus A300 freighter, all variants	Turbojet
A306	AIRBUS 300-600	Turbojet
A310	Airbus A310 pax, all variants	Turbojet
A318	Airbus A318 all variants	Turbojet
A319	Airbus A319 pax	Turbojet
A320	Airbus A320 all variants	Turbojet
A321	Airbus A321 all variants	Turbojet
A330	Airbus A330 all variants	Turbojet
A340	Airbus A340 200 and 300 variants	Turbojet
A345	Airbus A340 500	Turbojet
A346	Airbus A340 600	Turbojet
AA1	GRUMMAN AMERICAN TYPE TR	Propeller
AA5	GRUMMAN AMERICAN TIGER	Propeller
AC11	AERO COMMANDER 112	Propeller
AC12	AERO COMMANDER	Propeller
AC14	AERO COMMANDER	Propeller
AC50	AERO COMMANDER	Propeller
AC5B	AERO COMMANDER	Propeller
AC68	AERO COMMANDER SUPER	Propeller
AC69	AERO COMMANDER SUPER	Propeller
AC6T	GULFSTREAM/ROCKWELL JET PROP	Turbopropeller
AC90	AERO COMMANDER690	Turbopropeller
AC95	AERO COMMANDER695	Turbopropeller
AEST	SMITH AEROSTAR 600	Propeller
AG5	Grumman AG5-B Tiger	Propeller
AS50	Helicopter	Helicopter
ASTR	ISRAEL WESTWIND ASTRA 1125	Turbojet
AT43	Aerospatiale/Alenia ATR 42-300	Turbopropeller
AT72	Aerospatiale ATR	Turbopropeller
B190	BEECH 1900 TURBO'1150	Turbopropeller
B350	BEECH SUPER KINGAIR 350	Turbopropeller
B40	BEECH JET 400	Turbojet
B58	BEECH BARON 58 FOXSTAR	Turbopropeller
B60	BEECH DUKE 60	Propeller
B701	Boeing 707 100	Turbojet
B703	Boeing 707 300 pax	Turbojet
B712	Boeing 717 200	Turbojet
B720	Boeing 720 all variants	Turbojet
B722	BOEING 727-200	Turbojet
B727	BOEING 727	Turbojet
B72Q	BOEING 727 (HUSHKIT)	Turbojet
B732	BOEING 737-200	Turbojet
B733	BOEING 737-300	Turbojet

Aircraft Code	Aircraft Name	Type of Aircraft
B734	BOEING 737-400	Turbojet
B735	BOEING 737-500	Turbojet
B736	Boeing 737 600 pax	Turbojet
B737	BOEING 737-700	Turbojet
B738	BOEING 737-800	Turbojet
B739	BOEING 737-900	Turbojet
B73A	BOEING 737	Turbojet
B73Q	BOEING 737 (HUSHKIT)	Turbojet
B741	BOEING 747-100	Turbojet
B741SR	Boeing 747 100 SR	Turbojet
B742	BOEING 747-200	Turbojet
B743	Boeing 747 300 pax	Turbojet
B744	BOEING 747-400	Turbojet
B757	BOEING 757	Turbojet
B762	BOEING 767-200	Turbojet
B763	BOEING 767-300	Turbojet
B764	BOEING 767-400	Turbojet
B767	BOEING 767	Turbojet
B772	BOEING 777-200	Turbojet
B773	Boeing 777 300 pax	Turbojet
B777	BOEING 777	Turbojet
BA11	BAC 111	Turbojet
BA25	British Aerospace/Hawker Siddeley 125	Turbojet
BA46	British Aerospace/RJ 146 pax	Turbojet
BA46F	British Aerospace/RJ 146 freighter	Turbojet
BE10	BEECH KINGAIR 100B	Turbopropeller
BE18	BEECH TWIN BEECH 18	Propeller
BE20	BEECH SUPER KING AIR 200	Turbopropeller
BE30	SUPER KINGAIR 300LW	Turbopropeller
BE35	BEECH SUPER KINGAIR 350	Turbopropeller
BE36	BEECH BONANZA 36	Propeller
BE40	Beechjet 400	Turbojet
BE50	BEECH TWIN BONANZA 50	Propeller
BE55	BEECH COCHISE	Propeller
BE58	BEECH BARON	Turbopropeller
BE76	BEECH DUCHESS 76	Propeller
BE77	BEECH SKIPPER 77	Propeller
BE90	BEECH QUEEN AIR 90	Propeller
BE95	BEECH TRAVEL AIR	Propeller
BE99	BEECH AIRLINER/MODEL 99	Turbopropeller
BE9L	BEECH KING AIR	Turbopropeller
BE9T	BEECH F90 KING AIR	Turbopropeller
BELF	Shorts SC5 Belfast	Turbojet
BH22	Bell Heli	Helicopter
BL17	BELLANCA VIKING /TURBO VIKING	Turbopropeller
BPM1	BEECH PREMIER 1	Turbojet
C130	LOCKHEED HERCULES	Turbopropeller
C135	Boeing C135	Turbopropeller
C140	CESSNA 140	Propeller
C141	Lockheed C141 Starlifter	Turbojet

Aircraft Code	Aircraft Name	Type of Aircraft
C150	CESSNA 150	Propeller
C152	CESSNA 152	Propeller
C160	Aerospatiale C160 Transall	Turbojet
C170	CESSNA 170	Propeller
C172	CESSNA SKYHAWK	Propeller
C177	CESSNA CARDINAL	Propeller
C17A	Lockheed C17A Globemaster III	Turbojet
C180	CESSNA SKYWAGON	Propeller
C182	CESSNA SKYLANE	Propeller
C185	CESSNA SKYWAGON	Propeller
C205	CESSNA SUPER SKYWAGON/SUPER SKYLANE	Propeller
C206	CESSNA STATIONAIR	Propeller
C207	CESSNA STATIONAIR	Propeller
C208	CESSNA CARAVAN I	Turbopropeller
C210	CESSNA CENTURION 210	Propeller
C25A	Cessna 525	Turbojet
C301	CESSNA 310	Turbopropeller
C303	CESSNA CRUSADER	Propeller
C310	CESSNA TWIN CESSNA	Propeller
C320	CESSNA SKYNIGHT 320	Propeller
C337	CESSNA SKYMASTER	Propeller
C340	CESSNA 340	Propeller
C402	CESSNA 402	Propeller
C404	Cessna 404 Titan	Turbojet
C414	CESSNA CHANCELLOR	Propeller
C421	CESSNA 421	Turbopropeller
C425	CESSNA CORSAIR/CONQUEST I	Turbopropeller
C441	CESSNA CONQUEST I/CONQUEST II	Turbopropeller
C50	Twin prop	Propeller
C500	Cessna 500 Citation I	Turbojet
C501	CESSNA CITATION I/SP	Turbojet
C525	Cessna 525 Citationjet	Turbojet
C525A	Cessna 525 Citationjet II	Turbojet
C550	Cessna 550 Citation II	Turbojet
C560	Cessna 560 Citation V	Turbojet
C56X	Cessna 560 Citation Excel	Turbojet
C5A	Lockheed C5A Galaxy	Turbojet
C5B	Lockheed C5B Galaxy	Turbojet
C650	Cessna 650 Citation III/VII	Turbojet
C72	CESSNA CUTLASS RG	Propeller
C72R	CUTLASS RG	Propeller
C750	Cessna 750 Citation X	Turbojet
C82R	TURBO RG	Turbopropeller
C9B	Douglas C9B Skytrain	Turbojet
CBRA	BELLANCA	Propeller
CH6A	Champion	Propeller
CH7	BELLANCA	Propeller
CL30	CANADAIR CHALLENGER (AV)	Turbojet
CL41	CL-415 Bombardier 415	Turbopropeller
CL44	Canadair CL44	Turbojet

Aircraft Code	Aircraft Name	Type of Aircraft
CL60	CANADAIR CHALLENGER (AV)	Turbojet
CL61	Canadair CL601	Turbojet
CL64	CANADAIR CHALLENGER (AV)	Turbojet
CONC	Aerospatiale/BAe Concorde	Turbojet
CRJ	Canadair Regional Jet	Turbojet
CRJ2	CHALLENGER REGIONAL	Turbojet
CRJ7	Canadair Regional Jet 700	Turbojet
D228	Dornier 228	Turbojet
D328	DORNIER DO 328 SERIES	Turbopropeller
DA-10	BE-300 & 350 King Air	Turbojet
DA10-90	DA-10 Falcon J	Turbojet
DA-20	DA20-C1 Eclipse	Propeller
DA-20	BE-400 Diamond Jet	Turbojet
DA-20	BE-300 & 350 King Air	Turbojet
DA-40	DA40-180 Diamond Star	Propeller
DA-50	MD-220	Turbojet
DC10	DOUGLAS DC10	Turbojet
DC3	DOUGLAS SKYTRAIN/DAKOTA	Propeller
DC6	Douglas DC6	Turbojet
DC87	Douglas DC8 70 pax	Turbojet
DC9	MCDONNELL DOUGLAS DC9	Turbojet
DC91	MCDONNELL DOUGLAS DC9	Turbojet
DC93	MCDONNELL DOUGLAS DC9	Turbojet
DHC8	DeHavilland DHC8	Turbojet
D-Jet	DeHavilland DHC8	Turbojet
DO28	DORNIER 28/128	Propeller
DV20	Diamond DV 20-100 Katana	Propeller
E120	Embraer E120 Brasilia	Turbojet
E135	Embraer E135	Turbojet
E145	Embraer E145	Turbojet
E45X	Embraer E145	Turbojet
EA50	Eclipse VLJ	Turbojet
F100	Fokker 100	Turbojet
F111	Lockheed F111	Turbojet
F27	FK27 FOKKER FRIENDSHIP	Turbopropeller
F28	FK28 FOKKER F28	Turbojet
F2TH	Dassault Falcon 2000	Turbojet
F50	FK50 FOKKER 50	Turbojet
F900	FALCON 90	Turbojet
FA10	Dassault Falcon 10	Turbojet
FA100	Dassault Falcon 100	Turbojet
FA18	DASSAULT FALCON 18	Turbojet
FA20	Dassault Falcon 20	Turbojet
FA200	Dassault Falcon 200	Turbojet
FA50	Dassault Falcon 50	Turbojet
FA9X	Dassault Falcon 900EX	Turbojet
FH27	Fairchild FH227	Turbojet
FK27	Fokker F27 Friendship pax	Turbojet
FK27F	Fokker F27 Friendship freighter	Turbojet
FK28	Fokker F28 Fellowship	Turbojet

Aircraft Code	Aircraft Name	Type of Aircraft
FK50	Fokker 50	Turbojet
FK60	Fokker 60	Turbojet
FK70	Fokker 70	Turbojet
G100	IAI Gulfstream 100	Turbojet
G200	IAI Gulfstream 200	Turbojet
G2000	1126 Galaxy	Turbojet
GALX	1126 Galaxy	Turbojet
GLAS	Glassair	Propeller
GLEX	Bombardier Global Express	Turbojet
GLF1	Grumman Gulfstream 1	Turbojet
GLF2	Gulfstream 2	Turbojet
GLF3	Gulfstream 3	Turbojet
GLF4	Gulfstream 4/4SP	Turbojet
GLF5	Gulfstream 5	Turbojet
GROB	Burkehart Grob	Propeller
GULF	Grumman G11	Turbojet
H25A	HAWKER DH 125, BAE125	Turbojet
H25B	BAC VC10	Turbojet
H25C	BAC VC10	Turbojet
H60	Helicopter	Helicopter
HHH	Bell Jet Heli	Helicopter
HS24	HAWKER 800	Turbojet
HS25	HAWKER DH 125, BAE125	Turbojet
HXA	Experimental	Propeller
HXB	Experimental	Propeller
HXC	Experimental	Propeller
IL62	Ilyushin IL62	Turbojet
J328	Dornier 328 Jet	Turbojet
JCOM	ROCKWELL JET COMMANDER	Turbojet
K35	Boeing KC135	Turbojet
K35R	Boeing KC135R	Turbojet
KC10A	Lockheed KC10A Extender	Turbojet
L101	Lockheed L1011 Tristar	Turbojet
L188F	Lockheed L188 Electra freighter	Turbojet
L29	Lockheed Jetstar	Turbojet
L29B	Lockheed L1329B Jetstar	Turbojet
LAKE	Renegade, seafury	Propeller
LANC	Lancaster Warbird	Propeller
LR25	LEAR JET	Turbojet
LR28	LEAR JET	Turbojet
LR31	Learjet 31	Turbojet
LR35	Learjet 35	Turbojet
LR36	Learjet 36	Turbojet
LR40	Learjet 40	Turbojet
LR45	Learjet 45	Turbojet
LR55	Learjet 55	Turbojet
LR60	Learjet 60	Turbojet
LUSC	Luscombe	Propeller
M200	AEROCOMMANDER 200 / MY20	Propeller

Aircraft Code	Aircraft Name	Type of Aircraft
M20P	MOONEY 201	Propeller
M20T	MOONEY TURBO	Propeller
M5	MAULE BD-5	Propeller
MAUL	Maule M-7	Propeller
MD10	DOUGLAS DC10 (REMODELED)	Turbojet
MD11	MCDONNELL DOUGLAS MD11	Turbojet
MD11F	Douglas MD11 freighter	Turbojet
MD11M	Douglas MD11 Combi	Turbojet
MD80	MCDONNELL-DOUGLAS MD80	Turbojet
MD82	MCDONNELL-DOUGLAS MD80	Turbojet
MD90	MCDONNELL-DOUGLAS MD80	Turbojet
MO20	MOONEY M-20	Propeller
MU2	MITSUBISHI MARQUISE/SOLITAIRE	Turbopropeller
MU30	MITSUBISHI DIAMOND	Turbojet
NAVI	ROCKWELL NAVION	Propeller
NIM	Nimrod	Turbojet
P180	Piaggio Avanti	Turbopropeller
P28A	PIPER ARROW	Propeller
P28R	PIPER ARROW TURBO 3	Propeller
P28T	PIPER ARROW TURBO 4	Propeller
P31	PIPER T-1040	Propeller
P32	PIPER LANCE	Propeller
P32R	PIPER LANCE PA-32 R	Propeller
P32T	PIPER LANCE TURBO	Propeller
P337	CESSNA PRESSURE SKYMASTER	Propeller
P3K	Lockheed P3K Orion	Turbojet
PA12	PIPER SUPER CRUISER	Propeller
PA22	PIPER TRIPACER	Propeller
PA23	PIPER APACHE	Propeller
PA24	PIPER COMMANCHE	Propeller
PA27	PIPER AZTEC	Propeller
PA28	PIPER CHEROKEE	Propeller
PA30	PIPER TWIN COMMANCHE	Propeller
PA31	PIPER NAVAJO/MOHAVE	Propeller
PA32	PIPER LANCE	Propeller
PA34	PIPER SENECA	Propeller
PA38	PIPER TOMAHAWK	Propeller
PA42	Piper PA42 Cheyenne	Propeller
PA44	PIPER SEMINOLE	Propeller
PA46	PIPER MALIBU	Propeller
PAY2	PIPER PA-31T	Turbopropeller
PC12	PILATUS PC-12	Turbopropeller
PC6P	PILATUS PEACEMAKER	Propeller
PRM1	Raytheon 390	Turbojet
PTS2	PITTS MODEL S-2/A/B/S	Propeller
S108	STINSON VOYAGER S108	Propeller
S210F	Aerospatiale SE210 Caravelle freighter	Turbojet
SBR1	North American Sabreliner	Turbojet
SF34	SAAB SF340 (all variants)	Turbojet
SH33	SHORTS 330	Turbopropeller

Aircraft Code	Aircraft Name	Type of Aircraft
SR22	Cirrus Design SR22	Propeller
STAR	BEECH STARSHIP 2000	Turbopropeller
STLN	FAIRCHILD/REPUBLIC STALLION	Turbopropeller
SW2	FAIRCHILD MERLIN	Turbopropeller
SW3	FAIRCHILD MERLIN METRO	Turbopropeller
SW4	FAIRCHILD METRO	Turbopropeller
T210	CESSNA	Propeller
TB20	Socata	Propeller
TBM7		Turbopropeller
TRIN	AEROSPATIALE TRINIDAD	Propeller
TU54	Tupolev TU154	Turbojet
VC10	Vickers VC10	Turbojet
WW1	WHITE WW	Propeller
WW23	ISRAEL WESTWIND 1124	Turbojet
WW24	ISRAEL WESTWIND 1124	Turbojet
YAK	Yakovlev	Propeller
YAKK	Yakovlev	Propeller

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