



Oakland International Airport



A division of the Port of Oakland

Alameda Quarterly Report

Third Quarter 2008



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Prepared for
CLASS
The City of Alameda

Prepared by
Oakland International Airport
Noise/Environmental Compliance Office

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Alameda Quarterly Report Introduction

The Alameda Quarterly Report presents monitoring and progress information on several aircraft noise abatement programs managed by the Noise/Environmental Compliance Office at Oakland International Airport. These noise abatement programs are designed to reduce the impacts of aircraft noise on Alameda residences.

Compliance Beyond the Control of the Port of Oakland

Noise abatement procedures 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 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 his aircraft.

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.

Disclaimer

Although the Airport Noise and Operations Monitoring System (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 FAA Bay 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.

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1. North Field Preferential Runway Use Program

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The North Field Preferential Runway Use noise abatement procedure states that the following aircraft should not depart from Runways 27R/L, nor land on Runways 09R/L, except during emergencies, whenever Runways 11/29 are closed or by any cause beyond the control of the Airport. Runways 11/29 should be used whenever safely possible.

- 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.

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 Federal Aviation Administration (FAA) Air Traffic Controllers (ATC) may restrict a pilot's access to an available runway.

Non-compliant Classifications:

Pilot Request

- **Departures:** Although air traffic controllers instruct jet aircraft pilots to taxi to Runway 29 for departure for noise abatement, FAA regulations allow pilots to request departure from Runways 27R/L. Occasionally, pilots may request departure from Runways 27R/L during their request to taxi or initial contact with air traffic control. Requests for departure from Runways 27R/L are normally granted.
- **Arrivals:** Northern California TRACON and OAK Tower 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.

ATC departure - Air Traffic Control (ATC) may instruct a pilot to depart from Runways 27R/L in order to maintain the flow of air traffic and to avoid delays on the South Field during operational peak-times.

VFR Landings - During the Southeast Plan air traffic patterns, pilots may approach the North Field Runways 09R/L by flying Visual Flight Rules (VFR) and contact the North Field ATC Tower directly without receiving instructions from Northern California TRACON and the South Field ATC Tower to land on Runway 11.

Classifications for Exempt Runway 27R/L Jet Departures and Runway 09R/L Jet Landings:

Medical - Medical operations such as organ or patient transportation are exempt from this noise abatement procedure due to their operational necessity.

South Field Closure/Repair - The South Field was closed due to construction, maintenance, Foreign Object Debris (FOD) removal, runway repair, or an emergency. Routine South Field maintenance is often scheduled for Mondays between 12:00am and 6:00am because there are no scheduled air carrier operations during that time, which minimize the need to use the North Field.

Safety - During the Southeast Plan air traffic pattern, several different types of jet aircraft are guided to land on Runway 11. Because some aircraft were able to decrease speed better than others, some aircraft could have reached or did reach minimum separation

from aircraft in front or behind especially during peak hours. These conditions, although rare, are very difficult to avoid due to the complexity of the Southeast Plan air traffic pattern. As a safety measure, controllers request that the business jet aircraft land on Runways 09R/L.

Wind/Weather - West Plan was in effect for SFO, but Southeast Plan was in effect at OAK creating a non-standard air traffic environment. Some business jets landed on North Field to alleviate South Field congestion and/or improve safety and separation of aircraft.

Actions taken by noise office staff:

If a pilot chooses to depart from Runways 27R/L or land on Runways 09R/L, the Noise Abatement Office will contact the aircraft owner via written correspondence or telephone. To effectively reach business jet airlines, their staff will be contacted by phone or by e-mail after their pilot(s) deviate from the procedure.

If ATC does not instruct a pilot to use the South Field runways for the above operations, the radio conversation recording system will be reviewed to determine the reason for the non-compliant operation. Airport staff will work with the FAA to ensure that this noise abatement procedure is the standard instruction given to pilots whenever feasible.

This report includes:

Table A. Jet Departure Restriction for Runways 27R/L

- Summary table of jet departure compliance performance, including comparison of non-compliant jet departures from Runways 27R/L with both total business jet departures from all runways and with total airport-wide departures (including air carrier aircraft operating on the South Field).
- Table list of all jet departures from Runways 27R/L. **The jet departures highlighted in red text are considered to be non-compliant as opposed to others listed that are exempted flights because they were determined to meet specific criteria.**

Table B. Jet Landing Restriction for Runways 09R/L

- Summary table of program compliance performance, including comparison of non-compliant jet arrivals on Runway 09R/L to total business jet arrivals on Runways 09R/L*, and 11 and to total airport-wide landings (including air carrier aircraft operating on the South Field).
- Table list of all jet arrivals on Runway 09R/L. **The jet landings highlighted in red text are considered to be non-compliant as opposed to others listed that are exempted flights because they were determined to meet specific criteria.**

Total Business Jet Operations – To measure the quantity of pilots deviating from the recommended noise abatement procedures, only business jet aircraft using facilities at the North Field will be evaluated and included in the number of flights. Charter air carrier-type aircraft are not included in this category, but are included as non-compliant operations if they occur.

A Business Jet is defined as a jet aircraft that uses the North Field facilities. Therefore, the pilot is instructed to use the recommended runways when departing or landing.

* Runways 27R/L departure and Runways 09R/L arrival compliance rates are calculated differently to take into account the Runways 09R/L arrivals occur during Southeast Plan operations.

Table A. North Field Jet Departure Restriction for Runways 27R/L

Runway 27R/L Jet Departure Restriction Compliance Summary Third Quarter 2008				
	July	August	September	Quarterly
Airport-wide Corporate Jet Departures	657	654	671	1,982
Compliant Departures	632	621	649	1,902
Non-compliant Departures from Runways 27R/L	25	33	22	80
Compliance Rate	96.2%	95.0%	96.7%	96.0%
The section below compares compliance performance to total airport-wide jet departures.				
Total Airport Jet Departures	7,336	7,153	6,486	20,975
Compliant Departures	7,311	7,120	6,464	20,895
Non-compliant Departures from Runways 27R/L	25	33	22	80
Compliance Rate	99.7%	99.5%	99.7%	99.6%

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Runways 27R/L Jet Departure List

Date/Time	Flight No	Tail No	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments
7/2/2008 15:05	N721S	N721S	GLF5	3701	27L	B	Pilot Requested
7/2/2008 17:19	KFS31	-	LJ25	6323	27R	B	Lifeguard Medical
7/3/2008 08:18	N440DS	N440DS	BE40	4232	27L	B	Pilot Requested
7/3/2008 17:28	N838TH	N838TH	LJ45	3767	27L	B	Pilot Requested
7/4/2008 10:21	N440DS	N440DS	BE40	3637	27L	B	Pilot Requested
7/6/2008 12:58	N991TW	N991TW	CL60	6367	27L	B	Pilot Requested
7/6/2008 14:47	N681CE	N681CE	C560	3654	27L	B	Pilot Requested
7/9/2008 14:18	N777YG	N777YG	CL60	6365	27L	B	Pilot Requested
7/9/2008 15:29	LN713SA	-	C500	3734	27R	B	Lifeguard Medical
7/11/2008 12:40	N85SM	N85SM	EA50	4222	27R	J	Audio not available
7/11/2008 13:37	LN70AX	-	LJ35	3722	27L	B	Lifeguard Medical
7/11/2008 15:18	N2486B	N2486B	EA50	3625	27R	J	Pilot Requested
7/13/2008 07:58	EJA312	-	C560	4245	27R	B	Audio not available
7/13/2008 17:57	N115WF	N115WF	CL60	6357	27R	B	Audio not available
7/14/2008 13:10	N106JT	N106JT	C25B	6333	27R	B	Audio not available
7/15/2008 16:03	N96AD	N96AD	G150	3675	27L	B	Audio not available
7/18/2008 17:28	N2486B	N2486B	EA50	3210	27R	J	Audio not available
7/19/2008 16:13	N2486B	N2486B	EA50	4561	27R	J	Audio not available
7/20/2008 18:10	N705SG	N705SG	C56X	4231	27L	B	Audio not available
7/21/2008 02:07	EJA895	-	H25B	3341	27R	B	Audio not available
7/23/2008 15:31	N705SG	N705SG	C56X	1710	27L	B	Pilot Requested
7/23/2008 15:35	N571CH	N571CH	H25B	3743	27L	B	Pilot Requested
7/24/2008 18:17	N2486B	N2486B	EA50	6361	27L	J	Pilot Requested
7/27/2008 11:15	N705SG	N705SG	C56X	6313	27L	B	Pilot Requested
7/28/2008 07:11	N99KP	N99KP	EA50	3715	27L	J	Pilot Requested

Date/Time	Flight No	Tail No	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments
7/29/2008 13:19	N5WF	N5WF	C501	1721	27L	B	Audio not available
7/30/2008 08:35	N310EL	N310EL	GLF4	3362	27R	B	Pilot Requested
7/30/2008 17:41	LN723JW	-	LJ24	3263	27L	B	Lifeguard Medical
7/31/2008 09:44	N143BP	N143BP	C550	3254	27L	B	Pilot Requested
8/1/2008 05:34	LN723JW	-	LJ24	3375	27R	B	Lifeguard Medical
8/2/2008 14:39	LN35NK	-	LJ35	3346	27L	B	Lifeguard Medical
8/3/2008 10:06	N604GW	N604GW	CL60	3734	27L	B	Pilot Requested
8/3/2008 13:49	EJA987	-	C750	4245	27L	B	Pilot Requested
8/3/2008 18:58	N224BA	N224BA	C525	3230	27R	B	Pilot Requested
8/4/2008 10:05	N2	N2	C56X	1737	27R	B	Pilot Requested
8/4/2008 17:13	N359K	N359K	LJ45	3240	27R	B	Pilot Requested
8/5/2008 18:35	TWY31	-	C550	352	27R	B	Pilot Requested
8/8/2008 16:52	TWY740	-	LJ40	3610	27L	B	Pilot Requested
8/9/2008 09:00	FWK962	-	GLF4	3302	27L	B	Pilot Requested
8/9/2008 10:51	N2486B	N2486B	EA50	1717	27R	J	Pilot Requested
8/9/2008 14:19	N681CE	N681CE	C560	4253	27R	B	Pilot Requested
8/10/2008 10:30	FIV629	-	C680	3660	27R	B	Pilot Requested
8/13/2008 17:15	N336MA	N336MA	C550	4561	27R	B	ATC did not Advise
8/14/2008 14:13	N409AV	N409AV	H25B	3631	27R	B	Pilot Requested
8/15/2008 11:53	N681CE	N681CE	C560	4256	27L	B	Pilot Requested
8/15/2008 12:42	N991TW	N991TW	CL60	3365	27L	B	Pilot Requested
8/15/2008 16:14	N85SM	N85SM	EA50	4276	27R	J	Pilot Requested
8/15/2008 18:32	N415NP	N415NP	LJ60	1760	27R	B	Pilot Requested
8/16/2008 09:38	N256V	N256V	FA10	3242	27R	B	ATC did not Advise
8/17/2008 10:38	N52SM	N52SM	H25C	4234	27L	B	Pilot Requested
8/17/2008 12:57	N409AV	N409AV	H25B	3707	27L	B	ATC did not Advise
8/17/2008 13:31	N2486B	N2486B	EA50	364	27R	J	Pilot Requested
8/17/2008 13:57	-	FIV418	C25B	1702	27L	B	Pilot Requested
8/18/2008 08:58	N85SM	N85SM	EA50	4573	27R	J	Pilot Requested
8/18/2008 13:48	-	OPT826	H25B	6374	27L	B	Pilot Requested
8/18/2008 21:38	N74FH	N74FH	C501	4543	27L	B	Pilot Requested
8/19/2008 12:29	-	LXJ262	LJ60	4223	27L	B	Pilot Requested
8/19/2008 13:00	-	LN163PA	GLF3	3724	27L	B	Lifeguard Medical
8/19/2008 15:59	-	LN524DW	LJ25	3715	27R	B	Lifeguard Medical
8/19/2008 20:44	-	LN41SM	C550	3220	27R	B	Lifeguard Medical
8/21/2008 14:14	-	TAG1	F900	4537	27L	B	Pilot Requested
8/21/2008 14:22	N100WP	N100WP	C560	4501	27L	B	Pilot Requested
8/22/2008 10:56	N903JP	N903JP	C510	1701	27R	B	Pilot Requested
8/22/2008 23:01	N681CE	N681CE	C560	4516	27L	B	Pilot Requested
8/23/2008 11:21	N54PA	N54PA	LJ35	1754	27L	B	Pilot Requested
8/24/2008 14:38	-	LN54PA	LJ35	3217	27L	B	Lifeguard Medical
8/25/2008 23:20	-	LN46MF	LJ35	3266	27R	B	Lifeguard Medical
8/28/2008 07:56	N215RX	N215RX	C750	3725	27L	B	Pilot Requested
8/28/2008 17:09	-	LN71PG	LJ35	3302	27L	B	Lifeguard Medical
8/31/2008 15:52	-	EJA706	GALX	3220	27L	B	Pilot Requested
9/2/2008 22:14	-	LN40PK	LJ35	3276	27L	B	Lifeguard Medical
9/3/2008 19:54	N359K	N359K	LJ45	4215	27L	B	Pilot Requested
9/4/2008 15:11	-	TN409AV	H25B	3275	27R	B	Audio not available

Date/Time	Flight No	Tail No	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments
9/5/2008 05:47	-	LN70AX	LJ35	3230	27R	B	Lifeguard Medical
9/5/2008 11:02	N38MG	N38MG	LJ31	1741	27R	B	Audio not available
9/6/2008 11:29	N85SM	N85SM	EA50	4556	27L	J	Audio not available
9/7/2008 00:10	N74FH	N74FH	C501	3325	27L	B	Audio not available
9/8/2008 01:07	-	MXA149	A320	3246	27R	J	Runway Maintenance
9/10/2008 09:21	N551V	N551V	C550	4213	27R	B	Audio not reviewed
9/11/2008 18:08	N551V	N551V	C550	3357	27R	B	Audio not reviewed
9/12/2008 13:33	-	LN54PA	LJ35	3712	27L	B	Lifeguard Medical
9/14/2008 12:25	N525CD	N525CD	C525	6373	27L	B	Pilot Requested
9/15/2008 01:13	-	MXA149	A320	3247	27R	J	Runway Maintenance
9/17/2008 11:13	N52SM	N52SM	H25C	4271	27R	B	Pilot Requested
9/18/2008 12:21	N777GA	N777GA	CL60	6347	27L	B	Pilot Requested
9/23/2008 11:35	-	OPT913	E135	6324	27L	R	Pilot Requested
9/23/2008 11:40	-	OYMMM	CL60	3372	27L	B	Pilot Requested
9/24/2008 09:28	N991TW	N991TW	CL60	3326	27L	B	Pilot Requested
9/25/2008 09:28	N705SG	N705SG	C56X	3704	27L	B	Pilot Requested
9/25/2008 11:18	-	EJA342	C680	1766	27L	B	Pilot Requested
9/25/2008 19:16	N705SG	N705SG	C56X	3357	27L	B	Pilot Requested
9/26/2008 09:28	-	BTA1340	E145	3272	27L	R	Pilot Requested
9/26/2008 19:06	-	FIV408	C25B	3222	27R	B	Pilot Requested
9/29/2008 15:29	N44ZF	N44ZF	GLF4	3753	27L	B	Pilot Requested
9/30/2008 16:10	N507CR	N507CR	C560	1736	27R	B	Pilot Requested

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Table B. North Field Jet Landing Restriction for Runways 09R/L

Runway 09R/L Jet Landing Restriction Compliance Summary Third Quarter 2008				
	July	August	September	Quarterly
Total SE Plan Corporate Jet Landings *	0	0	0	0
Compliant Landings	0	0	0	0
Non-compliant Landings on Runways 09R/L	0	0	0	0
Compliance Rate	N/A	N/A	N/A	N/A
The section below compares compliance performance to total airport-wide corporate jet landings.				
Total Corporate Jet Landings	648	649	675	1,972
Compliant Landings	648	649	675	1,972
Non-compliant Landings on Runways 09R/L	0	0	0	0
Compliance Rate	100.0%	100.0%	100.0%	100.0%
The section below compares compliance performance to total airport-wide jet landings.				
Total Airport Jet Landings	7,238	7,081	6,447	20,766
Compliant Landings	7,238	7,081	6,447	20,766
Non-compliant Landings on Runways 09R/L	0	0	0	0
Compliance Rate	100.0%	100.0%	100.0%	100.0%
* Note: During Southeast Plan, business jets will land on Runways 09R/L and 11.				

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Runways 09R/L Jet Landings Compliance List

Date Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comment
NO JET LANDINGS THIS QUARTER							

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2. Runway 29 Right Turn Departure Restriction

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For noise reduction purposes, turbojet aircraft are not permitted to make right turn climb out departures off Runway 29 over Bay Farm Island. This noise abatement procedure is commonly referred to as the **No Right Turn Climb Out Departure Procedure** and is monitored 24 hours per day.

Compliance Monitoring Procedure

This report identifies the turbojet aircraft that did not comply with the **No Right Turn Climb Out Departure Procedure**. Noncompliant departures are reported to the air carrier's chief pilot or the owner/operator of the aircraft. Letters, along with flight track maps identifying the noncompliant flight, are sent in each case with the intent of encouraging cooperation and request assistance to minimize the amount of future noncompliance.

Noncompliant Departures

Noncompliant departures occur when a turbojet aircraft does not maintain a straight-out departure heading but turns right when departing from Runway 29 and ascends over any area of Bay Farm Island.

This report includes:

- A summary table on compliance performance for the *No Right Turn Climb Out Departure Procedure* in comparison with Runway 29 departures
- A list of all turbojet aircraft that did not comply with the *No Right Turn Climb Out Departure Procedure*
- A flight track map of all non-complying aircraft departures on the right turn climb out procedure during the calendar quarter

Runway 29 Right Turn Restriction

Runway 29 Bay Farm Right Turn Departure Restriction Compliance Summary Third Quarter 2008				
	July	August	September	Quarter
Runway 29 Turbojet Departures	7,277	7,142	6,549	20,968
Runway 29 Right Turn Climb Out Departures	7	1	4	12
Percentage	0.10%	0.01%	0.06%	0.06%
Runway 29 RT Departure Success Rate	99.90%	99.99%	99.94%	99.94%

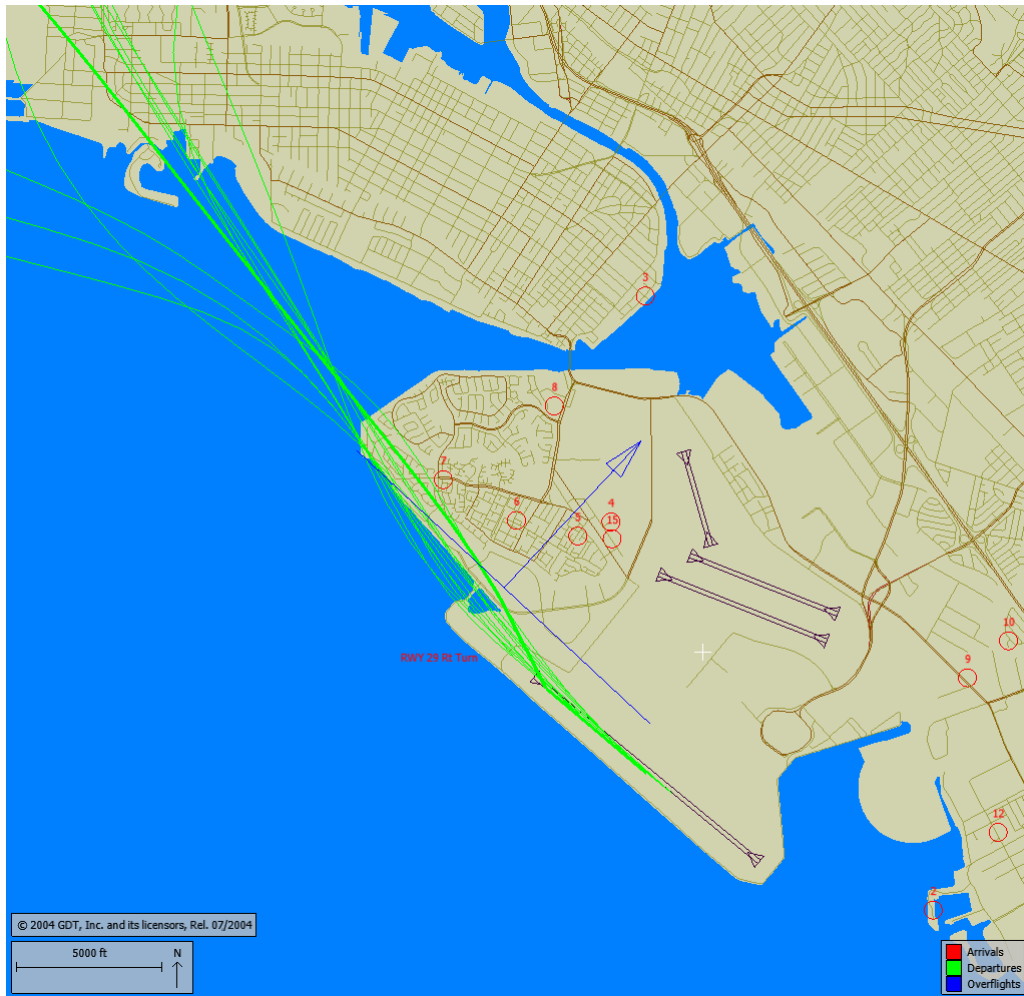
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Non-compliant Runway 29 Turbojet Departures

Date/Time	Flight No	Tail No	Airline	Aircraft Type	Aircraft Category	Comment
7/9/2008 16:01	SWA548	-	SWA	B737	J	
7/14/2008 11:12	SWA1748	-	SWA	B733	J	
7/21/2008 16:46	SWA100	-	SWA	B737	J	
7/21/2008 20:34	QXE2574	-	QXE	CRJ7	R	
7/21/2008 21:43	SWA1732	-	SWA	B737	J	
7/24/2008 13:50	SWA1049	-	SWA	B737	J	
7/28/2008 19:22	FDX1268	-	FDX	MD11	J	
8/19/2008 12:39	SWA1719	-	SWA	B737	J	
9/9/2008 07:28	N615PG	N615PG	-	E135	R	
9/10/2008 16:49	SWA311	SWA311	SWA	B737	J	
9/20/2008 16:22	SWA1222	SWA1222	SWA	B737	J	
9/26/2008 18:14	N67NV	N67NV	-	EA50	J	

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Flight Track Map – 3rd Quarter 2008



3. Engine Run-up Restriction Program

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Policy & Procedures

The Port of Oakland maintains an aircraft engine run-up restriction 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. A summary of the regulation is provided below.

In addition, settlement agreements between the Port of Oakland and the City of Alameda stipulate that noise level limits be maintained for evening and nighttime aircraft engine run-up activity. During the evening hours, 7:00 p.m. to 10:00 p.m., engine run-up noise levels should not exceed 75 decibels in residential areas of Bay Farm Island. During the nighttime hours, 10:00 p.m. to 7:00 a.m., engine run-up noise levels should not exceed 70 decibels. These noise limits are measured at a permanent noise microphone located on Beach Road adjacent to the airport.

Non-compliant Engine Run-ups

Maximum noise levels are reviewed at the permanent noise microphone located on Beach Road (RMT #15) when a power engine run-up occurs between 7:00 p.m. and 7:00 a.m. daily. Aircraft engine run-up information is correlated to maximum noise level data collected from RMT 15. A non-compliant engine run-up will equal or exceed 75 dB (Lmax) between 7:00 p.m. and 10:00 p.m. and will equal or exceed 70 dB (Lmax) between 10:00 p.m. and 7:00 a.m. daily. If a non-compliant operation should occur, the Noise/Environmental Compliance Office will investigate the occurrence and work with Airport Operations and the aircraft operator/airline to minimize future non-compliant run-up operations.

Summary of Airport Operations Directive 616.5

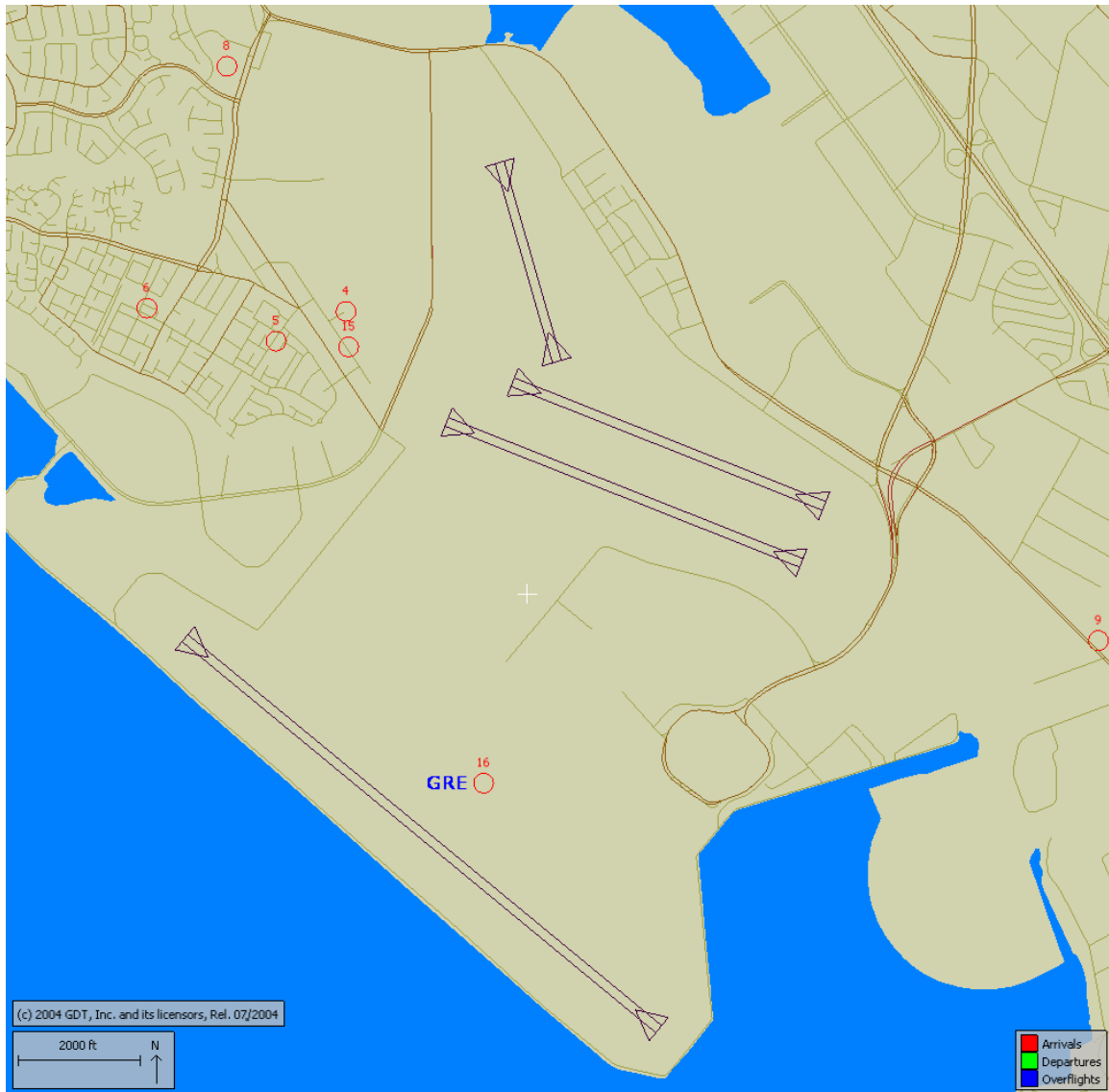
In summary, the Operations Directive that regulates the Port's policy on aircraft engine run-ups and the use of the Ground Run-up Enclosure (GRE) facility states:

- All engine run-ups for aircraft in excess of 12,500 pounds and all military/military surplus aircraft must be performed at the Ground Run-up Enclosure (GRE) or at the Alaska Airlines maintenance blast fences. Engine run-ups may be performed in the GRE between 10:00 p.m. to 7:00 a.m. **only** for revenue flights occurring that day.

This report includes:

- A listing of all high power aircraft engine run-ups including the date of the run-up, the time the run-up began, the air carrier performing the run-up, aircraft type, the percent of power of the aircraft run-up, and whether the run-up equaled or exceeded the allowable maximum noise levels.
- Any correspondence with the aircraft operator/airline in regards to a maximum noise event above restricted levels.

Remote Microphone Terminal (RMT) #15



Engine Run-up Restriction Program

Engine Run-up Restriction Program Third Quarter 2008				
	July	August	September	Quarter
Runups - 7:00 PM to 10:00 PM	0	0	1	1
Runups Greater Than 75 dB	0	0	0	0
Runups - 10:00 PM to 7:00 AM	10	13	15	38
Runups Greater Than 70 dB	0	0	0	0
Total Runups in Enclosure (GRE)	8	17	18	43
Total Engine Runups	12	18	21	51

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List of GRE Aircraft Engine Run-ups

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
7/5/2008	0213	SWA	B737	2	High	GRE	0215	NO	N/A
7/8/2008	0206	SWA	B737	2	High	GRE	0215	NO	N/A
7/8/2008	0018	SWA	B737	2	High	GRE	0030	NO	N/A
7/11/2008	0024	SWA	B737	2	High	GRE	0030	NO	N/A
7/14/2008	0505	SWA	B737	2	High	OTHER	0530	NO	N/A
7/18/2008	0237	SWA	B737	2	High	GATE	0237	NO	N/A
7/22/2008	0142	SWA	B737	2	High	OTHER	0325	NO	N/A
7/19/2008	2245	SWA	B737	2	High	OTHER	2255	NO	N/A
7/26/2008	0602	FDX	MD10	3	High	GRE	0615	NO	N/A
7/30/2008	1824	SWA	B737	2	High	GRE	1830	N/A	N/A
7/30/2008	1608	SWA	B737	2	High	GRE	1620	N/A	N/A
7/31/2008	0221	UAL	B757	2	High	GRE	0300	NO	N/A
8/1/2008	2258	SWA	B737	2	HIGH	GRE	2310	NO	N/A
8/1/2008	0329	SWA	B737	2	HIGH	GRE	0330	NO	N/A
8/1/2008	0329	SWA	B737	2	HIGH	GRE	0015	NO	N/A
8/3/2008	1720	JBU	A320	2	HIGH	GRE	1725	N/A	N/A
8/8/2008	0216	FDX	B727	3	HIGH	GRE	0245	NO	N/A
8/8/2008	0218	SWA	B737	2	HIGH	GRE	0230	NO	N/A
8/9/2008	1612	FDX	B727	3	HIGH	GRE	1615	N/A	N/A
8/17/2008	0101	SWA	B737	2	HIGH	GRE	0115	NO	N/A
8/19/2008	2355	SWA	B737	2	HIGH	GRE	0015	NO	N/A
8/19/2008		KAI	GLF2	2	HIGH	HG6	1030	N/A	N/A
8/22/2008	0017	ASA		2	HIGH	GRE	0025	N/A	N/A

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
8/22/2008	1507	SWA	B737	2	HIGH	GRE	1515	N/A	N/A
8/23/2008	0149	SWA	B737	2	HIGH	GRE	0200	NO	N/A
8/25/2008	1120	SWA	B737	2	HIGH	GRE	1120	N/A	N/A
8/25/2008	0035	SWA	B737	2	HIGH	GRE	0050	NO	N/A
8/29/2008	2150	FDX	DC10	3	HIGH	GRE	2300	NO	N/A
8/31/2008	0517	SWA	B737	2	HIGH	GRE	0517	NO	N/A
8/31/2008	2306	FDX	B727	3	HIGH	GRE	2306	NO	N/A
9/1/2008	1445	SWA	B737	2	High	GRE	1500	N/A	N/A
9/1/2008	2141	FDX	DC10	3	High	GRE	2000	N/A	NO
9/1/2008	2213	SWA	B737	2	High	GRE	2225	NO	N/A
9/4/2008	0620	FDX	B727	3	High	GRE	0640	NO	N/A
9/4/2008	0335	FDX	B727	3	High	GRE	0430	NO	N/A
9/8/2008	0045	SWA	B737	2	High	GRE	0100	NO	N/A
9/8/2008	0107	JBU	A320	2	High	GRE	0130	NO	N/A
9/8/2008	0110	SWA	B737	2	High	GRE	0120	NO	N/A
9/12/2008		SWA	B737	2	High	GRE	0035	NO	N/A
9/13/2008	0455	FDX	MD11	2	High	GRE	0500	NO	N/A
9/13/2008	0140	SWA	B737	1	High	GRE	0145	NO	N/A
9/14/2008	2314	UAL	A320	2	High	GRE	2312	NO	N/A
9/16/2008	1747	SWA	B737	2	High	GRE	1750	N/A	N/A
9/16/2008	0108	SWA	B737	2	High	GRE	0115	NO	N/A
9/17/2008	0740	SWA	B737	2	High	GRE	0900	N/A	N/A
9/18/2008	0122	JBU	A320	2	High	GRE	0135	NO	N/A
9/18/2008	0135	SWA	B737	2	High	GATE	0040	NO	N/A
9/18/2008	2151	SWA	B737	2	High	GRE	2200	NO	N/A
9/20/2008	0005	SWA	B737	2	High	GRE	0010	NO	N/A
9/20/2008	1317		LJ45	2	High	ABF	1330	N/A	N/A
9/23/2008	0936	KAI	GLF4	2	High	HG6	0945	N/A	N/A

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4. North Field VFR Aircraft Departure Procedures

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Noise Abatement Procedure

Noise abatement procedures for North Field VFR (Visual Flight Rules) aircraft departures from Runways 27R/L or 33 instruct pilots to make a right crosswind turn over San Leandro Bay until reaching I-880 (Nimitz Freeway) and continue per FAA air traffic control instructions. Whenever safely possible, pilots should avoid flying over nearby residential areas.

In this report, all VFR aircraft departures are monitored and reported according to the runway used. The number of VFR aircraft departures is provided for each runway as well as the amount of noncompliance as a percentage of total VFR aircraft departures per runway. These values are also compared with the number of IFR (Instrument Flight Rules) aircraft departures per runway and the total number of North Field VFR and IFR aircraft departures combined. Touch and go aircraft training flights are not included in this report.

Noncompliant Departures

This report provides information on noncompliant VFR aircraft departures for all flights recorded by ANOMS (Airport Noise and Operations Monitoring System) during the calendar quarter. A noncompliant departure is defined as a VFR departure from Runways 27R/L or 33 that flies over Alameda residential areas when it may have been safe to follow the VFR noise abatement procedure. **Noncompliant VFR aircraft departures are highlighted in red text in the table and aircraft list below.**

Many VFR aircraft that fly over Alameda residences on departure from the North Field may need to do so in order to maintain safe separation from other general aviation aircraft flying in the vicinity of the airport. Often aircraft on arrival flight patterns from the north and east of the airport are flying in directions opposite from those aircraft that are departing from the North Field. In these circumstances, departing VFR aircraft are considered to be in compliance with the noise abatement procedure.

Definitions

The Noise/Environmental Compliance Office reviews flight track data on all VFR aircraft departures over Alameda using a *flight replay* function in ANOMS to observe aircraft movement activity in real time. With safety in mind, VFR aircraft departures are evaluated to determine if they comply with the noise abatement procedure. In the report below, a list is provided of all VFR aircraft departures over Alameda residences. Within the list, VFR aircraft that departed in compliance with noise abatement procedures are printed in black and a comment is provided regarding the reason why the aircraft departure was determined to be compliant. The abbreviated comments are defined as follows:

1. **Airspace Busy** – Pilot or air Airspace Busy control may have needed to maintain safe separation due to other aircraft Airspace Busy in the vicinity of the airport or close to the aircraft departing from the North Field on a VFR flight.
2. **Good Effort** – Pilot appears to have attempted to make the necessary turns and avoid residential areas but the aircraft flight pattern brought the aircraft close enough to the ANOMS monitoring gate to flag the aircraft as an errant VFR departure.
3. **Good Effort/Air Traffic** – The aircraft flight pattern brought the aircraft close enough to the ANOMS monitoring gate to flag the aircraft as an errant VFR departure and other air Airspace Busy in the vicinity may have necessitated a concern for safe separation.

4. **IFR Training** – Some aircraft are departing VFR but the pilots or student pilots may be practicing flying IFR, in which case they need to depart the aircraft in a specific heading (i.e. 310 degrees).
5. **Police Activity** – An aircraft is piloted by law enforcement officials and may need to divert from the noise abatement procedure due to public safety concerns or to perform their law enforcement duties.
6. **Flight Replay Not Reviewed** – An aircraft is considered non-compliant as staff did not review ANOMS flight replay to determine whether or not the flight could be excused for safety reasons or otherwise.

This report includes:

- A table that summarizes compliance (whether the departures meet acceptable limits for noise abatement purposes) with VFR aircraft noise abatement departure procedures for the calendar quarter.
- A table listing all VFR aircraft departures that flew over residential areas of Alameda. All VFR aircraft departures that were considered noncompliant with the VFR departure noise abatement procedure are printed in **red** text. A comment is provided regarding the reason why the aircraft departure was determined to be compliant.

North Field VFR Aircraft Departure Procedure

VFR Aircraft Departure Procedure Compliance Summary Third Quarter 2008				
	Runway 27R	Runway 27L	Runway 33	Total
Total VFR Departures	807	60	718	1,585
Total VFR Departures Over Alameda	81	5	51	137
Percentage of Total VFR Departures Over Alameda	10%	8%	7%	9%
Non-compliant VFR Departures Over Alameda	46	3	28	77
Compliant VFR Departures	761	57	690	1,508
Percentage of VFR Departure Compliance	94%	95%	96%	95%
IFR Departures	3,046	294	1,051	4,391
Total Departures	3,853	354	1,769	5,976
Compliance Percentage of Total Departures	99%	99%	98%	99%

VFR Aircraft Departure Procedure Performance Report Summary July 2008				
	Runway 27R	Runway 27L	Runway 33	Total
Total VFR Departures	286	17	200	503
Total VFR Departures Over Alameda	23	1	9	33
Percentage of Total VFR Departures Over Alameda	8%	6%	5%	7%
Non-compliant VFR Departures Over Alameda	13	0	6	19
Compliant VFR Departures	273	17	194	484
Percentage of VFR Departure Compliance	95%	100%	97%	96%
IFR Departures	1,107	107	303	1,517
Total Departures	1,393	124	503	2,020
Compliance Percentage of Total Departures	99%	100%	99%	99%

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VFR Aircraft Departure Procedure Performance Report Summary August 2008				
	Runway 27R	Runway 27L	Runway 33	Total
Total VFR Departures	264	20	291	575
Total VFR Departures Over Alameda	26	2	28	56
Percentage of Total VFR Departures Over Alameda	10%	10%	10%	10%
Non-compliant VFR Departures Over Alameda	13	1	12	26
Compliant VFR Departures	251	19	279	549
Percentage of VFR Departure Compliance	95%	95%	96%	95%
IFR Departures	1,015	93	398	1,506
Total Departures	1,279	113	689	2,081
Compliance Percentage of Total Departures	99%	99%	98%	99%

VFR Aircraft Departure Procedure Performance Report Summary September 2008				
	Runway 27R	Runway 27L	Runway 33	Total
Total VFR Departures	257	23	227	507
Total VFR Departures Over Alameda	32	2	14	48
Percentage of Total VFR Departures Over Alameda	12%	9%	6%	9%
Non-compliant VFR Departures Over Alameda	20	2	10	32
Compliant VFR Departures	237	21	217	475
Percentage of VFR Departure Compliance	92%	91%	96%	94%
IFR Departures	924	94	350	1,368
Total Departures	1,181	117	577	1,875
Compliance Percentage of Total Departures	98%	98%	98%	98%

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List of VFR Departures Over Alameda

Actual Date/Time	Runway	Flight No	Tail No	Aircraft	Beacon	Operation No	Comment
7/1/2008 16:40	27R	N63931	N63931	C172	363	26276961	Not Acceptable
7/2/2008 17:14	33	N411LR	N411LR	DECA	366	26281389	Not Acceptable
7/5/2008 13:33	27R	N21263	N21263	C172	315	26291607	IFR Training
7/5/2008 15:09	27R	N4712C	N4712C	CUBB	374	26292055	Not Acceptable
7/6/2008 14:07	27R	N47952	N47952	P28A	336	26295363	IFR Training
7/6/2008 15:26	27R	N9284M	N9284M	PA28	346	26295788	Good Effort
7/7/2008 13:57	27R	N188JK	N188JK	LANC	341	26299473	Not Acceptable
7/7/2008 17:48	27R	N9284M	N9284M	PA28	337	26300492	IFR Training
7/7/2008 21:49	27R	N98749	N98749	PA44	377	26301297	Not Acceptable
7/8/2008 11:59	27R	N1658F	N1658F	C172	320	26303038	Good Effort
7/8/2008 16:27	27R	N63931	N63931	C172	352	26304253	Not Acceptable
7/8/2008 18:10	33	N739UL	N739UL	C172	354	26304735	Not Acceptable
7/10/2008 14:08	27R	N1220K	N1220K	SR22	347	26312057	Not Acceptable
7/15/2008 17:36	33	N183DF	N183DF	DA40	313	26332833	Not Acceptable
7/16/2008 12:22	33	N8787Y	N8787Y	SR22	350	26335317	Not Acceptable
7/18/2008 15:15	27R	N8868W	N8868W	PA28	325	26347133	Not Acceptable
7/19/2008 15:01	33	N739UL	N739UL	C172	332	26351422	Good Effort
7/21/2008 17:31	33	N76D	N76D	SR22	375	26364836	Not Acceptable
7/21/2008 18:39	33	N6605D	N6605D	C172	351	26365107	Air Traffic
7/22/2008 13:15	27R	N9284M	N9284M	PA28	326	26367629	Air Traffic
7/22/2008 21:31	27R	N624QF	N624QF	C172	350	26369999	Not Acceptable
7/23/2008 10:53	27R	N9284M	N9284M	PA28	364	26371568	Not Acceptable
7/23/2008 11:22	33	N4966S	N4966S	C182	332	26371744	Good Effort
7/24/2008 19:08	27L	N8279W	N8279W	P28A	320	26379029	Good Effort
7/25/2008 11:38	27R	N757JD	N757JD	C152	327	26381228	Not Acceptable
7/25/2008 15:32	27R	GF0LF	-	BE36	326	26382578	IFR Training
7/25/2008 20:07	27R	N828RV	N828RV	RV8	316	26383979	IFR Training
7/26/2008 09:17	27R	N6395R	N6395R	PA28	367	26385110	Good Effort
7/29/2008 16:48	27R	N9148P	N9148P	PA24	315	26399255	Not Acceptable
7/29/2008 18:19	33	N6584W	N6584W	PA28	326	26399656	Not Acceptable
7/30/2008 18:14	27R	N96SY	N96SY	SR22	361	26404067	IFR Training
7/31/2008 18:47	27R	N6712P	N6712P	BE76	326	26408755	Not Acceptable
7/31/2008 21:06	27R	N610	N610	C152	342	26409242	Not Acceptable
8/1/2008 13:37	27R	N6123L	N6123L	C172	346	26412151	Good Effort
8/1/2008 14:09	27R	N9284M	N9284M	P28A	345	26412345	Not Acceptable
8/1/2008 14:39	27L	N454SR	N454SR	SR22	347	26412533	Not Acceptable
8/1/2008 15:59	33	N229U	N229U	C206	350	26412959	Not Acceptable
8/1/2008 17:26	33	N54U	N54U	G164	351	26413962	Not Acceptable
8/1/2008 17:51	27R	N21263	N21263	C172	372	26413610	Good Effort
8/2/2008 12:03	33	N739UL	N739UL	C172	313	26416445	Not Acceptable
8/2/2008 12:19	27R	N8212G	N8212G	C177	321	26416315	Not Acceptable
8/3/2008 12:31	27L	N23816	N23816	C182	340	26420296	IFR Training
8/4/2008 16:09	27R	N9501W	N9501W	C172	357	26425432	Not Acceptable
8/6/2008 13:55	27R	N47952	N47952	PA28	313	26432518	Good Effort
8/8/2008 15:04	33	N31087	N31087	PA32	340	26441309	Not Acceptable
8/9/2008 16:46	33	N5051W	N5051W	CH7	340	26446249	Good Effort
8/10/2008 15:03	33	N5038C	N5038C	CH7	340	26449588	Not Acceptable
8/11/2008 17:37	33	CHP31	-	C206	343	26454576	IFR Training
8/12/2008 16:10	27R	TWY831	-	B350	376	26458326	Not Acceptable
8/12/2008 18:07	27R	N9859	N9859	YAKK	367	26459045	Good Effort
8/12/2008 23:55	27R	N610SP	N610SP	C172	350	26459942	IFR Training

Actual Date/Time	Runway	Flight No	Tail No	Aircraft	Beacon	Operation No	Comment
8/13/2008 12:22	33	N21051	N21051	C172	322	26461604	Good Effort
8/13/2008 14:21	33	N739UL	N739UL	C172	320	26462228	IFR Training
8/14/2008 10:00	33	N242JH	N242JH	PC12	324	26465222	Not Acceptable
8/15/2008 10:50	27R	N64204	N64204	C172	372	26469844	Not Acceptable
8/15/2008 14:52	27R	N516PU	N516PU	P28A	354	26471226	Not Acceptable
8/15/2008 15:30	27R	N2423E	N2423E	C152	324	26471447	Not Acceptable
8/15/2008 16:23	27R	N20117	N20117	C172	331	26471748	Not Acceptable
8/16/2008 13:15	27R	N5474J	N5474J	C320	343	26475071	Air Traffic
8/17/2008 13:53	33	N20117	N20117	C172	321	26478786	Not Acceptable
8/17/2008 18:28	33	N63MG	N63MG	C185	343	26480250	Good Effort
8/20/2008 19:49	33	N3053Y	N3053Y	C182	331	26492499	Not Acceptable
8/20/2008 20:04	27R	N9953A	N9953A	C172	340	26492563	Not Acceptable
8/21/2008 18:18	27R	N56RJ	N56RJ	PC12	343	26496323	IFR Training
8/22/2008 12:02	33	N972TA	N972TA	C172	334	26498834	Good Effort
8/23/2008 12:04	33	N654U	N654U	AGCT	354	26502985	Good Effort
8/23/2008 14:46	33	N5038C	N5038C	CH7	377	26503931	Good Effort
8/23/2008 15:12	33	N654U	N654U	G154	365	26504064	Not Acceptable
8/24/2008 12:18	33	N411LR	N411LR	BL8	340	26506733	Good Effort
8/24/2008 13:26	33	N1658F	N1658F	C172	357	26507160	Good Effort
8/24/2008 15:15	33	N654U	N654U	G164	345	26508326	Not Acceptable
8/25/2008 10:09	27R	N527RS	N527RS	BE36	360	26510468	Not Acceptable
8/26/2008 10:51	27R	NGF2CE	-	C182	335	26514944	Good Effort
8/26/2008 11:25	27R	N2145D	N2145D	BE36	376	26515150	IFR Training
8/26/2008 14:12	33	N1283Y	N1283Y	C172	343	26516011	Not Acceptable
8/26/2008 19:23	33	N411LR	N411LR	DECA	314	26517564	Good Effort
8/27/2008 12:00	27R	N854AC	N854AC	C172	340	26519853	Not Acceptable
8/27/2008 12:32	33	N5284X	N5284X	CH7	320	26520031	Good Effort
8/27/2008 12:37	33	N612SP	N612SP	C182	330	26520064	Good Effort
8/27/2008 19:37	33	N739UL	N739UL	C172	371	26522127	Good Effort
8/28/2008 09:46	27R	N47952	N47952	PA28	362	26523646	Air Traffic
8/28/2008 12:30	27R	N94XR	N94XR	GLSR	326	26524622	Good Effort
8/28/2008 17:00	27R	N805C	N805C	BE20	334	26526074	IFR Training
8/28/2008 21:44	27R	N43434	N43434	PA28	363	26527152	Not Acceptable
8/29/2008 09:53	33	C6516	-	AS65	356	26528291	Good Effort
8/30/2008 12:19	27R	N982SP	N982SP	C172	323	26533450	Not Acceptable
8/31/2008 07:31	27R	N47952	N47952	C172	332	26535664	Good Effort
8/31/2008 14:40	33	N20117	N20117	C172	342	26537369	Good Effort
8/31/2008 23:58	33	N1329Z	N1329Z	BE33	333	26538791	Not Acceptable
9/1/2008 15:00	27R	N972TA	N972TA	C172	342	26541075	IFR Training
9/1/2008 18:09	27R	N4791E	N4791E	C172	346	26541960	Not Acceptable
9/1/2008 19:36	27R	N2579D	N2579D	PA38	331	26542231	Not Acceptable
9/1/2008 20:48	27R	N4QF	N4QF	C172	343	26542443	Not Acceptable
9/1/2008 21:18	27R	N400P	N400P	BE35	354	26542515	IFR Training
9/1/2008 22:06	27L	N172RH	N172RH	C172	356	26542633	Not Acceptable
9/2/2008 12:30	33	N1283Y	N1283Y	C172	376	26544478	Not Acceptable
9/2/2008 12:37	27R	N1658F	N1658F	C172	324	26544519	Not Acceptable
9/3/2008 19:31	27R	N805C	N805C	BE20	361	26554822	Not Acceptable
9/4/2008 15:04	27R	N67849	N67849	C172	324	26557929	Good Effort
9/5/2008 11:47	27R	N2943U	N2943U	C172	373	26561384	Not Acceptable
9/5/2008 14:47	33	N4782E	N4782E	C172	363	26562461	Not Acceptable
9/5/2008 15:12	33	N31087	N31087	PA32	355	26562518	IFR Training
9/6/2008 22:04	27R	N49821	N49821	C172	330	26568118	Not Acceptable
9/7/2008 09:21	27R	N2943U	N2943U	C172	375	26568649	Good Effort

Actual Date/Time	Runway	Flight No	Tail No	Aircraft	Beacon	Operation No	Comment
9/7/2008 11:19	27R	N51732	N51732	C182	374	26569227	Good Effort
9/7/2008 11:46	27R	N4317W	N4317W	BE35	335	26569369	Not Acceptable
9/9/2008 12:57	33	N6582X	N6582X	C206	320	26577413	Good Effort
9/11/2008 11:29	27R	BAJA24	-	C182	363	26584746	Not Acceptable
9/11/2008 15:26	27R	N67849	N67849	C152	316	26586093	Not Acceptable
9/11/2008 16:15	27R	N761BT	N761BT	C210	370	26586326	Not Acceptable
9/12/2008 13:11	33	N28631	N28631	AA5	375	26589296	Not Acceptable
9/13/2008 15:54	33	N478C	N478C	SR22	367	26594015	Not Acceptable
9/14/2008 01:39	27R	N951MC	N951MC	C172	314	26595116	Not Acceptable
9/14/2008 11:49	27L	N49RZ	N49RZ	C172	335	26595914	Not Acceptable
9/14/2008 15:30	27R	N1004E	N1004E	C172	352	26597178	Good Effort
9/15/2008 14:21	27R	N21999	N21999	C150	340	26600539	Not Acceptable
9/18/2008 11:08	27R	N1283Y	N1283Y	C172	363	26647423	Air Traffic
9/19/2008 13:32	33	N125BP	N125BP	PC12	363	26652559	Not Acceptable
9/19/2008 14:03	33	N739UL	N739UL	C172	332	26652730	Not Acceptable
9/19/2008 15:47	27R	N10PP	N10PP	PA46	330	26653390	Not Acceptable
9/19/2008 16:31	33	N21051	N21051	C172	346	26653623	Not Acceptable
9/20/2008 16:58	27R	N483SP	N483SP	C172	336	26657471	IFR Training
9/21/2008 16:07	33	N76D	N76D	SR22	334	26660715	Not Acceptable
9/23/2008 11:36	33	N88397	N88397	CH7A	332	26667385	Good Effort
9/23/2008 12:55	27R	N4317W	N4317W	BE35	347	26667818	Good Effort
9/23/2008 15:02	27R	N1220K	N1220K	SR22	331	26668502	Good Effort
9/23/2008 15:51	27R	N67849	N67849	C152	316	26668728	Not Acceptable
9/23/2008 17:19	27R	N1220K	N1220K	SR22	330	26669192	Not Acceptable
9/24/2008 13:25	27R	N47952	N47952	PA28	366	26671528	Not Acceptable
9/24/2008 15:48	27R	N4975F	N4975F	C172	313	26672303	Not Acceptable
9/25/2008 08:38	27R	N711TR	N711TR	BE55	320	26674448	Not Acceptable
9/25/2008 18:05	27R	N67849	N67849	C172	345	26677334	IFR Training
9/27/2008 11:08	27R	N21051	N21051	C172	320	26684077	Good Effort
9/27/2008 11:24	33	N7114Y	N7114Y	PA30	357	26684177	Not Acceptable
9/27/2008 12:12	33	N9248W	N9248W	P28A	374	26684449	Not Acceptable
9/27/2008 22:15	33	N530ER	N530ER	C172	362	26686837	Good Effort
9/29/2008 17:58	27R	N972TA	N972TA	C172	345	26693607	Not Acceptable

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5. Silent Seven Departure Procedure

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The Silent Seven departure is a Federal Aviation Administration instrument departure procedure at Oakland International Airport established to reduce noise on residential communities at nighttime. The Silent Seven departure procedure is described as a turbojet aircraft take-off from Runway 29 that turns left on a heading of 270 degrees to intercept and proceed via the SFO R-342 (the San Francisco International Airport radial heading of 342 degrees). When flying the Silent Seven departure, aircraft are further from residential areas and there is less aircraft noise impact on residences than there would be when departing aircraft fly straight out over the San Francisco Bay on a runway heading. The FAA air traffic controllers assign this departure procedure between 10:00 p.m. and 7:00 a.m. for turbojet aircraft departures.

Compliance Monitoring Procedure

This report identifies the turbojet aircraft that did not comply with the Silent Seven departure procedure. Noncompliance is reported to the Federal Aviation Administration to encourage communications that would help minimize the number of future noncompliance. Since the FAA is responsible for assigning the Silent Seven to a pilot, Noncompliance is not reported to the air carrier involved.

Noncompliant Departures

Noncompliance in the Silent Seven departure procedure occurs when a turbojet aircraft, departing from Runway 29, does not make the initial 270 degrees heading turn and/or passes over Alameda instead of following the Silent Seven departure pattern up the San Francisco Bay.

Although the Silent Seven departure procedure is assigned to turbojet aircraft that depart off Runway 29 between 10:00 p.m. and 7:00 a.m., a **time buffer of ten minutes** is applied for monitoring performance. Turbojet aircraft departures between 10:00 p.m. and 10:10 p.m., as well as those between 6:50 a.m. and 7:00 a.m., are exempt from meeting the noise abatement departure procedure even if they do not fly the Silent Seven. *Aircraft that are exempt will be italicized.* Aircraft that are identified as noncompliant will appear in red text.

The **time buffer** needs to be applied since two different air traffic controllers are involved in directing a pilot on departure from the airport. The "clearance delivery" air traffic controller is the first controller who instructs the pilot prior to taxiing to the runway and assigns the departure procedure. The second air traffic controller is responsible for directing the aircraft onto taxiways and releasing the aircraft onto the runway for departure. Several minutes may pass between instructions from one controller to the next and aircraft normally scheduled to depart before 10:00 p.m. and that are not assigned the Silent Seven may be delayed a few minutes and depart shortly after 10:00 p.m.. In a similar situation, turbojet aircraft that are scheduled to depart after 7:00 a.m. may depart a few minutes earlier than the normally scheduled time.

This report includes:

- A summary table for nighttime Runway 29 turbojet aircraft departures and Silent Seven departure compliance performance
- A list of all Silent Seven noncompliant departures including “buffer time” departures and
- Flight track maps displaying all Silent Seven noncompliant departures each month during the quarter.

Silent Seven Departure Procedure

Silent 7 Night Departure Procedure Compliance Summary Third Quarter 2008				
	July	August	September	Quarter
Runway 29 Nighttime Turbojet Departures	1,230	1,202	1,040	3,472
Buffer Zone Departures	18	13	18	49
Percentage	1.5%	1.1%	1.7%	1.4%
Silent 7 Noncompliance	25	8	13	46
Percentage	2.0%	0.7%	1.3%	1.3%
Silent 7 Departure Success Rate	98.0%	99.3%	98.8%	98.7%

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Silent Seven Departure List

Date	Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comments
7/1/08	22:43:04	JBU	JBU476	A320	J		
7/1/08	23:35:46	JBU	JBU318	A320	J		
7/2/08	06:59:07	SWA	SWA3937	B737	J		Buffer Zone
7/3/08	06:27:39	DAL	DAL1192	B752	J		
7/7/08	06:11:31	AWE	AWE202	A320	J		
7/7/08	06:56:41	SWA	SWA3328	B733	J		Buffer Zone
7/10/08	00:21:29	JBU	JBU318	A320	J		
7/10/08	06:46:02	SWA	SWA632	B735	J		
7/10/08	06:55:53	EJA	EJA619	C56X	B		Buffer Zone
7/10/08	06:57:07	JBU	JBU241	A320	J		Buffer Zone
7/10/08	06:58:21	SWA	SWA3328	B733	J		Buffer Zone
7/11/08	06:59:57	FDX	FDX1867	B722	J		Buffer Zone
7/13/08	06:25:57	FDX	FDX435	A306	J		
7/15/08	03:05:45	CCY	CCY1078	FA20	B		
7/15/08	06:25:02	SWA	SWA2178	B737	J		
7/16/08	06:34:24	SWA	SWA2459	B737	J		
7/17/08	22:00:43	UPS	UPS961	MD11	J		Buffer Zone

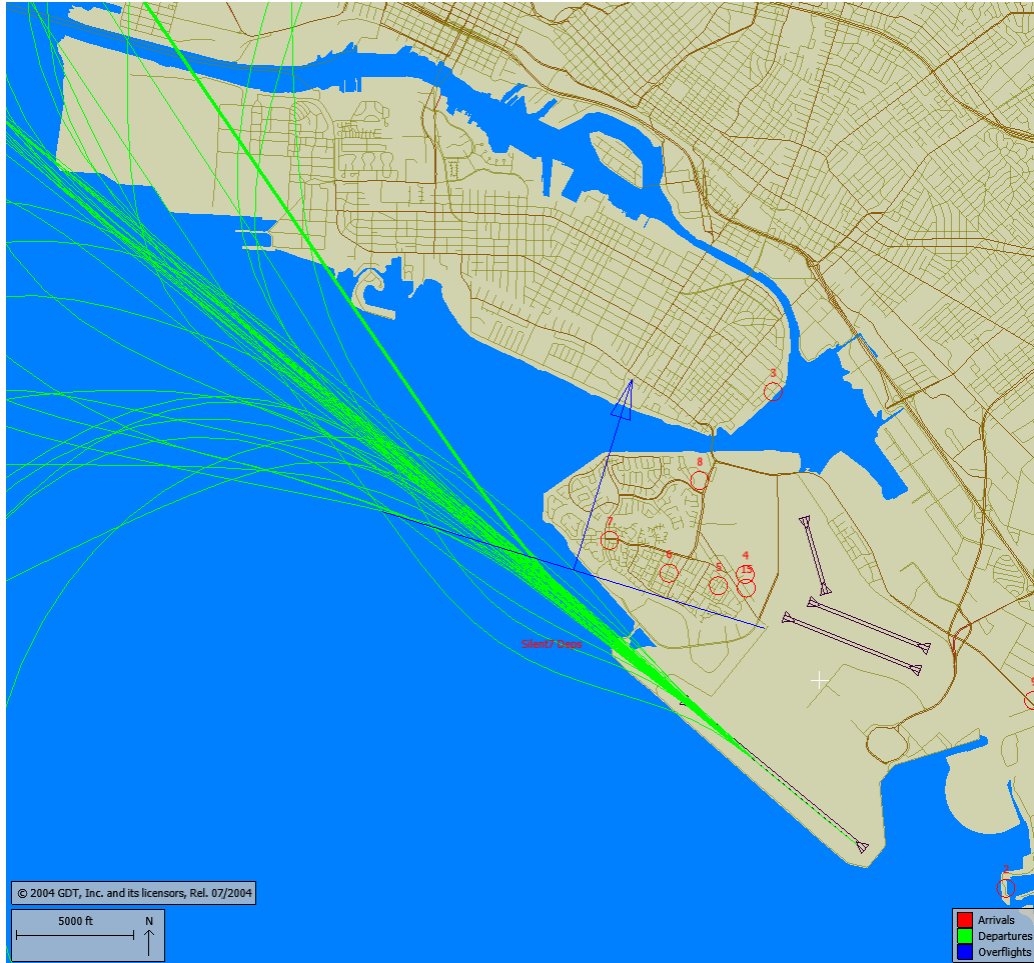
Date	Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comments
7/18/08	00:07:16	JBU	JBU476	A320	J		
7/18/08	22:16:29	-	N702RV	CL60	B	N702RV	
7/20/08	22:36:31	SWA	SWA1732	B737	J		
7/21/08	22:24:16	SWA	SWA719	B737	J		
7/21/08	22:31:36	UPS	UPS961	MD11	J		
7/21/08	22:42:04	JBU	JBU476	A320	J		
7/22/08	06:23:26	SWA	SWA2713	B737	J		
7/22/08	06:56:59	SWA	SWA632	B735	J		Buffer Zone
7/22/08	06:58:09	SWA	SWA2894	B737	J		Buffer Zone
7/24/08	06:54:30	SWA	SWA632	B735	J		Buffer Zone
7/24/08	06:59:49	FDX	FDX435	MD11	J		Buffer Zone
7/25/08	06:55:40	SWA	SWA3937	B733	J		Buffer Zone
7/25/08	22:09:07	SWA	SWA441	B737	J		Buffer Zone
7/28/08	01:21:11	MXA	MXA149	A320	J		
7/28/08	22:01:03	UPS	UPS961	MD11	J		Buffer Zone
7/29/08	06:21:16	SWA	SWA29	B737	J		
7/30/08	01:45:32	JBU	JBU318	A320	J		
7/30/08	06:50:34	ASA	ASA351	B734	J		Buffer Zone
7/31/08	06:41:15	SWA	SWA2459	B737	J		
7/31/08	06:43:38	FDX	FDX3671	DC10	J		
7/31/08	06:45:52	ASA	ASA351	B734	J		
7/31/08	06:47:24	SWA	SWA3067	B737	J		
7/31/08	06:48:29	JBU	JBU241	A320	J		
7/31/08	06:54:07	SWA	SWA2545	B733	J		Buffer Zone
7/31/08	06:56:58	SWA	SWA632	B737	J		Buffer Zone
7/31/08	06:58:16	FDX	FDX1890	B722	J		Buffer Zone
8/1/08	00:03:09	TWY	TWY212	BE40	B		
8/1/08	22:05:40	SWA	SWA1773	B733	J		Buffer Zone
8/1/08	22:47:36	JBU	JBU476	A320	J		
8/5/08	06:07:59	AWE	AWE3	A320	J		
8/5/08	06:59:33	FDX	FDX435	MD11	J		Buffer Zone
8/5/08	22:00:35	SWA	SWA719	B735	J		Buffer Zone
8/7/08	06:57:45	FDX	FDX1867	B722	J		Buffer Zone
8/7/08	06:59:27	FDX	FDX3671	DC10	J		Buffer Zone
8/8/08	06:22:18	SWA	SWA2713	B737	J		
8/8/08	06:35:27	DAL	DAL1192	MD90	J		
8/12/08	06:59:47	SWA	SWA1564	B737	J		Buffer Zone
8/15/08	06:59:41	FDX	FDX1867	B722	J		Buffer Zone
8/18/08	22:04:06	SWA	SWA3052	B737	J		Buffer Zone
8/21/08	06:56:45	SWA	SWA3328	B737	J		Buffer Zone
8/21/08	06:59:22	SWA	SWA3937	B733	J		Buffer Zone
8/22/08	01:31:56	TAI	TAI565	A320	J		
8/24/08	22:02:21	SWA	SWA1115	B737	J		Buffer Zone
8/24/08	22:32:50	JBU	JBU476	A320	J		
8/29/08	06:59:42	ASA	ASA351	B738	J		Buffer Zone
8/30/08	06:36:06	FDX	FDX3671	DC10	J		
8/30/08	06:59:49	SWA	SWA2403	B737	J		Buffer Zone
9/1/08	06:05:04	USA	USA3	A320	J	-	
9/3/08	06:39:36	SWA	SWA321	B737	J	-	
9/3/08	22:01:56	SWA	SWA1115	B737	J	-	Buffer Zone
9/4/08	06:42:42	SWA	SWA59	B733	J	-	

Date	Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comments
9/4/08	06:58:41	-	N12L	C56X	B	N12L	Buffer Zone
9/4/08	06:59:42	SWA	SWA746	B737	J	-	Buffer Zone
9/5/08	06:56:11	SWA	SWA746	B733	J	-	Buffer Zone
9/5/08	06:57:29	FDX	FDX435	DC10	J	-	Buffer Zone
9/9/08	06:57:29	SWA	SWA68	B733	J	-	Buffer Zone
9/11/08	06:55:28	SWA	SWA68	B733	J	-	Buffer Zone
9/11/08	06:56:46	FDX	FDX3103	A306	J	-	Buffer Zone
9/11/08	06:58:33	SWA	SWA746	B737	J	-	Buffer Zone
9/12/08	06:31:19	QXE	QXE2628	CRJ7	R	-	
9/12/08	22:00:36	JBU	JBU90	A320	J	-	Buffer Zone
9/14/08	06:06:34	SWA	SWA316	B737	J	-	
9/16/08	05:38:20	-	N725SC	LJ60	B	N725SC	
9/16/08	06:15:39	UAL	UAL1608	A320	J	-	
9/17/08	06:16:26	SWA	SWA316	B737	J	-	
9/19/08	22:00:08	SWA	SWA198	B737	J	-	Buffer Zone
9/21/08	06:33:46	SWA	SWA355	B737	J	-	
9/22/08	06:36:42	SWA	SWA59	B733	J	-	
9/23/08	06:46:52	SWA	SWA9000	B737	J	-	
9/23/08	06:57:34	FDX	FDX3103	A306	J	-	Buffer Zone
9/23/08	06:59:40	FDX	FDX1867	B722	J	-	Buffer Zone
9/24/08	06:58:07	-	N89RP	LJ45	B	N89RP	Buffer Zone
9/24/08	06:59:59	SWA	SWA68	B733	J	-	Buffer Zone
9/25/08	06:24:33	SWA	SWA316	B737	J	-	
9/25/08	06:58:57	SWA	SWA68	B733	J	-	Buffer Zone
9/26/08	22:50:23	SWA	SWA1115	B733	J	-	
9/29/08	22:01:48	SWA	SWA1115	B737	J	-	Buffer Zone
9/30/08	06:58:05	FDX	FDX435	DC10	J	-	Buffer Zone

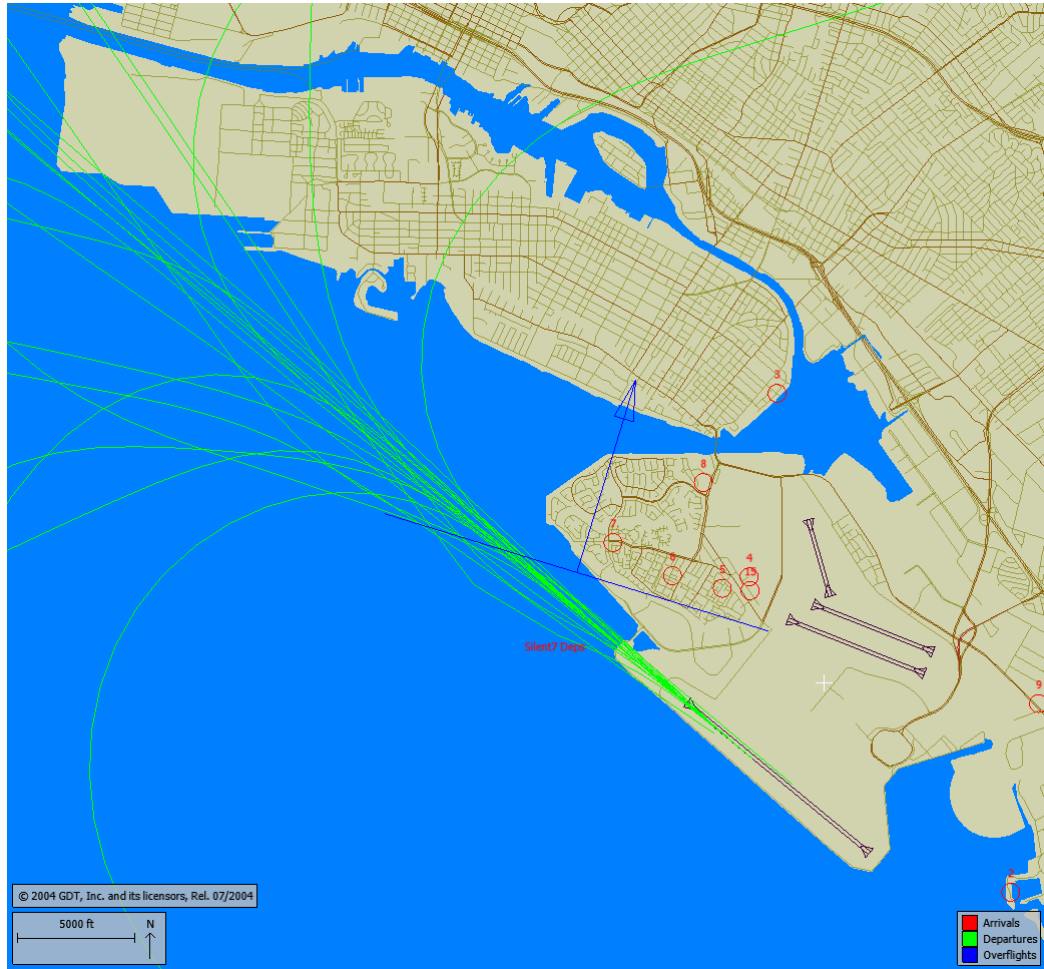
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Silent7 IDP Non-compliant Departures Flight Track Maps

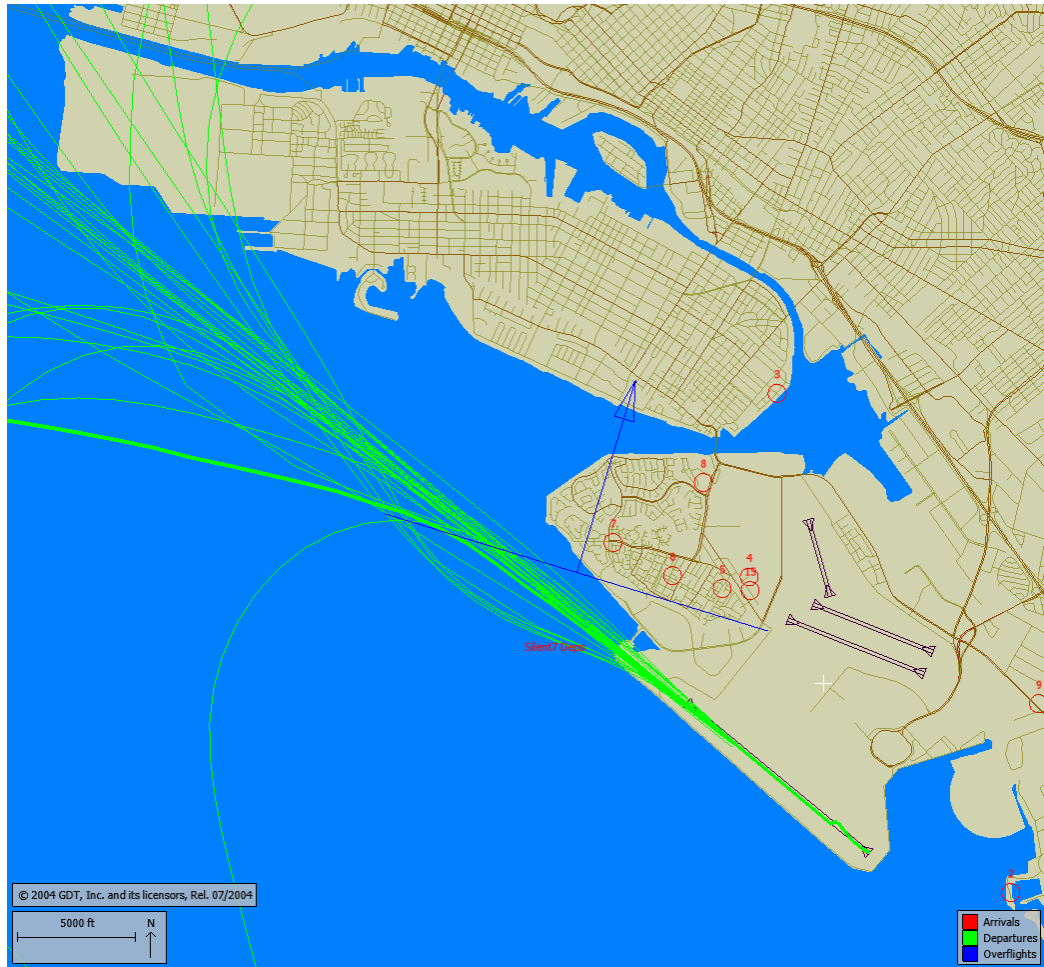
July 2008



August 2008



September 2008



6. North Field Quiet Hours Program

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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 departure flies 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). Staff will also provide a noise abatement brochure and discuss the Airport's expectations for compliance when possible.

If a departure by a private general aviation aircraft flies 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. Also included are a brochure on noise abatement procedures and a printout from ANOMS, illustrating the flight track in question and its date/time of departure.

This report includes:

- A table summarizing the Quiet Hours Program performance statistics
- A table listing non-compliant nighttime departures and exempt departures with a comment on the nature of the exemption.

Terminology for Quiet Hours Report

The following definitions are intended to increase understanding of the nighttime Quiet Hours procedures and to clarify the reporting of those procedures.

- **Audio Not Reviewed** – Unable to determine cause for non-compliance either due to the unavailability of the ATC audio recording or due to other technical or logistical problem.
- **Wide Salad** – SALAD ONE departure turn that flew over Alameda residential areas.
- **VFR** – Visual Flight Rules departure that flew over nearby residential areas.
- **310 Heading** – Departures from Runway 27R/L that turn to a 310 degree heading after take-off.
- **Touch-and-Go** – Aircraft performed a Touch-and-Go training flight after 10 pm.
- **Stage 2** – Departure from Runways 09R/L performed by a Stage 2 corporate jet.
- **Straight Out** – Runway heading departure from Runways 09R/L or 27R/L that flew over nearby residential areas.
- **Traffic Conflict / ATC** – Noise abatement departure could not be performed due to other aircraft operations or other Air Traffic Controller requirements.
- **Time Buffer** – Departures between 10:00-10:10 pm and 5:50-6:00 am.
- **Medical** – Medical operations are exempt from noise abatement procedures.
- **Law Enforcement** – Law Enforcement Operation that flew over residential areas.
- **South Field Closure** – Due to South Field closure for maintenance on Monday mornings (Midnight – 6:00am) jet aircraft departed from North Field.

North Field Quiet Hours Program

North Field Quiet Hours Compliance Summary (10:00 p.m. to 6:00 a.m.) Third Quarter 2008				
	July	August	September	Quarterly
Total Nighttime Departures	210	221	240	671
Compliant Departures	197	210	230	637
Average Compliant Departures per Night	6.4	6.8	7.7	6.9
Non-Compliant Departures	13	11	10	34
Average Non-Compliant Departures per Night	0.4	0.4	0.3	0.4
Compliance Percentage	94%	95%	96%	95%

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North Field Quiet Hours Departure List

Date/Time	Flight Number	Tail Number	Aircraft Type	Runway	Comments
7/1/2008 01:14	AMF217	-	SW4	27R	Wide SaladOne
7/1/2008 01:55	AMF272	-	SW4	27R	Good Effort
7/2/2008 03:53	AMF259	-	BE99	27R	Wide SaladOne
7/3/2008 02:02	AMF272	-	SW4	27R	Good Effort
7/3/2008 02:35	AMF288	-	B190	27R	Wide SaladOne
7/3/2008 03:46	AMF259	-	BE99	27R	Wide SaladOne
7/9/2008 00:05	AMF271	-	SW4	27R	313 Heading
7/10/2008 05:59	AMF223	-	PA31	27R	Time Buffer
7/11/2008 05:11	N3599H	N3599H	MQ20	27L	313 Heading
7/14/2008 23:04	TWY831	-	B350	27R	Wide SaladOne
7/18/2008 22:05	N1073F	N1073F	C172	27R	Time Buffer
7/20/2008 22:15	N366SL	N366SL	BE30	27R	313 Heading
7/21/2008 00:11	USC100	-	C208	27R	Good Effort
7/21/2008 02:07	EJA895	-	H25B	27R	Straight Out Departure
7/21/2008 22:33	N23816	N23816	C182	27R	313 Heading
7/23/2008 01:47	N1VQ	N1VQ	AC90	27R	Good Effort
7/24/2008 22:00	AMF270	-	BE99	27R	Time Buffer
7/24/2008 22:13	N6582X	N6582X	C206	33	Good Effort
7/25/2008 23:41	N246PH	N246PH	BE20	27R	Wide SaladOne
7/26/2008 22:36	N12161	N12161	C172	27R	Wide SaladOne
7/29/2008 00:09	-	AMF271	SW4	27R	Wide SaladOne
7/30/2008 22:53	-	TWY898	B350	33	Good Effort
8/1/2008 05:34	-	LN723JW	LJ24	27R	Lifeguard Medical
8/3/2008 01:07	-	-	-	33	313 Heading
8/3/2008 22:22	N366SL	N366SL	BE30	27R	313 Heading
8/7/2008 05:52	AMF213	-	PA31	27R	Time Buffer
8/7/2008 05:54	AMF212	-	PA31	27R	Time Buffer
8/7/2008 22:00	AMF270	-	BE99	27R	Time Buffer

Date/Time	Flight Number	Tail Number	Aircraft Type	Runway	Comments
8/8/2008 22:41	N34644	N34644	C177	27R	313 Heading
8/12/2008 23:25	VNR176	-	P180	27R	Wide SaladOne
8/12/2008 23:55	N610SP	N610SP	C172	27R	VFR Good Effort
8/13/2008 01:44	AMF272	-	SW4	27L	Good Effort
8/13/2008 05:57	AMF214	-	PA31	27R	Time Buffer
8/14/2008 22:02	AMF270	-	BE99	27R	Time Buffer
8/15/2008 00:11	N200SN	N200SN	SW3	27R	Wide SaladOne
8/15/2008 05:51	AMF213	-	PA31	27R	Time Buffer
8/15/2008 05:54	AMF214	-	PA31	33	Time Buffer
8/15/2008 22:02	N546C	N546C	BE9L	27R	Time Buffer
8/16/2008 03:26	AMF207	-	BE99	27R	Wide SaladOne
8/19/2008 04:05	AMF208	-	BE99	27R	Wide SaladOne
8/19/2008 05:56	AMF212	-	PA31	27R	Time Buffer
8/20/2008 22:07	AMF270	-	BE99	27R	Time Buffer
8/21/2008 01:40	AMF272	-	SW4	27R	Wide SaladOne
8/23/2008 04:47	N21718	N21718	C172	27R	Good Effort
8/25/2008 05:40	VNR178	-	P180	27R	313 Heading
8/25/2008 23:19	-	-	-	27R	Straight Out Departure
8/27/2008 00:51	-	-	-	33	Straight Out Departure
8/28/2008 01:31	AMF272	-	SW4	27R	Good Effort
8/31/2008 22:01	N246PH	N246PH	BE20	27R	Time Buffer
8/31/2008 22:49	-	-	-	27L	Good Effort
8/31/2008 23:58	N1329Z	N1329Z	BE33	33	Straight Out Departure
9/1/2008 22:06	N172RH	N172RH	C172	27L	Time Buffer
9/3/2008 01:15	N2408L	N2408L	PA38	27R	Good Effort
9/5/2008 05:53	AMF223	-	PA31	27R	Time Buffer
9/6/2008 22:04	N49821	N49821	C172	27R	Time Buffer
9/9/2008 22:00	AMF270	-	BE99	33	Time Buffer
9/11/2008 01:09	N246PH	N246PH	BE20	27R	Wide SaladOne
9/11/2008 05:49	AMF212	-	PA31	27R	Good Effort
9/12/2008 05:44	N246PH	N246PH	BE20	27R	Wide SaladOne
9/14/2008 01:39	N951MC	N951MC	C172	27R	313 Heading
9/15/2008 05:45	AMF213	-	PA31	27R	Good Effort
9/15/2008 22:00	AMF270	-	BE99	27R	Time Buffer
9/16/2008 02:17	N107PT	N107PT	C525	33	RWY 33 Departure
9/16/2008 05:50	AMF212	-	PA31	27R	Time Buffer
9/19/2008 01:34	AMF272	-	SW4	27R	Wide SaladOne
9/23/2008 00:00	-	-	-	33	313 Heading
9/24/2008 05:52	AMF214	-	PA31	27R	Time Buffer
9/24/2008 23:15	LN47CA	-	PAY2	27R	Lifeguard Medical
9/26/2008 05:29	N501EB	N501EB	BE20	27R	Wide SaladOne
9/27/2008 22:15	N530ER	N530ER	C172	33	RWY 33 Departure
9/28/2008 00:03	N760XJ	N760XJ	C750	09R	Drifted East
9/28/2008 22:55	N116TH	N116TH	PC12	27R	Wide SaladOne
9/29/2008 05:51	AMF212	-	PA31	27R	Time Buffer

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APPENDIX

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**North Field Preferential Runway Use Program
Sample Noncompliance Contact Letter**



STEVEN J. GROSSMAN
Director of Aviation

Phone (510) 627-1133
Fax (510) 835-0178
E-mail: sgrossma@portoakland.com

May 19, 2008

~~Cowling Trust & Company, Inc.~~
~~1000 Newport Beach, CA 92660~~
Newport Beach, CA 92660-7814

Dear Aircraft Owner/Operator:

The jet aircraft identified below was observed departing from Runway 27L or 27R, which is an operation not in compliance with the noise abatement program at Oakland International Airport. For further information about our policies please see the enclosed brochure or visit our website at <http://www.oaklandairport.com/noise>.

Event date: May 17, 2008
Time of departure: 1208 hrs. local
Aircraft Type: C501
Aircraft Tail Number or Flight Number: N427SS

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

Please use Runway 11/29 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) 563-2885, or e-mail at wbryant@portoakland.com

Sincerely,

Wayne Bryant
Senior Airport Noise Abatement Specialist

Enclosures: Flight Track Map
Noise Abatement Procedures

N427SS 20080517

530 Water Street ■ Jack London Square ■ P.O. Box 2064 ■ Oakland, California 94604-2064
Telephone: (510) 627-1100 ■ Facsimile: (510) 627-1826 ■ Web Page: www.portofoakland.com

**North Field Preferential Runway Use Program
Non-compliant Operator Contact List**

Infraction Date	Letter Date	Owner/Operator Name	Aircraft Type	Flight Number	Tail Number	Contact	Operator Response
7/2/08	7/6/08	Starbucks Capital Asset Leasing	GLF5		N721S	Letter	
7/3/08	7/6/08	Motors Flight LLC	BE40		N440DS	Letter	
7/3/08	7/6/08	MCCCKC LLC	LJ45		N838TH	Letter	
7/4/08	7/6/08	Motors Flight LLC	BE40		N440DS	Letter	
7/6/08	7/13/08	Sierra Pacific Industries	C560		N681CE	Letter	
7/6/08	7/13/08	Ross Investments Inc	CL60		N991TW	Letter	
7/9/08	7/13/08	GY Challenger I LLC	CL60		N777YG	Letter	Mail Returned
7/11/08	7/13/08	S V Air LLC	EA50		N2486B	Letter	
7/11/08	7/13/08	Meyer Shari Trustee	EA50		N85SM	Letter	Letter
7/13/08	7/20/08	Boards Aircraft LLC	CL60		N115WF	Letter	Phone
7/13/08	7/20/08	Executive Jet Aviation, Inc	C560	EJA312		Letter	
7/14/08	7/20/08	CJ3 Charter LLC	C25B		N106JT	Letter	
7/15/08	7/20/08	Blue Yonder Holdings Inc	G100		N96AD	Letter	
7/18/08	7/20/08	S V Air LLC	EA50		N2486B	Letter	
7/19/08	7/20/08	S V Air LLC	EA50		N2486B	Letter	
7/20/08	7/27/08	Union of Operating Engineers	C56X		N705SG	Letter	
7/21/08	7/27/08	Executive Jet Aviation, Inc	H25B	EJA895		Letter	Wrong Owner
7/23/08	7/27/08	Chemed Corp	H25B		N571CH	Letter	
7/23/08	7/27/08	Union of Operating Engineers	C56X		N705SG	Letter	
7/24/08	7/27/08	S V Air LLC	EA50		N2486B	Letter	
7/27/08	8/3/08	Union of Operating Engineers	C56X		N705SG	Letter	Phone
7/28/08	8/3/08	Roberts Phillip	EA50		N99KP	Letter	
7/29/08	8/3/08	Mociva Inc	C500		N5WF	Letter	
7/30/08	8/3/08	Sunset Equipment Finance	GLF4		N310EL	Letter	
7/31/08	8/3/08	Cornerstone Aviation	C550		N143BP	Letter	Mail Returned
8/3/08	8/10/08	Sweet jet LLC	C525		N224BA	Letter	
8/3/08	8/10/08	Cook Aircraft Leasing	CL60		N604GW	Letter	
8/3/08	8/10/08	Executive Jet Aviation, Inc	C750	EJA987		Letter	
8/4/08	8/10/08	Cessna Finance Corp	C56X		N2	Letter	
8/4/08	8/10/08	Kiewit Engineering Co.	LJ45		N359K	Letter	
8/5/08	8/10/08	Sunset Aviation	C550	TWY31		Letter	
8/8/08	8/10/08	Sunset Aviation	LJ45	TWY740		Letter	
8/9/08	8/10/08	S V Air LLC	EA50		N2486B	Letter	
8/9/08	8/10/08	Sierra Pacific Industries	C560		N681CE	Letter	
8/9/08		Flightworks, Inc.	GLF4	FWK962		Letter	
8/10/08	8/17/08	Citation Shares	C680	FIV629		Letter	
8/13/08	8/17/08	Highlands Management group	C550		N336MA	Letter	Phone
8/14/08	8/17/08	Raven Acquisitions LLC	H25B		N409AV	Letter	
8/15/08	8/17/08	Nie Planes LLC	LJ60		N415NP	Letter	
8/15/08	8/17/08	Sierra Pacific Industries	C560		N681CE	Letter	
8/15/08	8/17/08	Meyer Shari Trustee	EA50		N85SM	Letter	
8/15/08	8/17/08	Ross Investments Inc	CL60		N991TW	Letter	
8/16/08	8/17/08	Destin Airways LLC	FA10		N256V	Letter	Phone

Infraction Date	Letter Date	Owner/Operator Name	Aircraft Type	Flight Number	Tail Number	Contact	Operator Response
8/17/08	8/24/08	S V Air LLC	EA50		N2486B	Letter	
8/17/08	8/24/08	Raven Acquisitions LLC	H25B		N409AV	Letter	
8/17/08	8/24/08	Sierra Pacific Industries	H25C		N52SM	Letter	
8/17/08	8/24/08	Citation Shares	C25A	FIV418		Letter	
8/18/08	8/24/08	Flybylight LLC	C501		N74FH	Letter	
8/18/08	8/24/08	Meyer Shari Trustee	EA50		N85SM	Letter	
8/18/08	8/24/08	Corporate Wings, Inc	H25B	OPT826		Letter	
8/19/08	8/24/08	Bombardier FlexJet	LJ60	LXJ262		Letter	
8/21/08	8/24/08	Thunderbird Air LLC	C560		N100WP	Letter	
8/21/08	8/24/08	TAG Aviation USA	F900	TAG1		Letter	
8/22/08	8/24/08	Sierra Pacific Industries	C560		N681CE	Letter	
8/22/08	8/24/08	510 PRS LLC	C500		N903JP	Letter	
8/23/08	8/24/08	VPC Planes LLC	LJ35		N54PA	Letter	
8/28/08	9/2/08	CVS Pharmacy Inc.	C750		N215RX	Letter	
8/31/08	9/2/08	Executive Jet Aviation, Inc	GALX	EJA706		Letter	
9/3/08	9/8/08	Kiewit Engineering Co.	LJ45		N359K	Letter	
9/4/08	9/8/08	Raven Acquisitions LLC	H25B		N409AV	Letter	
9/5/08	9/8/08	Meridian Lift LLC	LJ31		N38MG	Letter	
9/6/08	9/8/08	Meyer Shari Trustee	EA50		N85SM	Letter	
9/7/08	9/8/08	Flybylight LLC	C501		N74FH	Letter	
9/10/08		N551V LLC	C550		N551V	No Letter	No Letter
9/11/08		N551V LLC	C550		N551V	No Letter	No Letter
9/14/08	9/21/08	Giacamo LLC	C525		N525CD	Letter	
9/17/08	9/21/08	Sierra Pacific Industries	H25C		N52SM	Letter	
9/18/08	9/21/08	Eagle Canyon Leasing Inc	CL60		N777GA	Letter	Mail Returned
9/23/08	9/29/08	Corporate Wings, Inc	E135	OPT913		Letter	
9/23/08	9/29/08		CL60	OYMMM		Letter	
9/24/08	9/29/08	Ross Investments Inc	CL60		N991TW	Letter	
9/25/08	9/29/08	Union of Operating Engineers	C56X		N705SG	Letter	
9/25/08	9/29/08	Union of Operating Engineers	C56X		N705SG	Letter	
9/25/08	9/29/08	Executive Jet Aviation, Inc	C680	EJA342		Letter	
9/26/08	9/29/08	ExpressJets	E145	BTA1340		Letter	
9/26/08	9/29/08	Citation Shares	C25A	FIV408		Letter	
9/29/08	10/6/08	Zyman Aviation LLC	GLF4		N44ZF	Letter	
9/30/08	10/6/08	Continental Resources Inc.	C560		N507CR	Letter	

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**North Field Quiet Hours Report
Non-compliant Operator Contact List**

Infraction Date	Letter Date	Owner/Operator Name	Aircraft Type	Flight Number	Tail Number	Contact	Operator Response
7/1/08	7/6/08	Ameriflight	SW4	AMF217		Email	
7/2/08	7/6/08	Ameriflight	BE99	AMF259		Email	
7/3/08	7/6/08	Ameriflight	BE99	AMF259		Email	
7/3/08	7/6/08	Ameriflight	B190	AMF288		Email	
7/9/08	7/20/08	Ameriflight	SW4	AMF271		Email	
7/11/08	7/20/08	Duane Sitter	MO20	N3599H		Letter	Phone
7/14/08	7/20/08	Sunset Aviation	B350	TWY831		Letter	
7/20/08	7/27/08	Planechee 1 LLC	BE30		N366SL	Letter	Mail returned
7/21/08	7/27/08	Hundal Medical Corp	C182		N23816	Letter	
7/25/08	7/27/08	Phi Inc	BE20		N246PH	Letter	Phone
7/26/08	7/27/08	Cessna 12161 LLC	C172		N12161	Letter	
7/29/08	8/3/08	Ameriflight	SW4	AMF271		Email	
8/3/08	8/10/08	Planechee 1 LLC	BE30		N366SL	Letter	
8/8/08	8/10/08	Steve Deome	C177		N34644	Letter	Phone
8/12/08			P180	VNR176		Letter	
8/15/08	8/17/08	Wizard Aviation LLC	SW3		N200SN	Letter	Phone
8/16/08	8/17/08	Ameriflight	BE99	AMF207		Email	
8/19/08	8/24/08	Ameriflight	BE99	AMF208		Email	
8/21/08	8/24/08	Ameriflight	SW4	AMF272		Email	
8/25/08			P180	VNR178		No Letter	
8/31/08			BE33		N1329Z	No Letter	
9/11/08			BE20		N246PH	No Letter	
9/12/08			BE20		N246PH	No Letter	
9/14/08	9/21/08	STEPHEN P ATKINSON	C172		N951MC	Letter	
9/16/08	9/21/08	PAPA TANGO LLC	C525		N107PT	Letter	
9/19/08	9/21/08	Ameriflight	SW4	AMF272		Email	
9/26/08	9/29/08	Precision Holdings LLC	BE20		N501EB	Letter	
9/27/08	9/29/08	Bacchus Airplanes LLC	C172		N530ER	Letter	
9/28/08	10/6/08	US RELIANT INC	PC12		N116TH	Letter	
9/28/08	10/6/08	XOJET INC	C750		N760XJ	Letter	

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