



Oakland International Airport



A division of the Port of Oakland

North Field Quiet Hours Program

Second Quarter 2008



Prepared for
The North Field Flight Pattern Research Group

Prepared by
Oakland International Airport
Noise and Environmental Compliance Office

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Nighttime Quiet Hours Report

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 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.
Exempt departures are in italics.
- Non-compliant Flight track maps
- List of all aircraft SEL noise levels equal to or greater than 80 decibels
- Summary tables of aircraft SEL noise levels

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.

Aircraft Departure Flow Direction

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 Nighttime Departures by Runway (10:00 p.m. to 6:00 a.m.) Second Quarter 2008					
	April	May	June	Total	Percentage
Runway 27L	11	6	4	21	3%
Runway 27R	139	105	154	398	53%
Runway 33	20	16	19	55	7%
NW Flow (Alameda)	170	127	177	474	63%
Runway 09L	7	17	14	38	5%
Runway 09R	88	81	69	238	32%
Runway 15	0	0	0	0	0%
SE Flow (San Leandro)	95	98	83	276	37%
Total Night Departures	265	225	260	750	100%

North Field Quiet Hours Compliance Summary
(10:00 p.m. to 6:00 a.m.)
Second Quarter 2008

	April	May	June	Quarterly
Total Nighttime Departures	265	225	260	750
Compliant Departures	258	216	247	721
Average Compliant Departures per Night	8.3	7.2	8.0	7.8
Non-Compliant Departures	7	9	13	29
Average Non-Compliant Departures per Night	0.2	0.3	0.4	0.3
Compliance Percentage	97%	96%	95%	96%

North Field Nighttime Departure List

Date/Time	Flight Number	Tail Number	Aircraft Type	Runway	Comments
4/1/2008 5:56	AMF223	-	PA31	27R	Time Buffer
4/2/2008 5:49	AMF223	-	PA31	27R	Good Effort
4/7/2008 2:18	MXA149	-	A320	27L	Runway Maintenance
4/7/2008 5:51	N55BA	N55BA	H25B	27L	Non-preferred Runway
4/7/2008 22:01	AMF270	-	BE99	27R	Time Buffer
4/11/2008 23:21	N18TC	N18TC	C421	27R	Wide SaladOne
4/12/2008 4:37	N733UG	N733UG	C172	27L	Wide SaladOne
4/15/2008 23:08	N1920F	N1920F	C172	27R	Wide SaladOne
4/15/2008 23:18	N1482M	N1482M	C172	27L	Wide SaladOne
4/16/2008 23:21	LCFEMT	-	LJ35	27L	Lifeguard Medical
4/17/2008 1:37	N915CD	N915CD	BE90	27R	310 Heading
4/19/2008 22:09	VNR169	-	P180	27R	Time Buffer
4/22/2008 2:31	CFPUB	-	LJ25	27R	Lifeguard Medical
4/23/2008 22:03	AMF270	-	BE99	27R	Time Buffer
4/25/2008 22:22	N374MA	N374MA	C172	27R	310 Heading
5/1/2008 22:16	N6462Q	N6462Q	MO21	27R	Wide SaladOne
5/1/2008 22:52	VNR109	-	P180	27R	Wide SaladOne
5/1/2008 22:56	N622KM	N622KM	BE20	27R	Wide SaladOne
5/2/2008 5:54	AMF213	-	PA31	27R	Time Buffer
5/2/2008 5:59	AMF212	-	PA31	27R	Time Buffer
5/19/2008 0:10	N185WB	N185WB	C185	27R	310 Heading
5/19/2008 2:51	SWA8634	-	B737	27L	Runway Maintenance
5/19/2008 5:55	AMF223	-	PA31	27R	Time Buffer
5/22/2008 5:58	AMF223	-	PA31	27R	Time Buffer
5/23/2008 1:21	AMF272	-	SW4	27R	Wide SaladOne
5/27/2008 1:13	-	-	-	27R	VFR Departure
5/27/2008 5:46	AMF223	-	PA31	27R	Good Effort
5/27/2008 22:39	N802MJ	N802MJ	BE20	27R	Straight Out Departure

Date/Time	Flight Number	Tail Number	Aircraft Type	Runway	Comments
5/29/2008 3:07	NN4837N	-	C182	27R	Straight Out Departure
5/29/2008 22:22	C6548	-	HELO	27R	Straight Out Departure
6/2/2008 5:57	AMF213	-	PA31	27R	Time Buffer
6/4/2008 1:22	AMF272	-	SW4	27R	Wide SaladOne
6/6/2008 5:57	AMF212	-	BE99	27R	Time Buffer
6/9/2008 5:55	MRA687	-	C208	27R	Time Buffer
6/9/2008 22:41	N35583	N35583	C172	27R	Good Effort
6/10/2008 3:57	TSU361	-	CVLT	27R	Straight Out Departure
6/11/2008 5:57	AMF212	-	BE99	27R	Time Buffer
6/12/2008 0:26	N93SF	N93SF	BE10	27R	Wide SaladOne
6/13/2008 2:35	AMF288	-	B190	27R	Straight Out Departure
6/14/2008 3:40	AMF207	-	BE99	27R	Wide SaladOne
6/15/2008 23:50	LN246PH	-	BE20	27R	Lifeguard Medical
6/17/2008 5:51	AMF213	-	PA31	27R	Time Buffer
6/17/2008 5:53	AMF223	-	PA31	27R	Time Buffer
6/17/2008 22:17	-	-	-	33	Straight Out Departure
6/19/2008 2:40	AMF288	-	B190	27R	Wide SaladOne
6/19/2008 23:20	N269C	N269C	C421	27R	Straight Out Departure
6/20/2008 22:59	N66529	N66529	BE36	27R	Straight Out Departure
6/21/2008 22:07	N65892	N65892	C172	33	Time Buffer
6/22/2008 1:55	-	-	-	27R	310 Heading
6/24/2008 22:24	N542PG	N542PG	SR22	27R	Wide SaladOne
6/25/2008 5:52	AMF213	-	PA31	27R	Time Buffer
6/26/2008 0:04	AMF271	-	SW4	27R	Good Effort Wide SaladOn
6/26/2008 5:55	AMF213	-	PA31	27R	Time Buffer
6/26/2008 22:09	AMF270	-	BE99	27R	Time Buffer
6/26/2008 23:47	N28CA	N28CA	PAY2	27R	Straight Out Departure
6/27/2008 1:31	AMF272	-	SW4	27R	Wide SaladOne
6/27/2008 5:58	AMF214	-	PA31	27R	Time Buffer

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 dBA (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.

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 SEL.

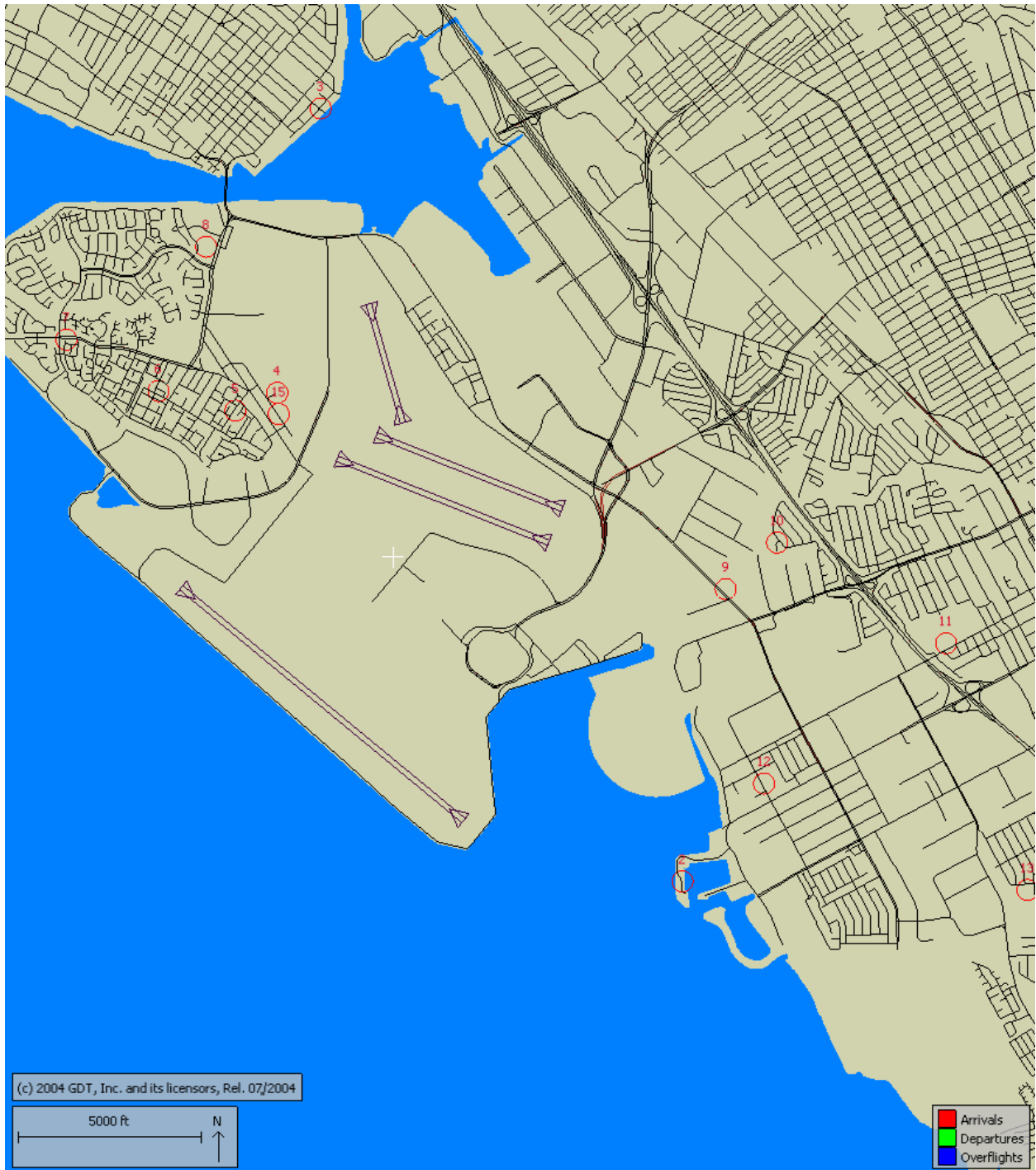
The first column identifies the noise monitoring site (RMT Number) and the second column provides the total number of aircraft noise events that were measured during the reported period (calendar quarter) at each of the RMTs. The table also includes 3 primary sections corresponding to aircraft noise events: A. between 80 and 84.9 dBA SEL; B. between 85 and 89.9 dBA SEL; and C. 90 dBA SEL and higher. The primary sections include secondary headings identifying the number of nightly average noise events at each location, the number of aircraft departures causing the noise events, and the percentage of the aircraft departures associated with the total departures. Tables 2 and 3 provide a comparison of the RMTs located in Alameda to those located in San Leandro.

Generally, the sound threshold setting for all RMT's is 65 dB with the exception of RMT #2, which is set at 63dB in order to enhance the measurement of back-blast noise caused by aircraft departures from Runway 29. However, current settings vary (see the Notes section on the table below). An aircraft noise event is identified when noise levels reach the threshold setting and the airport noise management system (ANOMS) correlates flight track data with the noise event. Please note that on the second column, the total aircraft noise events values provided are presented with the assumption that one noise event was created by a single aircraft departure. However, ANOMS will 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.

Definitions:

The **maximum sound level (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. The **Sound Exposure Level (SEL)** metric represents the cumulative sound energy detected above an established threshold for a single event considering both intensity and duration of the sound. The SEL represents the acoustical energy of the event once it surpasses a specified noise level, 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 SEL level is approximately 10 dB higher than the Lmax, or peak, noise level.

Microphone Locations



**Table 1. North Field Nighttime Aircraft Departure Noise Events Summary
(10:00 p.m. to 6:00 a.m.)
Second Quarter 2008**

Total Aircraft Departures = 750		Aircraft Noise Events								
		SEL 80 - 84.9 dBA			SEL 85 - 89.9 dBA			SEL ≥ 90 dBA		
RMT Number	Total Aircraft Noise Events	Nightly Average Noise Events	Aircraft Departures	Percentage of Total Departures	Nightly Average Noise Events	Aircraft Departures	Percentage of Total Departures	Nightly Average Noise Events	Aircraft Departures	Percentage of Total Departures
1	13	0.0	2	0.3%	0.0	1	0.1%	0.0	0	0.0%
2	129	0.0	3	0.4%	0.0	0	0.0%	0.0	0	0.0%
3	176	0.3	31	4.1%	0.1	5	0.7%	0.0	0	0.0%
4	363	1.1	97	12.9%	0.4	38	5.1%	0.2	14	1.9%
5	197	0.4	33	4.4%	0.1	13	1.7%	0.1	5	0.7%
6	72	0.1	12	1.6%	0.1	5	0.7%	0.0	3	0.4%
7	41	0.1	8	1.1%	0.0	1	0.1%	0.0	1	0.1%
8	266	0.5	46	6.1%	0.1	8	1.1%	0.0	1	0.1%
9	157	0.6	57	7.6%	0.1	9	1.2%	0.0	1	0.1%
10	99	0.2	17	2.3%	0.0	4	0.5%	0.0	0	0.0%
11	10	0.0	4	0.5%	0.0	0	0.0%	0.0	0	0.0%
12	309	0.5	50	6.7%	0.0	3	0.4%	0.0	0	0.0%
13	16	0.0	3	0.4%	0.0	0	0.0%	0.0	0	0.0%
14	55	0.1	9	1.2%	0.0	0	0.0%	0.0	0	0.0%

Notes: • RMT's 3, 7, 12, and 14 were set at a "Floating Threshold" on 9/15/06 as part of a Temperature Inversion Study. Note that the threshold at RMT 1 was set at "Floating" several years ago.

Table 2. Northwest Flow Runway 27R-L and 33 Departures - Second Quarter 2008 (10:00 p.m. to 6:00 a.m.)

Total NW Aircraft Departures = 474		Aircraft Noise Events								
		SEL 80 - 84.9 dBA			SEL 85 - 89.9 dBA			SEL ≥ 90 dBA		
RMT Number	Total Aircraft Noise Events	Nightly Average Noise Events	Aircraft Departures	Percentage of Total Departures	Nightly Average Noise Events	Aircraft Departures	Percentage of Total Departures	Nightly Average Noise Events	Aircraft Departures	Percentage of Total Departures
3	176	0.3	31	6.5%	0.1	5	0.7%	0.0	0	0.0%
4	363	1.1	97	20.5%	0.4	38	5.1%	0.2	14	1.9%
5	197	0.4	33	7.0%	0.1	13	1.7%	0.1	5	0.7%
6	72	0.1	12	2.5%	0.1	5	0.7%	0.0	3	0.4%
7	41	0.1	8	1.7%	0.0	1	0.1%	0.0	1	0.1%
8	266	0.5	46	9.7%	0.1	8	1.1%	0.0	1	0.1%
Total	1,115	0.4			0.1			0.0		

Table 3. Southeast Flow Runway 09R-L and 15 Departures - Second Quarter 2008 (10:00 p.m. to 6:00 a.m.)

Total SE Aircraft Departures = 276		Aircraft Noise Events								
		SEL 80 - 84.9 dBA			SEL 85 - 89.9 dBA			SEL ≥ 90 dBA		
RMT Number	Total Aircraft Noise Events	Nightly Average Noise Events	Aircraft Departures	Percentage of Total Departures	Nightly Average Noise Events	Aircraft Departures	Percentage of Total Departures	Nightly Average Noise Events	Aircraft Departures	Percentage of Total Departures
2	129	0.0	3	1.1%	0.0	0	0.0%	0.0	0	0.0%
9	157	0.6	57	20.7%	0.1	9	1.2%	0.0	1	0.1%
10	99	0.2	17	6.2%	0.0	4	0.5%	0.0	0	0.0%
11	10	0.0	4	1.4%	0.0	0	0.0%	0.0	0	0.0%
12	309	0.5	50	18.1%	0.0	3	0.4%	0.0	0	0.0%
13	16	0.0	3	1.1%	0.0	0	0.0%	0.0	0	0.0%
Total	720	0.2			0.0			0.0		

NF Nighttime Departure Noise Levels \geq SEL 80 dB

Date Time	RMT	Max Level	SEL	Duration	Flight Number	Tail Number	Aircraft Type	Runway
4/1/2008 1:03	12	73.1	80.8	46	AMF217		BE99	09R
4/1/2008 2:51	12	72	80	48	AMF288	N111YV	B190	09R
4/1/2008 4:51	4	81.2	86.6	12		N47CA	PAY2	27R
4/1/2008 4:52	5	74.2	80.5	10		N47CA	PAY2	27R
4/1/2008 5:57	4	87.9	92.8	17	AMF223		PA31	27R
4/1/2008 5:57	5	78.4	85.1	15	AMF223		PA31	27R
4/1/2008 5:57	6	75.7	82.3	13	AMF223		PA31	27R
4/1/2008 5:57	8	73.8	82.8	21	AMF223		PA31	27R
4/1/2008 5:59	4	77.8	83.7	12	AMF213		PA31	27R
4/2/2008 1:32	12	72.9	80	54	AMF272		SW4	09R
4/2/2008 2:35	12	72.3	80.5	59	AMF288	N111YV	B190	09R
4/2/2008 5:49	4	87.2	92.2	20	AMF223		PA31	27R
4/2/2008 5:49	5	75.4	82.9	13	AMF223		PA31	27R
4/2/2008 5:49	8	83.1	89.7	24	AMF223		PA31	27R
4/2/2008 5:49	3	76.5	85	55	AMF223		PA31	27R
4/2/2008 5:54	4	72.9	80	13	AMF213		PA31	27R
4/2/2008 22:13	4	74.8	82.3	17		N6023E	BE76	27R
4/2/2008 22:24	10	77.5	85.1	20		N6023E	BE76	27R
4/2/2008 22:24	9	80.7	87.9	23		N6023E	BE76	27R
4/2/2008 22:37	11	74.6	81.8	12		N6023E	BE76	27R
4/2/2008 22:37	9	80.8	86.3	16		N6023E	BE76	27R
4/3/2008 0:02	12	77.3	81.7	59	AMF271		SW4	09R
4/3/2008 2:37	12	71.4	80.4	54	AMF288	N111YV	B190	09R
4/3/2008 2:37	9	78.7	82.6	10	AMF288	N111YV	B190	09R
4/3/2008 3:54	12	70.9	80.3	53	AMF259		BE99	09R
4/3/2008 5:58	4	82.4	88.7	16	AMF223		PA31	27R
4/3/2008 5:58	8	77.1	84.4	16	AMF223		PA31	27R
4/3/2008 5:58	3	78.7	85.5	39	AMF223		PA31	27R
4/3/2008 23:29	9	76	84.6	22	N6462Q	N6462Q	MO20	09L
4/4/2008 0:51	9	75.2	81	10	AMF217		SW4	09R
4/4/2008 5:50	4	81.1	87	18	AMF213		PA31	27R
4/4/2008 5:50	3	80.5	87.4	66	AMF213		PA31	27R
4/4/2008 5:50	8	75.2	83.2	14	AMF213		PA31	27R
4/4/2008 5:53	4	86	90.9	15	AMF223		PA31	27R
4/4/2008 5:53	5	73.4	81	12	AMF223		PA31	27R
4/4/2008 5:53	3	80.5	87.8	72	AMF223		PA31	27R
4/4/2008 5:54	8	80.7	86.8	18	AMF223		PA31	27R
4/4/2008 22:20	3	72.5	84	73				27R
4/5/2008 22:07	3	70.3	80.7	103	BAJA25		C182	33
4/5/2008 22:07	4	73.1	81.7	16	BAJA25		C182	33
4/5/2008 23:26	4	73.1	80.9	12	BAJA25		C182	27R
4/7/2008 0:56	11	74.5	84.6	25				09L
4/7/2008 2:18	4	82.3	91.8	26	MXA149		A320	27L
4/7/2008 2:18	5	87.5	95.3	25	MXA149		A320	27L
4/7/2008 2:18	6	79.2	89.5	27	MXA149		A320	27L
4/7/2008 2:18	7	72.9	83	41	MXA149		A320	27L

Date Time	RMT	Max Level	SEL	Duration	Flight Number	Tail Number	Aircraft Type	Runway
4/7/2008 3:18	9	74.9	84.6	21	USC112		LJ35	09R
4/7/2008 3:18	12	73.3	84.6	59	USC112		LJ35	09R
4/7/2008 3:39	12	73.5	80.4	45	AMF259		SW4	09R
4/7/2008 4:45	9	81	89.7	24			LJ35	09R
4/7/2008 4:46	10	73.2	82.2	19			LJ35	09R
4/7/2008 4:46	13	72.3	83.9	37			LJ35	09R
4/7/2008 4:46	1	69.3	80.7	30			LJ35	09R
4/7/2008 5:44	4	79.5	86.5	17	AMF212		PA31	27R
4/7/2008 5:45	8	72.6	81.5	19	AMF212		PA31	27R
4/7/2008 5:45	3	74.5	82.6	45	AMF212		PA31	27R
4/7/2008 5:46	9	69.4	80	18	AMF213		PA31	27R
4/7/2008 5:47	4	81.5	87.9	16	AMF213		PA31	27R
4/7/2008 5:47	5	73	80.5	13	AMF213		PA31	27R
4/7/2008 5:47	8	74	82.6	20	AMF213		PA31	27R
4/7/2008 5:51	4	75.7	84	17	N55BA	N55BA	H25B	27L
4/7/2008 5:51	5	81.9	88.8	17	N55BA	N55BA	H25B	27L
4/7/2008 5:51	6	76.2	83.7	15	N55BA	N55BA	H25B	27L
4/8/2008 2:39	12	73.6	81	58	AMF288		B190	09R
4/8/2008 3:53	12	71.5	80.2	61	AMF259		BE99	09R
4/8/2008 5:55	3	73.7	82.1	83	AMF223		PA31	27R
4/8/2008 5:56	4	77.6	84.1	14	AMF223		PA31	27R
4/8/2008 5:57	14	73	81.7	44	AMF223		PA31	27R
4/9/2008 0:28	3	70.9	82.2	84				27R
4/9/2008 2:33	5	72.3	80.1	13	AMF288		B190	27R
4/9/2008 2:33	4	82.3	86.8	12	AMF288		B190	27R
4/9/2008 3:39	12	75	82.4	74	AMF259		BE99	09R
4/9/2008 5:52	3	73.9	81.7	87	AMF214		PA31	27R
4/9/2008 5:52	4	75	82.9	18	AMF214		PA31	27R
4/9/2008 5:59	4	70.7	80.1	15	AMF213		PA31	27R
4/9/2008 5:59	8	74.6	84.4	32	AMF213		PA31	27R
4/9/2008 23:24	4	77.1	84.9	15	N332KC	N332KC	PA32	27R
4/10/2008 0:26	9	68.9	81	36				09L
4/10/2008 0:27	9	74.1	84.2	21				09L
4/10/2008 22:59	4	76.8	84.9	17	N6462Q	N6462Q	MO21	27R
4/11/2008 2:35	5	75.7	80.7	8	AMF288		B190	27R
4/11/2008 2:35	4	81.5	86.3	12	AMF288		B190	27R
4/11/2008 3:39	6	74.9	86.6	33	AMF259		BE99	09R
4/11/2008 3:39	4	70.9	82.1	24	AMF259		BE99	09R
4/11/2008 23:21	4	79.1	86.5	21	N18TC	N18TC	C421	27R
4/12/2008 4:38	6	71.7	80.8	16	N733UG	N733UG	C172	27L
4/12/2008 22:43	4	82.8	89.5	21	N6867L	N6867L	C421	27R
4/12/2008 22:43	5	71.8	81.1	14	N6867L	N6867L	C421	27R
4/13/2008 4:26	4	74.7	84.3	28	USC112		LJ35	09R
4/13/2008 4:27	12	69	80.6	68	USC112		LJ35	09R
4/14/2008 1:35	12	74.7	84.5	88	USC236		LJ35	09R
4/14/2008 1:35	9	77.4	86.4	28	USC236		LJ35	09R
4/14/2008 1:35	10	72.2	81.7	20	USC236		LJ35	09R
4/14/2008 5:16	9	73.1	80.3	12	EJA931		C750	09R
4/14/2008 5:46	4	77.9	84.7	17	AMF213		PA31	27R
4/15/2008 2:38	9	76.5	83.2	10	AMF288		B190	09R
4/15/2008 4:33	12	72.8	80.9	48	AMF208		BE99	09L
4/15/2008 5:58	14	70.7	80.5	41	AMF214		PA31	27R

Date Time	RMT	Max Level	SEL	Duration	Flight Number	Tail Number	Aircraft Type	Runway
4/15/2008 22:12	4	76.1	81.2	10	BAHA25		C182	27R
4/15/2008 23:09	4	75.2	83.6	18	N1920F	N1920F	C172	27R
4/15/2008 23:19	5	77.2	87.6	41	N1482M	N1482M	C172	27L
4/15/2008 23:19	4	69.3	83.9	50	N1482M	N1482M	C172	27L
4/15/2008 23:59	4	75	81.4	11	AMF271		SW4	27R
4/16/2008 23:21	4	80.8	89.4	28	LCFEMT		LJ35	27L
4/16/2008 23:21	5	88.5	95.8	24	LCFEMT		LJ35	27L
4/16/2008 23:21	7	75.6	86.7	56	LCFEMT		LJ35	27L
4/16/2008 23:21	6	83.1	92.5	30	LCFEMT		LJ35	27L
4/17/2008 1:38	3	76.7	84.1	54	N915CD	N915CD	BE90	27R
4/18/2008 6:00	4	82	87.1	15				27R
4/18/2008 23:38	4	74.1	82.1	17	N6462Q	N6462Q	M20P	27R
4/19/2008 22:09	4	86.1	93.3	23	VNR169		P180	27R
4/19/2008 22:09	5	77	86.4	20	VNR169		P180	27R
4/19/2008 22:09	6	77.6	86.7	22	VNR169		P180	27R
4/19/2008 22:09	7	71.2	80.9	39	VNR169		P180	27R
4/21/2008 3:08	9	72.8	81.4	16	USC112		LJ35	09R
4/21/2008 3:08	12	73.3	83.5	57	USC112		LJ35	09R
4/21/2008 4:43	4	77	84.4	19	N3692X	N3692X	BE76	27R
4/21/2008 5:54	4	74	80.6	12	AMF213		PA31	27R
4/21/2008 5:56	8	74.9	83.4	18	AMF214		PA31	27R
4/21/2008 5:56	8	69.6	81.5	34	AMF214		PA31	27R
4/21/2008 5:58	14	70.4	80.5	28	AMF214		PA31	27R
4/21/2008 22:13	3	71.3	80	63	N888CZ	N888CZ	C182	33
4/22/2008 2:30	10	70.8	82.7	26	CFPUB		LJ25	27R
4/22/2008 2:31	4	101.7	107.8	29	CFPUB		LJ25	27R
4/22/2008 2:31	5	90	98.2	33	CFPUB		LJ25	27R
4/22/2008 2:31	6	93.6	101.2	36	CFPUB		LJ25	27R
4/22/2008 2:31	8	76	87	37	CFPUB		LJ25	27R
4/22/2008 2:39	4	77.2	83.3	10	AMF288		B190	27R
4/22/2008 6:00	4	71	80.5	16				27R
4/23/2008 2:35	9	73.5	80	12	AMF288		B190	09R
4/23/2008 5:47	4	73.2	81.7	15	AMF213		PA31	33
4/23/2008 5:47	3	73.9	80.3	54	AMF213		PA31	33
4/23/2008 5:49	14	72.2	81.2	41	AMF213		PA31	33
4/23/2008 22:54	3	73.2	80	62	N8WC	N8WC	PAYE	33
4/24/2008 0:51	12	73	81.4	62	AMF217		BE99	09L
4/24/2008 22:07	4	71.9	80.4	14	N6462Q	N6462Q	MO20	27R
4/25/2008 2:20	3	71.1	82.1	56				33
4/25/2008 3:30	9	72.5	81.6	16	N336PA	N336PA	PA44	09L
4/25/2008 5:52	8	70.5	81.1	27	AMF212		BE99	27R
4/27/2008 5:39	9	76.8	84.6	17				09R
4/27/2008 5:51	4	74.2	82.4	17	KAI73		C550	09R
4/27/2008 5:52	12	73.6	84.2	63	KAI73		C550	09R
4/27/2008 5:52	9	74.3	83.4	18	KAI73		C550	09R
4/27/2008 22:07	3	71	81.5	51				33
4/28/2008 3:56	9	75.8	82.2	12	AMF259		BE99	09R
4/28/2008 22:11	4	83.8	89.9	19	AMF5870		BE99	27L
4/28/2008 22:11	5	74.6	82.4	13	AMF5870		BE99	27L
4/29/2008 1:54	4	74.5	80	10	AMF272		SW4	27L
4/29/2008 3:03	9	78.1	82.9	9	AMF288		B190	09R
4/29/2008 3:54	12	72.8	81.2	57	AMF259		BE99	09R

Date Time	RMT	Max Level	SEL	Duration	Flight Number	Tail Number	Aircraft Type	Runway
4/29/2008 5:57	4	75	80.9	12	AMF214		PA31	33
4/29/2008 6:01	11	69.6	81.5	26	N22NH	N22NH	HELO	09R
4/30/2008 2:14	4	73.6	81.6	13	N716WA	N716WA	PAY2	27R
4/30/2008 2:34	4	79.6	85.3	12	AMF288		B190	27R
4/30/2008 22:23	4	72	82.6	20	N55GM	N55GM	EXPR	27R
5/1/2008 1:55	4	83.9	89.5	15	N716WA	N716WA	PAY2	27R
5/1/2008 1:55	5	75.9	82.8	11	N716WA	N716WA	PAY2	27R
5/1/2008 1:56	8	77.4	84.4	17	N716WA	N716WA	PAY2	27R
5/1/2008 2:36	9	77.2	82.1	9	AMF288		B190	09R
5/1/2008 2:36	12	74.9	80.7	28	AMF288		B190	09R
5/1/2008 22:16	4	79.2	86.7	19	N6462Q	N6462Q	MO21	27R
5/1/2008 22:16	5	71.5	80.2	15	N6462Q	N6462Q	MO21	27R
5/1/2008 22:17	8	71.4	81.7	24	N6462Q	N6462Q	MO21	27R
5/1/2008 22:53	5	77.5	86.8	21	VNR109		P180	27R
5/1/2008 22:53	4	89.4	95.7	21	VNR109		P180	27R
5/1/2008 22:53	6	76.9	86.4	23	VNR109		P180	27R
5/1/2008 22:53	7	71.4	81.7	39	VNR109		P180	27R
5/1/2008 22:55	14	70.4	80.6	41	VNR109		P180	27R
5/1/2008 22:57	4	81.7	86.3	11	N622KM	N622KM	BE20	27R
5/1/2008 22:57	5	73.7	80	9	N622KM	N622KM	BE20	27R
5/2/2008 2:37	9	74.4	80.5	10	AMF288		B190	09R
5/2/2008 5:54	4	70.9	80.3	17	AMF213		PA31	27R
5/2/2008 5:55	8	74.2	82	17	AMF213		PA31	27R
5/2/2008 6:00	4	84.6	90	16	AMF212		PA31	27R
5/2/2008 6:00	5	77.3	83.6	13	AMF212		PA31	27R
5/2/2008 6:00	8	70.3	80	18	AMF212		PA31	27R
5/2/2008 22:00	4	70.6	80.7	20	N396TA	N396TA	C172	27R
5/4/2008 4:15	9	75.7	81.9	12	N911RX	N911RX	BE20	09L
5/4/2008 4:15	10	74	81	11	N911RX	N911RX	BE20	09L
5/5/2008 3:13	12	72.4	82.5	51	USC112		LJ35	09R
5/5/2008 3:50	9	77.6	84.8	16	AMF259		BE99	09R
5/5/2008 3:50	10	71.7	80.8	15	AMF259		BE99	09R
5/5/2008 5:46	4	84.1	89	14	AMF214		PA31	27R
5/5/2008 5:46	8	76.7	82.9	12	AMF214		PA31	27R
5/5/2008 5:46	3	72	82.6	75	AMF214		PA31	27R
5/5/2008 5:53	14	72.2	80.5	27	AMF223		PA31	27R
5/5/2008 5:56	8	73.4	81.4	18	AMF213		PA31	27R
5/6/2008 0:10	9	74.5	80.5	9	AMF271		SW4	09R
5/6/2008 2:34	4	81	86.9	14	AMF288		B190	27R
5/6/2008 2:34	8	73.3	80	11	AMF288		B190	27R
5/7/2008 2:35	4	82.7	87.4	14	AMF288		B190	27R
5/8/2008 0:08	12	74.5	80.7	46	AMF271		SW4	09R
5/8/2008 1:46	8	72.2	83.1	35	AMF272		SW4	27R
5/8/2008 3:24	12	72.6	80.6	64	N241PH	N241PH	BE20	09R
5/8/2008 3:40	12	71.7	81.1	57	AMF259		BE99	09L
5/8/2008 5:01	12	74.4	85.2	78	N35BG	N35BG	LJ35	09R
5/8/2008 5:01	9	73.7	83.4	20	N35BG	N35BG	LJ35	09R
5/9/2008 2:35	4	79.1	84.9	15	AMF288		B190	33
5/9/2008 5:55	4	73.5	80.3	11	AMF213		PA31	27R
5/9/2008 5:56	7	67.2	80	88	AMF213		PA31	27R
5/9/2008 5:57	4	69.6	82.2	49	AMF214		PA31	27R
5/12/2008 3:15	12	74.5	83.3	65	USC112		LJ35	09R

Date Time	RMT	Max Level	SEL	Duration	Flight Number	Tail Number	Aircraft Type	Runway
5/12/2008 3:49	12	74.3	81.1	52	AMF259		BE99	09L
5/12/2008 5:47	4	75.6	81.4	10	AMF212		BE99	27R
5/12/2008 5:47	4	74.2	81	12	MRA687		C208	27L
5/12/2008 5:48	3	71.8	80.1	34	MRA687		C208	27L
5/12/2008 5:52	4	73.8	80	14	AMF213		PA31	27R
5/12/2008 5:54	4	79.1	86.1	18	AMF223		PA31	27R
5/13/2008 0:09	12	72.2	80.1	56	AMF271		SW4	09R
5/13/2008 2:41	12	74.4	82	58	AMF288		B190	09R
5/13/2008 4:48	9	72.4	80.1	11	AMF208		BE99	09L
5/14/2008 5:17	4	74.2	81.6	14	N9836S	N9836S	BE35	27R
5/15/2008 5:16	9	74.4	81.8	16	TAG42		GLF4	09R
5/15/2008 5:16	12	76.4	83.9	41	TAG42		GLF4	09R
5/15/2008 5:16	10	67.1	80.5	43	TAG42		GLF4	09R
5/15/2008 6:00	4	74.8	81.4	11	AMF212		PA31	27R
5/15/2008 6:00	3	70.8	80	32	AMF212		PA31	27R
5/15/2008 6:00	8	87.2	94.3	38	AMF212		PA31	27R
5/15/2008 22:43	3	71.5	82.1	59				33
5/16/2008 5:54	4	75	83.1	34	AMF212		BE99	27R
5/16/2008 23:38	12	76.1	84.3	68	TAG1		F900	09R
5/16/2008 23:38	9	78.7	86.7	20	TAG1		F900	09R
5/16/2008 23:38	10	73.2	81.2	13	TAG1		F900	09R
5/18/2008 3:11	9	80.8	87.5	17	N408J	N408J	PRM1	09L
5/18/2008 3:11	10	72	81.1	13	N408J	N408J	PRM1	09L
5/18/2008 22:35	4	74.3	82.2	16	N3060K	N3060K	PA44	27R
5/18/2008 22:36	8	74.2	82.2	17	N3060K	N3060K	PA44	27R
5/19/2008 2:51	4	75.9	87.1	31	SWA8634		B737	27L
5/19/2008 2:51	5	79.9	89.3	32	SWA8634		B737	27L
5/19/2008 2:51	6	72.4	82.3	22	SWA8634		B737	27L
5/19/2008 3:25	9	72.8	82	17	USC112		LJ35	09R
5/19/2008 5:53	4	73	80.7	11	AMF212		BE99	27R
5/19/2008 5:55	3	73.3	81.7	91	AMF223		PA31	27R
5/19/2008 5:55	4	84.9	90.5	17	AMF223		PA31	27R
5/19/2008 5:55	5	73.1	81.4	12	AMF223		PA31	27R
5/19/2008 5:55	8	78.7	85.6	20	AMF223		PA31	27R
5/20/2008 2:54	12	77	84.2	90	AMF288		B190	09R
5/20/2008 2:54	9	75.9	81.5	10	AMF288		B190	09R
5/20/2008 4:39	9	77.3	83.6	11	AMF208		BE99	09L
5/20/2008 23:36	5	79.1	86.5	18	N903TC	N903TC	GLF3	09R
5/20/2008 23:36	4	75.6	84	17	N903TC	N903TC	GLF3	09R
5/20/2008 23:36	9	72.3	81.4	17	N903TC	N903TC	GLF3	09R
5/20/2008 23:58	3	72.7	80	57	AMF271		SW4	27R
5/22/2008 0:50	4	73.5	81.3	15	AMF217		BE99	27R
5/22/2008 3:42	12	72.9	81	48	AMF259		BE99	09R
5/22/2008 5:58	4	86	91.4	20	AMF223		PA31	27R
5/22/2008 5:58	5	76.1	83.8	14	AMF223		PA31	27R
5/22/2008 5:58	8	81.5	88.1	21	AMF223		PA31	27R
5/22/2008 5:58	3	77.1	84.8	51	AMF223		PA31	27R
5/22/2008 22:39	4	83.9	90.2	24	N429GM	N429GM	C421	27R
5/22/2008 22:39	5	76.4	84.3	22	N429GM	N429GM	C421	27R
5/22/2008 22:40	6	72.8	81.6	17	N429GM	N429GM	C421	27R
5/22/2008 22:40	8	79.8	86.7	29	N429GM	N429GM	C421	27R
5/22/2008 23:23	4	78.5	83.8	10	AMF5107		SW4	27R

Date Time	RMT	Max Level	SEL	Duration	Flight Number	Tail Number	Aircraft Type	Runway
5/22/2008 23:23	8	74.3	80.3	11	AMF5107		SW4	27R
5/22/2008 23:23	7	71.7	80.2	32	AMF5107		SW4	27R
5/23/2008 3:48	12	72.1	80.1	68	AMF259		BE99	09R
5/23/2008 6:00	4	77.7	84.4	14	AMF223		PA31	27R
5/23/2008 6:01	14	71.2	81.2	49	AMF223		PA31	27R
5/24/2008 1:06	4	73.2	81.9	17	N6462Q	N6462Q	MO20	27R
5/24/2008 23:21	9	75.7	83	11	LN91MF		BE20	09L
5/24/2008 23:21	10	74.7	80.3	9	LN91MF		BE20	09L
5/25/2008 5:27	10	79.1	84.6	13	N81PC	N81PC	C210	09L
5/27/2008 1:13	3	68.6	80.2	93				27R
5/27/2008 1:50	12	75.1	84.6	68	N751AC	N751AC	LJ35	09R
5/27/2008 1:51	9	74.8	83.7	24	N751AC	N751AC	LJ35	09R
5/27/2008 2:17	2	72.9	82.2	25	USC237		LJ35	09R
5/27/2008 2:57	12	74.3	84.3	113	USC112		LJ35	09R
5/27/2008 2:57	9	73.1	81.4	14	USC112		LJ35	09R
5/27/2008 5:46	3	74.9	83.9	95	AMF223		PA31	27R
5/27/2008 5:46	4	83.9	90.2	21	AMF223		PA31	27R
5/27/2008 5:46	5	78.7	85.2	15	AMF223		PA31	27R
5/27/2008 5:46	8	81.7	88.1	21	AMF223		PA31	27R
5/27/2008 5:52	4	72.4	80.8	18	AMF213		PA31	27R
5/28/2008 0:11	12	73.5	80	53	AMF271		SW4	09R
5/28/2008 1:58	9	74.4	83.2	15	TWY460		BE40	09R
5/28/2008 5:46	4	78.5	86	20	NOCT	NOCT	SR22	27R
5/28/2008 5:46	3	75.1	83.8	66	NOCT	NOCT	SR22	27R
5/28/2008 5:46	8	72.1	81.3	25	NOCT	NOCT	SR22	27R
5/28/2008 5:58	8	72.5	81.4	17	AMF214		PA31	27R
5/28/2008 22:58	4	70.3	80	17	N5348D	N5348D	C172	27R
5/29/2008 0:52	12	81.2	88.4	64	NWD100		GLF5	09R
5/29/2008 0:52	9	74.5	83.4	17	NWD100		GLF5	09R
5/29/2008 3:08	4	74.7	83.9	19	NN4837N		C182	27R
5/29/2008 3:08	5	76	84.8	24	NN4837N		C182	27R
5/29/2008 3:08	6	71.9	80.9	18	NN4837N		C182	27R
5/29/2008 4:31	9	76.5	80.4	14	AMF208		BE99	09R
5/29/2008 5:56	4	75.4	80.6	10	AMF214		PA31	33
5/29/2008 5:59	4	71.3	80.8	17	AMF223		PA31	27R
5/29/2008 5:59	3	74.3	83.4	54	AMF223		PA31	27R
5/29/2008 22:23	4	70	80.3	22	C6548		HELO	27R
5/29/2008 22:23	5	74.5	85.2	28	C6548		HELO	27R
5/29/2008 22:24	6	69.7	80.6	21	C6548		HELO	27R
5/30/2008 4:28	9	73.7	80.4	12	AMF208		BE99	09L
5/30/2008 6:00	4	79.5	85.8	14	AMF214		PA31	27R
5/30/2008 6:00	8	74.2	81	13	AMF214		PA31	27R
5/30/2008 22:45	4	79.6	84.5	14	AMF229		SW4	27L
5/30/2008 23:53	4	74.1	80.2	11	N466MW	N466MW	BE30	27R
5/31/2008 0:17	4	76.5	84.6	18	N6462Q	N6462Q	MO20	27R
5/31/2008 1:10	8	75.7	80.5	10	AMF217		SW4	27R
6/2/2008 3:19	12	74.2	84.4	78	USC112		LJ35	09R
6/2/2008 3:19	9	73.2	82.2	19	USC112		LJ35	09R
6/2/2008 3:44	12	73.4	81.6	92	AMF259		BE99	09R
6/2/2008 5:49	4	77	84.9	14	AMF212		BE99	27R
6/2/2008 5:49	5	72.5	80.8	13	AMF212		BE99	27R
6/2/2008 5:49	8	72.9	81.4	15	AMF212		BE99	27R

Date Time	RMT	Max Level	SEL	Duration	Flight Number	Tail Number	Aircraft Type	Runway
6/2/2008 6:00	8	74.8	82	19	AMF213		PA31	27R
6/3/2008 0:05	12	72.8	80.4	56	AMF271		SW4	09R
6/3/2008 0:08	9	70.4	81.6	21				09L
6/3/2008 1:19	12	72.6	80.2	47	AMF217		SW4	09R
6/4/2008 1:22	3	74.9	82.2	73				33
6/4/2008 1:23	4	74.7	81	11	AMF272		SW4	27R
6/4/2008 2:40	9	74.7	81.5	11	AMF288		B190	09R
6/4/2008 3:36	12	71.6	80.8	59	AMF259		BE99	09R
6/4/2008 6:00	14	73.6	82.3	32	AMF214		PA31	33
6/4/2008 22:06	4	77.8	84.4	12	AMF270		BE99	27R
6/4/2008 22:06	3	73.4	80.3	47	AMF270		BE99	27R
6/5/2008 0:04	1	73.8	83.7	36				27R
6/5/2008 5:43	3	73.6	81.2	79	AMF212		BE99	27R
6/6/2008 5:06	12	70.2	80.1	52	AMF208		BE99	09R
6/6/2008 5:59	4	70.3	80	23	AMF214		PA31	27R
6/6/2008 22:49	4	74.3	80.8	10	AMF229		SW4	27R
6/8/2008 22:00	7	71	80.5	53	N802MJ	N802MJ	BE20	27R
6/8/2008 22:00	4	73.2	80.6	12	N802MJ	N802MJ	BE20	27R
6/9/2008 2:35	8	72.2	82.4	20	JBU476		A320	09R
6/9/2008 2:36	9	84	92.6	25	JBU476		A320	09R
6/9/2008 2:36	10	77.1	87.2	26	JBU476		A320	09R
6/9/2008 2:36	12	72.5	84.4	62	JBU476		A320	09R
6/9/2008 2:36	13	69.1	80.7	21	JBU476		A320	09R
6/9/2008 2:37	1	75	85.2	30	JBU476		A320	09R
6/9/2008 3:05	4	74.7	81.2	15	USC112		LJ35	09R
6/9/2008 3:23	12	74.8	82.4	58	AMF259		BE99	09R
6/9/2008 5:55	4	73.6	80.2	11	AMF223		PA31	27R
6/9/2008 5:56	8	70.7	80	16	MRA687		C208	27R
6/9/2008 22:42	4	72	80.7	14	N35583	N35583	C172	27R
6/10/2008 3:57	4	91.6	97.4	20	TSU361		CVLT	27R
6/10/2008 3:57	5	82.2	90	18	TSU361		CVLT	27R
6/10/2008 3:57	6	84.3	91.8	19	TSU361		CVLT	27R
6/10/2008 3:58	7	84.1	90.9	54	TSU361		CVLT	27R
6/10/2008 4:34	2	76.5	84	16	AMF208		BE99	09L
6/10/2008 5:51	4	74.1	82.7	12	AMF214		PA31	27R
6/11/2008 1:04	9	72.3	80.9	16	N355AB	N355AB	PA44	09L
6/11/2008 4:37	2	76.9	84.1	16	AMF208		BE99	09R
6/11/2008 22:08	4	71.3	80.1	15	N2967D	N2967D	PA44	27R
6/12/2008 0:26	5	73.5	80	12	N93SF	N93SF	BE10	27R
6/12/2008 4:32	5	77.4	84.2	11	AMF208		BE99	09R
6/12/2008 4:32	6	75	82.5	11	AMF208		BE99	09R
6/13/2008 2:34	5	77.9	88	55	AMF288		B190	27R
6/13/2008 4:24	9	73.8	80.6	10	AMF208		BE99	09R
6/13/2008 5:26	9	76.9	83	13	N81PC	N81PC	C210	09L
6/13/2008 5:58	8	80.9	87.6	22	AMF212		PA31	27R
6/14/2008 0:31	4	78.1	85.1	21	N961DB	N961DB	M20	27R
6/14/2008 0:31	5	72.7	81.3	17	N961DB	N961DB	M20	27R
6/14/2008 2:38	9	79.1	84.7	11	N716WA	N716WA	PAY2	09L
6/14/2008 3:40	4	76.5	82.4	13	AMF207		BE99	27R
6/15/2008 23:51	4	83.6	88.6	14	LN246PH		BE20	27R
6/15/2008 23:51	5	82.4	87.6	14	LN246PH		BE20	27R
6/15/2008 23:51	6	79.7	85.4	14	LN246PH		BE20	27R

Date Time	RMT	Max Level	SEL	Duration	Flight Number	Tail Number	Aircraft Type	Runway
6/15/2008 23:51	7	75.4	83.1	49	LN246PH		BE20	27R
6/16/2008 0:23	9	72.5	80.7	14	OAE36		LR35	09R
6/16/2008 3:17	9	73.4	82.6	18	USC112		LJ35	09R
6/16/2008 3:17	12	71.5	81.6	34	USC112		LJ35	09R
6/16/2008 3:33	9	73.2	80.1	10	AMF259		BE99	09L
6/16/2008 5:43	4	76.9	83	11	AMF212		BE99	27R
6/16/2008 5:51	8	71.4	80.6	17	AMF223		PA31	27R
6/16/2008 5:53	5	78.7	94.3	86	AMF213		PA31	27R
6/16/2008 5:53	4	71.7	80.7	14	AMF213		PA31	27R
6/16/2008 5:53	8	77.4	84.2	17	AMF213		PA31	27R
6/17/2008 2:35	4	83.1	88	13	AMF288		B190	27R
6/17/2008 2:35	5	76.3	81.8	9	AMF288		B190	27R
6/17/2008 2:35	8	73.6	80	11	AMF288		B190	27R
6/17/2008 4:33	9	73.8	80.9	12	AMF208		BE99	09R
6/17/2008 4:33	12	78.3	86.1	40	AMF208		BE99	09R
6/17/2008 5:52	8	71.5	80.9	17	AMF213		PA31	27R
6/17/2008 5:53	5	77.1	89.8	59	AMF223		PA31	27R
6/17/2008 5:54	4	72.4	81.3	17	AMF223		PA31	27R
6/17/2008 5:54	8	71.8	80.6	18	AMF223		PA31	27R
6/17/2008 22:16	4	77.8	87.3	30				33
6/17/2008 22:17	5	73.8	80.6	21				33
6/17/2008 22:17	3	76.9	86.5	49				33
6/17/2008 22:17	8	69.9	80.6	27				33
6/17/2008 23:05	10	70.3	81	41	N444EW	N444EW	C421	09L
6/17/2008 23:05	9	75.2	83.1	15	N444EW	N444EW	C421	09L
6/18/2008 5:47	4	73.7	80.4	9	AMF212		BE99	27R
6/18/2008 5:49	5	75.9	80.8	10	AMF213		PA31	27R
6/19/2008 2:40	5	74.7	84.9	45	AMF288		B190	27R
6/19/2008 2:41	4	84.1	88.3	17	AMF288		B190	27R
6/19/2008 4:36	12	77.1	84.7	36	AMF208		BE99	09L
6/19/2008 5:48	5	75.1	84.2	21	AMF214		PA31	27R
6/19/2008 5:48	5	74.5	80.8	10	AMF214		PA31	27R
6/19/2008 5:49	5	74.9	83.4	21	AMF214		PA31	27R
6/19/2008 23:20	4	82.9	89.3	21	N269C	N269C	C421	27R
6/19/2008 23:20	5	75	84.1	20	N269C	N269C	C421	27R
6/19/2008 23:21	6	75	82.9	15	N269C	N269C	C421	27R
6/20/2008 1:34	4	76	81.7	10	AMF272		SW4	27R
6/20/2008 4:39	4	74.4	84	18	LN110J		FA10	09R
6/20/2008 4:39	8	70.9	81.6	28	LN110J		FA10	09R
6/20/2008 4:40	10	71.2	80.5	25	LN110J		FA10	09R
6/20/2008 4:40	9	77.5	85	19	LN110J		FA10	09R
6/20/2008 4:42	9	73.5	80.2	10	AMF208		BE99	09L
6/20/2008 4:43	13	77.7	80.7	7	AMF208		BE99	09L
6/20/2008 23:00	4	82.5	87.5	13	N66529	N66529	BE36	27R
6/20/2008 23:00	5	72.2	80.4	11	N66529	N66529	BE36	27R
6/20/2008 23:24	10	72.1	83.5	39	N236SP	N236SP	C172	27R
6/21/2008 0:00	4	73.1	80.9	15	N69276	N69276	BE76	27R
6/22/2008 1:56	4	78.3	83.7	12				27R
6/23/2008 3:21	12	71.7	80.6	33	USC112		LJ35	09R
6/23/2008 3:43	9	74	80.8	10	AMF259		BE99	09R
6/23/2008 3:43	12	73.2	80.3	28	AMF259		BE99	09R
6/23/2008 23:31	4	72.3	80.4	12	N531Y	N531Y	PA44	27R

Date Time	RMT	Max Level	SEL	Duration	Flight Number	Tail Number	Aircraft Type	Runway
6/23/2008 23:34	9	74.7	81.5	11	N531Y	N531Y	PA44	27R
6/23/2008 23:40	4	77.7	85.1	18	N531Y	N531Y	PA44	27R
6/23/2008 23:51	4	74.9	80.5	10	N5CD	N5CD	BE9L	27R
6/23/2008 23:57	4	77.9	84.2	14	N531Y	N531Y	PA44	27R
6/24/2008 0:08	4	73.8	81.2	13	N531Y	N531Y	PA44	27R
6/24/2008 0:18	4	85.1	90.7	14	N7294N	N7294N	C210	27R
6/24/2008 0:18	5	75.9	82.7	10	N7294N	N7294N	C210	27R
6/24/2008 0:18	8	75.3	82.7	15	N7294N	N7294N	C210	27R
6/24/2008 0:23	4	79.9	87.8	19	N269C	N269C	C421	27R
6/24/2008 0:23	3	73.5	82	69	N269C	N269C	C421	27R
6/24/2008 0:23	8	75.4	83.6	19	N269C	N269C	C421	27R
6/24/2008 2:36	4	80.6	85.8	11	AMF288		B190	27R
6/24/2008 2:37	8	74.5	81.7	12	AMF288		B190	27R
6/24/2008 3:20	3	75.3	82.9	57	N915CD	N915CD	BE20	27R
6/24/2008 4:37	10	75.7	85.6	39	AMF208		BE99	09R
6/24/2008 4:37	9	79.1	84.8	12	AMF208		BE99	09R
6/24/2008 4:38	11	78.1	83.6	10	AMF208		BE99	09R
6/24/2008 4:38	10	80.6	86.7	34	AMF208		BE99	09R
6/24/2008 4:39	9	82.8	87.5	12	AMF208		BE99	09R
6/24/2008 4:44	10	72.1	80.8	21	AMF208		BE99	09R
6/24/2008 4:44	12	72.2	81.3	38	AMF208		BE99	09R
6/24/2008 4:44	9	75.3	81.8	10	AMF208		BE99	09R
6/24/2008 5:43	14	71.8	81.4	25	AMF214		PA31	33
6/24/2008 5:59	4	71.4	80.6	16	AMF223		PA31	27R
6/24/2008 5:59	8	73.6	83.3	21	AMF223		PA31	27R
6/24/2008 22:18	4	78.4	86.9	20				27R
6/24/2008 22:24	4	82.7	89.3	25	N542PG	N542PG	SR22	27R
6/24/2008 22:25	3	75.5	83.3	96	N542PG	N542PG	SR22	27R
6/24/2008 22:25	5	75.7	83.5	17	N542PG	N542PG	SR22	27R
6/24/2008 22:25	8	72.9	83.8	37	N542PG	N542PG	SR22	27R
6/24/2008 22:25	6	73.3	80.6	12	N542PG	N542PG	SR22	27R
6/24/2008 22:28	4	75.1	85	25				27R
6/24/2008 22:54	4	72.4	80.4	20				27R
6/24/2008 23:08	9	70.7	80.8	19				27R
6/25/2008 1:28	4	74.5	80.8	9	AMF272		SW4	27R
6/25/2008 2:32	4	79.1	84.5	11	AMF288		B190	27R
6/25/2008 2:33	8	74.5	80.4	10	AMF288		B190	27R
6/25/2008 4:30	10	74.1	81.2	36	AMF208		BE99	09R
6/25/2008 4:30	9	74.5	81.4	10	AMF208		BE99	09R
6/25/2008 4:31	12	71.4	80.6	26	AMF208		BE99	09R
6/25/2008 5:52	8	70.9	80.6	24	AMF213		PA31	27R
6/25/2008 22:00	5	75.2	86.5	37				27R
6/25/2008 22:00	4	71.9	83.1	28				27R
6/25/2008 22:12	4	72.3	81.1	16				27R
6/26/2008 2:02	4	75.8	82.1	15	N89WC	N89WC	BE20	27R
6/26/2008 2:38	3	74	80.2	63	AMF288		B190	27R
6/26/2008 2:38	4	80.9	86.6	17	AMF288		B190	27R
6/26/2008 4:36	3	74.8	81.5	70	N47CA	N47CA	PAY2	27R
6/26/2008 4:36	4	78	84.6	14	N47CA	N47CA	PAY2	27R
6/26/2008 4:36	8	74.9	81.1	12	N47CA	N47CA	PAY2	27R
6/26/2008 5:55	4	72.4	80.4	17	AMF213		PA31	27R
6/26/2008 5:55	8	73.7	82.4	13	AMF213		PA31	27R

Date Time	RMT	Max Level	SEL	Duration	Flight Number	Tail Number	Aircraft Type	Runway
6/26/2008 5:58	4	74.7	82.5	14	PCM8709		C208	27L
6/26/2008 5:59	8	77.1	84.2	16	PCM8709		C208	27L
6/26/2008 23:29	4	72.8	82.2	16	N336PA	N336PA	PA44	27R
6/26/2008 23:32	4	73.7	81.8	14	N3125G	N3125G	PA44	27R
6/26/2008 23:33	5	72.2	81	12	N3125G	N3125G	PA44	27R
6/26/2008 23:33	6	75.9	83.1	12	N3125G	N3125G	PA44	27R
6/26/2008 23:33	4	73.7	80.9	12	N3125G	N3125G	PA44	27R
6/26/2008 23:47	4	80.2	86.4	15	N28CA	N28CA	PAY2	27R
6/26/2008 23:47	5	77.1	83.9	13	N28CA	N28CA	PAY2	27R
6/26/2008 23:47	7	74	81.8	49	N28CA	N28CA	PAY2	27R
6/26/2008 23:47	8	70.9	81.2	25	N28CA	N28CA	PAY2	27R
6/26/2008 23:47	6	77.5	83.8	15	N28CA	N28CA	PAY2	27R
6/27/2008 1:31	4	74.6	81.8	11	AMF272		SW4	27R
6/27/2008 4:29	10	73.9	81.4	29	AMF208		BE99	09L
6/27/2008 4:29	9	77.8	83.5	12	AMF208		BE99	09L
6/27/2008 5:58	4	73.2	81.7	17	AMF214		PA31	27R
6/27/2008 5:58	8	72.7	81.8	17	AMF214		PA31	27R
6/28/2008 5:35	10	76	84.2	42	N502QS	N502QS	GLF5	09R
6/28/2008 5:35	9	79.7	88	19	N502QS	N502QS	GLF5	09R
6/29/2008 5:00	9	76.5	82.6	12				09L
6/30/2008 2:23	9	72.7	80.8	13	USC112		LJ35	09R
6/30/2008 22:57	4	77.5	84	16	N401CR	N401CR	COL4	27R