SM&W

MILLS-PENINSULA MEDICAL CENTER

Updated Helicopter Noise Analysis

SM&W Project #241797

Prepared for:

Sutter Health

2200 River Plaza Drive

Sacramento, CA 95833

April 21, 2025

EXECUTIVE SUMMARY

Scope of Study

1. This report provides updated noise analysis of helicopter operations at the Mills-Peninsula Medical Center (1501 Trousdale Dr.) in Burlingame, CA and potential impacts on the surrounding community.
2. The potential noise impacts of helicopter operations at this facility were previously studied in the approved 2004 EIR and subsequent 2008 Addendum based on an assumed number of flights. The purpose of this report is to update the analysis to reflect current heliport operations. The estimate for current heliport operations is based on the flight logs for the previous three years (2022-2024).

Project Site Details

3. The heliport is located in the rear parking lot of the existing Mills-Peninsula Medical Center facility, near the border of Burlingame and Millbrae. The facility is located along El Camino Real (CA-82) south of Trousdale Drive and includes a hospital, medical office buildings and other peripheral medical and supporting uses.
4. The site is surrounded by a mix of commercial and residential areas. The surrounding neighborhoods are primarily single-family homes, with the nearest residence approximately 455 feet from the heliport. The neighborhoods also include community uses such as local schools and outdoor recreation areas.
5. The runways at San Francisco International Airport are located less than 1 mile to the north of the site.

Comparison to Prior EIR Analysis

6. The noise study previously conducted as part of the 2004 EIR and 2008 Addendum was based on the assumption of 6 flights per year. The previous noise study found that all relevant noise thresholds would be met at the neighboring residential parcels.
7. Flight logs for the heliport were provided by the project sponsor for the purposes of noise analysis. The logs included complete years for 2022 and 2023, and January through the end of October of 2024.
8. According to the flight log data, there were an average of 104 flights per year. Peak operations occurred in 2023, with 117 operations. Annualizing the data, as prescribed by the FAA, results in an average of approximately 0.29 flights per day, and a worst case of 0.32 flights per day.

Approach to Analysis

9. The noise threshold of 60 dBA CNEL was used to assess impacts of helicopter operations in the 2004 EIR and subsequent 2008 Addendum. This threshold was based on the City's General Plan Noise Element, and it is continued to be used to assess current operations. A review of current federal, state and local noise thresholds is provided herein, and all such metrics are equal to or less stringent than the original analysis.
10. A computer noise model of the helicopter flight paths, helicopter models, and anticipated flight frequency was constructed using the Aviation Environmental Design Tool (AEDT), which is developed by, and prescribed by, the Federal Aviation Administration (FAA) for aircraft noise analysis in the US.
11. It should be noted that the helicopter database used in AEDT does not include the specific helicopter models currently used at this project, so similar aircraft were substituted in the analysis. Substitutions were selected in consultation with Heliplanners, the project's helicopter consultant, using older versions of the intended helicopters. These older models are noisier than newer models that are anticipated to be utilized on site. Therefore, the noise analysis presented in this report does not take advantage of

noise reductions available to the newer helicopter models currently used at this project, and the predicted noise exposure described in this report should be considered conservative.

Summary of Conclusions

12. This analysis concludes that helicopter operations as described above would not result in exceedances of any of the applicable noise criteria. Helicopter noise is predicted to be below 60 dBA CNEL at all residential areas outside the Mills-Peninsula Medical Center Campus.

INTRODUCTION

This report provides updated noise analysis of helicopter operations at the Mills-Peninsula Medical Center located at 1501 Trousdale Dr. in Burlingame, CA and potential impacts on the surrounding community.

The potential noise impacts of helicopter operations at this facility were previously studied in the 2004 EIR and subsequent 2008 Addendum based on an assumed number of flights. The purpose of this report is to update the analysis to reflect current heliport operations based on the flight logs for the previous three years (2022-2024).

EXISTING CONDITIONS

SITE OVERVIEW

The heliport is located in the rear parking lot of the existing Mills-Peninsula Medical Center facility, near the border of Burlingame and Millbrae. The facility is located along El Camino Real (CA-82) south of Trousdale Drive. The facility currently includes a hospital, medical office buildings and other peripheral medical and supporting uses.

The site is surrounded by a mix of commercial and residential areas. The surrounding neighborhoods are primarily single-family homes, with the nearest residence approximately 455 feet from the heliport. The neighborhoods also include community uses such as local schools and outdoor recreation areas. The runways at San Francisco International Airport are located less 1 mile to the north of the site. An overview map of the area is provided in **Figure 1** below, along with zoning maps published by the City of Burlingame and Millbrae (**Figures 2a & 2b**). A list of key non-residential noise sensitive uses in the area are provided below and identified in **Figure 1:**

(A) MILLS HIGH SCHOOL

This school campus is located on Millbrae Ave, with the nearest buildings approximately 1,500 feet north-west from the heliport. The school is surrounded by a mix of residential and commercial uses.

(B) SPRING VALLEY ELEMENTARY SCHOOL

This school is located approximately 1,800 feet west from the heliport and is directly south of Mills High School (Location A), surrounded by residential uses.

(C) FRANKLIN ELEMENTARY SCHOOL & BURLINGAME INTERMEDIATE SCHOOL

These schools are adjacent to each other, and located approximately 1,300 feet south-west of the heliport . The school is surrounded by residential uses.

(D) LINCOLN ELEMENTARY SCHOOL

This school is located approximately 1,900 feet south-east of the heliport, surrounded by residential uses.

The existing sources of transportation noise in the area include San Francisco International Airport, Caltrain, traffic on El Camino Real (CA-82), as well as minor traffic on smaller collector streets. The US-101 is located approximately 0.6 miles from the site.

Figure 1: Area Map

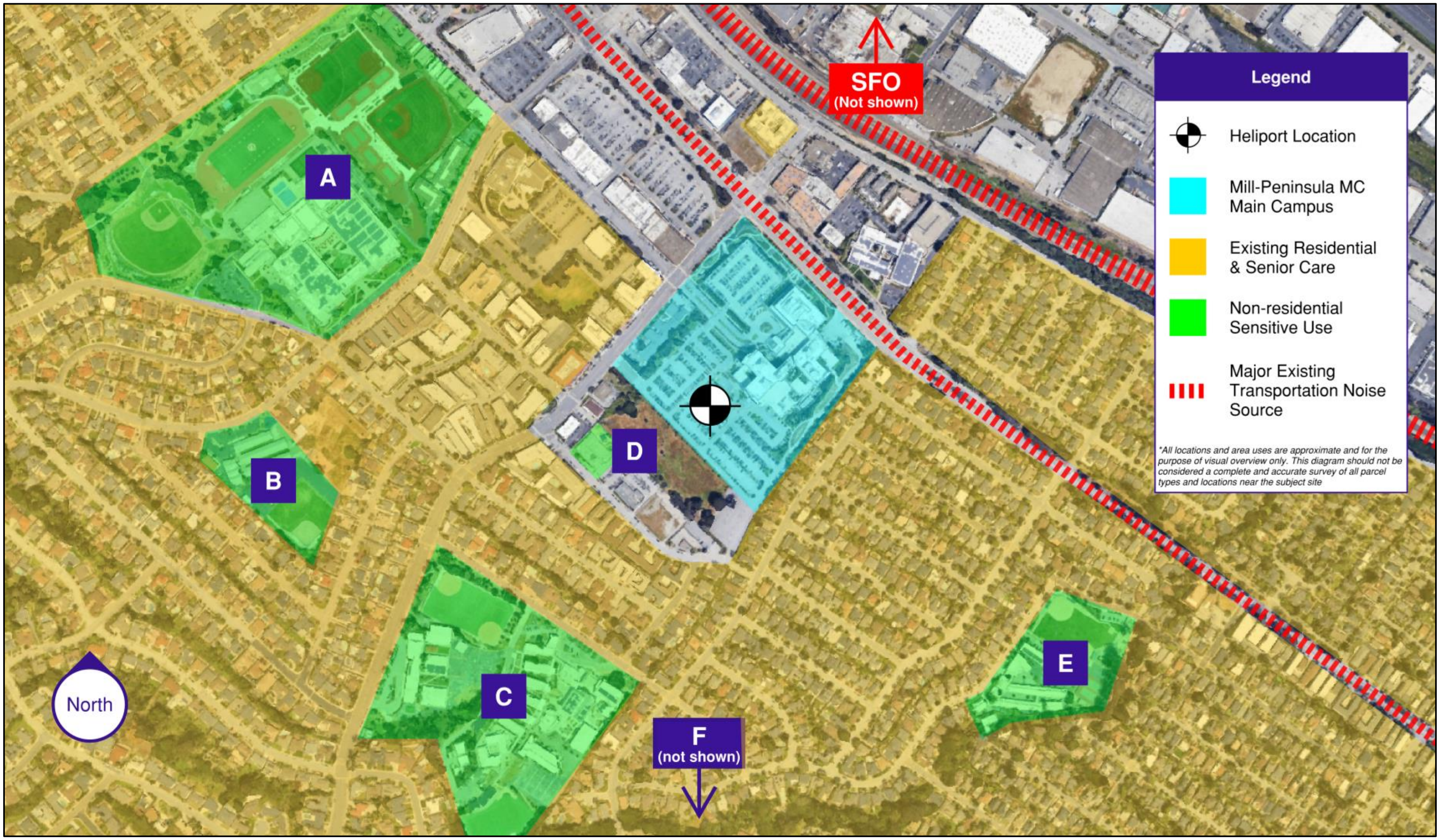

Figure 2a: City of Burlingame Zoning Map

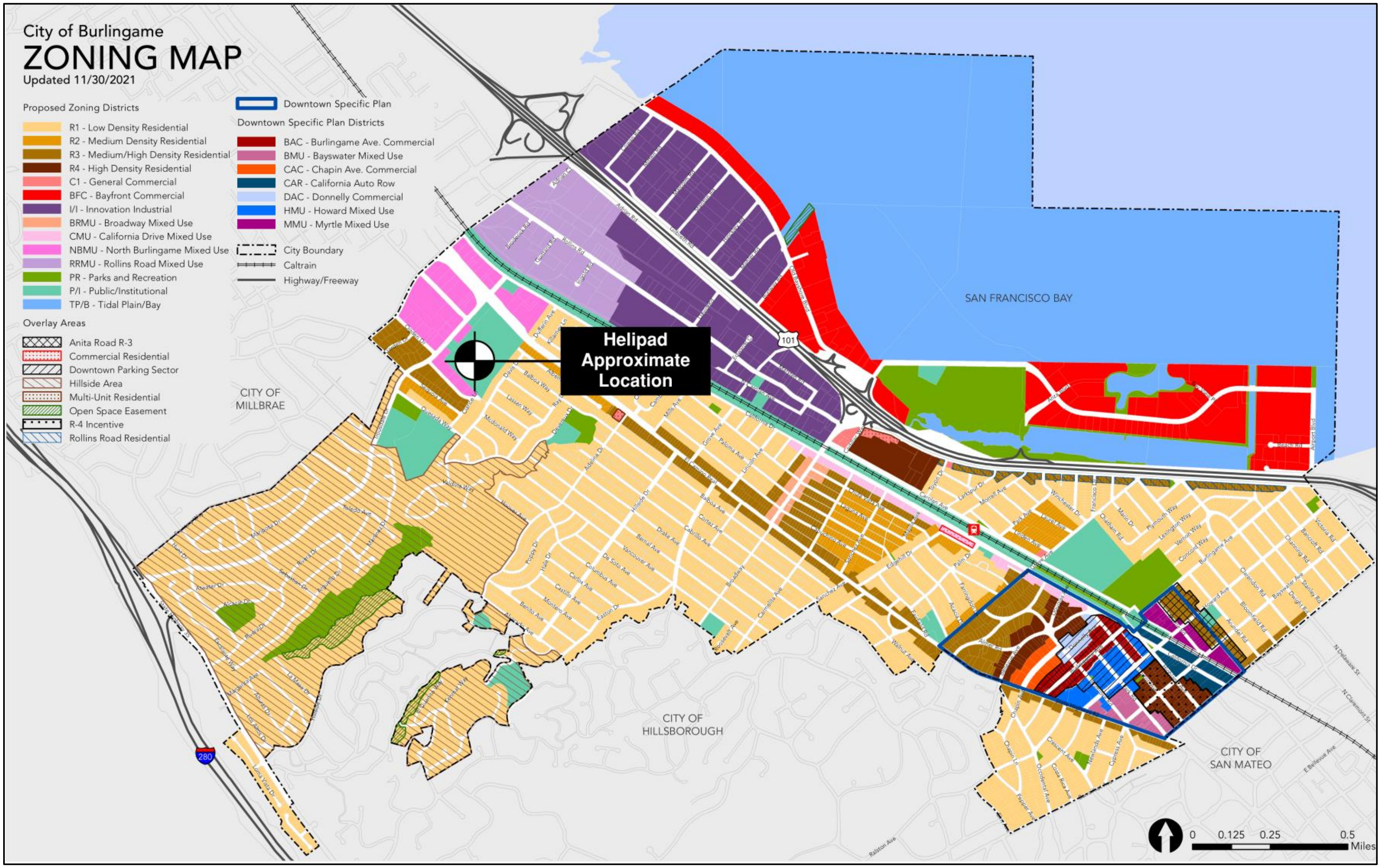

Figure 2b: City of Millbrae Zoning Map[1]

NOISE CRITERIA

The noise criteria used to assess noise from future helicopter operations are summarized here and described in detail in the sections below.

- Previous EIR Standards — 60 dBA CNEL
- Current Burlingame General Plan — 60 dBA CNEL
- Federal Standards — 65 dBA Ldn
- California State Standards — 65 dBA CNEL

2004 EIR & 2008 ADDENDUM

The original EIR evaluated helicopter noise against the requirements of the 1975 General Plan Noise Element. A significance threshold of 60 dBA CNEL was used, based on recommended levels for residential properties and schools as shown in the excerpt of table 3.5-2 (Figure 3) below. The 2008 Addendum used the same threshold.

Figure 3: Helicopter Noise Criteria from 2004 EIR

Table 3.5-2
City of Burlingame – Outdoor Noise Level Planning Criteria

Land Use Categories	CNEL (dBA)
Public, Quasi-Public and Residential Schools, Hospitals, Libraries, Auditoriums, Intensively Used Parks and Playgrounds, Public Buildings, Single Family Home, Multiple Family Apartments and Condominiums, Mobile Home Parks	60
Passively-Used Open Space Wilderness-Type Parks, Nature or Contemplation Areas of Public Parks	45
Commercial Shopping Centers, Self-Generative Business, Commercial Districts, Offices, Banks, Clinics, Hotels and Motels	65
Industrial Non-Manufacturing Industry, Transportation, Communications, Utilities, Manufacturing	75

Source: City of Burlingame, *Burlingame General Plan,* Noise Element, page N-27, September 15, 1975.

CURRENT CITY OF BURLINGAME GENERAL PLAN

The current General Plan (Envision Burlingame) includes the following policy specific to helicopter operations at Mills-Peninsula Medical Center:

Figure 4a: Current General Plan Policy – Helicopter Noise

CS-4.7: Airport and Heliport Noise

Monitor noise impacts from aircraft operations at San Francisco International Airport and Mills-Peninsula Medical Center, and implement applicable noise abatement policies and procedures as outlined in the Airport Noise Ordinance and Airport Land Use Compatibility Plan. [AC, DR]

The Airport Land Use Compatibility Plan[2] cites 65 dBA Ldn/CNEL as the threshold at which noise analysis and possible mitigation is required for residential uses. This threshold is 5 dB less stringent than the previous EIR assessment (60 dBA CNEL). To be conservative and consistent with the prior analysis, the previous EIR threshold is used here.

The current General Plan also includes the following policy, which requires noise impacts be evaluated for new residential development located within the 60 dBA CNEL contour of SFO airport. This is the same threshold level evaluated in the previous EIR. While this policy is not explicitly related to helicopter noise, it further supports the 60 dBA CNEL threshold from the original EIR being consistent with current city policy.

Figure 4b: Current General Plan Policy – Airport Noise

> **CS-4.8: Airport Noise Evaluation and Mitigation**
>
> Require project applicants to evaluate potential airport noise impacts if the project is located within the 60 CNEL contour line of San Francisco International Airport (as mapped in the Airport Land Use Compatibility Plan). All projects shall be required to mitigate impacts to comply with the interior and exterior noise standards established by the Airport Land Use Compatibility Plan. Any action that would either permit or result in the development or construction of a land use considered to be conditionally compatible with aircraft noise of CNEL 65 dB or greater (as mapped in the Airport Land Use Compatibility Plan) shall include the grant of an avigation easement to the City and County of San Francisco prior to issuance of a building permit(s) for any proposed buildings or structures, consistent with Airport Land Use Compatibility Plan Policy NP-3 Grant of Avigation Easement. [AC, DR, H]

FEDERAL STANDARDS

The Federal Aviation Administration (FAA) is responsible for regulating aircraft noise at the federal level. According to their standards[3], annualized aircraft noise[4] is considered compatible with all land uses, provided it is less than 65 dBA Ldn. Ldn values are generally marginally quieter than the CNEL level since CNEL includes an additional penalty for evening hours. Therefore, areas where noise exposure is shown to be below 65 dBA CNEL would also meet 65 dBA Ldn.

CALIFORNIA STANDARDS

The Aeronautics Division of the California Department of Transportation (CALTRANS) is responsible for regulating aircraft noise at the state level. According to their standards[5], annualized aircraft noise is considered compatible with all land uses, provided it is less than 65 dBA CNEL.

Although the federal and state standards use a higher level of 65 dBA Ldn/CNEL, this analysis uses 60 dBA CNEL to be consistent with the prior EIR and Addendum.

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[2] Comprehensive Airport Land Use Compatibility Plan for the Environs Of San Francisco International Airport, dated November 2012

[3] Code of Federal Regulations, Part 150 Title 14

[4] Average over a typical year

[5] California Code of Regulations, Title 21, Division 2.5, Chapter 6

NOISE ANALYSIS

PREVIOUS STUDIES

Helicopter noise impacts associated with the project site were previously studied as part of the 2004 EIR. This study was based on an average of 6 flights per year, and concluded that noise associated with helicopter operations was less than significant. The 2008 Addendum did not change the analysis assumptions or findings.

CURRENT METHODOLOGY

A computer noise model of the helicopter flight paths, helicopter models, and historical flight frequency was constructed using the Aviation Environmental Design Tool (AEDT) which is issued and approved by the Federal Aviation Administration (FAA) for aircraft noise analysis in the United States. This software creates a 3D model of the surrounding area and outputs noise contours based on annualized helicopter flight operations.

CURRENT OPERATIONS

Flight logs for the heliport were provided by the project sponsor for the purposes of noise analysis. The logs included complete years for 2022 and 2023, and January through the end of October of 2024. For the purposes of this analysis, this time period will be referred to as the “study period”. It is assumed that each operation in the flight logs represents one landing and one departure.

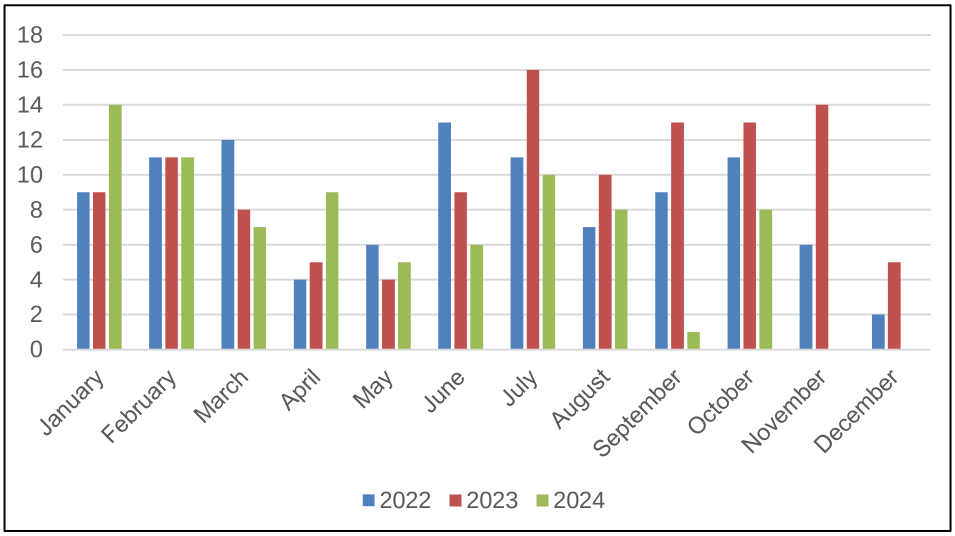
The logs note the date and time of each helicopter flight operation, which are assumed to include one approach and one departure flight each. The number of flights is summarized in Table 1 and Figure 5 below. Average flight operations increased in 2023 and dropped below 2022 levels in 2024[6].

Table 1: Total Flight Operations by Month

	# of Operations		
Month	**2022**	**2023**	**2024**
January	9	9	14
February	11	11	11
March	12	8	7
April	4	5	9
May	6	4	5
June	13	9	6
July	11	16	10
August	7	10	8
September	9	13	1
October	11	13	8
November	6	14	-
December	2	5	-
TOTAL	**101**	**117**	**79**

[6] Based on comparison of January through October data only

Figure 5: Summary of Logged Helicopter Flights per Month



During the study period, there were an average of 90 operations in the period from January to October. Extrapolating from the available data, an annual average of 104 flights is estimated over the entire study period. Peak operations occurred in 2023, with 117 operations (a 16% increase from 2022). Annualizing the data, as prescribed by the FAA[7] (Table 2) results in an average of approximately 0.29 flights per day, and a worst case of 0.32 flights per day. The worst case value was used for this analysis.

Table 2: Estimated Annualized Operations Per Year

Annualized	2022	2023	2024	Maximum	Average
Flights/Day	0.28	0.32	0.26	0.32	0.29
Flights/Week	1.94	2.25	1.81	2.25	2.00
Flights/Month	8.42	9.75	7.90	9.75	8.69

For the purposes of noise analysis, flight operations must be divided based on the time of day the operation occurred. As shown in Table 3 below, most flights occurred during daytime hours, with up to 26% of flights occurring during nighttime hours. Evening flights represented the smallest portion of flight operations. The time mix of flights used for the noise analysis prioritized night and evening flights, as these incur a penalty when using the CNEL noise metric (worst case).

[7] Title 14 CFR, Part 150, Section A150.103.b.2 & A150.103.c

Table 3: Day/Evening/Night Split of Logged Helicopter Flights

Time of Day	# of Flights 2022	# of Flights 2023	# of Flights 2024	% of Total 2022	% of Total 2023	% of Total 2024	Used for Analysis
Day	75	70	53	74%	60%	67%	60%
Evening	8	17	9	8%	15%	11%	15%
Night	18	30	17	18%	26%	22%	26%
TOTAL	**101**	**117**	**79**				

HELICOPTER FLIGHT PATHS AND MODELS

For noise analysis, the flight operations will need to be assigned to one of the 3 designated flight paths shown in Figure 6 below. The flight logs provided do not specify any information related to the flight path. In lieu of this data, the project helicopter consultant provided the assumed percent of total operations for both approach and departure for each path shown in Table 4.

Figure 6: Helicopter Flight Paths

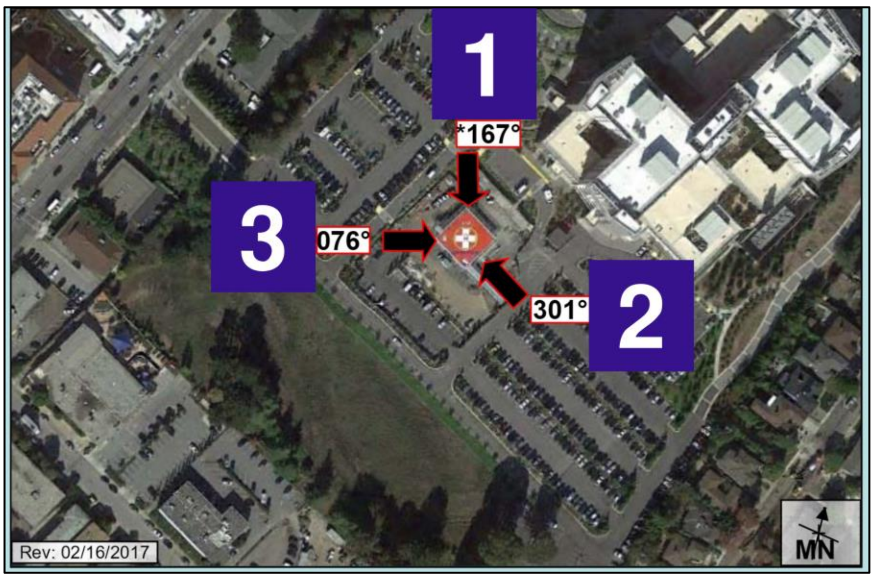


Table 4: Usage of Helicopter Flight Paths

Flight Path #	Approach	Departure
1	50%	70%
2	50%	10%
3	0%	20%
Total	**100%**	**100%**

The helipad is located at the following coordinates:

- Latitude: 37.592°
- Longitude: -122.384°
- Height: ~60 feet AMSL

HELICOPTER MODELS

The flight logs do not list specific aircraft models used for each flight and therefore the project Helicopter Consultant provided estimated models and usage figures based on their knowledge of the local operators.

AEDT does not include all the helicopter models expected to be used at the heliport, so similar, older aircraft were substituted for modeling purposes. In general, the substituted aircraft are considered noisier than the planned aircraft due to their older design and therefore predicted noise impacts are considered conservative.

The following models were used as recommended by the project helicopter consultant. The standard helicopter operational profiles[8] for each helicopter model in the software were used, as recommended by the project helicopter consultant.

Table 5: Helicopter Models for Noise Analysis

Expected Helicopter Model	In AEDT?	Proposed Substitute	% of Flights
H135	No	BO-105	90%
H145	No	Bell 429	10%

MODELING RESULTS

Annual average noise levels were estimated using the parameters described in the sections above. The results are shown in Figure 7 below. These noise contours show visually the area surrounding the helipad where noise levels above the contour level are predicted. The contour for the 60 dBA CNEL threshold has been enlarged to clearly show its extent. Helicopter noise in areas outside this contour would be below 60 dBA CNEL.

Based on this updated analysis, no exceedances of the noise criteria were found; the anticipated helicopter noise impacts associated with the project would remain less than significant consistent with the conclusions in the 2004 EIR and subsequent 2008 Addendum. Helicopter noise is predicted to be below 60 dBA CNEL at all noise-sensitive parcels outside the Mills-Peninsula Medical Center, and would be compatible with applicable Federal, State, and local noise requirements.

[8] Flight parameters for approach and departure operations including angle, ascent/decent rate, idle time, etc.

Figure 7: Calculated Helicopter Noise Contour (dBA CNEL)

Significance threshold of 60 dBA CNEL shown in **Red*

APPENDIX A: DEFINITIONS OF COMMON ACOUSTICAL TERMS

A WEIGHTING is the decibel scale for sound level measurements using the "A" weighted network of a sound level meter and is denoted as "dBA." The A-weighted network is shaped to correspond to the response of the human ear so that the results correlate approximately with human perception. It is the accepted standard for environmental noise measurements.

AMBIENT NOISE (see also Background Noise) is the sound pressure level associated with a given environment. It is a composite of sounds from near and far. For the purpose of measuring a specific noise source, it is the sound pressure level of all sources excluding the specific sound source being measured.

BACKGROUND NOISE (also Ambient Noise) is the sound pressure level associated with given environment. For the purpose of measuring indoor ambient noise, the dominant component of the noise is caused by the HVAC system.

COMMUNITY NOISE EQUIVALENT LEVEL (CNEL) similar to the DNL (see below) except that an additional penalty of 5 dB is added during evening hours (7 PM to 10 PM) and is typically, but not exclusively used by the State of California to report general environmental noise rather than DNL.

DAY-NIGHT LEVEL (L_{dn} or DNL) is the A-weighted equivalent continuous sound exposure level for a 24-hour period with a 10 dB adjustment added to the sound levels occurring during nighttime hours (10 PM to 7 AM). Ldn is typically used by regulating agencies to report general environmental noise.

$$L_{dn} = [(L_d + 10 \text{ Log}_{10} 15) \,\&\, (L_n + 10 + 10 \text{ Log}_{10} 9)] - 10 \log_{10} 24$$

Where L_d = Leq for the daytime

L_n = Leq for the nighttime

& = decibel addition

DECIBEL or properly decibel scale is the scale that measures sound level pressure (or other quality of interest) defined as 20 times the logarithm of the ratio of the sound level pressure (or other quality) to a standard reference level that by convention has been selected to approximate the threshold of hearing The standard reference in the U.S. is 0 decibel equals a pressure of 0.0002 Micro bar. The abbreviation for decibel is dB.

ENVIRONMENTAL NOISE, contrary to its original meaning referring to natural noise, has become known as the noise in the outdoor environment from transportation systems, machinery or other manmade sources.

FREQUENCY is the pitch of sound and refers to the cyclical variations per unit time. Noise can be composed of sound from the entire spectrum of frequencies. Frequency is expressed in cycles per second or Hertz. This is abbreviated Hz.

INTEGRATED OR EQUIVALENT SOUND LEVEL is the A-weighted equivalent continuous sound exposure level for a defined time. This is abbreviated $L_{eq\ (time)}$.

OCTAVE BAND is the range of sound frequencies whose lower limit frequency is half the upper limit frequency (one octave). Octave bands are identified by the geometric mean frequency or center between the lower limit and the upper limit.

OUTDOOR INDOOR TRANSMISSION CLASS (OITC) is the single number rating system to classify the transmission loss of materials used for environmental noise isolation rather than reporting the levels at separate frequency bands. For environmental noise, this rating system is preferred over STC because it was specifically designed to address transportation noise using an average transportation noise spectrum. OITC ratings are calculated from measured values of transmission loss in 1/3 octave bands, according to ASTM Standard E 1332.

SOUND EXPOSURE LEVEL (SEL) is the perceived loudness of a single noise event and is dependent on the noise level as well as the duration. This is calculated by adding all the noise energy over the duration of the event, expressed in decibels referenced to a time period of 1-second. SEL can only be field measured if the start and end times of a specific noise event are known.

SINGLE EVENT NOISE EXPOSURE LEVEL (SENEL) is similar to the SEL metric in that it illustrates the perceived loudness of a single noise event using level and duration. However, the duration is not the full event time, but the time period where the noise level is within 10 dB of the maximum level which is then expressed in decibels referenced to a time period of 1-second. SENEL is easily field measured by sound level meters with an SENEL function or manually calculated during post-processing if the noise level time record is retained.

SOUND LEVEL METER is an instrument to measure sound pressure levels in dB. Various features are incorporated into an instrument to select specific sound frequency bands, integrate pressure over time and display minimum, mean, and peak levels.

SOUND PRESSURE LEVEL (SPL) is the ratio, expressed in decibels, of the mean-square sound pressure level to a reference mean-square sound pressure level that by convention has been selected to approximate the threshold of hearing (0.0002 Microbar in the U.S.)

SOUND TRANSMISSION CLASS (STC) is the established single number rating system to classify the transmission loss of materials rather than reporting the levels at separate frequency bands. The rating system was originally designed to address speech isolation and is derived from measured values of transmission loss, according to ASTM E 413. It is not appropriate for use in environmental noise isolation applications because the STC rating does not sufficiently take into account the low frequencies that predominate in transportation noise. Two materials with the same STC rating may achieve very different levels of transportation noise isolation.

TRANSMISSION LOSS is a measure of the sound insulation of a material stated in decibels. Generally, the transmission losses of materials are given in standard 1/3 octave band intervals.

APPENDIX B: EXCERPT DATA FROM HELICOPTER FLIGHT LOG

Date	Time
2022	
2022-01-16	10:27 PM
2022-01-18	1:52 PM
2022-01-21	12:19 PM
2022-01-22	10:29 AM
2022-01-24	3:10 AM
2022-01-24	5:22 PM
2022-01-27	3:01 PM
2022-01-27	1:24 AM
2022-01-30	8:47 AM
2022-02-02	2:39 PM
2022-02-03	12:23 AM
2022-02-08	11:29 AM
2022-02-09	10:20 PM
2022-02-14	6:28 PM
2022-02-18	5:15 PM
2022-02-23	12:00 AM
2022-02-24	6:48 PM
2022-02-24	2:44 PM
2022-02-24	6:45 PM
2022-02-25	3:00 PM
2022-03-05	8:51 AM
2022-03-07	1:19 AM
2022-03-09	1:36 PM
2022-03-11	3:18 PM
2022-03-13	1:07 PM
2022-03-17	4:50 PM
2022-03-17	2:23 PM
2022-03-18	3:50 PM
2022-03-25	6:53 PM
2022-03-29	3:33 PM
2022-03-30	10:14 PM
2022-03-31	12:47 AM
2022-04-06	7:32 PM
2022-04-07	12:41 PM
2022-04-07	8:20 PM
2022-04-21	2:54 PM
2022-05-01	4:17 PM
2022-05-06	2:11 PM

Date	Time
2022-05-07	12:30 PM
2022-05-24	2:38 PM
2022-05-24	3:05 PM
2022-05-29	9:15 AM
2022-06-01	4:35 PM
2022-06-01	10:05 AM
2022-06-04	11:32 AM
2022-06-08	9:57 AM
2022-06-08	5:57 PM
2022-06-08	2:25 PM
2022-06-08	2:25 PM
2022-06-18	6:35 PM
2022-06-18	12:26 AM
2022-06-19	6:13 PM
2022-06-20	3:13 PM
2022-06-29	10:55 AM
2022-06-30	1:30 PM
2022-07-02	6:07 PM
2022-07-02	1:46 PM
2022-07-05	4:04 PM
2022-07-06	12:44 PM
2022-07-06	12:53 AM
2022-07-08	11:03 AM
2022-07-09	4:58 PM
2022-07-12	11:23 AM
2022-07-13	3:17 PM
2022-07-14	3:33 PM
2022-07-18	11:41 PM
2022-08-06	9:16 AM
2022-08-07	2:35 PM
2022-08-08	1:50 PM
2022-08-14	12:05 AM
2022-08-16	3:50 AM
2022-08-18	9:21 PM
2022-08-19	6:16 PM
2022-09-02	3:00 PM
2022-09-04	9:30 PM
2022-09-05	12:01 AM
2022-09-06	10:19 AM

Date	Time
2022-09-09	2:12 PM
2022-09-09	12:28 PM
2022-09-10	4:05 PM
2022-09-16	9:40 AM
2022-09-24	2:39 PM
2022-10-03	8:40 PM
2022-10-04	4:55 PM
2022-10-07	5:35 PM
2022-10-07	2:24 PM
2022-10-12	6:43 AM
2022-10-13	9:53 PM
2022-10-18	8:27 PM
2022-10-18	1:05 AM
2022-10-23	10:34 AM
2022-10-27	6:44 PM
2022-10-29	7:08 PM
2022-11-04	6:51 PM
2022-11-14	3:04 PM
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2022-11-22	12:31 PM
2022-11-30	7:15 AM
2022-12-14	12:40 PM
2022-12-26	2:08 PM
2023	
2023-01-14	1:41 AM
2023-01-16	8:42 PM
2023-01-21	6:37 PM
2023-01-21	4:31 PM
2023-01-26	3:18 PM
2023-01-29	6:33 PM
2023-01-29	7:45 PM
2023-01-29	2:14 PM
2023-01-30	5:11 PM
2023-02-01	9:57 PM
2023-02-03	1:59 PM
2023-02-07	4:37 PM
2023-02-08	7:54 PM
2023-02-10	12:30 PM

Date	Time
2023-02-11	8:26 PM
2023-02-12	10:44 PM
2023-02-18	11:44 PM
2023-02-18	9:43 PM
2023-02-18	5:19 AM
2023-02-24	7:17 PM
2023-03-03	1:04 PM
2023-03-16	2:30 PM
2023-03-17	11:52 AM
2023-03-20	6:43 PM
2023-03-27	9:17 AM
2023-03-30	11:44 PM
2023-03-30	12:27 PM
2023-03-31	3:07 AM
2023-04-05	10:30 AM
2023-04-18	2:28 PM
2023-04-22	7:14 AM
2023-04-25	11:31 AM
2023-04-26	11:03 AM
2023-05-11	5:17 PM
2023-05-11	6:01 PM
2023-05-12	11:11 PM
2023-05-24	4:40 PM
2023-06-01	2:11 PM
2023-06-11	7:04 PM
2023-06-14	6:43 AM
2023-06-17	3:34 PM
2023-06-20	1:15 AM
2023-06-22	6:21 PM
2023-06-22	8:26 PM
2023-06-24	5:32 PM
2023-06-27	1:40 PM
2023-07-03	5:24 PM
2023-07-05	12:13 PM
2023-07-07	11:26 PM
2023-07-12	9:32 AM
2023-07-17	4:22 PM
2023-07-19	11:23 PM
2023-07-22	2:22 AM
2023-07-24	8:30 PM

Date	Time
2023-07-24	8:39 PM
2023-07-27	3:59 PM
2023-07-28	8:56 PM
2023-07-29	8:21 PM
2023-07-29	4:50 PM
2023-07-30	2:17 AM
2023-07-30	2:07 AM
2023-07-30	2:50 AM
2023-08-06	2:17 AM
2023-08-14	12:54 PM
2023-08-15	11:50 PM
2023-08-18	6:42 AM
2023-08-20	2:10 PM
2023-08-26	8:38 PM
2023-08-26	4:21 PM
2023-08-27	2:28 PM
2023-08-27	1:00 AM
2023-08-31	2:32 PM
2023-09-08	4:51 PM
2023-09-11	8:09 AM
2023-09-13	3:30 PM
2023-09-16	1:43 AM
2023-09-17	3:25 AM
2023-09-19	2:34 PM
2023-09-19	2:13 PM
2023-09-20	8:54 PM
2023-09-22	3:23 AM
2023-09-22	12:05 PM
2023-09-25	6:32 AM
2023-09-28	8:18 AM
2023-09-28	5:20 PM
2023-10-02	2:00 PM
2023-10-02	11:08 PM
2023-10-04	8:50 AM
2023-10-06	4:46 PM
2023-10-09	11:45 PM
2023-10-11	9:14 AM
2023-10-11	8:41 AM
2023-10-19	6:30 AM
2023-10-27	9:02 AM

Date	Time
2023-10-27	5:20 PM
2023-10-28	10:49 PM
2023-10-29	2:55 PM
2023-10-30	6:36 PM
2023-11-01	12:40 PM
2023-11-04	5:43 PM
2023-11-05	6:34 AM
2023-11-07	11:12 PM
2023-11-08	9:57 PM
2023-11-10	5:17 PM
2023-11-10	1:35 PM
2023-11-10	1:17 PM
2023-11-10	4:06 PM
2023-11-13	4:22 PM
2023-11-19	1:41 AM
2023-11-19	6:23 PM
2023-11-27	9:27 PM
2023-11-28	9:38 AM
2023-12-03	1:05 PM
2023-12-07	5:47 PM
2023-12-12	3:06 PM
2023-12-12	1:23 PM
2023-12-20	3:19 PM
2024	
2024-01-03	3:44 PM
2024-01-04	6:47 PM
2024-01-05	6:27 PM
2024-01-08	1:25 AM
2024-01-08	1:55 AM
2024-01-09	2:15 PM
2024-01-11	1:43 PM
2024-01-16	12:00 PM
2024-01-17	1:52 PM
2024-01-24	9:53 PM
2024-01-25	10:40 AM
2024-01-28	5:38 PM
2024-01-28	5:43 PM
2024-01-28	6:06 PM
2024-02-07	1:34 AM
2024-02-08	12:34 AM

Date	Time
2024-02-08	8:51 PM
2024-02-10	8:16 PM
2024-02-17	2:13 AM
2024-02-17	3:15 AM
2024-02-18	1:51 PM
2024-02-22	9:48 PM
2024-02-23	12:14 AM
2024-02-23	12:19 PM
2024-02-23	10:41 PM
2024-03-13	12:35 AM
2024-03-14	8:47 AM
2024-03-15	9:39 PM
2024-03-20	11:52 PM
2024-03-21	1:02 PM
2024-03-30	1:55 AM
2024-03-31	6:06 PM
2024-04-03	10:21 AM
2024-04-03	1:09 PM
2024-04-06	8:35 AM
2024-04-08	2:18 PM
2024-04-10	1:42 PM
2024-04-16	9:18 AM
2024-04-17	5:19 PM
2024-04-21	5:22 PM
2024-04-26	10:00 AM
2024-05-07	4:55 PM
2024-05-09	8:57 AM
2024-05-16	12:29 PM
2024-05-18	7:43 PM
2024-05-19	2:49 PM
2024-06-01	10:25 PM
2024-06-02	6:05 PM
2024-06-06	11:43 AM
2024-06-10	10:44 AM
2024-06-14	12:21 PM
2024-06-19	11:56 AM
2024-07-01	8:46 PM
2024-07-04	9:55 AM
2024-07-07	3:52 AM
2024-07-08	2:09 PM

Date	Time
2024-07-11	7:10 AM
2024-07-11	6:40 AM
2024-07-12	3:40 PM
2024-07-25	2:42 PM
2024-07-25	8:38 PM
2024-07-27	6:30 PM
2024-08-04	11:19 AM
2024-08-05	2:30 PM
2024-08-07	8:11 AM
2024-08-08	1:39 AM
2024-08-13	10:29 PM
2024-08-23	12:35 PM
2024-08-27	9:10 AM
2024-08-31	11:43 AM
2024-09-13	10:18 AM
2024-10-07	2:25 PM
2024-10-10	4:36 AM
2024-10-12	4:18 PM
2024-10-12	9:10 PM
2024-10-13	11:30 AM
2024-10-17	11:20 AM
2024-10-18	12:03 PM
2024-10-27	4:12 PM