

Oakland Airport-Community Noise Management Forum

Meeting Agenda

Wednesday, July 16, 2025, 6:30 – 8:30 PM

Virtual Meeting:

<https://portoakland.zoom.us/j/95626390978>

or Dial In: US: 1+(669) 900-9128, Webinar ID: 956 2639 0978



*Public comments will be allowed prior to any vote on an item

Noise complaints can be submitted online, through the Viewpoint app, or via the Noise Hotline. For detailed information on how to file a noise complaint, please visit the Noise Office website at: <https://flyquietoak.com/>.

2025 MEMBERSHIP ROSTER

CITY OF ALAMEDA

Mr. Greg Boller, Councilmember &
Co-Chair

Mr. Jay Seaton, Community
Representative

CITY OF BERKELEY

Mr. Ben Bartlett, Councilmember
Mr. James T. Nelson, Community
Representative

CITY OF HAYWARD

Mr. Mark Salinas, Mayor
Vacant, Community Representative

CITY OF OAKLAND

Mr. Ken Houston, Councilmember
Mr. Bart Lounsbury, Community
Representative

CITY OF SAN LEANDRO

Mr. Dylan Boldt, Councilmember
Mr. Benny Lee, Community
Representative & Co-Chair

COUNTY OF ALAMEDA

Ms. Lena Tam, Supervisor, Dist. 3
Mr. Gopal Krishnan, Community
Representative

CITY OF RICHMOND

Mr. Eduardo Martinez, Mayor
Mr. David Drisdale, Community
Representative

PORT OF OAKLAND

Mr. Craig Simon, Director of
Aviation

Oakland Airport-Community Noise Management Forum

Action Items

Oakland Airport-Community Noise Management Forum

- a. Meeting format for October

North Field / South Field Research Group

- a. Contact the Flight Standards District Office (FSDO) to request information regarding how FAA guidelines for aircraft to operate as a medivac flight are enforced.
- b. Request FAA to analyze if HUSSH can make the same turn as the OAKLAND conventional departure.
- c. Analyze whether noise abatement information needs to be updated to reflect RWY 28R as the preferred touch-and-go RWY.
- d. Add additional language to letters sent to the Owner/Operator for non-compliant operations regarding the health effects of noise.
- e. *Find incentives for North Field operators to comply with voluntary noise abatement procedures and attend meetings.
- f. *Meet/talk to North Field chronic violators.
- g. *Update on CNDLE/HUSSH/WNSDR Procedure.

* Standing Item

Oakland Airport-Community Noise Management Forum

DRAFT Meeting Minutes – April 16, 2025

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1. INTRODUCTIONS

The April 16, 2025 Oakland Airport-Community Noise Management Forum (Noise Forum) meeting was called to order at 6:36 p.m. by the Noise Forum’s facilitator, Rhea Hanrahan. Ms. Hanrahan noted that this meeting was a regular meeting and that there was a quorum. Roll was taken.

Noise Forum Members/Alternates Present

Greg Boller, Councilmember, Alameda
Jay Seaton, Community Representative, Alameda
James Nelson, Community Representative, Berkeley
Bart Lounsbury, Community Representative, Oakland
Co-Chair Benny Lee, Community Representative, San Leandro
Gopal Krishnan, Community Representative, County of Alameda

Craig Simon, Director of Aviation, Port of Oakland

Staff Members/Advisors/Officials Present

Doug Mansel, Acting Assistant Director of Aviation, Port of Oakland
Matt P. Davis, Airport Operations Manager, Port of Oakland
Jesse Richardson, Airport Noise and Environmental Affairs Supervisor, Port of Oakland
Joan Zatopek, Manager, Planning and Development, Port of Oakland
Rhea Hanrahan, Noise Forum Facilitator, HMMH
Doreen Stockdale, HMMH
Thann McLeod, Lean Technology Corporation
Christian Valdes, Technical Consultant to the Noise Forum, Landrum & Brown
Brian McGuire, City of Alameda
Bert Ganoung, Noise Manager, San Francisco International Airport
Carl Stallone, Spirit Airlines

FAA Representatives Present

None

Ms. Hanrahan reminded everyone that the meeting was being transcribed by a court report. She asked everyone to speak clearly and slowly and speak one at a time.

2. ANNOUNCEMENTS

A. New Elected Members

Facilitator Hanrahan welcomed Greg Boller as the newly appointed elected member from the City of Alameda. The new members from the cities of Berkeley and San Leandro were not present.

B. Noise 101 Held April 9, 2025

Facilitator Hanrahan reported that the Port of Oakland (Port) hosted a “Noise 101” session on April 9, 2025, to help new Forum members understand the history of noise abatement efforts at Oakland International Airport (OAK), which date back to the 1970s. The session aimed to bring everyone up to speed on past initiatives and current strategies. The presentation materials, which are consistent with previous versions, are available on the flyquietoak.com website for those interested in reviewing the slides.

C. Runway 28L Construction Project

Joan Zatopek provided an update on the rehabilitation project for Runway 28L. She said that a contractor has been approved by the Board, and initial contracting and project mobilization are underway. Construction is expected to begin in June 2025 and continue through August 2025. Ms. Zatopek reported that there will be periods, dates yet to be confirmed, when work on Taxiway Bravo will temporarily eliminate the connection between the North and South Fields. She said stakeholders will be notified once the schedule is finalized.

Matt Davis added that there are no further updates from an airport operations standpoint. He emphasized that the project is being carefully phased to minimize disruption to both the community and airport tenants. Coordination between Planning & Development and Operations teams will continue to ensure impacts are kept to a minimum.

[D. Fourth Quarter 2024 Noise Abatement Report](#)

Facilitator Hanrahan reported that the Noise Abatement Report for the fourth quarter of 2024 was posted on the flyquietoak.com website. She asked if there were any questions about the report. Co-Chair Benny Lee commended staff for the significant improvement in compliance with the Runway 12 nighttime departure procedure—rising from 60 percent in the fourth quarter of 2023 to 98 percent in the fourth quarter of 2024—despite a fourfold increase in flight volume. He inquired about what changes led to this improvement and how similar strategies could be applied to other areas. Jesse Richardson credited the success to proactive coordination with NorCal TRACON, particularly during inclement weather. He highlighted the efforts of Thann McLeod and her team at TRACON in ensuring the noise abatement procedures were implemented effectively. Jay Seaton asked for clarification on whether noncompliance occurred only during inclement weather. Mr. Richardson confirmed this and explained that the increase in flight numbers was largely due to weather-related operational changes.

Mr. Seaton inquired about the previously discussed changes to IFR and VFR flight classification and whether those changes are reflected in the current report data, particularly for North Field operations. Mr. Davis responded that the classification method was updated on June 18, 2024. He said the previous system likely undercounted VFR flights, which contributed to a temporary drop in compliance rates. He reported that the new method uses transponder codes and actual flight behavior to more accurately distinguish between IFR and VFR departures. He added that preliminary analysis by HMMH supports the improved accuracy of the updated reporting method. Mr. Richardson explained that while comparisons before and after the change are not directly equivalent, starting June 1, 2025, year-over-year comparisons will be valid using the updated methodology. Mr. Seaton acknowledged the update and confirmed he would review the data with this context in mind.

Mr. Seaton inquired about the temporary closure of the Hush House (Ground Run-Up Enclosure or GRE) and its current status. Facilitator Hanrahan explained that the GRE, used for high-power aircraft engine run-ups, was temporarily closed to accommodate Federal Aviation Administration (FAA)-mandated testing of new firefighting foam. Mr. Davis added that, due to environmental and health concerns, the closure was necessary to test fluorine-free foam (F3), which is replacing the older Aqueous Film-Forming Foam (AFFF) that contains Per- and Polyfluoroalkyl Substances (PFAS). He explained the testing required a large, contained area to safely discharge and recover the foam, and the GRE was the only suitable location. Mr. Davis reported that the enclosure has since reopened but will close again briefly in May 2025 to complete testing on the remaining two of six firefighting vehicles. He said this is a one-time requirement and will not be a recurring disruption. Mr. Seaton asked whether any run-ups occurred outside the enclosure during the closure. Mr. Davis confirmed that, fortunately, no such run-ups were needed during the initial

closure. He said tenants were notified in advance, and alternate locations were identified to minimize community noise if needed.

3. APPROVAL OF MINUTES

A. January 15, 2025

Facilitator Hanrahan noted that Noise Forum members have received copies of the draft minutes for the January 15, 2025 Noise Forum meeting. She asked if there were any questions or comments. If there were no questions, comments, errors, or omissions, the Facilitator said she would entertain a motion to approve. Moved: Benny Lee, second: Gopal Krishnan.

4. ACTION ITEM – Election of Elected Co-Chair

Facilitator Hanrahan introduced Action Item Number 4, which is the election of a co-chair to fill a current vacancy for an elected member. She noted that this would be a partial term, as full voting for both chair seats occur in July. She then opened the floor for nominations. Mr. Seaton nominated Greg Boller, a new City of Alameda councilmember, citing his residence in a high-noise area (Harbor Bay Isle) and relevant legal experience with a small airline. Co-chair Lee seconded the nomination. Mr. Boller accepted the nomination. Facilitator Hanrahan asked for additional nominations. Hearing none, a vote was held. Greg Boller was elected unopposed as the new co-chair for the elected member's position. Facilitator Hanrahan noted that Mr. Boller would be invited to a meeting with Co-Chair Lee and Port staff before the July meeting to review the agenda and would be contacted as needed. Mr. Boller expressed his thanks.

5. PUBLIC COMMENT

Facilitator Hanrahan opened the public comment period with an announcement that it was an opportunity for the public to speak on issues not on the agenda but relevant to airport noise at OAK. The following individual provided a public comment:

- Sandra Harrison, Hayward – Ms. Harrison expressed her ongoing concern about aircraft flying over residential areas, particularly during the rainy season when storms amplify the disturbance. She described the situation as frightening and asked whether there is any possibility of rerouting flights or increasing their altitude to reduce the impact. She emphasized the fear of potential accidents and urged the forum to explore solutions to minimize or eliminate flight paths over homes.

6. FAA REGIONAL ADMINISTRATOR'S UPDATE

Hanrahan noted that FAA representatives were not present on the call due to last-minute scheduling changes, despite prior confirmation. As a result, no formal update from the FAA was available. However, communication with the FAA is ongoing. Mr. Davis confirmed continued coordination between the Port and the FAA. He emphasized that FAA staff, particularly at the local level, remain committed to the noise program. Efforts such as issuing noise advisories and

encouraging the use of Runway 30 to reduce community noise impacts are ongoing. James Nelson inquired about staffing changes within the FAA, particularly regarding air traffic controllers and those reviewing community recommendations. Mr. Davis and Ms. Hanrahan responded that while local tower staffing appears stable, there have been national level staffing reductions and shifting priorities, especially in administrative and regional offices. Mr. Seaton mentioned media reports suggesting a reduction in staff focused on route analysis, though this has not been officially confirmed. Carl Stallone added that airlines have observed staffing-related delays in regions like Florida and the Northeast, but not on the West Coast. Facilitator Hanrahan concluded by reaffirming that the group will continue to engage with the FAA and follow up on any action items through their regular post-meeting check-ins.

7. NEXTGEN UPDATE

Thann McLeod provided an update on airspace procedure changes:

- The CNDEL departure procedure has been approved and is scheduled for publication in June 2025. This change includes a six-degree left turn for daytime departures off Runway 30, which is expected to reduce noise impacts on surrounding communities. This complements the existing Oakland Six departure and will apply to a larger share of flights.
- The nighttime departure procedures (e.g., HUSSH) remain unchanged.
- The FAA has placed a temporary hold on all new procedure requests due to resource constraints. While new requests can still be submitted and analyzed, no implementation timeline has been provided. A similar delay in the past lasted approximately three months.
- The Lean team continues to evaluate potential improvements to the WNDSR procedure, including a possible new RNP approach with a higher altitude and shorter turn-in, though this remains in the early evaluation phase.

Mr. Seaton asked whether the June publication of the CNDEL procedure would be final. Ms. McLeod confirmed that it would take effect immediately upon publication.

8. NOISE OFFICE REPORT

A. Update on Action Items from North Field/South Field Research Group

Mr. Davis provided a brief update from the North Field/South Field Research Group held on March 19, 2025, noting that while technical work continues, the main discussion points centered on touch-and-go operations and outreach efforts. He said that the group considered whether to update noise abatement guidance to designate Runway 28R as the preferred touch-and-go runway but ultimately decided to maintain the current preference for Runway 28L, with air traffic retaining discretion to use Runway 28R as needed for safety. Touch-and-go operations, primarily used for pilot training, will continue to be addressed in outreach materials.

Mr. Davis also highlighted ongoing efforts to improve communication with pilots and operators, including recent updates to letters distributed through fixed-base operators (FBOs) and website content. The group continues to monitor chronic noise violators, particularly in the North Field, and refine strategies for engagement and compliance.

Mr. Krishnan raised concerns about the disproportionate focus on private operators, who represent a small percentage of total traffic, questioning the cost-benefit of enforcement efforts. Mr. Davis responded that targeting chronic violators, even if few, can significantly reduce noise issues.

Co-chair Lee added historical context, noting that persistent questioning and collaboration over the years have led to marked improvements in compliance, with many operators now achieving 100-percent adherence to noise guidelines.

[B. Update on Action Items from January 15, 2025, Noise Forum Meeting.](#)

Mr. Richardson reviewed the action items from the January Oakland Airport-Community Noise Forum meeting. The first item concerned Forum support for Mr. Krishnan to attend the UC Davis Noise Symposium. Mr. Richardson reported that unfortunately, Mr. Krishnan was unable to attend. Mr. Krishnan said that due to the late timing of the information, he missed the early bird registration rate. He explained that the cost had increased to nearly \$1,000, and he felt it would not be a responsible use of funds, especially given the significant price difference from the early bird rate of approximately \$150–\$200. Mr. Richardson acknowledged and appreciated Mr. Krishnan's consideration.

Mr. Richardson said the second action item involved the Forum's request for the Port to create and present a Certificate of Appreciation to Trish Herrera Spencer, former co-chair, in recognition of her contributions to the Forum. Mr. Richardson thanked HMMH staff, Doreen Stockdale and Ms. Hanrahan, for their assistance in preparing the certificate. He said that signatures from Mr. Davis and Craig Simon have been collected, and the Forum is currently awaiting the final co-chair signatures. Once complete, the certificate will be framed and mailed to Ms. Herrera Spencer.

[9. NOISE NEWS UPDATE](#)

Christian Valdes reported on the current news of the aviation and noise industries. The following items were discussed:

- Recent developments in commercial supersonic flight, focusing on significant milestones achieved by Boom Supersonic and NASA, Boom Supersonic's XB-1 demonstrator aircraft, a precursor to its planned Overture airliner, successfully broke the sound barrier on January 28 and reached speeds of Mach 1.18 during a second flight on February 10. The Overture, expected to enter commercial service by 2030, has already secured 130 orders and preorders from global airlines. Notably, Boom reported that no sonic boom was heard during the XB-1's supersonic flights, attributing this to a "boomless cruise" effect based on the Mach cutoff phenomenon, where sound waves refract upward and do not reach the ground. The company will now shift its focus to applying these test results toward the development of the full-scale Overture aircraft.
- NASA's X-59 quiet supersonic research aircraft has reached a significant milestone in its development with the successful completion of engine performance tests, conducted in partnership with Lockheed Martin. The tests, completed in January, involved running the aircraft's modified F414-GE-100 engine—originally used in F/A-18 fighter jets—through a

series of evaluations, including idle power checks and full-throttle afterburner tests. The engine, capable of producing up to 22,000 pounds of thrust, is designed to propel the X-59 to cruising speeds of Mach 1.4 (925 mph) at an altitude of 55,000 feet. NASA is currently in Phase 1 of the project, focusing on aircraft development and flight validation. The next phases will include acoustic testing using ground-based microphones to measure the aircraft's sonic footprint, followed by a community response study. In this final phase, the X-59 will fly over selected U.S. communities to gather public feedback on the perceived sound levels, helping to inform future regulations for commercial supersonic travel.

- Recent developments related to the FAA Reauthorization Act of 2024, specifically Section 792, which mandates the creation of the Aviation Noise Advisory Committee (ANAC). This committee will provide independent advice and recommendations to the Secretary of Transportation, through the FAA Administrator, on matters concerning aircraft noise exposure and existing FAA noise policies. The FAA filed the ANAC's charter and membership balance plan with the U.S. General Services Administration on January 14, 2025. As required, the committee will eventually submit a report evaluating current noise policies, including the 65 decibel (dB) day-night average sound level (DNL) and community noise equivalent level (CNEL) threshold used in California. While the timeline for soliciting committee members remains unclear, the FAA plans to use both formal and informal channels such as Federal Register notices, social media, and industry recommendations. The committee will consist of up to 24 members, with representation from a broad range of stakeholders including energy manufacturers, air carriers, airport operators, aircraft and advanced mobility manufacturers, academic institutions, and community representatives from diverse geographic regions.
- At the March Aviation Noise and Emissions Symposium held in Las Vegas, the FAA was scheduled to present its paper titled "Aviation Noise in the United States: The Current State of Federal Aviation Administration Research on Community Response." However, due to restrictions from the Trump administration, FAA staff were unable to attend. A former consultant to the Noise Forum stepped in to present and summarize the paper, describing it as both innovative and well-crafted. The paper reaffirmed that DNL remains the most reliable predictor of community response to aircraft noise, but emphasized the importance of supplementing DNL with contextual explanations and additional metrics. One such metric, "Number Above," is favored by communities because it avoids averaging and instead reflects the number of noise events above a certain threshold. The presentation clarified that the current FAA noise policy review is not focused on choosing a new metric, but rather on determining the appropriate threshold for significant noise impact. The FAA's data shows that approximately 286,000 people currently live within the 65 dB DNL contour around U.S. airports. If the threshold were lowered to 60 dB, that number would rise to about 1 million, and at 55 dB, nearly 4 million people would be affected. These findings underscore the potential scale and cost implications of any changes to the FAA's noise policy.
- In January, the Airport Cooperative Research Program (ACRP) hosted a webinar focused on advanced air mobility (AAM) and community outreach, drawing from ACRP Research

Report 261 titled "Advanced Air Mobility and Community Outreach: A Primer for Successful Stakeholder Engagement." The session provided an overview of effective strategies and tools for engaging stakeholders in AAM initiatives. Presenters shared best practices gathered from airport industry professionals, public agencies, and community representatives, emphasizing the importance of coordinated outreach efforts. The report's research methodology included practice scans, case studies, and the development of engagement toolkits. A key feature discussed was the AAM Engagement Roadmap, an eight-step process designed to guide agencies in building meaningful connections with stakeholders. Steps include identifying leadership, developing communication materials, and implementing mechanisms to monitor, assess, and follow up on community feedback.

- A recent research paper from the University of Bristol in England has demonstrated that porous ground treatments—such as grass and moss—can significantly reduce noise levels by up to 30 dB in vertiport applications. This breakthrough is attributed to the ability of porous surfaces to alter airflow dynamics near the ground, creating a stagnation region that traps and mitigates noise. In addition to noise reduction, these treatments were also found to enhance thrust and power coefficients compared to traditional solid ground surfaces. The findings are particularly relevant for vertiport environments, including building rooftops and landing pads, where such treatments could be applied to improve both acoustic and aerodynamic performance.
- Abu Dhabi Aviation, the largest commercial helicopter operator in the Middle East and part of the Emirates conglomerate, is set to deploy the first Archer Midnight aircraft later this year. As the inaugural client in Archer's Launch Edition Program, Abu Dhabi Aviation will help establish a scalable and repeatable deployment model for advanced air mobility, intended for global use in early adopter markets. The Launch Edition includes a comprehensive support package featuring pilots, technicians, and engineers to assist with the initial operational ramp-up. Ethiopian Airlines, Africa's largest carrier, will be the second Launch Edition customer and will also receive Archer's standardized deployment playbook. In the U.S., Archer aircraft are expected to begin operations ahead of receiving full FAA-type certification, which is anticipated by the end of the year.
- The U.S. Air Force's AFWERX program has awarded a Small Business Innovation Research (SBIR) grant to ZeroAvia and Reliable Robotics, based in Mountain View, to explore the feasibility of using hydrogen-electric propulsion in heavy unmanned military aircraft. Hydrogen-electric engines offer key advantages over traditional propulsion systems, including significantly lower noise levels and reduced thermal signatures, making aircraft less detectable. Additionally, hydrogen can be produced on site using electricity and water, simplifying fuel logistics and enhancing operational flexibility. In related developments, ZeroAvia has partnered with Stockton Metropolitan Airport to establish a cutting-edge research and development facility dedicated to testing and advancing hydrogen-electric aviation technologies.
- Unither Bioelectronics has successfully completed the first piloted flight of a hydrogen-powered helicopter in Canada, marking a significant milestone in sustainable aviation. The company retrofitted a piston-powered Robinson R44 helicopter with a hydrogen-electric propulsion system powered by a fuel cell. The initial flight lasted just over three minutes

and used a tank filled with gaseous hydrogen. Future versions will incorporate liquid hydrogen to extend flight range. Unither Bioelectronics, a subsidiary of Unither Therapeutics, aims to use these helicopters to transport organs for transplant. Meanwhile, Robinson Helicopter Company sees this initiative as a step toward accelerating the development of quieter, zero-emission helicopters, making the partnership mutually beneficial.

Following the presentation, Mr. Nelson inquired about accessing the research report on the noise-reducing effects of grass and porous ground treatments. Mr. Valdes confirmed he would send the report link to both Mr. Nelson and Co-chair Lee. Co-chair Lee also expressed interest in staying informed about the next steps for the ANAC. Mr. Nelson then asked for clarification on the supersonic aircraft speeds mentioned earlier, specifically whether the aircraft reached Mach 1.2 and whether that was Boom Supersonic or another project. Mr. Valdes clarified that Boom's XB-1 reached a top speed of Mach 1.18, while NASA's X-59 aims for Mach 1.4. Mr. Nelson questioned whether such speeds would significantly reduce flight times and whether the benefits justify the costs. Mr. Valdes explained that Boom views these flights as incremental steps toward achieving higher speeds, potentially up to Mach 4. Mr. Nelson also asked whether aircraft flying at Mach 1.18 would still produce a noticeable sonic boom. Mr. Valdes responded that sonic booms can be quite loud at low altitudes, based on his experience with military aircraft, but the impact is less clear at higher altitudes.

10. NEW BUSINESS / CONFIRM NEXT MEETING DATE

Facilitator Hanrahan opened the floor for new business under Agenda Item 10. With no new items raised, she announced that the next meeting is scheduled for Wednesday, July 16, 2025, and will be held virtually. She noted that Mr. Richardson will not be present for that meeting, so all communications and the Zoom link will come directly from the HMMH team.

Mr. Seaton revisited a previous decision to alternate between in-person and virtual meetings, asking for an update now that the trial period has ended. Facilitator Hanrahan responded that due to logistical challenges and Mr. Richardson's scheduled absence, the July meeting will remain virtual, and the current plan is to consider holding just one in-person meeting per year. Co-chair Lee added that in-person meetings require significant travel and cost, especially for HMMH staff, and are only worthwhile if a quorum is met—something that has been inconsistent. He emphasized the importance of attendance, particularly from council members. Mr. Seaton agreed, stressing that the purpose of the Forum is community engagement, which is better achieved through in-person meetings. He expressed concern that the need to maintain a quorum should not override the Forum's mission. Ms. Hanrahan acknowledged the value of in-person interaction and said the decision could be revisited in the future.

Co-chair Lee thanked the team for including noise complaint filing information at the bottom of the agenda and suggested announcing it at the start of meetings for public awareness. Facilitator Hanrahan confirmed that this was a recent update based on feedback from the Noise 101 session and noted that the agenda had been revised to reflect the change.

11. ADJOURNMENT

Facilitator Hanrahan adjourned the meeting at 7:50 p.m.

NOISE FORUM SUMMARY

North/South Field Working Groups



NOISE ABATEMENT REPORT

FIRST QUARTER 2025

Disclaimer

The Port of Oakland's Airport Noise and Operations Monitoring System (ANOMS) is the source of the data used in this report. Although ANOMS is a very sophisticated computer program that provides a state-of-the-art solution for collecting aircraft noise complaints. The number of aircraft noise complaints in the report are for informational purposes. Airport staff carefully reviews the data for accuracy and will make corrections whenever possible.

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Compliance Monitoring Quarterly Summary Comparison First Quarter 2025				
	2024Q1		2025Q1	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	94%	6%	93%	7%
Total Airport-wide Corporate Jet Departures	2,547	156	2,321	169
Runway 10R/L Jet Landing Compliance	87%	13%	89%	11%
Total Southeast Plan Corporate Jet Landings	490	75	321	39
North Field VFR Departure Compliance	95%	5%	87%	13%
Total Runways 28R/L & 33 Departures	175	9	362	54
North Field Quiet Hours Compliance	83%	17%	81%	19%
Total North Field Quiet Hours Departures	174	35	248	60
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	12,780	1	13,048	3
Night Time Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	2,507	22	2,534	13
Runway 12 Night Departure Compliance	100%	0%	97%	3%
Total Runway 12 Night Turbojet Departures	437	0	265	9
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	3,083	4	3,009	4
100 Degree Radial Turbojet Landing Compliance	99%	1%	99%	1%
Total 100 Degree Radial Turbojet Landings	610	4	594	4
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	4	0	1	0
Note: N/C means non-compliant. Percentage values are rounded out.				

Operation Details	
Beacon Code:	3373
AC Type:	H25C
Operation Type:	Departure
Runway:	28L
Date/Time:	12/13/2016 8:26:14 AM

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Runway 28R/L Jet Departure NAP

2025Q1
93% Compliance
(2,490 total departures)
(169 non-compliant)

2024Q1
94% Compliance
(2,703 total departures)
(156 non-compliant)

Heading: 325
Elevation: 15

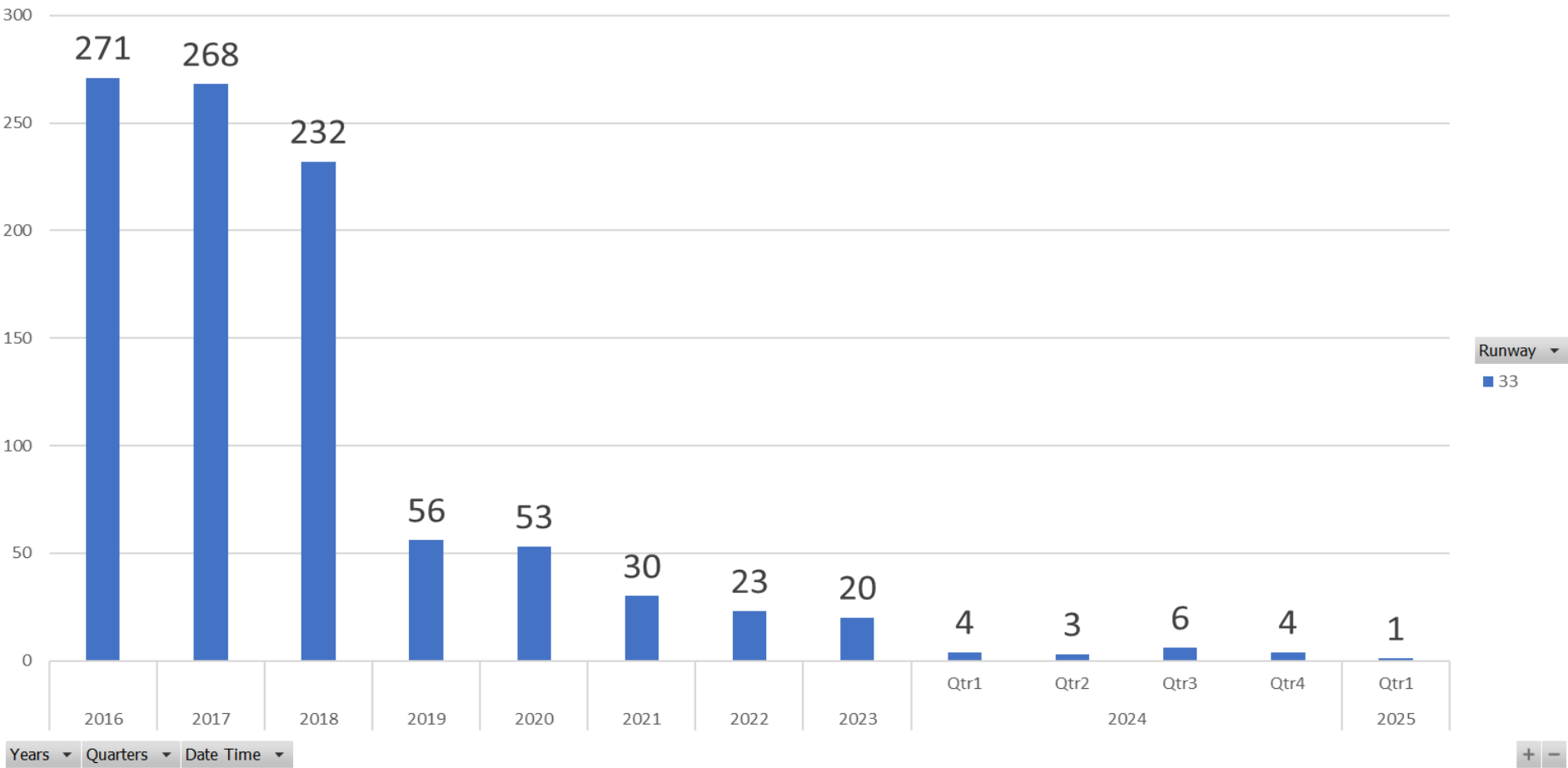
■ Arrivals
■ Departures
■ Touch and Go
■ Overflights

RUNWAY 33 JET DEPARTURES

First Quarter 2025

Count of Aircraft Type

Runway 33 Jet Departure Trend Analysis



Operation Details	
Beacon Code:	4564
AC Type:	C550
Operation Type:	Arrival
Runway:	10R
Date/Time:	12/15/2016 8:15:42 PM

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Runway 10R/L Jet Landing NAP

2025Q1

89% Compliance
(360 total landings)
(39 non-compliant)

2024Q1

87% Compliance
(565 total landings)
(75 non-compliant)

Heading: 325
Elevation: 15

■ Arrivals
■ Departures
■ Touch and Go
■ Overflights

Operation Details	
Beacon Code:	4544
AC Type:	P28A
Operation Type:	Departure
Runway:	28R
Date/Time:	6/1/2016 6:27:01 PM



VFR Aircraft Departure NAP

2025Q1
87% Compliance
(416 total departures)
(54 non-compliant)

2024Q1
95% Compliance
(184 total departures)
(9 non-compliant)

Heading: 338
Elevation: 29

- Arrivals
- Departures
- Touch and Go
- Overflights

Operation Details
Beacon Code: 3351
AC Type: PC12
Operation Type: Departure
Runway: 28R
Date/Time: 12/13/2016 6:02:33 AM

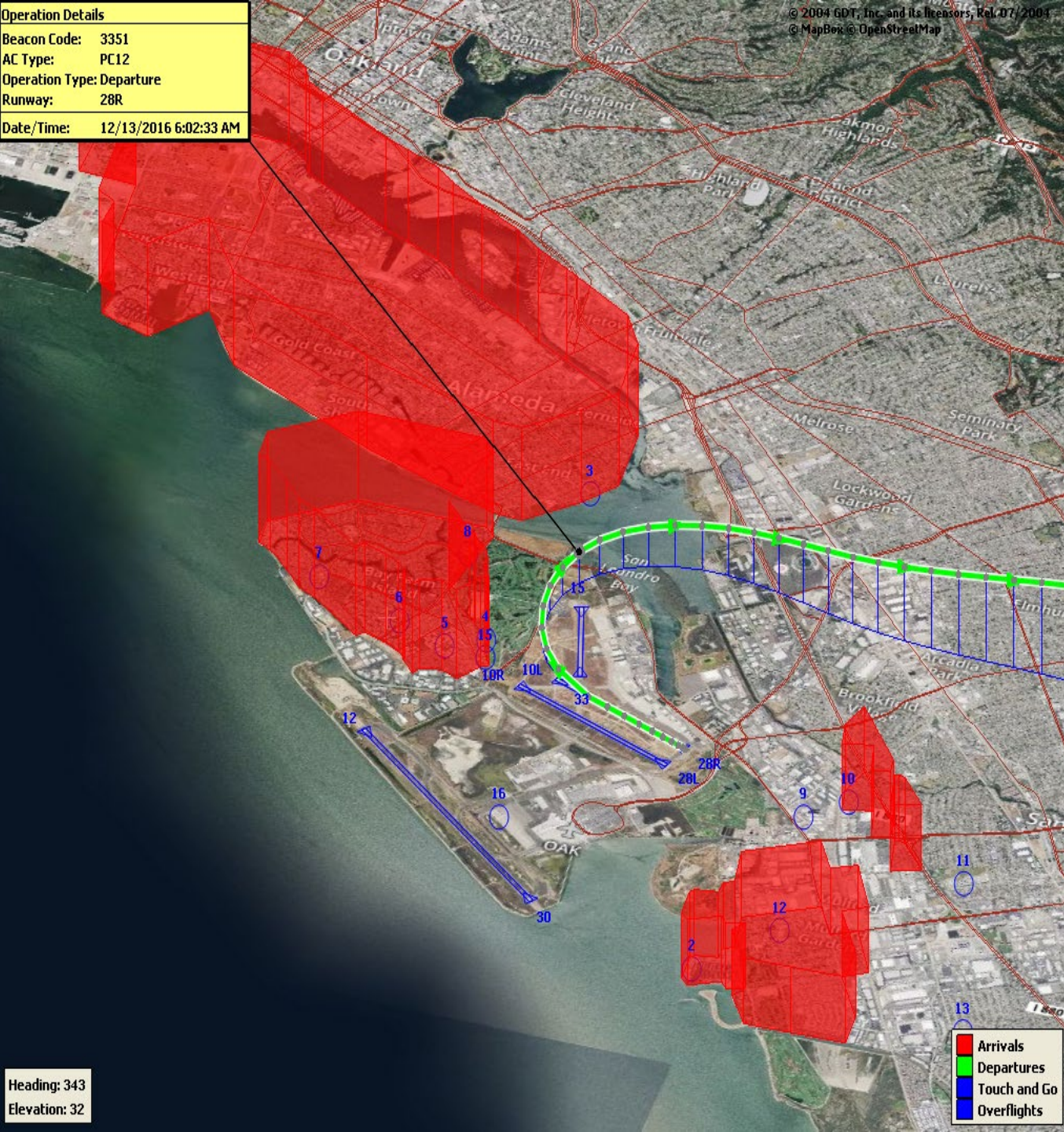
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North Field Quiet Hours NAP

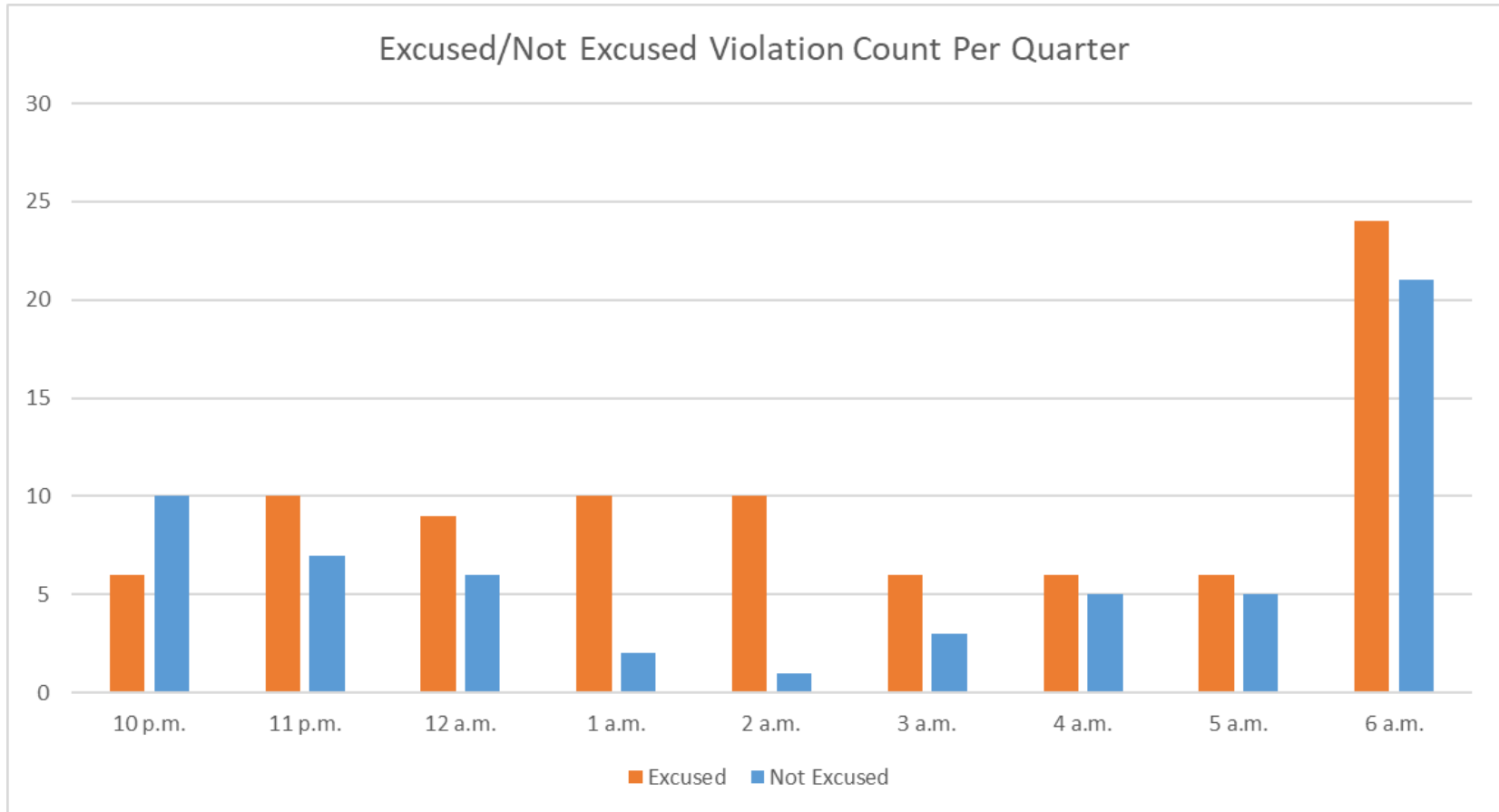
2025Q1
81% Compliance
(308 total departures)
(60 non-compliant)

2024Q1
83% Compliance
(209 total departures)
(35 non-compliant)

Heading: 343
Elevation: 32



Quartely North Field Quiet Hours NAP Non-Compliant Per Quarter



Operation Details
 Beacon Code: 3641
 AC Type: B737
 Operation Type: Departure
 Runway: 30
 Date/Time: 8/22/2017 10:16:59 PM



Night Time Departure NAP

2025Q1

99% Compliance
(2,547 total departures)
(13 non-compliant)

***REBAS Gate non-compliant = 13**

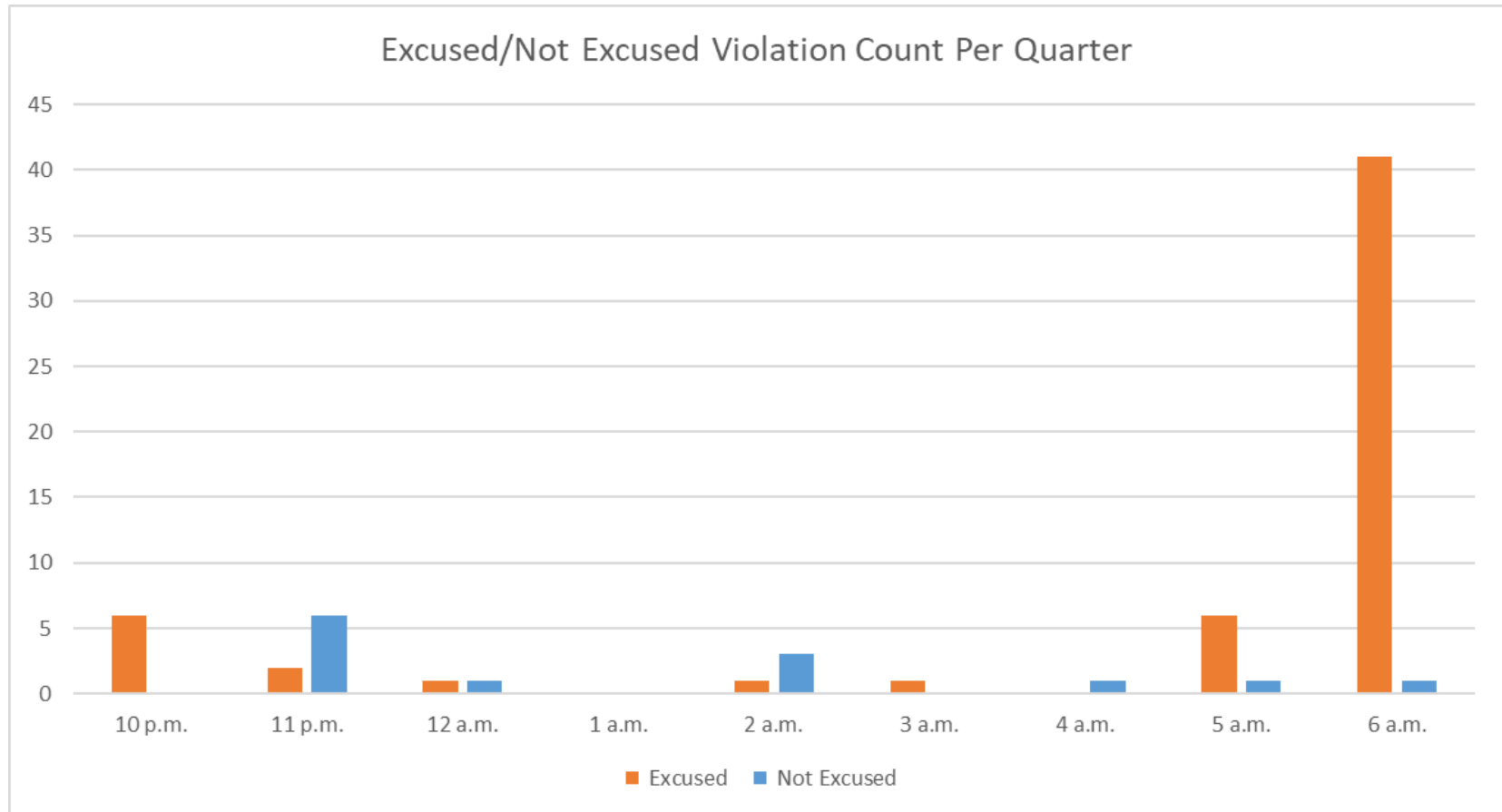
2024Q1

99% Compliance
(2,529 total departures)
(22 non-compliant)

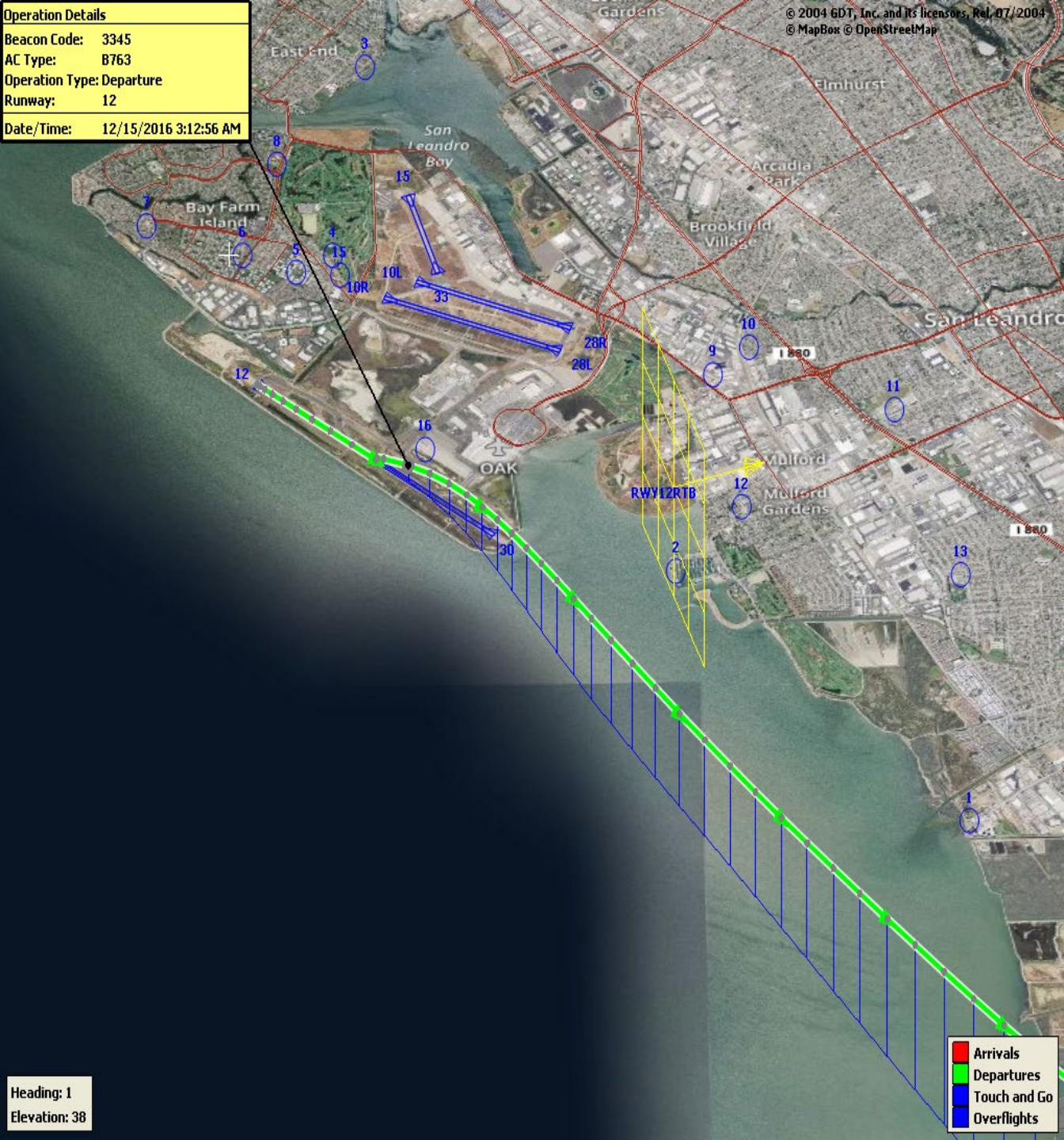
Heading: 349
 Elevation: 59

Arrivals
 Departures
 Touch and Go
 Overflights

Quarterly Night Time NAP Non-Compliant Count Per Quarter



Operation Details
Beacon Code: 3345
AC Type: B763
Operation Type: Departure
Runway: 12
Date/Time: 12/15/2016 3:12:56 AM

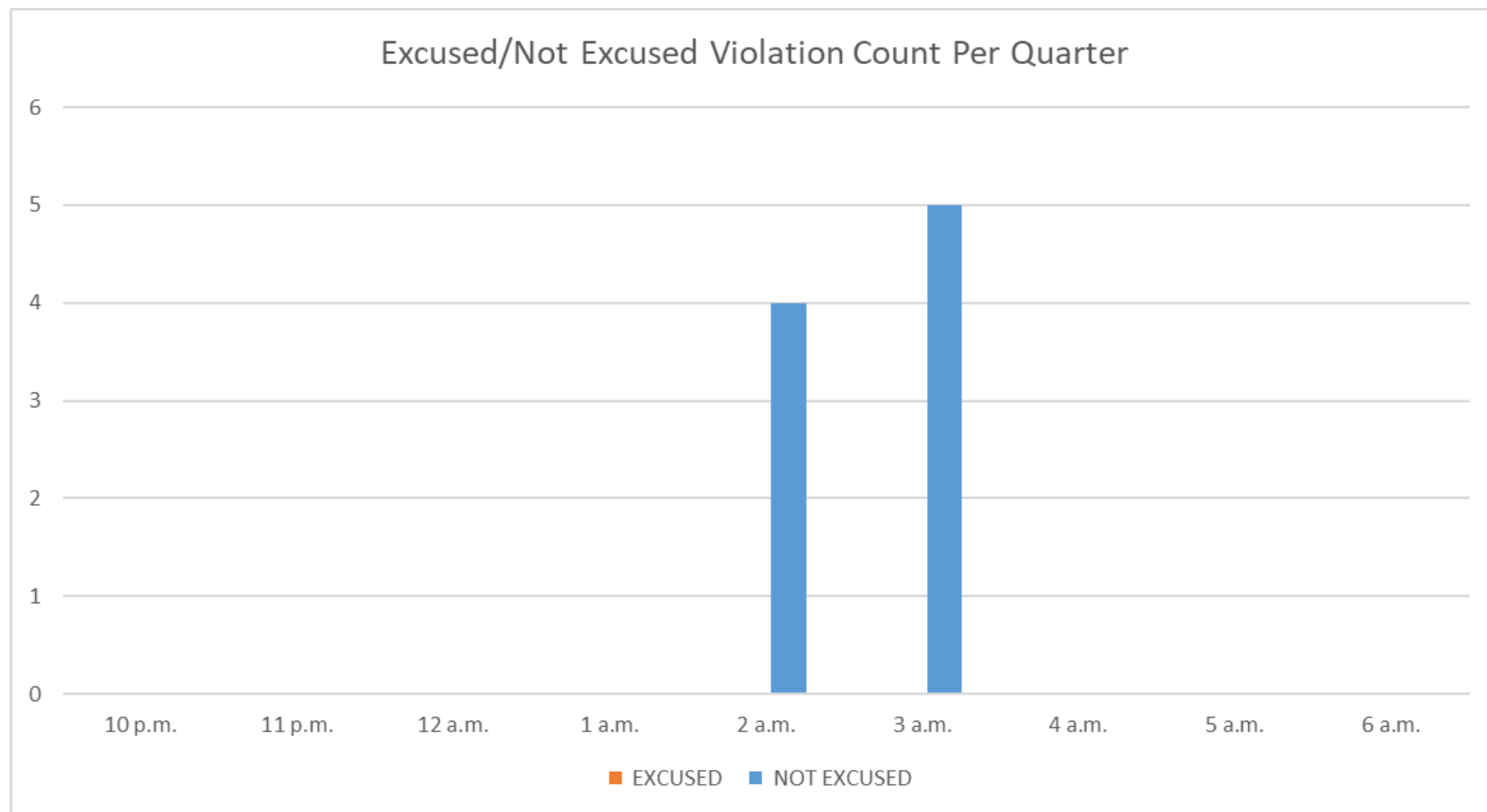


Runway 12 Night Departure NAP

2025Q1
97% Compliance
(274 total departures)
(9 non-compliant)

2024Q1
100% Compliance
(437 total departures)
(0 non-compliant)

Quartely Runway 12 Night Departure Non-Compliant Count Per Quarter



Operation Details	
Beacon Code:	3374
AC Type:	B737
Operation Type:	Departure
Runway:	30
Date/Time:	1/7/2019 8:57:05 AM

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Runway 30 Bay Farm Right Turn NAP

2025Q1
100% Compliance
(13,051 total departures)
(3 non-compliant)

2024Q1
100% Compliance
(12,781 total departures)
(1 non-compliant)

Heading: 299
Elevation: 36



Arrivals
Departures
Touch and Go
Overflights

Operation Details
Beacon Code: 3231
AC Type: B738
Operation Type: Departure
Runway: 30
Date/Time: 4/7/2024 8:05:16 PM

Heading 310°
Elevation 24°



Runway 30 East Turn NAP

2025Q1
100% Compliance
(3,013 total departures)
(4 non-compliant)

*Excused Departures = 3

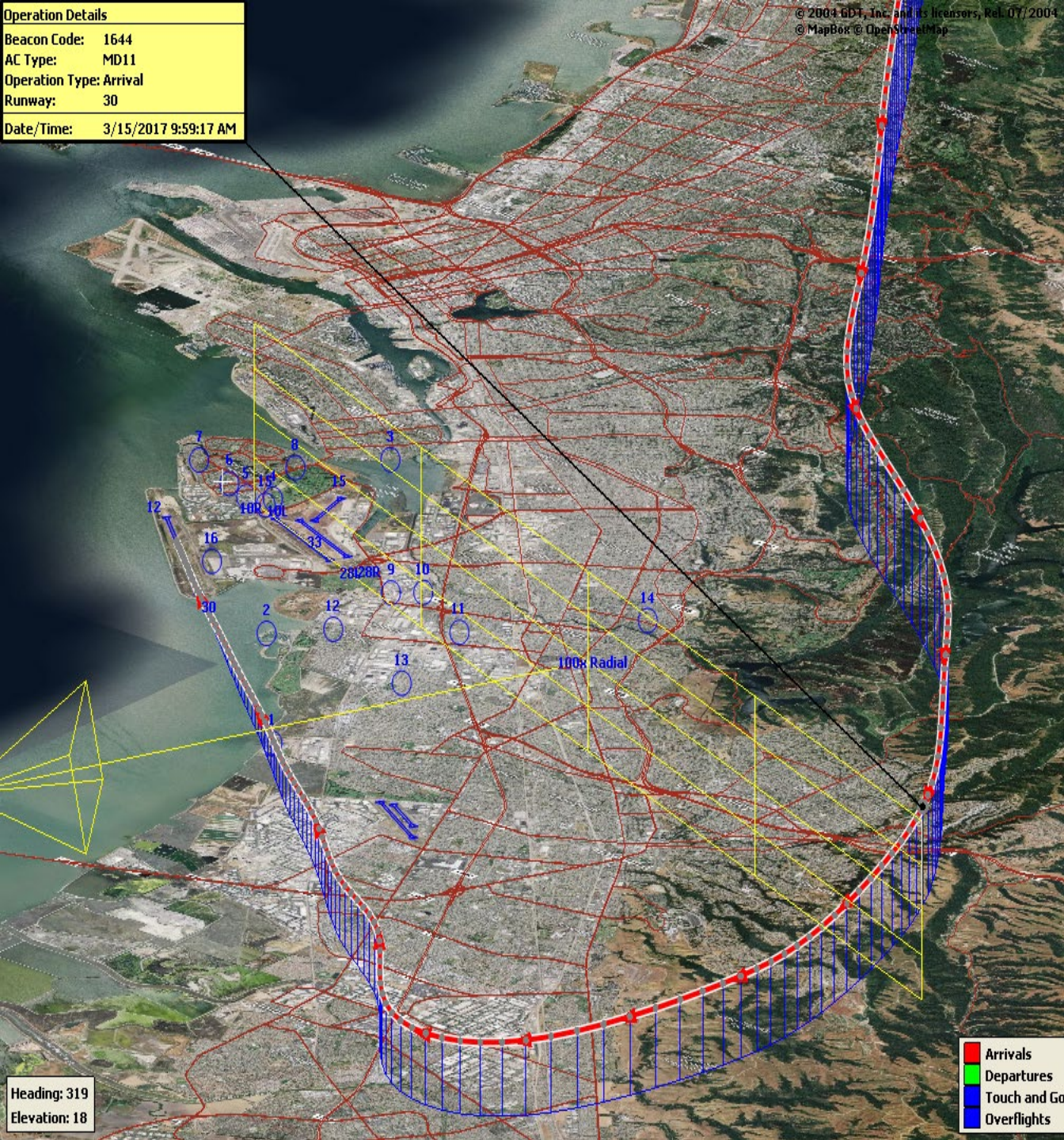
2024Q1
100% Compliance
(3,087 total departures)
(4 non-compliant)

Operation Mode

- Arrivals
- Departures
- Overflights
- Ground Operation
- Touch and Go

Operation Details	
Beacon Code:	1644
AC Type:	MD11
Operation Type:	Arrival
Runway:	30
Date/Time:	3/15/2017 9:59:17 AM

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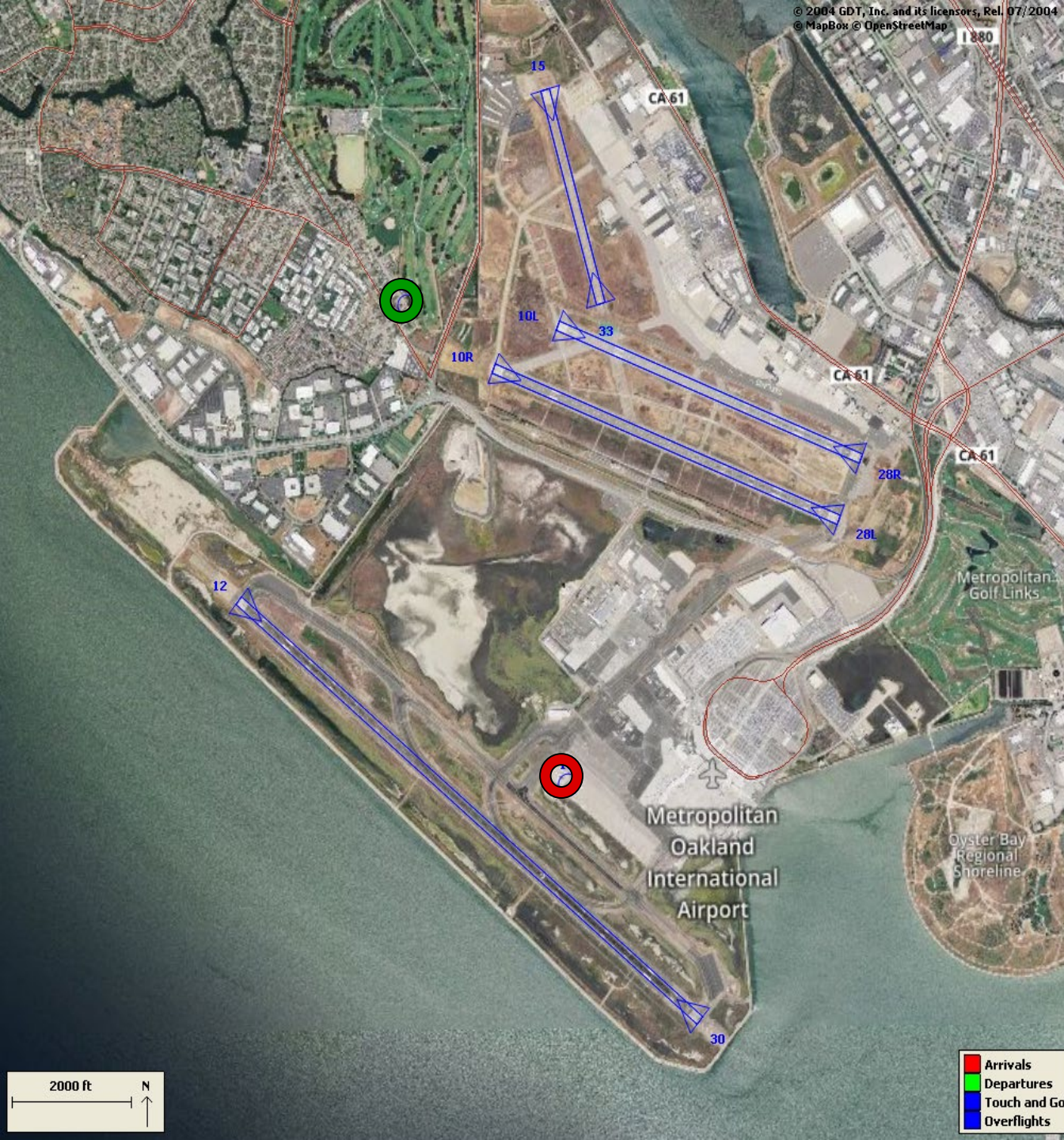
100 Degree Radial At 3,000 ft. NAP

2025Q1
99% Compliance
(598 total landings)
(4 non-compliant)

2024Q1
99% Compliance
(614 total landings)
(4 non-compliant)

Heading: 319
Elevation: 18

- Arrivals
- Departures
- Touch and Go
- Overflights



Engine Run-up NAP

2025Q1

**100% Compliance
(1 engine run-ups)*
(0 non-compliant)**

2024Q1

**100% Compliance
(4 engine run-ups)
(0 non-compliant)**

***Only above idle-power run-ups
recorded.**

Compliance Monitoring Quarterly Summary Comparison First Quarter 2025 - Quarter-to-Quarter				
	2024Q4		2025Q1	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	93%	7%	93%	7%
Total Airport-wide Corporate Jet Departures	2,306	165	2,321	169
Runway 10R/L Jet Landing Compliance	88%	12%	89%	11%
Total Southeast Plan Corporate Jet Landings	204	29	321	39
North Field VFR Departure Compliance	90%	10%	87%	13%
Total Runways 28R/L & 33 Departures	386	45	362	54
North Field Quiet Hours Compliance	86%	14%	81%	19%
Total North Field Quiet Hours Departures	226	36	248	60
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	14,696	9	13,048	3
Night Time Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	2,791	34	2,534	13
Runway 12 Night Departure Compliance	98%	2%	97%	3%
Total Runway 12 Night Turbojet Departures	131	2	265	9
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	3,434	0	3,009	4
100 Degree Radial Turbojet Landing Compliance	99%	1%	99%	1%
Total 100 Degree Radial Turbojet Landings	682	7	594	4
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	10	0	1	0
Note: N/C means non-compliant. Percentage values are rounded out.				

Table 1. North Field Night Aircraft Departure SEL Noise Measurements
Total Aircraft Departures = 308

First Quarter 2025 (10:00 p.m. to 7:00 a.m.)

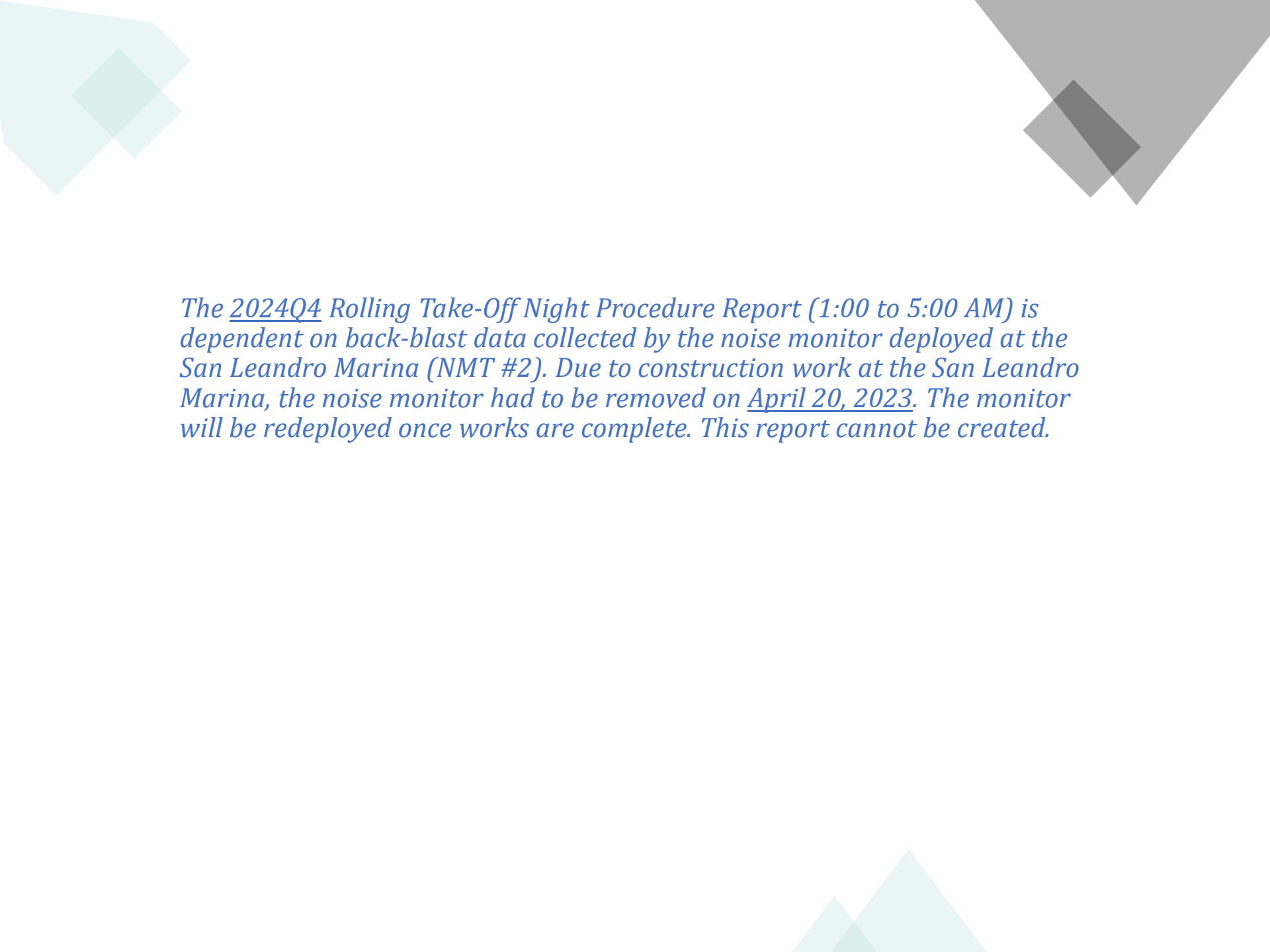
NMT Number	Aircraft Noise Events Below SEL 80 dBA	Aircraft Noise Events SEL 80 - 84.9 dBA			Aircraft Noise Events SEL 85 - 89.9 dBA			Aircraft Noise Events SEL ≥ 90 dBA			Total Aircraft Noise Events
		Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	
1	3	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	4
2	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
3	73	5	0.1	0.9%	0	0.0	0.0%	0	0.0	0.0%	78
4	98	101	1.1	17.8%	55	0.6	9.7%	22	0.2	3.9%	276
5	159	30	0.3	5.3%	27	0.3	4.8%	16	0.2	2.8%	232
6	40	19	0.2	3.4%	24	0.3	4.2%	5	0.1	0.9%	88
7	22	21	0.2	3.7%	14	0.2	2.5%	1	0.0	0.2%	58
8	83	26	0.3	4.6%	0	0.0	0.0%	0	0.0	0.0%	109
9	17	14	0.2	2.5%	4	0.0	0.7%	6	0.1	1.1%	41
10	120	49	0.5	8.6%	12	0.1	2.1%	1	0.0	0.2%	182
11	14	3	0.0	0.5%	1	0.0	0.2%	0	0.0	0.0%	18
12	11	5	0.1	0.9%	1	0.0	0.2%	0	0.0	0.0%	17
13	12	3	0.0	0.5%	1	0.0	0.2%	0	0.0	0.0%	16
14	87	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	88
All NMTs	739	278	3	0	139	2	0	51	1	0	1207

Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 271

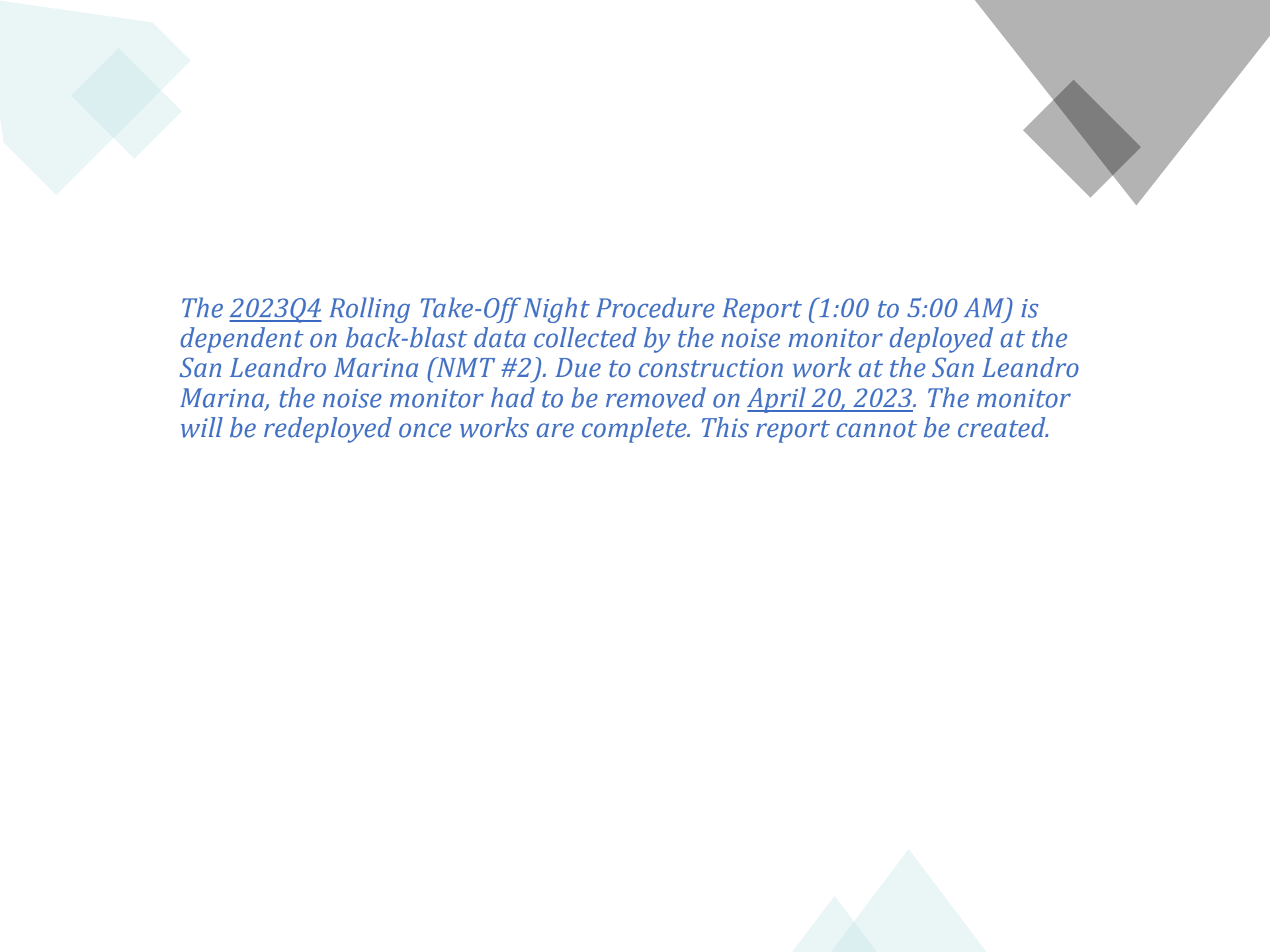
First Quarter 2025 (10:00 p.m. to 7:00 a.m.)											
NMT Number	Aircraft Noise Events Below SEL 80 dBA	Aircraft Noise Events SEL 80 - 84.9 dBA			Aircraft Noise Events SEL 85 - 89.9 dBA			Aircraft Noise Events SEL ≥ 90 dBA			Total Aircraft Noise Events
		Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	
3	73	5	0.1	2.1%	0	0.0	0.0%	0	0.0	0.0%	78
4	98	101	1.1	42.3%	55	0.6	23.0%	22	0.2	9.2%	276
5	159	30	0.3	12.6%	27	0.3	11.3%	16	0.2	6.7%	232
6	40	19	0.2	7.9%	24	0.3	10.0%	5	0.1	2.1%	88
7	22	21	0.2	8.8%	14	0.2	5.9%	1	0.0	0.4%	58
8	83	26	0.3	10.9%	0	0.0	0.0%	0	0.0	0.0%	109
Total	475	202	2.2		120	1.3		44	0.5		841

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 37

First Quarter 2025 (10:00 p.m. to 7:00 a.m.)											
NMT Number	Aircraft Noise Events Below SEL 80 dBA	Aircraft Noise Events SEL 80 - 84.9 dBA			Aircraft Noise Events SEL 85 - 89.9 dBA			Aircraft Noise Events SEL ≥ 90 dBA			Total Aircraft Noise Events
		Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	
2	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
9	17	14	0.2	4.3%	4	0.0	1.2%	6	0.1	1.8%	41
10	120	49	0.5	14.9%	12	0.1	3.7%	1	0.0	0.3%	182
11	14	3	0.0	0.9%	1	0.0	0.3%	0	0.0	0.0%	18
12	11	5	0.1	1.5%	1	0.0	0.3%	0	0.0	0.0%	17
13	12	3	0.0	0.9%	1	0.0	0.3%	0	0.0	0.0%	16
14	87	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	88
Total	261	75	0.8		19	0.2		7	0.1		362



The 2024Q4 Rolling Take-Off Night Procedure Report (1:00 to 5:00 AM) is dependent on back-blast data collected by the noise monitor deployed at the San Leandro Marina (NMT #2). Due to construction work at the San Leandro Marina, the noise monitor had to be removed on April 20, 2023. The monitor will be redeployed once works are complete. This report cannot be created.



The 2023Q4 Rolling Take-Off Night Procedure Report (1:00 to 5:00 AM) is dependent on back-blast data collected by the noise monitor deployed at the San Leandro Marina (NMT #2). Due to construction work at the San Leandro Marina, the noise monitor had to be removed on April 20, 2023. The monitor will be redeployed once works are complete. This report cannot be created.

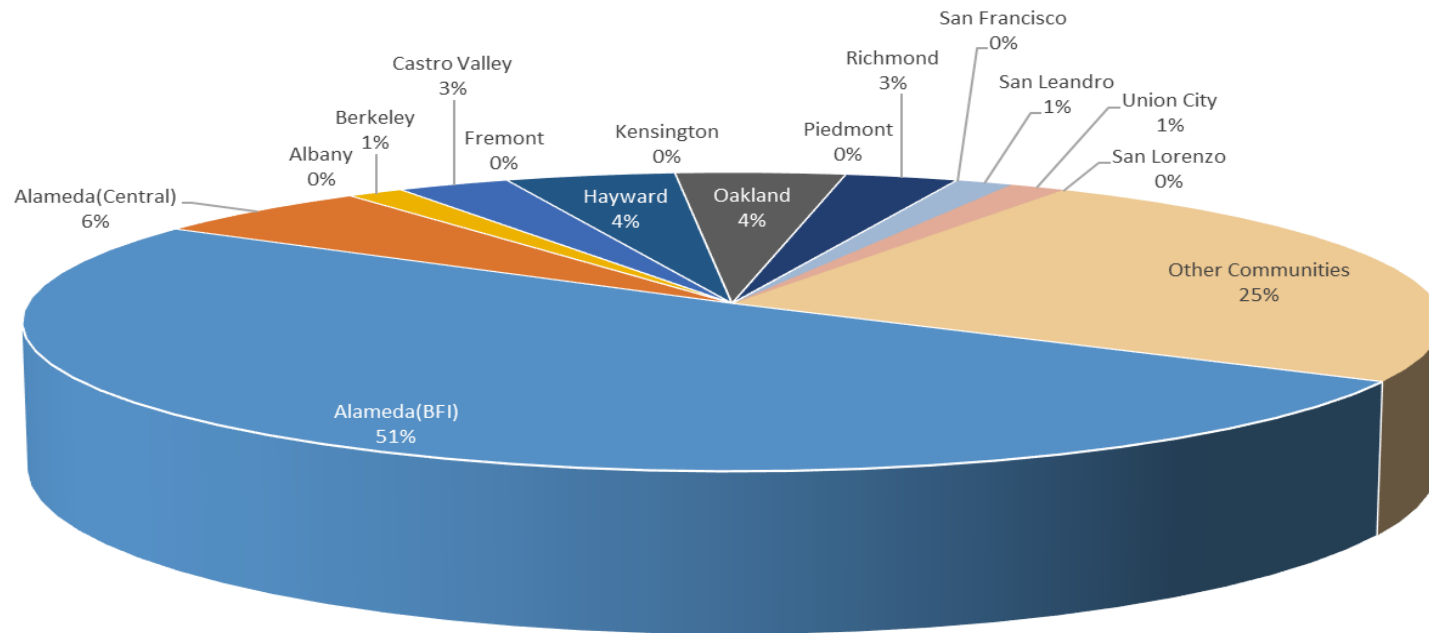
**Oakland Airport (OAK)
Noise Complaint Summary
January 2025**

Community	Callers	Complaints
Alameda(BFI)	35	353
Alameda(Central)	4	23
Albany	0	0
Berkeley	1	81
Castro Valley	2	24
Fremont	0	0
Hayw ard	3	4
Kensington	0	0
Oakland	3	2238
Piedmont	0	0
Richmond	2	180
San Francisco	0	0
San Leandro	1	1
Union City	1	10
San Lorenzo	0	0
Other Communities	17	63
Total	69	2977
Complaints by Type		
E-mail	2320	
View point App	657	
Complaints by Time of Day		
Day (0700 - 1900)	555	
Evening (1900 - 2200)	759	
Night (2200 - 0700)	1663	
Complaints by Type of Operation		
Arrivals	2218	
Departures	662	
Over-flights	48	
Touch & Go	49	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	124	
Helicopter	47	
Jet	2677	
Military	0	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	11	
Propeller	84	
Turbo-prop	34	

Number of Callers

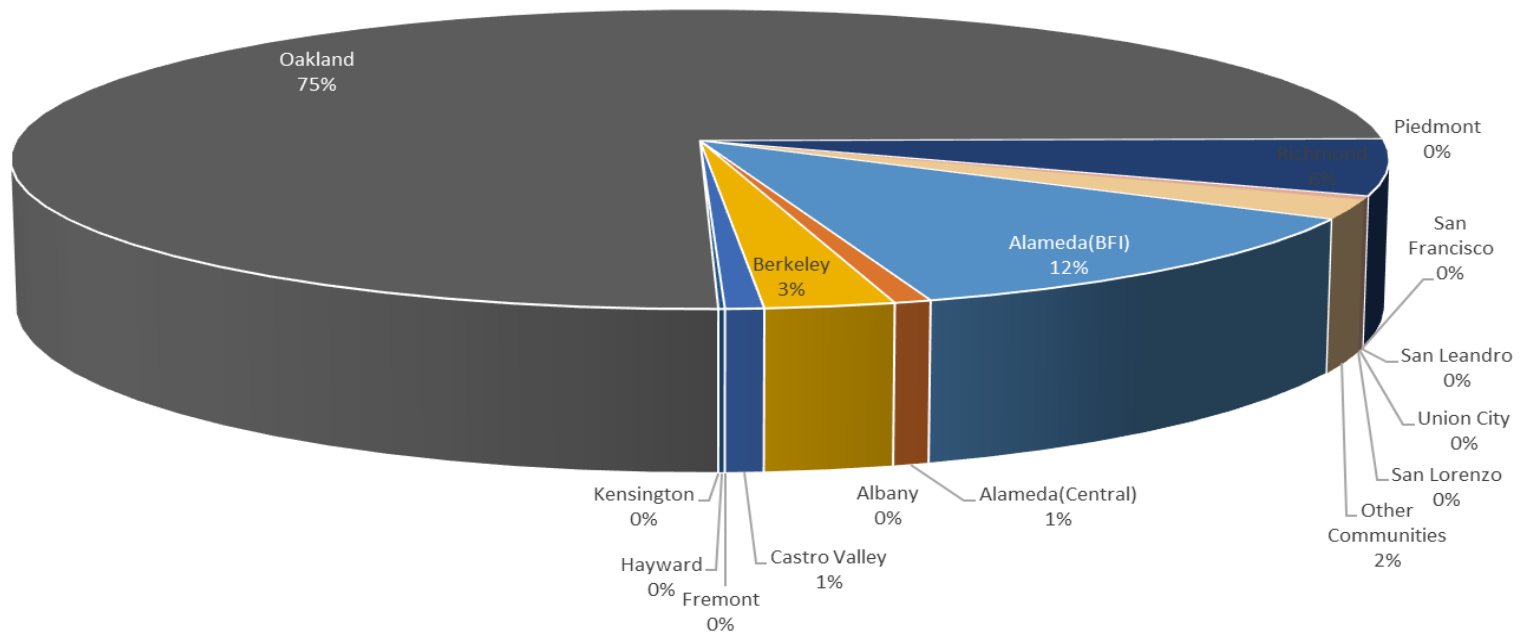
January 2025

Noise Complaints Summary by Number of Callers



Number of Complaints January 2025

Noise Complaints Summary by Number of Complaints



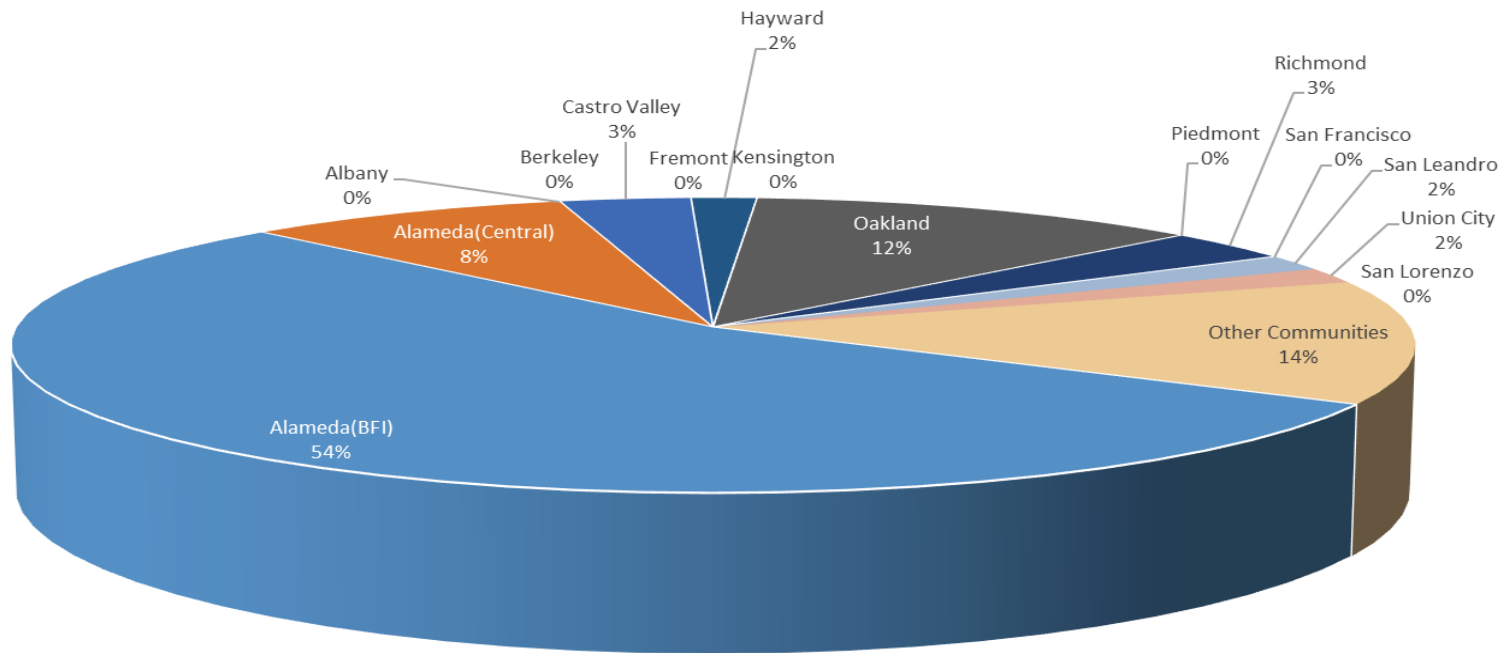
**Oakland Airport (OAK)
Noise Complaint Summary
February 2025**

Community	Callers	Complaints
Alameda(BFI)	32	317
Alameda(Central)	5	12
Albany	0	0
Berkeley	0	0
Castro Valley	2	38
Fremont	0	0
Hayw ard	1	1
Kensington	0	0
Oakland	7	2130
Piedmont	0	0
Richmond	2	203
San Francisco	0	0
San Leandro	1	58
Union City	1	5
San Lorenzo	0	0
Other Communities	8	41
Total	59	2805
Complaints by Type		
E-mail	2226	
View point App	566	
Complaints by Time of Day		
Day (0700 - 1900)	328	
Evening (1900 - 2200)	545	
Night (2200 - 0700)	1932	
Complaints by Type of Operation		
Arrivals	2019	
Departures	721	
Over-flights	33	
Touch & Go	32	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	229	
Helicopter	10	
Jet	2368	
Military	0	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	4	
Propeller	71	
Turbo-prop	123	

Number of Callers

February 2025

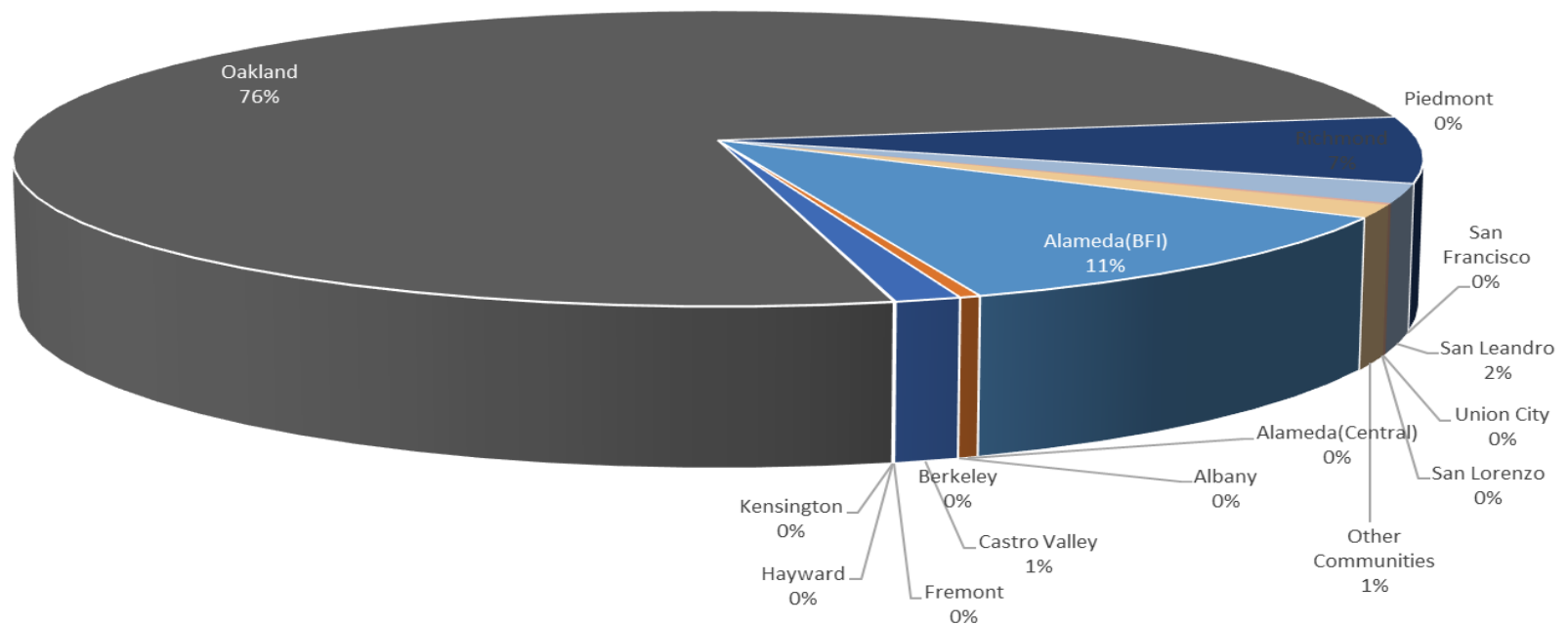
Noise Complaints Summary by Number of Callers



Number of Complaints

February 2025

Noise Complaints Summary by Number of Complaints



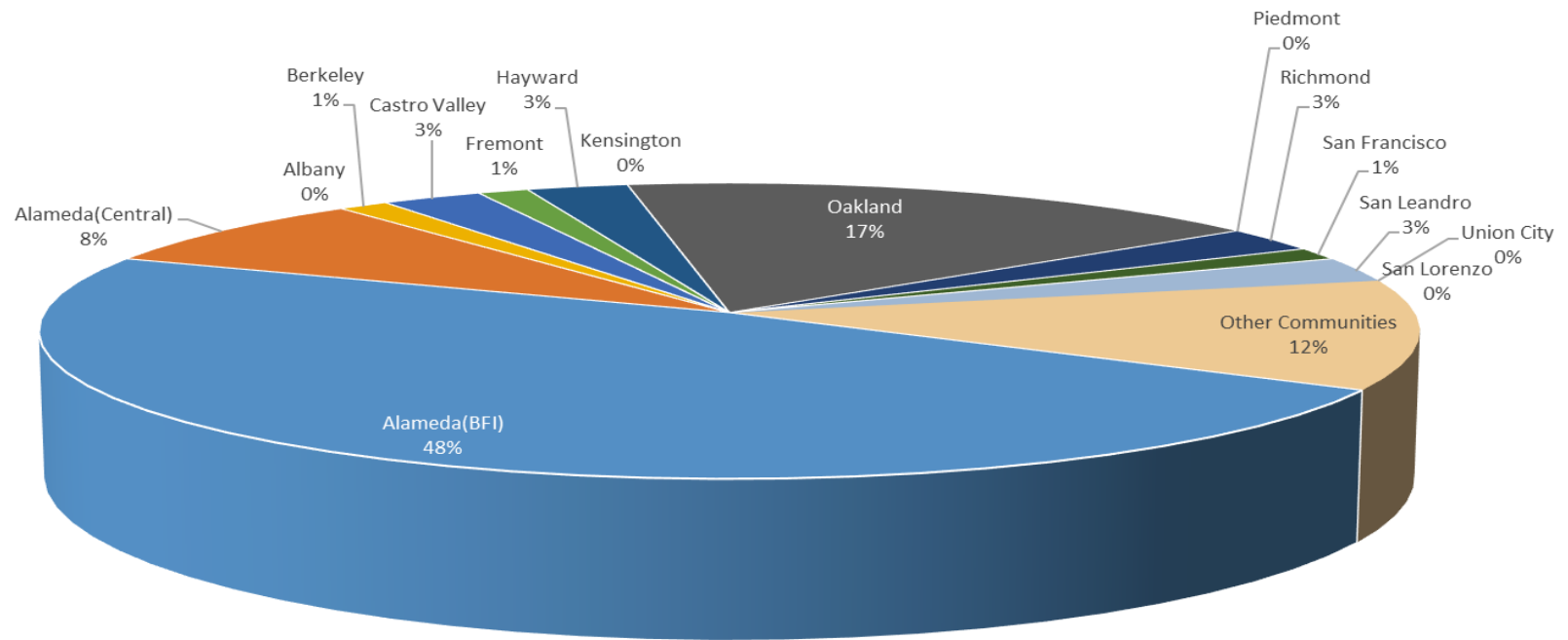
**Oakland Airport (OAK)
Noise Complaint Summary
March 2025**

Community	Callers	Complaints
Alameda(BFI)	36	618
Alameda(Central)	6	12
Albany	0	0
Berkeley	1	2
Castro Valley	2	93
Fremont	1	12
Hayw ard	2	4
Kensington	0	0
Oakland	13	2722
Piedmont	0	0
Richmond	2	240
San Francisco	1	2
San Leandro	2	27
Union City	0	0
San Lorenzo	0	0
Other Communities	9	56
Total	75	3788
Complaints by Type		
E-mail	2791	
View point App	997	
Complaints by Time of Day		
Day (0700 - 1900)	465	
Evening (1900 - 2200)	883	
Night (2200 - 0700)	2440	
Complaints by Type of Operation		
Arrivals	1937	
Departures	1718	
Over-flights	84	
Touch & Go	49	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	173	
Helicopter	20	
Jet	3287	
Military	0	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	83	
Propeller	148	
Turbo-prop	77	

Number of Callers

March 2025

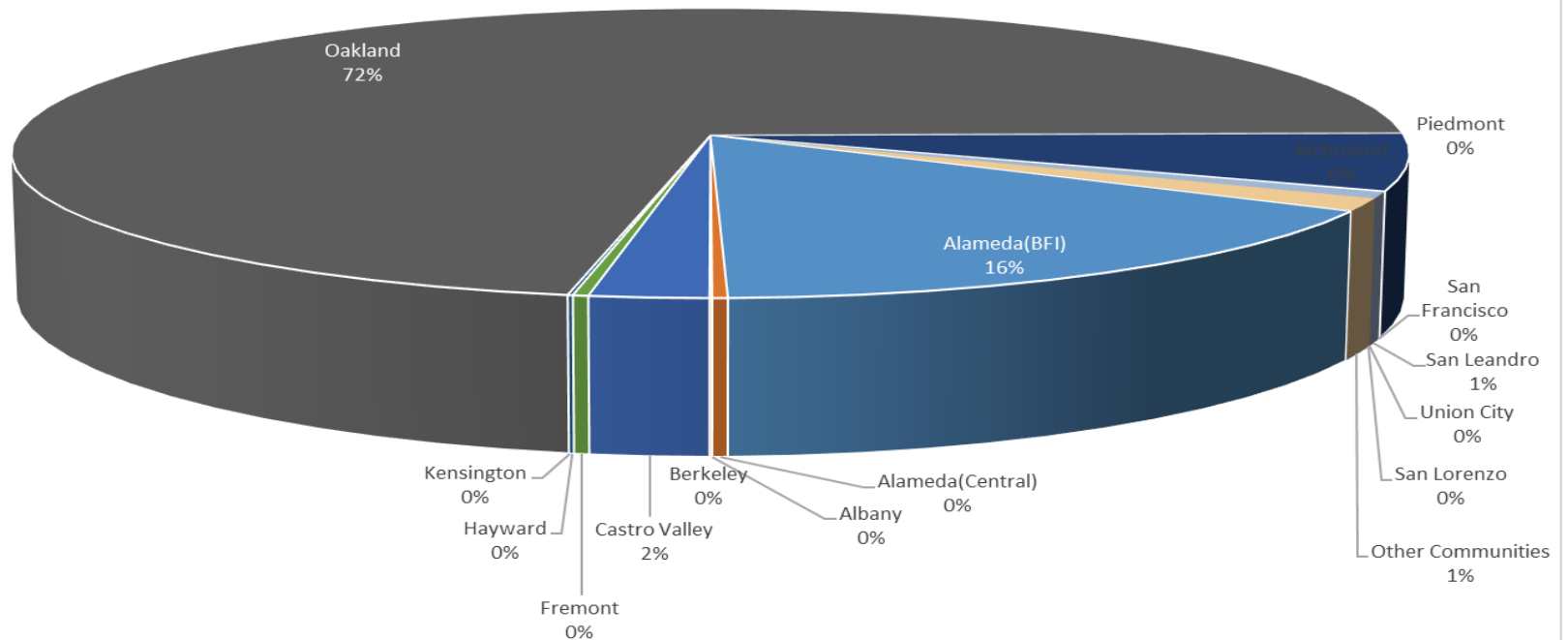
Noise Complaints Summary by Number of Callers

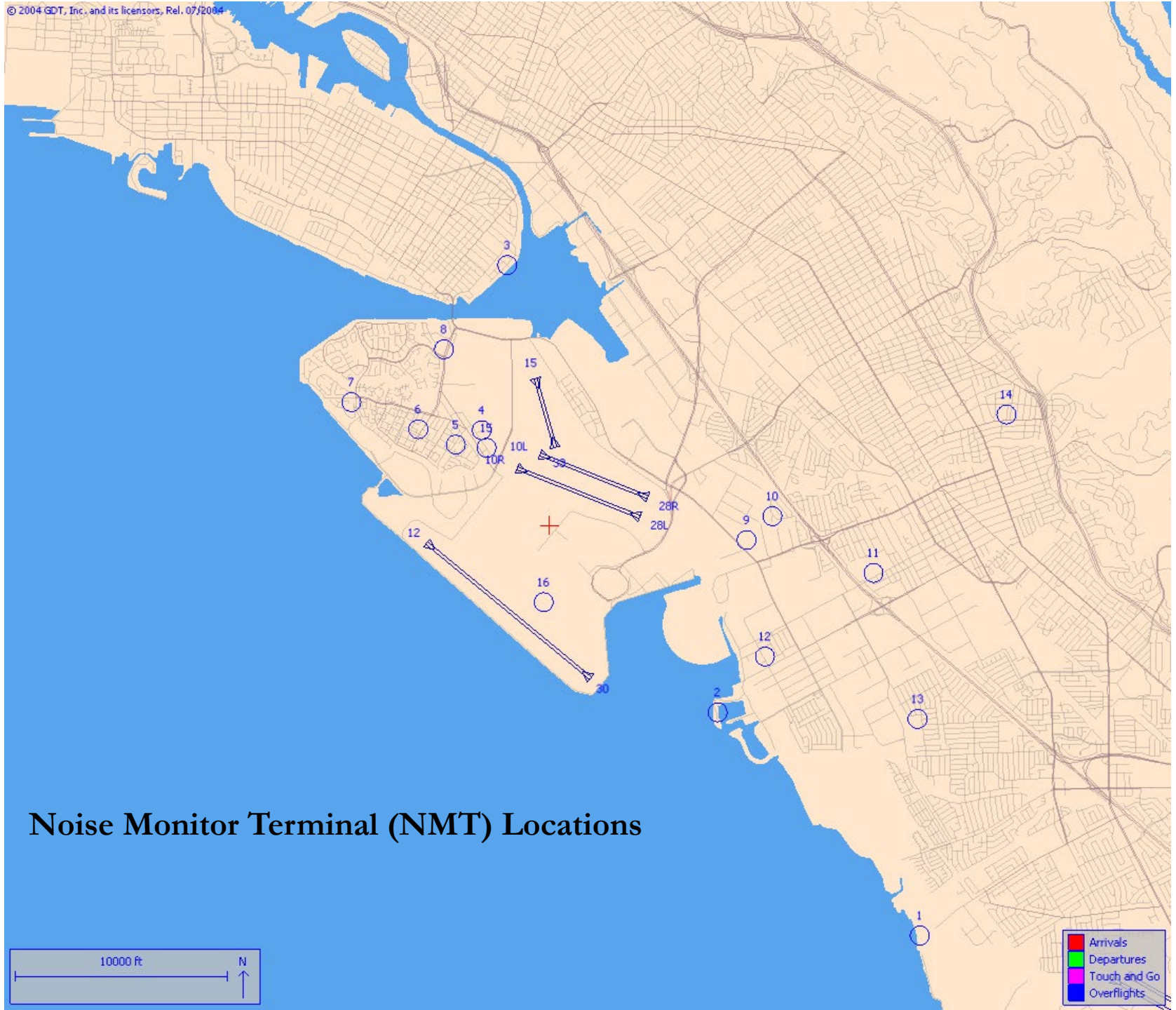


Number of Complaints

March 2025

Noise Complaints Summary by Number of Complaints

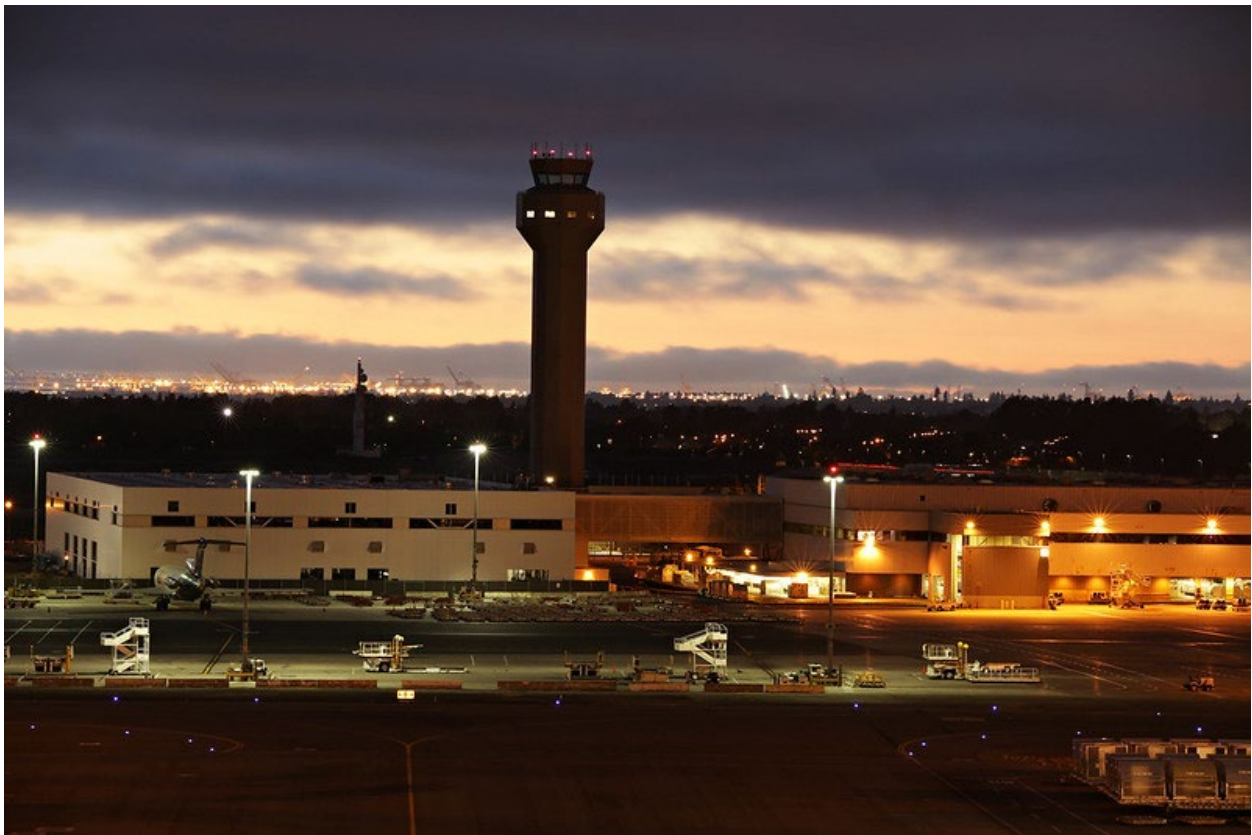




Noise Monitor Terminal (NMT) Locations

Quarterly Aircraft Noise Report

First Quarter 2025



Prepared by
Oakland Airport (OAK)
Noise/Environmental Compliance Office

April 8, 2025

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- [Runway 30 East Turn Departure List](#)
- [Cross Over 100 Degree Radial List](#)
- [Sample noncompliance letter for Jet Aircraft Departure Program](#)
- [Sample noncompliance letter for Jet Aircraft Landing Program](#)
- [Sample noncompliance letter for NF VFR Departure Program](#)
- [Sample noncompliance letter for NF Quiet Hours Program](#)

QUARTERLY REPORT INTRODUCTION

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

COMPLIANCE BEYOND THE CONTROL OF THE PORT OF OAKLAND

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

SAFETY COMES FIRST

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

DISCLAIMER

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

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

QUARTERLY REPORTS COMPLIANCE COMPARISON SUMMARY TABLE

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

Compliance Monitoring Quarterly Summary Comparison First Quarter 2025				
	2024Q1		2025Q1	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	94%	6%	93%	7%
Total Airport-wide Corporate Jet Departures	2,547	156	2,321	169
Runway 10R/L Jet Landing Compliance	87%	13%	89%	11%
Total Southeast Plan Corporate Jet Landings	490	75	321	39
North Field VFR Departure Compliance	95%	5%	87%	13%
Total Runways 28R/L & 33 Departures	175	9	362	54
North Field Quiet Hours Compliance	83%	17%	81%	19%
Total North Field Quiet Hours Departures	174	35	248	60
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	12,780	1	13,048	3
Night Time Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	2,507	22	2,534	13
Runway 12 Night Departure Compliance	100%	0%	97%	3%
Total Runway 12 Night Turbojet Departures	437	0	265	9
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	3,083	4	3,009	4
100 Degree Radial Turbojet Landing Compliance	99%	1%	99%	1%
Total 100 Degree Radial Turbojet Landings	610	4	594	4
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	4	0	1	0
Note: N/C means non-compliant. Percentage values are rounded out.				

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NORTH FIELD REPORTS

NORTH FIELD PREFERENTIAL RUNWAY USE PROCEDURES

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

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

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

RUNWAY 28R/L JET AIRCRAFT DEPARTURE NOISE ABATEMENT PROCEDURE

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

Runway 28R/L Jet Departure Procedure Compliance Summary First Quarter 2025				
	January	February	March	Quarterly
Airport-wide Corporate Jet Departures	765	867	858	2,490
Compliant Corporate Jet Departures	702	817	802	2,321
Non-compliant Corporate Jet Departures	63	50	56	169
Corporate Jet Departure Compliance Rate	92%	94%	93%	93%
Excused Jet Departures	21	26	35	82
The section below compares compliance performance to airport-wide jet departures.				
Airport-wide Jet Departures	4,965	4,776	5,296	15,037
Compliant Airport-wide Jet Departures	4,902	4,726	5,240	14,868
Non-compliant Airport-wide Jet Departures	63	50	56	169
Airport-wide Jet Departure Compliance Rate	99%	99%	99%	99%

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RUNWAY 10R/L JET AIRCRAFT LANDING NOISE ABATEMENT PROCEDURE

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

Jet Aircraft Landing NAP for Runway 10R/L Compliance Summary First Quarter 2025				
	January	February	March	Quarterly
Southeast (SE) Plan Corporate Jet Landings *	21	180	159	360
Compliant SE Plan Corporate Jet Landings	20	164	137	321
Non-compliant SE Plan Corporate Jet Landings	1	16	22	39
SE Plan Corporate Jet Landing Compliance Rate	95%	91%	86%	89%
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Airport-wide SE Plan Jet Landings	145	887	671	1,703
Airport-wide Compliant SE Plan Jet Landings	144	871	649	1,664
Airport-wide Non-compliant SE Plan Landings	1	16	22	39
Airport-wide Jet Landing SE Plan Compliance Rate	99%	98%	97%	98%
* Note: During Southeast Plan, business jets may land on Runways 10R/L and 12.				

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NORTH FIELD VFR AIRCRAFT DEPARTURE PROCEDURE

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

North Field VFR Aircraft Departure NAP Compliance Summary First Quarter 2025				
	January	February	March	Quarterly
Total VFR Departures	157	124	135	416
Total VFR Departures Over Alameda	70	58	75	203
Compliant Departures	139	114	109	362
Non-compliant Departures	18	10	26	54
Compliance Rate	89%	92%	81%	87%

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NORTH FIELD QUIET HOURS PROCEDURES

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

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

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

North Field Quiet Hours Compliance Summary (10:00 p.m. to 7:00 a.m.) First Quarter 2025				
	January	February	March	Quarterly
Total Night Departures (10:00 p.m. to 7:00 a.m.)	96	96	116	308
Compliant Night Departures	75	77	96	248
Average Compliant Departures per Night	2.4	2.5	3.1	2.79
Non-Compliant Night Departures	21	19	20	60
Average Non-Compliant Departures per Night	0.7	0.6	0.6	0.7
Night Departure Compliance Rate	78%	80%	83%	81%

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NIGHTTIME SEL NOISE MEASUREMENTS REPORT

The Nighttime SEL Noise Measurements Report provides a summary of aircraft departure noise measurements of SEL (sound exposure level) that are equal to or greater than 80 dB (decibels). The data is being reported in this format to simplify the aircraft noise event review process by focusing on the most significant noise events and to the levels that may cause sleep disturbance for some residents in adjacent communities. All aircraft noise measurements between 10:00 p.m. and 7:00 a.m. are evaluated in this report. Supplementary tables 2 and 3 provide data for aircraft departure

noise measurements based upon the runway used for departure. (Note: All community-based NMTs are included in the report with the exception of NMT 15, which is used for monitoring compliance with the aircraft engine maintenance run-up noise abatement program. For this purpose, noise measurements at NMT 15 are correlated with those at NMT 16 during aircraft engine run-up activities conducted in the Ground Run-up Enclosure or GRE.)

Noise Monitor Terminal (NMT) Locations



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Table 1. North Field Night Aircraft Departure SEL Noise Measurements
Total Aircraft Departures = 308

First Quarter 2025 (10:00 p.m. to 7:00 a.m.)

NMT Number	Aircraft Noise Events Below SEL 80 dBA	Aircraft Noise Events SEL 80 - 84.9 dBA			Aircraft Noise Events SEL 85 - 89.9 dBA			Aircraft Noise Events SEL ≥ 90 dBA			Total Aircraft Noise Events
		Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	
1	3	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	4
2	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
3	73	5	0.1	0.9%	0	0.0	0.0%	0	0.0	0.0%	78
4	98	101	1.1	17.8%	55	0.6	9.7%	22	0.2	3.9%	276
5	159	30	0.3	5.3%	27	0.3	4.8%	16	0.2	2.8%	232
6	40	19	0.2	3.4%	24	0.3	4.2%	5	0.1	0.9%	88
7	22	21	0.2	3.7%	14	0.2	2.5%	1	0.0	0.2%	58
8	83	26	0.3	4.6%	0	0.0	0.0%	0	0.0	0.0%	109
9	17	14	0.2	2.5%	4	0.0	0.7%	6	0.1	1.1%	41
10	120	49	0.5	8.6%	12	0.1	2.1%	1	0.0	0.2%	182
11	14	3	0.0	0.5%	1	0.0	0.2%	0	0.0	0.0%	18
12	11	5	0.1	0.9%	1	0.0	0.2%	0	0.0	0.0%	17
13	12	3	0.0	0.5%	1	0.0	0.2%	0	0.0	0.0%	16
14	87	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	88
All NMTs	739	278	3	0	139	2	0	51	1	0	1207

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Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 271

First Quarter 2025 (10:00 p.m. to 7:00 a.m.)											
NMT Number	Aircraft Noise Events Below SEL 80 dBA	Aircraft Noise Events SEL 80 - 84.9 dBA			Aircraft Noise Events SEL 85 - 89.9 dBA			Aircraft Noise Events SEL ≥ 90 dBA			Total Aircraft Noise Events
		Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	
3	73	5	0.1	2.1%	0	0.0	0.0%	0	0.0	0.0%	78
4	98	101	1.1	42.3%	55	0.6	23.0%	22	0.2	9.2%	276
5	159	30	0.3	12.6%	27	0.3	11.3%	16	0.2	6.7%	232
6	40	19	0.2	7.9%	24	0.3	10.0%	5	0.1	2.1%	88
7	22	21	0.2	8.8%	14	0.2	5.9%	1	0.0	0.4%	58
8	83	26	0.3	10.9%	0	0.0	0.0%	0	0.0	0.0%	109
Total	475	202	2.2		120	1.3		44	0.5		841

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 37

First Quarter 2025 (10:00 p.m. to 7:00 a.m.)											
NMT Number	Aircraft Noise Events Below SEL 80 dBA	Aircraft Noise Events SEL 80 - 84.9 dBA			Aircraft Noise Events SEL 85 - 89.9 dBA			Aircraft Noise Events SEL ≥ 90 dBA			Total Aircraft Noise Events
		Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	
2	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
9	17	14	0.2	4.3%	4	0.0	1.2%	6	0.1	1.8%	41
10	120	49	0.5	14.9%	12	0.1	3.7%	1	0.0	0.3%	182
11	14	3	0.0	0.9%	1	0.0	0.3%	0	0.0	0.0%	18
12	11	5	0.1	1.5%	1	0.0	0.3%	0	0.0	0.0%	17
13	12	3	0.0	0.9%	1	0.0	0.3%	0	0.0	0.0%	16
14	87	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	88
Total	261	75	0.8		19	0.2		7	0.1		362

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SOUTH FIELD REPORTS

RUNWAY 30 BFI RIGHT TURN DEPARTURE PROCEDURE

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

Runway 30 Bay Farm Right Turn Departure Procedure Compliance Summary First Quarter 2025				
	January	February	March	Quarterly
Runway 30 Turbojet Departures	4,750	3,806	4,495	13,051
Compliant Departures	4,747	3,806	4,495	13,048
Non-compliant Departures	3	0	0	3
Percentage of Non-compliance	0.1%	0.0%	0.0%	0.0%
Compliance Rate	100%	100%	100%	100%

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NIGHT TIME DEPARTURE PROCEDURE

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

Night Time Procedure Departure NAP Compliance Summary 10:00 pm - 7:00 am First Quarter 2025				
	January	February	March	Quarterly
Runway 30 Nighttime Turbojet Departures	888	712	947	2,547
Buffer Time Departures	10	4	8	22
Compliant Departures	883	709	942	2,534
Non-compliant Departures	5	3	5	13
HUSSH gate misses	0	2	2	4
NITE gate misses	3	3	4	10
REBAS gate misses	5	3	5	13
Compliance Rate	99%	100%	99%	99%

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ROLLING TAKE-OFF NIGHT DEPARTURE PROCEDURE FOR FEDEX

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

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

The Report is dependent on back-blast data collected by the noise monitor deployed at the San Leandro Marina (NMT #2). Due to construction work at the San Leandro Marina, the noise monitor had to be removed on [April 20, 2023](#). The monitor will be redeployed once works are complete. This report cannot be created.

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Summary of Calendar Quarter of Previous Year

The Report is dependent on back-blast data collected by the noise monitor deployed at the San Leandro Marina (NMT #2). Due to construction work at the San Leandro Marina, the noise monitor had to be removed on April 20, 2023. The monitor will be redeployed once works are complete. This report cannot be created.

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RUNWAY 12 NIGHT DEPARTURE PROCEDURE

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

Runway 12 Night Departure NAP Compliance Summary (10:00 PM to 7:00 AM) First Quarter 2025				
	January	February	March	Quarterly
Jet Departures	3	118	153	274
Non-Compliant Departures	0	0	9	9
Compliant Departures	3	118	144	265
Compliance Rate	100%	100%	94%	97%
Note: The noise abatement procedure is officially implemented between 10:00 p.m. and 7:00 a.m. nightly.				

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ENGINE RUN-UP PROCEDURE PROGRAM

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

Engine Run-up Program First Quarter 2025				
	January	February	March	Quarter
Runups - 7:00 PM to 10:00 PM	1	0	0	1
Runups Greater Than 75 dBA	0	0	0	0
Runups - 10:00 PM to 7:00 AM	0	0	0	0
Runups Greater Than 70 dBA	0	0	0	0
Total Evening and Nighttime Runups	1	0	0	1
Total Non-compliant Runups	0	0	0	0
Compliance Rate	100%	N/A	N/A	100%

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RUNWAY 30 EAST TURN DEPARTURES PROCEDURE

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

Runway 30 East Turn Departures at 3,000 feet Procedure Compliance Summary Fourth Quarter 2024				
	October	November	December	Quarterly
Total Runway 30 East Turn Turbojet Departures	1,311	936	1,187	3,434
Non-compliant Turbojet Departures	0	0	0	0
Total Turbojet Aircraft Above 2,900 Feet ASL*	1,311	936	1,187	3,434
Compliance Rate	100%	100%	100%	100%
Excused Turbojet Departures	21	3	1	25
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet are to be flagged as non-compliant.				

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100 DEGREE RADIAL TURBOJET LANDING PROCEDURE

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

Cross Over 100 Degree Radial at 3,000 Feet Procedure Compliance Summary First Quarter 2025				
	January	February	March	Quarterly
Turbojets on Downwind RWY 30 Approach	258	176	164	598
Non-compliant Turbojets	3	1	0	4
Total Turbojet Aircraft Above 3K Feet ASL*	255	175	164	594
Compliance Rate	99%	99%	100%	99%
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet are to be flagged as non-compliant.				

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Oakland Airport (OAK) Noise Complaint Summary January 2025		
Community	Callers	Complaints
Alameda(BFI)	35	353
Alameda(Central)	4	23
Albany	0	0
Berkeley	1	81
Castro Valley	2	24
Fremont	0	0
Hayward	3	4
Kensington	0	0
Oakland	3	2238
Piedmont	0	0
Richmond	2	180
San Francisco	0	0
San Leandro	1	1
Union City	1	10
San Lorenzo	0	0
Other Communities	17	63
Total	69	2977
Complaints by Type		
E-mail		2320
View point App		657
Complaints by Time of Day		
Day (0700 - 1900)		555
Evening (1900 - 2200)		759
Night (2200 - 0700)		1663
Complaints by Type of Operation		
Arrivals		2218
Departures		662
Over-flights		48
Touch & Go		49
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		124
Helicopter		47
Jet		2677
Military		0
Not Reported (not linked to an aircraft)		0
Other (Type information not available)		11
Propeller		84
Turbo-prop		34

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Oakland Airport (OAK) Noise Complaint Summary February 2025		
Community	Callers	Complaints
Alameda(BFI)	32	317
Alameda(Central)	5	12
Albany	0	0
Berkeley	0	0
Castro Valley	2	38
Fremont	0	0
Hayward	1	1
Kensington	0	0
Oakland	7	2130
Piedmont	0	0
Richmond	2	203
San Francisco	0	0
San Leandro	1	58
Union City	1	5
San Lorenzo	0	0
Other Communities	8	41
Total	59	2805
Complaints by Type		
E-mail		2226
View point App		566
Complaints by Time of Day		
Day (0700 - 1900)		328
Evening (1900 - 2200)		545
Night (2200 - 0700)		1932
Complaints by Type of Operation		
Arrivals		2019
Departures		721
Over-flights		33
Touch & Go		32
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		229
Helicopter		10
Jet		2368
Military		0
Not Reported (not linked to an aircraft)		0
Other (Type information not available)		4
Propeller		71
Turbo-prop		123

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Oakland Airport (OAK) Noise Complaint Summary March 2025		
Community	Callers	Complaints
Alameda(BFI)	36	618
Alameda(Central)	6	12
Albany	0	0
Berkeley	1	2
Castro Valley	2	93
Fremont	1	12
Hayward	2	4
Kensington	0	0
Oakland	13	2722
Piedmont	0	0
Richmond	2	240
San Francisco	1	2
San Leandro	2	27
Union City	0	0
San Lorenzo	0	0
Other Communities	9	56
Total	75	3788
Complaints by Type		
E-mail		2791
View point App		997
Complaints by Time of Day		
Day (0700 - 1900)		465
Evening (1900 - 2200)		883
Night (2200 - 0700)		2440
Complaints by Type of Operation		
Arrivals		1937
Departures		1718
Over-flights		84
Touch & Go		49
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		173
Helicopter		20
Jet		3287
Military		0
Not Reported (not linked to an aircraft)		0
Other (Type information not available)		83
Propeller		148
Turbo-prop		77

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AIRPORT OPERATIONS SUMMARY TABLES

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

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

North Field Night Departures by Runway (10:00 p.m. to 7:00 a.m.) First Quarter 2025					
	January	February	March	Quarterly	Percentage
Runway 28L	0	2	8	10	6%
Runway 28R	42	49	55	146	83%
Runway 33	0	0	1	1	1%
Alameda Overflights	42	51	64	157	89%
Runway 10L	0	9	3	12	7%
Runway 10R	0	5	2	7	4%
Runway 15	0	0	0	0	0%
San Leandro Overflights	0	14	5	19	11%
Total Departures	42	65	69	176	100%

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

North Field VFR/IFR Departures by Runway First Quarter 2025				
	January	February	March	2025
VFR Departures				
Runway 28L	30	33	40	103
Runway 28R	170	138	140	448
Runway 33	237	213	212	662
VFR Departures	437	384	392	1,213
IFR Departures				
Runway 28L	138	123	144	405
Runway 28R	242	192	223	657
Runway 33	22	10	18	50
IFR Departures	402	325	385	1,112
Total Departures	839	709	777	2,325

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Operations Table 3. Runway Use by Aircraft Category

	Aircraft Category	OAK Aircraft Operations by Category and Runway First Quarter 2025											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Corporate Jets	286	129	-	-	-	18	56	300	1,712	-	2,086	2,086
	Helicopters	-	-	-	-	-	-	-	-	-	127	127	127
	Commercial Jets	1,206	10,172	11,378	-	-	-	1	26	9	-	36	11,414
	Military	-	-	-	-	-	-	-	-	-	-	-	-
	Propeller	1	-	1	24	58	23	13	116	971	-	1,205	1,206
	Regional Jets	130	467	597	-	-	-	6	39	477	-	522	1,119
	Turboprops	3	39	42	-	-	26	71	273	601	-	971	1,013
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		1,626	10,807	12,018	24	58	67	147	754	3,770	127	4,947	16,965
Departures	Corporate Jets	54	1,912	1,966	-	1	22	259	104	138	-	524	2,490
	Helicopters	-	-	-	-	-	-	-	-	-	113	113	113
	Commercial Jets	1,262	10,158	11,420	-	-	-	4	5	1	-	10	11,430
	Military	-	-	-	-	-	-	-	-	-	-	-	-
	Propeller	-	-	-	57	709	32	1	38	445	-	1,282	1,282
	Regional Jets	126	981	1,107	-	-	-	7	3	-	-	10	1,117
	Turboprops	3	16	19	2	2	72	29	361	523	-	989	1,008
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		1,445	13,067	14,512	59	712	126	300	511	1,107	113	2,928	17,440
Touch & Go Sub-totals		-	9	9	11	307	20	1	42	670	-	1,051	1,060
Grand Total		3,071	23,883	26,539	94	1,077	213	448	1,307	5,547	240	8,926	35,465

Operations Table 4. Runway Use by Jet Aircraft Category

	Aircraft Category	RUNWAYS First Quarter 2025											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Commercial Jets	1,206	10,172	11,378	-	-	-	1	26	9	-	36	11,414
	Regional Jets	130	467	597	-	-	-	6	39	477	-	522	1,119
Commercial Jet Sub-totals		1,336	10,639	11,975	-	-	-	7	65	486	-	558	12,533
	Corporate Jets	286	129	415	-	-	18	56	300	1,712	-	2,086	2,501
All Jet Arrivals Sub-totals		1,622	10,768	12,390	-	-	18	63	365	2,198	-	2,644	15,034
Departures	Commercial Jets	1,262	10,158	11,420	-	-	-	4	5	1	-	10	11,430
	Regional Jets	126	981	1,107	-	-	-	7	3	-	-	10	1,117
Commercial Jet Sub-totals		1,388	11,139	12,527	-	-	-	11	8	1	-	20	12,547
	Corporate Jets	54	1,912	1,966	-	1	22	259	104	138	-	524	2,490
All Jet Departures Sub-totals		1,442	13,051	14,493	-	1	22	270	112	139	-	544	15,037
Grand Total		3,064	23,819	26,883	-	1	40	333	477	2,337	-	3,188	30,071

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DEFINITIONS OF TERMINOLOGY USED IN COMPLIANCE MONITORING COMMENT SECTION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Pilot Request: Although air traffic controllers normally instruct jet aircraft pilots to taxi to Runway 30 to depart for noise abatement purposes, FAA regulations allow pilots to request departure from Runways 28R/L. Also, FAA air traffic controllers at Northern California TRACON or the OAK Control Tower normally guide jet aircraft to land on Runway 12 during the Southeast Plan air traffic pattern. However, pilots may request to land on Runways 10R/L when safe conditions exist. Pilot requests are normally granted although these requests are considered not in compliance with the noise abatement procedures.

Runway Maintenance: This term is used when the either the South Field or North Field runways are closed due to construction, maintenance, Foreign Object Debris (FOD) removal, runway repair, or an emergency.

Runway/Taxiway Maintenance: This term is used when the either the South Field or North Field taxiways are closed due to construction, maintenance, Foreign Object Debris (FOD) removal, runway repair, or an emergency.

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

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

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

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

Temporary Flight Restriction (TFR): A Temporary Flight Restriction (TFR) is a type of Notices to Airmen (NOTAM). A TFR defines an area restricted to air travel due to a hazardous condition, a special event, or a general warning for the entire FAA airspace. The associated flight is considered in compliance with the noise abatement program for constraint and safety reasons.

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

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

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

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

abatement procedures unless determined to be exempt for a specific reason as judged by the reviewer.

Nighttime SEL Noise Measurement Summary Definitions

These terms are used in the Nighttime SEL Report.

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

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

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APPENDICES

Runway 28R/L Jet Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
3/1/2025 16:48	LXJ456	N456FX	GLF4	3327	28R	B	ATC Instructions	No
1/10/2025 7:45	CNS519	N533AF	PC24	3666	28R	B	ATC Instructions	No
						ATC Instructions	2	
1/3/2025 10:50	N813SH	N813SH	C560	1716	28R	B	Audio Not Available	No
2/22/2025 11:00			C56X	3664	28L	B	Audio Not Available	No
						Audio Not Available	2	
1/1/2025 16:51	EJA922	N922QS	C68A	3370	28R	B	Departure Timing	No
1/3/2025 14:26	N68AL	N68AL	GLF4	6324	28R	B	Departure Timing	No
1/11/2025 11:46	N81GJ	N81GJ	LJ35	3371	28R	B	Departure Timing	No
1/12/2025 17:49	N504YH	N504YH	HDJT	1702	28L	B	Departure Timing	No
1/17/2025 6:45	VJA550	N550XJ	CL30	3230	28L	B	Departure Timing	No
2/14/2025 10:27	JTL555	N555TF	GLF4	4237	28L	B	Departure Timing	No
2/14/2025 12:39	VJA508	N508XJ	CL30	1721	28L	B	Departure Timing	No
2/24/2025 9:57			E545	3773	28R	B	Departure Timing	No
2/24/2025 19:43			GLEX	1770	28L	B	Departure Timing	No
3/19/2025 19:31			GLF5	3316	28R	B	Departure Timing	No
3/28/2025 14:53			C56X	4240	28L	B	Departure Timing	No
3/31/2025 17:40			F900	3726	28L	B	Departure Timing	No
						Departure Timing	12	
3/17/2025 6:13	KFS119	N73CK	LJ35	3240	28L	B	Lifeguard Medical	Yes
3/19/2025 11:12	Medevac		C55B	4551	28L	B	Lifeguard Medical	Yes
3/19/2025 11:30	LN54DD	N54DD	C560	4265	28L	B	Lifeguard Medical	Yes
3/19/2025 19:11	Medevac		C550	4234	28R	B	Lifeguard Medical	Yes
3/19/2025 19:14	LN564DD	N54DD	C560	3722	28R	B	Lifeguard Medical	Yes
3/24/2025 16:58	Medevac		C55B	4546	28R	B	Lifeguard Medical	Yes
3/25/2025 1:43	Medevac		C550	4527	28R	B	Lifeguard Medical	Yes
3/25/2025 14:04	LN968SR	N968SR	C560	4532	28R	B	Lifeguard Medical	Yes
3/25/2025 14:17	Medevac		C55B	4551	28R	B	Lifeguard Medical	Yes
3/26/2025 0:07	LN968SR	N968SR	C560	3220	28L	B	Lifeguard Medical	Yes
3/27/2025 20:42	LN509RP	LN509RP	C550	3266	28R	B	Lifeguard Medical	Yes
3/29/2025 11:38	LJLG806	LN806GJ	H25B	3756	28L	B	Lifeguard Medical	Yes
3/30/2025 22:45	Medevac	Medevac	C550	4225	28R	B	Lifeguard Medical	Yes
1/1/2025 5:07	Medevac	Medevac	G150	3211	28R	B	Lifeguard Medical	Yes
1/5/2025 11:23	LN509RP	LN509RP	C550	4527	28R	B	Lifeguard Medical	Yes
1/5/2025 19:06	LN509RP	LN509RP	C550	4233	28R	B	Lifeguard Medical	Yes
1/7/2025 19:18	LN1220W	N1220W	C25A	3614	28R	B	Lifeguard Medical	Yes
1/8/2025 2:56	LN1220W	LN1220W	C25A	3233	28R	B	Lifeguard Medical	Yes
1/10/2025 20:07	LN968SR	N968SR	C560	4525	28R	B	Lifeguard Medical	Yes
1/10/2025 21:08	LN54DD	N54DD	C560	4245	28R	B	Lifeguard Medical	Yes
1/11/2025 6:48	LN968SR	N968SR	C560	3241	28R	B	Lifeguard Medical	Yes
1/14/2025 10:30	LCGRJP	LCGRJP	ASTR	1776	28R	B	Lifeguard Medical	Yes
1/16/2025 12:05	LN509RP	LN509RP	C550	4570	28R	B	Lifeguard Medical	Yes
1/16/2025 21:30	LN509RP	N509RP	C550	4211	28R	B	Lifeguard Medical	Yes
1/17/2025 13:10	LN810BE	N810BE	C560	4503	28R	B	Lifeguard Medical	Yes
1/17/2025 20:50	LN810BE	N810BE	C560	6366	28R	B	Lifeguard Medical	Yes
1/17/2025 20:51	LN509RP	N509RP	C550	4214	28R	B	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
1/19/2025 10:57	LN810BE	N810BE	C560	6310	28R	B	Lifeguard Medical	Yes
1/20/2025 12:35	Medevac	Medevac	C550	4276	28R	B	Lifeguard Medical	Yes
1/20/2025 18:20	Medevac	Medevac	C550	4234	28R	B	Lifeguard Medical	Yes
1/24/2025 9:03	LN236N	N236N	CL60	4260	28L	B	Lifeguard Medical	Yes
1/24/2025 19:06	LN236N	N236N	CL60	3305	28L	B	Lifeguard Medical	Yes
1/27/2025 9:49	LN75UM	LN75UM	LJ45	3645	28L	B	Lifeguard Medical	Yes
2/7/2025 8:52	LN310PJ	LN310PJ	LJ35	3665	28L	B	Lifeguard Medical	Yes
2/10/2025 22:44	Medevac	Medvac	C25B	3267	28R	B	Lifeguard Medical	Yes
2/11/2025 6:56	LN864AM	N864AM	H25B	3245	28R	B	Lifeguard Medical	Yes
2/14/2025 18:52	LN509RP	N509RP	C550	4547	28R	B	Lifeguard Medical	Yes
2/15/2025 10:51	LN509RP	N509RP	C550	4516	28R	B	Lifeguard Medical	Yes
2/15/2025 13:17	LN968SR	N968SR	C560	4522	28R	B	Lifeguard Medical	Yes
2/15/2025 16:38	LN904LR	N904LR	C560	4501	28R	B	Lifeguard Medical	Yes
2/16/2025 2:43	LN904LR	N904LR	C560	3216	28R	B	Lifeguard Medical	Yes
2/16/2025 13:34	Medevac	Medevac	G150	4236	28R	B	Lifeguard Medical	Yes
2/16/2025 20:23	Medevac	Medevac	G150	4553	28R	B	Lifeguard Medical	Yes
2/18/2025 19:33	Medevac	Medevac	C550	4502	28L	B	Lifeguard Medical	Yes
2/19/2025 4:26	Medevav	Medevac	C550	4573	28R	B	Lifeguard Medical	Yes
2/20/2025 2:08	LN581HC	N581HC	C25C	3347	28R	B	Lifeguard Medical	Yes
2/20/2025 16:16	LN1220W	N1220W	C25A	4565	28R	B	Lifeguard Medical	Yes
2/21/2025 13:02	Medevac	Medevac	FA50	4565	28L	B	Lifeguard Medical	Yes
2/21/2025 13:29	Medevac	Medevac	C550	4206	28R	B	Lifeguard Medical	Yes
2/22/2025 17:00	LN123ED	LN123ED	H25B	4225	28L	B	Lifeguard Medical	Yes
2/22/2025 17:05	LN581HC	N581HC	C25C	3673	28L	B	Lifeguard Medical	Yes
2/23/2025 15:59	LN810BE	N810BE	C560	3267	28L	B	Lifeguard Medical	Yes
2/23/2025 17:21	LN509RP	LN509RP	C550	4236	28R	B	Lifeguard Medical	Yes
2/23/2025 20:56	LN904LR	N904LR	C560	3362	28R	B	Lifeguard Medical	Yes
2/25/2025 9:27	LN509RP	N509RP	C550	3665	28R	B	Lifeguard Medical	Yes
2/28/2025 3:45	LN968SR	N968SR	C560	3351	28R	B	Lifeguard Medical	Yes
2/28/2025 4:24	Medevac		E55P	3242	28R	B	Lifeguard Medical	Yes
2/28/2025 9:05	LN968SR	N968SR	C560	3362	28L	B	Lifeguard Medical	Yes
3/3/2025 20:51	Medevac	Medevac	GALX	3335	28L	B	Lifeguard Medical	Yes
3/3/2025 23:42	Medevac	Medevac	C550	4520	28R	B	Lifeguard Medical	Yes
3/4/2025 12:26	Medevac	Medevac	FA50	4204	28L	B	Lifeguard Medical	Yes
3/6/2025 20:27	LN730CP	N730CP	C525	3216	28R	B	Lifeguard Medical	Yes
3/7/2025 2:23	LN588RS	N588RS	C25B	3231	28L	B	Lifeguard Medical	Yes
3/7/2025 22:08	LN904LR	N904LR	C560	4233	28R	B	Lifeguard Medical	Yes
3/8/2025 5:17	LN904LR	N904LR	C560	3320	28R	B	Lifeguard Medical	Yes
3/9/2025 7:54	LN509RP	N509RP	C550	4213	28R	B	Lifeguard Medical	Yes
3/9/2025 17:09	Medevac	Medevac	C550	4257	28L	B	Lifeguard Medical	Yes
3/10/2025 1:44	LN54DD	N54DD	C560	3342	28R	B	Lifeguard Medical	Yes
3/10/2025 4:45			C550	4562	28R	B	Lifeguard Medical	Yes
3/10/2025 16:48	LN41GJ	N41GJ	LJ35	3306	28L	B	Lifeguard Medical	Yes
3/10/2025 22:11	LN54DD	N54DD	C560	3376	28R	B	Lifeguard Medical	Yes
3/11/2025 12:24	LN509RP	N509RP	C550	4235	28R	B	Lifeguard Medical	Yes
3/13/2025 6:49	Medevac	Medevac	FA50	4542	28L	B	Lifeguard Medical	Yes
3/13/2025 14:38	LN54DD	N54DD	C560	6336	28R	B	Lifeguard Medical	Yes
3/14/2025 13:45	Medevac	Medevac	FA50	4245	28R	B	Lifeguard Medical	Yes
3/14/2025 13:59	LN54DD	N54DD	C560	4240	28R	B	Lifeguard Medical	Yes
3/14/2025 21:49	LN54DD	N54DD	C560	3713	28R	B	Lifeguard Medical	Yes
						Lifeguard Medical	77	

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
1/1/2025 7:32			GLF5	3705	28R	B	Pilot Requested	No
1/1/2025 10:29	FTH99	N99LM	C25B	4217	28R	B	Pilot Requested	No
1/1/2025 14:34			GLF5	3741	28R	B	Pilot Requested	No
1/2/2025 10:16	WUP901	N901UP	C750	4253	28R	B	Pilot Requested	No
1/2/2025 11:15	N800VU	N800VU	E55P	4276	28L	B	Pilot Requested	No
1/2/2025 14:42	LXJ443	N443FX	E545	3770	28L	B	Pilot Requested	No
1/4/2025 13:17	EJM221	N221QS	GLF4	4545	28L	B	Pilot Requested	No
1/4/2025 15:37			C25B	3227	28R	B	Pilot Requested	No
1/4/2025 16:13			GA6C	1770	28L	B	Pilot Requested	No
1/5/2025 14:23	N800VU	N800VU	E55P	4575	28L	B	Pilot Requested	No
1/6/2025 14:33			C560	6335	28R	B	Pilot Requested	No
1/6/2025 15:14			F2TH	3241	28L	B	Pilot Requested	No
1/6/2025 15:41			C25B	6317	28R	B	Pilot Requested	No
1/6/2025 16:13	LXJ389	N389FX	E55P	1711	28L	B	Pilot Requested	No
1/7/2025 22:19	N551SJ	N551SJ	C551	3331	28R	B	Pilot Requested	No
1/8/2025 8:34			GLF5	3630	28R	B	Pilot Requested	No
1/8/2025 17:08	N917GW	N917GW	C525	3242	28R	B	Pilot Requested	No
1/9/2025 17:08			GLF6	1761	28L	B	Pilot Requested	No
1/10/2025 14:51			F2TH	4512	28L	B	Pilot Requested	No
1/10/2025 15:09	NTW247	N247CM	E55P	3703	28R	B	Pilot Requested	No
1/12/2025 6:41			GLF4	3322	28R	B	Pilot Requested	No
1/12/2025 12:25			F2TH	4241	28L	B	Pilot Requested	No
1/14/2025 5:07	EJA750	N750QS	CL35	4225	28R	B	Pilot Requested	No
1/14/2025 10:17	N68AL	N68AL	GLF4	1767	28R	B	Pilot Requested	No
1/14/2025 15:49			FA7X	3677	28R	B	Pilot Requested	No
1/15/2025 9:12			GLF5	6344	28R	B	Pilot Requested	No
1/15/2025 10:43			GLF6	3364	28R	B	Pilot Requested	No
1/15/2025 11:35			GLF5	3271	28R	B	Pilot Requested	No
1/15/2025 13:27			GL5T	4256	28R	B	Pilot Requested	No
1/15/2025 15:15			F2TH	3335	28L	B	Pilot Requested	No
1/15/2025 15:45			GLEX	3741	28L	B	Pilot Requested	No
1/16/2025 7:31			E55P	3314	28R	B	Pilot Requested	No
1/16/2025 20:52			C560	6347	28R	B	Pilot Requested	No
1/17/2025 12:10	N850RT		GLF4	3233	28L	B	Pilot Requested	No
1/17/2025 15:00			C56X	1736	28L	B	Pilot Requested	No
1/17/2025 15:37			GLF5	3205	28L	B	Pilot Requested	No
1/17/2025 21:33			GLF6	3330	28L	B	Pilot Requested	No
1/18/2025 16:28	EJM226	N30MZ	GALX	3263	28R	B	Pilot Requested	No
1/19/2025 12:08	EJA129	N129QS	GL5T	6346	28R	B	Pilot Requested	No
1/19/2025 14:56	PXT647	N647MK	C56X	4212	28R	B	Pilot Requested	No
1/20/2025 19:53	KOW939	N939TX	C750	3356	28R	B	Pilot Requested	No
1/21/2025 10:22			GLF5	3364	28R	B	Pilot Requested	No
1/21/2025 18:15	N68AL	N68AL	GLF4	3312	28R	B	Pilot Requested	No
1/22/2025 9:40	N420TJ	N420TJ	E55P	3732	28R	B	Pilot Requested	No
1/22/2025 12:51			F900	6363	28R	B	Pilot Requested	No
1/23/2025 9:55	LXJ554	N554FX	CL30	3702	28R	B	Pilot Requested	No
1/23/2025 15:15	UNI162	DATWO	CL60	3776	28L	B	Pilot Requested	No
1/23/2025 19:57			GLF6	3643	28L	B	Pilot Requested	No
1/27/2025 8:09	N227UH	N227UH	EA50	4560	28R	B	Pilot Requested	No
1/27/2025 13:24	N619RX	N619RX	LJ45	4522	28L	B	Pilot Requested	No
1/28/2025 12:26	LXJ361	N361FX	E55P	4543	28L	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
1/29/2025 15:09	LXJ552	N552FX	CL30	3232	28L	B	Pilot Requested	No
1/30/2025 8:02			GLF5	3215	28L	B	Pilot Requested	No
1/30/2025 10:35	N227UH	N227UH	EA50	4503	28R	B	Pilot Requested	No
1/30/2025 10:42	VTM194	XAUOG	DC93	3631	28R	J	Pilot Requested	No
1/30/2025 13:25	EJA305	N305QS	C680	6336	28L	B	Pilot Requested	No
2/4/2025 21:30	N979AZ	N979AZ	C56X	3345	28L	B	Pilot Requested	No
2/5/2025 11:48			GLF5	3207	28L	B	Pilot Requested	No
2/6/2025 7:28	N523QS	N523QS	C68A	3771	28R	B	Pilot Requested	No
2/7/2025 13:58	N300DG	N300DG	SF50	4264	28R	B	Pilot Requested	No
2/7/2025 20:57			C560	3361	28R	B	Pilot Requested	No
2/8/2025 18:51			GLF5	3357	28L	B	Pilot Requested	No
2/10/2025 14:32	N930MG	N930MG	C680	5324	28R	B	Pilot Requested	No
2/10/2025 14:39	XBSGF	XBACS	C550	3375	28L	B	Pilot Requested	No
2/10/2025 19:29			GLF5	4264	28L	B	Pilot Requested	No
2/11/2025 11:04	N959CC	N959CC	C56X	6353	28R	B	Pilot Requested	No
2/11/2025 14:17			F2TH	3637	28L	B	Pilot Requested	No
2/12/2025 10:51			GLF6	3633	28L	B	Pilot Requested	No
2/14/2025 9:49	N300DG	N300DG	SF50	6312	28R	B	Pilot Requested	No
2/14/2025 14:33			GLF4	4211	28L	B	Pilot Requested	No
2/14/2025 14:55	N504YH	N504YH	HDJT	3236	28L	B	Pilot Requested	No
2/15/2025 16:20	N89DS	N89DS	SF50	3701	28R	B	Pilot Requested	No
2/15/2025 16:50			GLF5	3220	28L	B	Pilot Requested	No
2/16/2025 12:32			F2TH	4554	28L	B	Pilot Requested	No
2/16/2025 14:02	LXJ366	N366FX	E55P	3360	28R	B	Pilot Requested	No
2/16/2025 22:37	TFF938	N380CR	GLF4	1756	28R	B	Pilot Requested	No
2/17/2025 8:35	N818RU	N818RU	C560	4211	28R	B	Pilot Requested	No
2/18/2025 10:28	NXC255	N757SB	C25B	3215	28R	B	Pilot Requested	No
2/18/2025 11:04	EJA844	N844QS	C700	1710	28R	B	Pilot Requested	No
2/18/2025 15:38			C25A	6372	28R	B	Pilot Requested	No
2/19/2025 11:25	RAX317	N766RA	FA20	6363	28L	B	Pilot Requested	No
2/19/2025 11:42			GLF4	1771	28L	B	Pilot Requested	No
2/19/2025 12:24	N850RT	N850RT	GLF4	1712	28L	B	Pilot Requested	No
2/19/2025 14:05	SCW4943	N446SW	CRJ2	3222	28L	R	Pilot Requested	No
2/19/2025 18:00	N145LR	N145LR	LJ45	4553	28L	B	Pilot Requested	No
2/20/2025 11:23			C56X	1744	28R	B	Pilot Requested	No
2/20/2025 13:18			C56X	3617	28L	B	Pilot Requested	No
2/20/2025 13:33			GLF5	4504	28L	B	Pilot Requested	No
2/21/2025 8:41	N567RW	N567RW	C560	1710	28R	B	Pilot Requested	No
2/22/2025 11:26	N68AL	N68AL	GLF4	6322	28L	B	Pilot Requested	No
2/22/2025 14:26	LXJ386	N386FX	E55P	3301	28R	B	Pilot Requested	No
2/23/2025 1:10	N123ED	N123ED	H25B	4246	28R	B	Pilot Requested	No
2/23/2025 16:33	XBSGF	XBACS	C550	3671	28R	B	Pilot Requested	No
2/24/2025 5:44	N504YH	N504YH	HDJT	3312	28L	B	Pilot Requested	No
2/25/2025 11:03	VXP9301	N708VL	B737	4576	28L	J	Pilot Requested	No
2/26/2025 12:37	N68AL	N68AL	GLF4	1716	28R	B	Pilot Requested	No
2/26/2025 16:07	PXT521	N521AA	C25B	3343	28R	B	Pilot Requested	No
2/27/2025 12:30			GLF6	3267	28L	B	Pilot Requested	No
2/28/2025 9:18			GLF5	1711	28L	B	Pilot Requested	No
2/28/2025 16:19			GLF5	3242	28L	B	Pilot Requested	No
2/28/2025 16:23	LXJ467	N467FX	GLF4	3367	28L	B	Pilot Requested	No
3/1/2025 10:57	N14VJ	N14VJ	SF50	1761	28R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
3/2/2025 15:30			GLF5	3333	28L	B	Pilot Requested	No
3/2/2025 17:09			E55P	3315	28R	B	Pilot Requested	No
3/3/2025 7:44			F2TH	1710	28L	B	Pilot Requested	No
3/3/2025 16:40			CL30	3641	28R	B	Pilot Requested	No
3/4/2025 12:37	N582MM	N582MM	LJ60	3655	28L	B	Pilot Requested	No
3/4/2025 20:48	EJM226	N30MZ	GALX	4273	28R	B	Pilot Requested	No
3/6/2025 8:58			GLF5	3254	28L	B	Pilot Requested	No
3/6/2025 18:09			GALX	4551	28L	B	Pilot Requested	No
3/7/2025 14:47	RKJ868	N868DM	C750	3773	28L	B	Pilot Requested	No
3/8/2025 14:45	N168TY	N168TY	C510	3252	28R	B	Pilot Requested	No
3/8/2025 15:34			GL7T	6375	28L	B	Pilot Requested	No
3/9/2025 11:03	N518KH	N518KH	G150	4577	28R	B	Pilot Requested	No
3/9/2025 11:10			GALX	4215	28L	B	Pilot Requested	No
3/9/2025 13:49			GLF6	3633	28L	B	Pilot Requested	No
3/9/2025 16:59	EJA820	N820QS	C700	1760	28R	B	Pilot Requested	No
3/10/2025 9:00			GLF6	3707	28L	B	Pilot Requested	No
3/10/2025 10:19			F2TH	3666	28L	B	Pilot Requested	No
3/10/2025 14:16			GALX	4540	28L	B	Pilot Requested	No
3/10/2025 17:28	N123ED	N123ED	H25B	4553	28R	B	Pilot Requested	No
3/13/2025 9:44	CNS524	N158AF	PC24	4276	28R	B	Pilot Requested	No
3/13/2025 10:24	EJA865	N865QS	C700	3675	28R	B	Pilot Requested	No
3/13/2025 13:34	CNS5625	N299AF	PC24	6362	28L	B	Pilot Requested	No
3/13/2025 13:49			CL30	3717	28L	B	Pilot Requested	No
3/13/2025 16:09			E35L	3345	28L	R	Pilot Requested	No
3/13/2025 16:21	N917GW	N917GW	C525	1737	28R	B	Pilot Requested	No
3/14/2025 12:48	PFT420		C56X	3725	28L	B	Pilot Requested	No
3/14/2025 14:27			F2TH	1734	28L	B	Pilot Requested	No
3/14/2025 15:51			GLF5	6350	28L	B	Pilot Requested	No
3/17/2025 7:11	N504YH	A64AFA	HDJT	3601	28L	B	Pilot Requested	No
3/17/2025 13:32	LXJ421	N421FX	E545	4567	28L	B	Pilot Requested	No
3/18/2025 7:18	LXJ372	N372FX	E55P	6321	28R	B	Pilot Requested	No
3/18/2025 8:43	LXJ541	N541FX	CL30	3214	28R	B	Pilot Requested	No
3/18/2025 17:19			GLF5	3771	28R	B	Pilot Requested	No
3/19/2025 17:13	N85VC	N85VC	C510	3342	28R	B	Pilot Requested	No
3/20/2025 14:15	N300DG	N300DG	SF50	3257	28L	B	Pilot Requested	No
3/20/2025 15:47	EJA739	N739QS	CL35	4250	28L	B	Pilot Requested	No
3/20/2025 22:38	N551SJ	N551SJ	C551	3276	28R	B	Pilot Requested	No
3/21/2025 6:47			GLF5	3307	28L	B	Pilot Requested	No
3/21/2025 10:12	N300DG	N300DG	SF50	3605	28R	B	Pilot Requested	No
3/21/2025 11:49	N420TJ	N420TJ	E55P	1702	28L	B	Pilot Requested	No
3/21/2025 15:26			GLF5	3215	28L	B	Pilot Requested	No
3/22/2025 16:28	N186M	N186M	C510	6303	28R	B	Pilot Requested	No
3/22/2025 23:07	SCW3010	N446SW	CRJ2	3326	28L	R	Pilot Requested	No
3/23/2025 17:15	N578JG	N578JG	CL60	3703	28L	B	Pilot Requested	No
3/24/2025 15:28	N420TJ	N420TJ	E55P	1740	28R	B	Pilot Requested	No
3/25/2025 17:55	N732SC	N732SC	LJ31	6362	28L	B	Pilot Requested	No
3/27/2025 16:47	ASP675	CFSNP	C25B	3323	28L	B	Pilot Requested	No
3/28/2025 7:55			E50P	6356	28R	B	Pilot Requested	No
3/29/2025 1:40	DAL8839	N666DN	B752	3235	28L	J	Pilot Requested	No
3/31/2025 7:26			GLF6	1727	28L	B	Pilot Requested	No
3/31/2025 13:29	JRE744	N744JS	C25B	4560	28R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
						Pilot Requested	153	
2/24/2025 5:12	SWA157	N8708Q	B38M	3364	28L	J	RWY 30 Routine Closure	Yes
3/31/2025 0:36	VOI7711	XAVOZ	A320	3352	28L	J	RWY 30 Routine Closure	Yes
3/31/2025 5:20	SWA3086	N8717M	B38M	3323	28L	J	RWY 30 Routine Closure	Yes
1/27/2025 4:47	PXT525	N525B	C25B	3255	28R	B	RWY 30 Routine Closure	Yes
3/31/2025 1:28			GLF5	3255	28L	B	RWY 30 Routine Closure	Yes
						RWY 30 Routine Closure	5	
						Grand Count	251	

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Runway 10R/L Jet Aircraft Landing List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
3/30/2025 17:37	N992DB	N992DB	C25C	4567	10R	B	Air Traffic Conflict	Yes
3/30/2025 17:29	SIS61	N615KJ	C25B	1371	10R	B	Air Traffic Conflict	Yes
3/30/2025 17:11	LXJ380	N380FX	E55P	4001	10R	B	Air Traffic Conflict	Yes
3/30/2025 16:38			C560	6714	10L	B	Air Traffic Conflict	Yes
3/26/2025 16:17			FA50	546	10R	B	Air Traffic Conflict	Yes
3/30/2025 16:35	EJA330	N330QS	E55P	3754	10R	B	Air Traffic Conflict	Yes
						Air Traffic Conflict	6	
3/26/2025 18:31			F2TH	4007	10L	B	Audio Not Available	No
3/26/2025 13:08			C750	1573	10R	B	Audio Not Available	No
						Audio Not Available	2	
3/30/2025 12:04	Medevac		C550	4215	10L	B	Lifeguard Medical	Yes
3/12/2025 9:18	LN823AM	N823AM	H25B	3126	10R	B	Lifeguard Medical	Yes
3/12/2025 3:10	LN41GJ	N41GJ	LJ35	2655	10R	B	Lifeguard Medical	Yes
2/12/2025 18:38	LUSC240	LN163CK	LJ35	3510	10L	B	Lifeguard Medical	Yes
2/2/2025 19:45	USC102	LN217CK	LJ35	1023	10L	B	Lifeguard Medical	Yes
2/1/2025 21:46	LN968SR	N968SR	C560	4233	10L	B	Lifeguard Medical	Yes
1/31/2025 11:02	JLG806	LN806GJ	H25B	3616	10R	B	Lifeguard Medical	Yes
2/1/2025 15:31	LN968SR	N968SR	C560	2066	10L	B	Lifeguard Medical	Yes
						Lifeguard Medical	8	
3/12/2025 12:06			ASTR	4505	10R	B	Not Acceptable	No
						Not Acceptable	1	
1/31/2025 20:58	N707HD	N707HD	H25C	4117	10R	B	Pilot Requested	No
2/1/2025 15:44	N456FM	N456FM	SF50	2776	10L	B	Pilot Requested	No
2/1/2025 16:03			GA5C	1553	10R	B	Pilot Requested	No
2/2/2025 11:32			GLF5	2003	10R	B	Pilot Requested	No
2/2/2025 12:28	EJA325	N325QS	E55P	557	10R	B	Pilot Requested	No
2/2/2025 14:48	WSN124	N124BL	C25B	1172	10R	B	Pilot Requested	No
2/2/2025 16:38	N322GV	N322GV	E55P	7273	10R	B	Pilot Requested	No
2/2/2025 16:52	LXJ458	N458FX	GLF4	4251	10L	B	Pilot Requested	No
2/2/2025 16:54	LXJ611	N611FX	LJ45	4532	10R	B	Pilot Requested	No
2/2/2025 19:38			E550	7207	10R	B	Pilot Requested	No
2/2/2025 20:21	EJA949	N949QS	C68A	4513	10L	B	Pilot Requested	No
2/3/2025 10:28	CTP338	N338TD	PC24	6766	10R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
2/3/2025 15:18	JSX174	N263JX	E135	1073	10R	R	Pilot Requested	No
2/3/2025 16:16	N322GV	N322GV	E55P	1327	10R	B	Pilot Requested	No
2/4/2025 11:07	EJA319	N319QS	E55P	1354	10R	B	Pilot Requested	No
2/6/2025 9:49	N377PL	N377PL	C25B	1006	10R	B	Pilot Requested	No
2/12/2025 17:48	N81ER	N81ER	C25B	6342	10R	B	Pilot Requested	No
3/12/2025 7:51			LJ60	4535	10L	B	Pilot Requested	No
3/12/2025 8:23			C560	3131	10R	B	Pilot Requested	No
3/12/2025 11:12			C56X	6017	10L	B	Pilot Requested	No
3/12/2025 18:13	N15VX	N15VX	FA50	2064	10R	B	Pilot Requested	No
3/16/2025 10:10	LXJ399	N399FX	E55P	6063	10R	B	Pilot Requested	No
3/16/2025 16:42	EJA624	N624QS	C68A	1355	10R	B	Pilot Requested	No
3/16/2025 18:26	JSX178	N258JX	E135	7721	10R	R	Pilot Requested	No
3/26/2025 12:21			C56X	1020	10R	B	Pilot Requested	No
3/26/2025 13:14	JSX174	N262JX	E135	6721	10R	R	Pilot Requested	No
3/26/2025 14:18	EJA622	N622QS	C68A	7352	10R	B	Pilot Requested	No
3/26/2025 15:41			C25A	4261	10L	B	Pilot Requested	No
3/26/2025 19:17	LXJ588	N588FX	CL35	2317	10L	B	Pilot Requested	No
3/27/2025 8:53	EJA645	N645QS	C68A	4260	10R	B	Pilot Requested	No
3/30/2025 13:26	N560WL	N560WL	C56X	1327	10L	B	Pilot Requested	No
3/30/2025 15:25	VJA102	N102JE	GLF4	1002	10R	B	Pilot Requested	No
3/30/2025 16:01	LXJ650	N650FX	GLF6	6635	10R	B	Pilot Requested	No
3/30/2025 16:04	PXT647	N647MK	C56X	4076	10R	B	Pilot Requested	No
3/30/2025 16:33	VJA545	N545XJ	CL30	4573	10R	B	Pilot Requested	No
						Pilot Requested	35	
2/3/2025 1:15			GLF6	1357	10R	B	RWY 30 Routine Closure	Yes
2/3/2025 0:42	ASA1152	N266AK	B739	3532	10R	J	RWY 30 Routine Closure	Yes
2/3/2025 0:16	MXY6499	N112BZ	E190	2475	10R	R	RWY 30 Routine Closure	Yes
						RWY 30 Routine Closure	3	
2/2/2025 17:29	CNS603	N551AF	PC24	611	10R	B	Air Traffic Conflict	Yes
2/2/2025 19:47	SCM7	N74HT	LJ60	6073	10R	B	Air Traffic Conflict	Yes
2/2/2025 20:52			LJ45	1116	10R	B	Air Traffic Conflict	Yes
2/2/2025 21:08	EJA579	N579QS	C56X	7203	10R	B	Air Traffic Conflict	Yes
2/3/2025 13:57			GA5C	7666	10R	B	Air Traffic Conflict	Yes
2/3/2025 14:05	PXT525	N525B	C25B	6707	10R	B	Air Traffic Conflict	Yes
2/4/2025 12:07	N862LG	N862LG	E55P	7734	10R	B	Air Traffic Conflict	Yes
2/4/2025 12:24	N979AZ	N979AZ	C56X	2652	10R	B	Air Traffic Conflict	Yes
2/12/2025 17:42			GLF4	2255	10R	B	Air Traffic Conflict	Yes
2/12/2025 17:58	PXT838	N838GD	C25B	2461	10R	B	Air Traffic Conflict	Yes
2/12/2025 19:03	EJA818	N818QS	C700	1370	10R	B	Air Traffic Conflict	Yes
2/12/2025 19:08	N79SC	N79SC	LJ60	7717	10R	B	Air Traffic Conflict	Yes
3/12/2025 8:00	N204BG	N204BG	C560	4503	10L	B	Air Traffic Conflict	Yes
3/12/2025 8:55			E50P	2412	10R	B	Air Traffic Conflict	Yes
3/12/2025 9:37	LXJ354	N354FX	E55P	7743	10R	B	Air Traffic Conflict	Yes
3/14/2025 10:31	EJA950	N950QS	C68A	1337	10R	B	Air Traffic Conflict	Yes
3/16/2025 11:12	N61TF	N61TF	CL30	3251	10R	B	Air Traffic Conflict	Yes
3/16/2025 11:25	JSX172	N258JX	E135	7265	10R	R	Air Traffic Conflict	Yes
3/16/2025 15:04	JSX174	N258JX	E135	7320	10R	R	Air Traffic Conflict	Yes
3/16/2025 19:44	EJA863	N863QS	C700	2465	10R	B	Air Traffic Conflict	Yes
2/2/2025 17:10	EJA653	N653QS	C68A	6267	10R	B	Air Traffic Conflict	Yes
2/2/2025 17:05	CNS794	N126AF	PC24	6050	10R	B	Air Traffic Conflict	Yes
2/2/2025 16:46	N420TJ	N420TJ	E55P	4041	10L	B	Air Traffic Conflict	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
2/2/2025 10:51	EJA952	N952QS	C68A	2514	10L	B	Air Traffic Conflict	Yes
2/1/2025 16:36	EJA877	N877QS	H25B	7032	10R	B	Air Traffic Conflict	Yes
2/1/2025 18:56	N68AL	N68AL	GLF4	3150	10R	B	Air Traffic Conflict	Yes
						Air Traffic Conflict	26	
						Grand Count	81	

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North Field VFR Departure List for Calendar Quarter

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
1/1/2025 14:16	33	N619MC	N619MC	S22T	5370	Air Traffic Conflict	Yes
1/2/2025 16:33	28R	XSN40	N404TC	PC12	4513	Air Traffic Conflict	Yes
1/4/2025 18:58	PAD1	CFR605	N478DF	H60	5353	Air Traffic Conflict	Yes
1/4/2025 21:45	PAD1	CMD08	N838CS	EC35	5316	Air Traffic Conflict	Yes
1/5/2025 11:06	33	N734BN	N734BN	C172	5316	Air Traffic Conflict	Yes
1/5/2025 11:56	28L	N345UW	N345UW	RV6	5303	Air Traffic Conflict	Yes
1/6/2025 14:52	28R	N3304Q	N3304Q	C320	3643	Air Traffic Conflict	Yes
1/10/2025 14:32	28R	N977JW	N977JW	SR20	5312	Air Traffic Conflict	Yes
1/11/2025 12:12	33	N375M	N375M	RV7	4243	Air Traffic Conflict	Yes
1/12/2025 17:43	PAD1	CMD8	N838CS	EC35	5303	Air Traffic Conflict	Yes
1/13/2025 14:01	33	N734BN	N734BN	C172	4512	Air Traffic Conflict	Yes
1/13/2025 15:33	28R	PCM7700	N726FX	C208	4533	Air Traffic Conflict	Yes
1/13/2025 15:52	33	N33377	N33377	P28A	4277	Air Traffic Conflict	Yes
1/14/2025 14:50	PAD1	CHP32	N982HP	AS50	5371	Air Traffic Conflict	Yes
1/15/2025 6:26	28R	N3CK	N3CK	S22T	4235	Air Traffic Conflict	Yes
1/15/2025 15:26	28L	PCM7700	N867FE	C208	4275	Air Traffic Conflict	Yes
1/15/2025 19:54	33	N6MB	N6MB	C172	4234	Air Traffic Conflict	Yes
1/18/2025 12:19	28R	PKW1063	N21TR	P28A	5327	Air Traffic Conflict	Yes
1/18/2025 13:08	33	N734BN	N734BN	C172	322	Air Traffic Conflict	Yes
1/18/2025 13:51	33	N375M	N375M	RV7	5324	Air Traffic Conflict	Yes
1/19/2025 14:41	33			PIAT	4502	Air Traffic Conflict	Yes
1/20/2025 11:27	33	N20506	N20506	M20T	4207	Air Traffic Conflict	Yes
1/20/2025 11:32	33	N92049	N92049	C182	5301	Air Traffic Conflict	Yes
1/20/2025 13:06	28R	N45677	N45677	C77R	4561	Air Traffic Conflict	Yes
1/20/2025 13:51	33	N42820	N42820	C182	373	Air Traffic Conflict	Yes
1/21/2025 15:34	28R	PCM7721	N768FE	C208	4234	Air Traffic Conflict	Yes
1/22/2025 10:13	28R			SR22	3661	Air Traffic Conflict	Yes
1/22/2025 15:31	28R	PCM7721	N707FX	C208	4204	Air Traffic Conflict	Yes
1/23/2025 11:34	28R			PA46	366	Air Traffic Conflict	Yes
1/23/2025 13:12	33	N7114Y	N7114Y	PA30	4241	Air Traffic Conflict	Yes
1/23/2025 15:34	28L	PCM7721	N707FX	C208	4232	Air Traffic Conflict	Yes
1/23/2025 15:45	33	N9137S	N9137S	BE36	5363	Air Traffic Conflict	Yes
1/24/2025 15:27	28L	PCM7721	N707FX	C208	4256	Air Traffic Conflict	Yes
1/26/2025 10:28	28R	N1868H	N1868H	P28A	4270	Air Traffic Conflict	Yes
1/26/2025 13:44	28R	N345UW	N345UW	RV6	4240	Air Traffic Conflict	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
1/27/2025 20:07	PAD1	CMD8	N838CS	EC35	334	Air Traffic Conflict	Yes
1/29/2025 15:23	33	N2461F	N2461F	T206	4226	Air Traffic Conflict	Yes
1/29/2025 23:45	28R	N186PG	N186PG	SR20	4544	Air Traffic Conflict	Yes
2/5/2025 12:21	33	N6605D	N6605D	C172	320	Air Traffic Conflict	Yes
2/5/2025 13:59	28R	N79VH	N79VH	C208	3632	Air Traffic Conflict	Yes
2/5/2025 16:01	28R	N7779K	N7779K	C180	5301	Air Traffic Conflict	Yes
2/5/2025 18:14	28L	N739TW	N739TW	C172	5310	Air Traffic Conflict	Yes
2/7/2025 15:30	33	N22QT	N22QT	DA40	5306	Air Traffic Conflict	Yes
2/8/2025 11:59	28R	N744TC	N744TC	SR22	1764	Air Traffic Conflict	Yes
2/8/2025 13:24	33	N375M	N375M	RV7	342	Air Traffic Conflict	Yes
2/9/2025 11:54	28R	N21866	N21866	P28A	366	Air Traffic Conflict	Yes
2/9/2025 14:42	33	N109LD	N109LD	P28A	4532	Air Traffic Conflict	Yes
2/9/2025 18:01	28R			PC12	5337	Air Traffic Conflict	Yes
2/10/2025 11:12	33	N4792W	N4792W	AC11	343	Air Traffic Conflict	Yes
2/10/2025 11:42	28R	N44638	N44638	BE18	372	Air Traffic Conflict	Yes
2/17/2025 12:18	28R	N301EF	N301EF	VELO	4571	Air Traffic Conflict	Yes
2/17/2025 19:43	PAD1	CMD08	N838CS	EC35	5361	Air Traffic Conflict	Yes
2/19/2025 16:27	PAD1	CMD8	N838CS	EC35	5377	Air Traffic Conflict	Yes
2/19/2025 19:28	33	N84DL	N84DL	C172	4541	Air Traffic Conflict	Yes
2/20/2025 15:45	28L	PCM7721	N984FE	C208	4224	Air Traffic Conflict	Yes
2/21/2025 9:20	28R	N286MW	N286MW	S22T	3627	Air Traffic Conflict	Yes
2/21/2025 10:27	28R	N4830N	N4830N	C182	3203	Air Traffic Conflict	Yes
2/21/2025 11:17	33	N68459	N68459	C152	4225	Air Traffic Conflict	Yes
2/21/2025 15:28	28L	PCM7721	N762FE	C208	4234	Air Traffic Conflict	Yes
2/22/2025 11:19	28R	XSN40	N404TC	PC12	4572	Air Traffic Conflict	Yes
2/22/2025 11:27	33	N182DE	N182DE	C182	4217	Air Traffic Conflict	Yes
2/22/2025 11:41	28R	BYF31	N63251	C172	5324	Air Traffic Conflict	Yes
2/23/2025 11:33	28L	N4334J	N4334J	P28A	371	Air Traffic Conflict	Yes
2/23/2025 11:33	28R	N68459		C172	4577	Air Traffic Conflict	Yes
2/23/2025 15:50	28R	N68459	N68459	C172	5360	Air Traffic Conflict	Yes
2/25/2025 11:00	33	N109LD	N109LD	P28A	5304	Air Traffic Conflict	Yes
2/25/2025 11:59	28R			PA46	3362	Air Traffic Conflict	Yes
2/25/2025 14:06	PAD1	CMD4	N312RX	EC35	4556	Air Traffic Conflict	Yes
2/25/2025 14:49	33	N68459		C172	4533	Air Traffic Conflict	Yes
2/25/2025 16:28	28R	L875DM	N875DM	BE20	4537	Air Traffic Conflict	Yes
2/26/2025 15:33	33	N182DE	N182DE	C182	4213	Air Traffic Conflict	Yes
2/26/2025 16:15	33	N1502S	N1502S	BE35	4503	Air Traffic Conflict	Yes
2/26/2025 16:34	28R	BYF61	N7645F	P28A	5374	Air Traffic Conflict	Yes
2/27/2025 10:36	28R	N186Q	N186Q	BE35	4553	Air Traffic Conflict	Yes
2/28/2025 15:27	28R	N769TX	N769TX	S22T	4270	Air Traffic Conflict	Yes
2/28/2025 15:30	28R	N757PP	N757PP	C152	326	Air Traffic Conflict	Yes
2/28/2025 19:05	PAD1	CMD8	N838CS	EC35	5356	Air Traffic Conflict	Yes
3/3/2025 9:00	33	N734BN	N734BN	C172	5360	Air Traffic Conflict	Yes
3/5/2025 11:33	33			PIAT	4530	Air Traffic Conflict	Yes
3/7/2025 13:36	28L	N84DL	N84DL	C172	5347	Air Traffic Conflict	Yes
3/7/2025 14:34	33	N784CB	N784CB	S22T	4230	Air Traffic Conflict	Yes
3/7/2025 16:58	33	N182DE	N182DE	C182	4222	Air Traffic Conflict	Yes
3/8/2025 10:37	28L			PA46	3664	Air Traffic Conflict	Yes
3/8/2025 12:51	28R	N4826T	N4826T	P28A	5373	Air Traffic Conflict	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
3/8/2025 16:13	28R	N733ZK	N733ZK	C172	4567	Air Traffic Conflict	Yes
3/8/2025 16:28	28R	N784DS	N784DS	SR20	356	Air Traffic Conflict	Yes
3/9/2025 16:22	28R	N52139	N52139	C172	5326	Air Traffic Conflict	Yes
3/10/2025 17:03	28R			C208	3206	Air Traffic Conflict	Yes
3/11/2025 12:52	33	N3118F	N3118F	C182	5373	Air Traffic Conflict	Yes
3/11/2025 14:33	PAD1	CMD08	N312RX	EC35	5327	Air Traffic Conflict	Yes
3/11/2025 17:32	33	N7517J	N7517J	P28R	4533	Air Traffic Conflict	Yes
3/15/2025 18:18	28R	N68459	N68459	C172	326	Air Traffic Conflict	Yes
3/18/2025 10:18	33			PA46	3211	Air Traffic Conflict	Yes
3/18/2025 15:05	PAD1	CMD8	N312RX	EC35	5365	Air Traffic Conflict	Yes
3/19/2025 11:50	PAD1	CMD8	N312RX	EC35	5353	Air Traffic Conflict	Yes
3/20/2025 15:42	28R			PC12	352	Air Traffic Conflict	Yes
3/21/2025 11:24	28L			BE20	332	Air Traffic Conflict	Yes
3/21/2025 13:55	PAD1			AS55	5346	Air Traffic Conflict	Yes
3/22/2025 14:11	PAD1			AS55	5365	Air Traffic Conflict	Yes
3/22/2025 14:16	PAD1	N353SC	N353SC	AS50	5310	Air Traffic Conflict	Yes
3/23/2025 11:16	28R	N3911G	N3911G	C340	4535	Air Traffic Conflict	Yes
3/23/2025 13:58	PAD1			AS55	345	Air Traffic Conflict	Yes
3/23/2025 14:23	33	N260BG	N260BG	AC11	4501	Air Traffic Conflict	Yes
3/24/2025 17:44	33	N231NH	N231NH	M20T	4527	Air Traffic Conflict	Yes
3/25/2025 11:31	28R	N875DM	N875DM	BE20	6356	Air Traffic Conflict	Yes
3/25/2025 13:48	28R	N1920F	N1920F	C172	4215	Air Traffic Conflict	Yes
3/25/2025 20:21	28R			BE20	4270	Air Traffic Conflict	Yes
3/27/2025 16:35	PAD1	CMD08	N312RX	EC35	347	Air Traffic Conflict	Yes
3/28/2025 15:54	28R	N257CD	N257CD	SR20	4527	Air Traffic Conflict	Yes
3/29/2025 13:23	28R	N345UW	N345UW	RV6	4202	Air Traffic Conflict	Yes
3/29/2025 13:29	33	N853T	N853T	BE35	4205	Air Traffic Conflict	Yes
3/29/2025 16:02	28R	N878EA	N878EA	SR20	3262	Air Traffic Conflict	Yes
3/29/2025 19:37	28R	N421JJ	N421JJ	C421	4531	Air Traffic Conflict	Yes
					Air Traffic Conflict	113	
1/4/2025 10:56	28R	BYF62	N6848J	P28A	5303	System Error	Yes
1/6/2025 12:53	28R	N442EG	N442EG	S22T	3271	System Error	Yes
1/23/2025 9:12	28R	N84DL	N84DL	C172	4534	System Error	Yes
2/17/2025 7:37	28R	N345UW	N345UW	RV6	4570	System Error	Yes
2/23/2025 10:55	33	N28641	N28641	AA5	4561	System Error	Yes
3/4/2025 11:39	28L	N186Q	N186Q	BE35	4216	System Error	Yes
3/6/2025 23:03	28R	N1312S	N1312S	C182	330	System Error	Yes
3/7/2025 18:30	33			PIAT	3235	System Error	Yes
3/7/2025 23:05	28R	N81034	N81034	P28A	316	System Error	Yes
3/10/2025 7:10	28R	N18MD	N18MD	BE55	6312	System Error	Yes
3/10/2025 11:36	33	N9150V	N9150V	M20P	327	System Error	Yes
3/17/2025 17:40	28R	N6885S	N6885S	C425	3316	System Error	Yes
					System Error	12	
2/19/2025 1:54	PAD1	N982HP	N982HP	AS50	344	Law Enforcement	Yes
1/15/2025 1:28	28R	CHP37		GA8	5365	Law Enforcement	Yes
					Law Enforcement	2	
1/21/2025 23:39	PAD1	CMD8	N838CS	EC35	5332	Lifeguard Medical	Yes
1/22/2025 4:01	PAD1	CMD08	N838CS	EC35	373	Lifeguard Medical	Yes
1/24/2025 23:54	PAD1	CMD08	N838CS	EC35	5335	Lifeguard Medical	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
1/27/2025 1:49	PAD1	CMD8	N838CS	EC35	5357	Lifeguard Medical	Yes
1/29/2025 9:36	PAD1	CMD08	N838CS	EC35	5351	Lifeguard Medical	Yes
1/31/2025 0:30	PAD1	CMD08	N838CS	EC35	5307	Lifeguard Medical	Yes
2/5/2025 23:24	PAD1	CMD08	N838CS	EC35	354	Lifeguard Medical	Yes
2/6/2025 1:44	PAD1	REH1	N30RX	EC35	5362	Lifeguard Medical	Yes
2/11/2025 19:59	PAD1	CMD8	N838CS	EC35	5367	Lifeguard Medical	Yes
2/18/2025 2:54	PAD1	REH3	N328RX	EC35	325	Lifeguard Medical	Yes
2/21/2025 2:04	PAD1	REH01	N30RX	EC35	5324	Lifeguard Medical	Yes
3/3/2025 20:50	PAD1	CMD8	N312RX	EC35	5314	Lifeguard Medical	Yes
3/8/2025 4:38	PAD1	CMD04	N30RX	EC35	5311	Lifeguard Medical	Yes
3/10/2025 11:49	PAD1	CMD08	N312RX	EC35	5357	Lifeguard Medical	Yes
3/19/2025 2:33	PAD1	CMD4		EC35	4213	Lifeguard Medical	Yes
3/24/2025 17:32	PAD1	CMD08	N312RX	EC35	324	Lifeguard Medical	Yes
3/26/2025 15:12	PAD1	CMD8	N312RX	EC35	5364	Lifeguard Medical	Yes
1/18/2025 11:32	PAD1	CMD8	N838CS	EC35	5343	Lifeguard Medical	Yes
1/18/2025 2:01	PAD1	REH7	N314RX	EC35	5302	Lifeguard Medical	Yes
1/2/2025 9:30	PAD1	CMD08	N838CS	EC35	354	Lifeguard Medical	Yes
1/8/2025 17:22	PAD1	CMD8	N838CS	EC35	320	Lifeguard Medical	Yes
					Lifeguard Medical	21	
3/7/2025 17:31	28L			C82T	5333	Not Acceptable	No
					Not Acceptable	1	
2/28/2025 7:03	28L	PCM8710	N771FE	C208	4575	Time Buffer	Yes
					Time Buffer	1	
1/2/2025 19:28	28R	N247RM	N247RM	RV12	5322	VFR Departure	No
1/4/2025 23:31	28R	N186Q	N186Q	BE35	4273	VFR Departure	No
1/5/2025 9:35	28R	N372TB	N372TB	TBM7	5352	VFR Departure	No
1/5/2025 17:11	33	N182DE	N182DE	C182	4254	VFR Departure	No
1/6/2025 14:52	28R	N3188U	N3188U	C182	3653	VFR Departure	No
1/8/2025 14:31	28R	N1868H	N1868H	P28A	324	VFR Departure	No
1/9/2025 13:09	28R	N265KB	N265KB	BE58	4242	VFR Departure	No
1/12/2025 8:56	PAD1	CMD8	N838CS	EC35	315	VFR Departure	No
1/12/2025 19:16	28R	N9627H	N9627H	C172	4510	VFR Departure	No
1/13/2025 12:22	28R	TOG132		BE20	4513	VFR Departure	No
1/14/2025 20:44	28R	N247RM	N247RM	RV12	326	VFR Departure	No
1/15/2025 11:33	33	N79VH	N79VH	C208	5372	VFR Departure	No
1/20/2025 12:32	28R	N294NG	N294NG	PC12	4505	VFR Departure	No
1/20/2025 15:48	28R	PCM7721	N768FE	C208	4227	VFR Departure	No
1/22/2025 14:28	28R	N727HG	N727HG	SR22	340	VFR Departure	No
1/22/2025 20:15	28R	N812KM	N812KM	RV12	354	VFR Departure	No
1/24/2025 21:59	28R	N628RK	N628RK	C340	4201	VFR Departure	No
1/30/2025 17:04	33	N39646	N39646	P28T	4577	VFR Departure	No
2/8/2025 7:41	28R	N6605D	N6605D	C172	5366	VFR Departure	No
2/8/2025 10:23	33	N109LD	N109LD	P28A	4534	VFR Departure	No
2/11/2025 7:41	28L	BXR8604	N208HW	C208	4557	VFR Departure	No
2/16/2025 8:59	28R	N958MM	N958MM	PA46	4534	VFR Departure	No
2/20/2025 13:12	28R			PA46	1743	VFR Departure	No
2/20/2025 18:17	28R	N247RM	N247RM	RV12	365	VFR Departure	No
2/21/2025 11:57	28R			PC12	370	VFR Departure	No
2/26/2025 11:27	28R	N13180	N13180	C177	4576	VFR Departure	No

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
2/27/2025 13:43	28R	N37475	N37475	C421	3242	VFR Departure	No
2/28/2025 17:25	33	N231NH	N231NH	M20T	4507	VFR Departure	No
3/4/2025 16:43	28R	N186Q	N186Q	BE35	4541	VFR Departure	No
3/7/2025 0:03	28L	BXR494	N9766B	C208	3334	VFR Departure	No
3/7/2025 7:08	28L	BXR1960	N208PG	C208	4532	VFR Departure	No
3/7/2025 9:47	28R	N30544	N30544	C177	340	VFR Departure	No
3/7/2025 14:16	28R	N93214	N93214	C152	4246	VFR Departure	No
3/10/2025 7:38	28R			C208	357	VFR Departure	No
3/10/2025 11:37	28R	N924CF	N924CF	S22T	4565	VFR Departure	No
3/11/2025 15:22	28R	N458G	N458G	BE58	4555	VFR Departure	No
3/18/2025 12:58	28R	N462M	N462M	P46T	5310	VFR Departure	No
3/20/2025 7:23	33	N693JD	N693JD	SR22	3644	VFR Departure	No
3/20/2025 18:19	28L	N257CD	N257CD	SR20	4512	VFR Departure	No
3/20/2025 20:34	28R	N552PG	N552PG	SR20	4236	VFR Departure	No
3/21/2025 9:57	33			PIAT	4527	VFR Departure	No
3/21/2025 10:33	PAD1			AS55	313	VFR Departure	No
3/22/2025 10:08	PAD1	N353SC	N353SC	AS50	361	VFR Departure	No
3/23/2025 9:26	33	N224HP	N224HP	BE35	4223	VFR Departure	No
3/23/2025 10:11	PAD1	N353SC	N353SC	AS50	374	VFR Departure	No
3/23/2025 10:23	PAD1			AS55	5357	VFR Departure	No
3/24/2025 9:26	33			PIAT	4204	VFR Departure	No
3/24/2025 17:33	33	N182DE	N182DE	C182	4536	VFR Departure	No
3/24/2025 17:33	28R	N21866	N21866	P28A	4251	VFR Departure	No
3/24/2025 22:37	28R	BYF17	N236SP	C172	5313	VFR Departure	No
3/25/2025 13:15	33	N122BM	N122BM	SR22	317	VFR Departure	No
3/26/2025 7:06	28L	BXR8604	N9623B	C208	4523	VFR Departure	No
3/26/2025 11:27	28R	N301EF	N301EF	VELO	4544	VFR Departure	No
					VFR Departure	53	
					Grand Count	203	

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North Field Quiet Hours Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
2/12/2025 23:18	EJA330	N330QS	E55P	3362	10R	ATC Instructions	No
2/11/2025 4:51			BE9L	3202	28R	ATC Instructions	No
					ATC Instructions	2	
1/17/2025 6:45	VJA550	N550XJ	CL30	3230	28L	Departure Timing	No
					Departure Timing	1	
2/12/2025 23:43	BXR494	N208PG	C208	3224	10L	System Error	Yes
2/13/2025 6:32	PXT415	N415PC	C25B	4521	10R	System Error	Yes
2/4/2025 6:20	PCM8709	N707FX	C208	4261	10R	System Error	Yes
2/2/2025 0:35	N991GT	N991GT	BE9L	3260	10L	System Error	Yes
2/1/2025 0:03	BXR494	N208HW	C208	3226	10L	System Error	Yes
1/29/2025 23:01	N24498	N24498	C152	5323	28R	System Error	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
1/6/2025 6:48			GLF5	3260	10R	System Error	Yes
1/7/2025 6:43	PCM8710	N762FE	C208	4226	28L	System Error	Yes
3/16/2025 23:33			BE20	4213	10L	System Error	Yes
3/14/2025 6:41	PCM8709	N782FE	C208	4571	10R	System Error	Yes
3/12/2025 6:40	PCM8711	N722FX	C208	4217	28L	System Error	Yes
3/6/2025 23:03	N1312S	N1312S	C182	330	28R	System Error	Yes
3/7/2025 23:05	N81034	N81034	P28A	316	28R	System Error	Yes
					System Error	13	
1/15/2025 1:28	CHP37		GA8	5365	28R	Law Enforcement	Yes
2/19/2025 1:54	N982HP	N982HP	AS50	344	PAD1	Law Enforcement	Yes
					Law Enforcement	2	
1/1/2025 5:07	Medevac	Medevac	G150	3211	28R	Lifeguard Medical	Yes
1/5/2025 6:30	LN241PH	LN241PH	BE20	4547	28R	Lifeguard Medical	Yes
1/8/2025 2:56	LN1220W	LN1220W	C25A	3233	28R	Lifeguard Medical	Yes
1/10/2025 0:47	N838CS	N838CS	EC35	1200	PAD1	Lifeguard Medical	Yes
1/11/2025 1:52	CMD13	N30RX	EC35	4550	PAD1	Lifeguard Medical	Yes
1/11/2025 6:48	LN968SR	N968SR	C560	3241	28R	Lifeguard Medical	Yes
1/16/2025 6:06	CMD70	N370CS	BE20	4554	28R	Lifeguard Medical	Yes
1/18/2025 2:01	REH7	N314RX	EC35	5302	PAD1	Lifeguard Medical	Yes
1/21/2025 23:39	CMD8	N838CS	EC35	5332	PAD1	Lifeguard Medical	Yes
1/22/2025 4:01	CMD08	N838CS	EC35	373	PAD1	Lifeguard Medical	Yes
1/24/2025 23:54	CMD08	N838CS	EC35	5335	PAD1	Lifeguard Medical	Yes
1/27/2025 1:49	CMD8	N838CS	EC35	5357	PAD1	Lifeguard Medical	Yes
1/28/2025 1:33	CMD13	N833CS	EC35	5356	PAD1	Lifeguard Medical	Yes
1/28/2025 4:21	CMD4	N892CS	EC35	4534	PAD1	Lifeguard Medical	Yes
1/31/2025 0:09	N914DK	N914DK	BE9L	3320	28R	Lifeguard Medical	Yes
1/31/2025 0:30	CMD08	N838CS	EC35	5307	PAD1	Lifeguard Medical	Yes
2/3/2025 6:49	REH50	N913RX	BE20	4235	10L	Lifeguard Medical	Yes
2/5/2025 23:24	CMD08	N838CS	EC35	354	PAD1	Lifeguard Medical	Yes
2/6/2025 1:44	REH1	N30RX	EC35	5362	PAD1	Lifeguard Medical	Yes
2/8/2025 5:52	LNJZ2		BE20	4244	28R	Lifeguard Medical	Yes
2/10/2025 3:51	REH50	N913RX	BE20	4526	28R	Lifeguard Medical	Yes
2/10/2025 22:44	Medevac	Medvac	C25B	3267	28R	Lifeguard Medical	Yes
2/11/2025 6:56	LN864AM	N864AM	H25B	3245	28R	Lifeguard Medical	Yes
2/16/2025 2:43	LN904LR	N904LR	C560	3216	28R	Lifeguard Medical	Yes
2/18/2025 2:54	REH3	N328RX	EC35	325	PAD1	Lifeguard Medical	Yes
2/18/2025 3:00	REH50	N913RX	BE20	4544	28R	Lifeguard Medical	Yes
2/19/2025 4:26	Medevav	Medevac	C550	4573	28R	Lifeguard Medical	Yes
2/19/2025 23:11	Medevac	Medevac	BE20	4537	28R	Lifeguard Medical	Yes
2/20/2025 2:08	LN581HC	N581HC	C25C	3347	28R	Lifeguard Medical	Yes
2/20/2025 3:48	REH50	N913RX	BE20	4527	28R	Lifeguard Medical	Yes
2/21/2025 2:04	REH01	N30RX	EC35	5324	PAD1	Lifeguard Medical	Yes
2/21/2025 3:41	REH50	N913RX	BE20	4571	28R	Lifeguard Medical	Yes
2/23/2025 3:38	CMD13	N833CS	EC35	5354	PAD1	Lifeguard Medical	Yes
2/26/2025 0:32	LN875DM	N875DM	BE20	4550	28R	Lifeguard Medical	Yes
2/27/2025 1:51	N248PH	N248PH	BE20	4514	28R	Lifeguard Medical	Yes
2/28/2025 3:45	LN968SR	N968SR	C560	3351	28R	Lifeguard Medical	Yes
2/28/2025 4:24	Medevac		E55P	3242	28R	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
3/3/2025 23:42	Medevac	Medevac	C550	4520	28R	Lifeguard Medical	Yes
3/7/2025 2:23	LN588RS	N588RS	C25B	3231	28L	Lifeguard Medical	Yes
3/7/2025 22:08	LN904LR	N904LR	C560	4233	28R	Lifeguard Medical	Yes
3/8/2025 4:38	CMD04	N30RX	EC35	5311	PAD1	Lifeguard Medical	Yes
3/8/2025 5:17	LN904LR	N904LR	C560	3320	28R	Lifeguard Medical	Yes
3/10/2025 0:51	REH50	N913RX	BE20	3340	28R	Lifeguard Medical	Yes
3/10/2025 1:44	LN54DD	N54DD	C560	3342	28R	Lifeguard Medical	Yes
3/10/2025 5:37	REH50	N913RX	BE20	4530	28R	Lifeguard Medical	Yes
3/10/2025 22:11	LN54DD	N54DD	C560	3376	28R	Lifeguard Medical	Yes
3/13/2025 6:49	Medevac	Medevac	FA50	4542	28L	Lifeguard Medical	Yes
3/17/2025 6:13	KFS119	N73CK	LJ35	3240	28L	Lifeguard Medical	Yes
3/19/2025 2:33	CMD4		EC35	4213	PAD1	Lifeguard Medical	Yes
3/19/2025 2:48	N312RX	N312RX	EC35	1200	PAD1	Lifeguard Medical	Yes
3/25/2025 1:43	Medevac		C550	4527	28R	Lifeguard Medical	Yes
3/26/2025 0:07	LN968SR	N968SR	C560	3220	28L	Lifeguard Medical	Yes
3/27/2025 2:14	LN968SR	N968SR	C560	3321	10L	Lifeguard Medical	Yes
3/30/2025 22:45	Medevac	Medevac	C550	4225	28R	Lifeguard Medical	Yes
					Lifeguard Medical	54	
2/1/2025 22:31			BE20	4204	10L	Not Acceptable	No
2/3/2025 5:32	PXT750	N750NG	C750	3325	10R	Not Acceptable	No
2/4/2025 4:21	N991GT	N991GT	BE9L	3357	10L	Not Acceptable	No
2/13/2025 0:31	XSN06	N61RJ	PC12	4527	10L	Not Acceptable	No
2/16/2025 22:37	TFF938	N380CR	GLF4	1756	28R	Not Acceptable	No
3/10/2025 0:52			BE9L	3334	28R	Not Acceptable	No
3/12/2025 6:17	PCM8709	N744FX	C208	4256	10R	Not Acceptable	No
3/24/2025 22:37	BYF17	N236SP	C172	5313	28R	Not Acceptable	No
3/27/2025 0:20	BXR494	N121HA	C208	4225	10L	Not Acceptable	No
3/27/2025 6:22	N247JL	N247JL	P180	3302	10R	Not Acceptable	No
3/27/2025 6:23	PCM8709	N892FE	C208	4247	15	Not Acceptable	No
3/27/2025 6:41	PCM8711	N879FE	C208	4212	10L	Not Acceptable	No
					Not Acceptable	12	
1/7/2025 22:19	N551SJ	N551SJ	C551	3331	28R	Pilot Requested	No
1/12/2025 6:41			GLF4	3322	28R	Pilot Requested	No
1/14/2025 5:07	EJA750	N750QS	CL35	4225	28R	Pilot Requested	No
2/23/2025 1:10	N123ED	N123ED	H25B	4246	28R	Pilot Requested	No
					Pilot Requested	4	
1/27/2025 4:47	PXT525	N525B	C25B	3255	28R	RWY 30 Routine Closure	Yes
2/24/2025 5:12	SWA157	N8708Q	B38M	3364	28L	RWY 30 Routine Closure	Yes
3/31/2025 0:36	VOI7711	XAVOZ	A320	3352	28L	RWY 30 Routine Closure	Yes
3/31/2025 1:28			GLF5	3255	28L	RWY 30 Routine Closure	Yes
3/31/2025 5:20	SWA3086	N8717M	B38M	3323	28L	RWY 30 Routine Closure	Yes
					RWY 30 Routine Closure	5	
1/4/2025 23:31	N186Q	N186Q	BE35	4273	28R	Strraight-out Departure	No
1/6/2025 6:35			GLF6	3371	10R	Strraight-out Departure	No
2/24/2025 5:44	N504YH	N504YH	HDJT	3312	28L	Strraight-out Departure	No
3/4/2025 3:32			BE9L	3355	28R	Strraight-out Departure	No
3/20/2025 22:38	N551SJ	N551SJ	C551	3276	28R	Strraight-out Departure	No
3/21/2025 6:47			GLF5	3307	28L	Strraight-out Departure	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
3/22/2025 23:07	SCW3010	N446SW	CRJ2	3326	28L	Straight-out Departure	No
3/28/2025 5:24	N247JL	N247JL	P180	4517	28R	Straight-out Departure	No
3/29/2025 1:40	DAL8839	N666DN	B752	3235	28L	Straight-out Departure	No
					Straight-out Departure	9	
1/2/2025 6:54	PCM8679	N969FE	C208	4222	28L	Time Buffer	Yes
1/6/2025 6:54			F2TH	3273	10R	Time Buffer	Yes
1/25/2025 22:03	N914DK	N914DK	BE9L	3252	28R	Time Buffer	Yes
1/27/2025 22:00			BE9L	3274	28R	Time Buffer	Yes
2/27/2025 6:59	PCM8679	N857FE	C208	4263	28L	Time Buffer	Yes
3/2/2025 6:53	PXT795	N795MM	PC12	4540	28R	Time Buffer	Yes
3/7/2025 6:53	N638NG	N638NG	PC12	3273	28R	Time Buffer	Yes
3/12/2025 6:53	PCM8710	N771FE	C208	4275	10R	Time Buffer	Yes
3/12/2025 6:59	PCM8679	N782FE	C208	4242	10R	Time Buffer	Yes
3/18/2025 6:59	PCM8710	N771FE	C208	4240	28L	Time Buffer	Yes
3/21/2025 6:57	BXR1960	N932C	C208	5332	28L	Time Buffer	Yes
3/25/2025 6:55	PCM8679	N892FE	C208	4560	28L	Time Buffer	Yes
3/27/2025 6:56	PCM8710	N846FE	C208	4231	10L	Time Buffer	Yes
					Time Buffer	13	
1/3/2025 6:43	PCM8711	N857FE	C208	4236	28L	Wide Salad	No
1/8/2025 6:28	PCM8711	N857FE	C208	4262	28L	Wide Salad	No
1/11/2025 4:17			PC12	4534	28R	Wide Salad	No
1/13/2025 0:03	N186PG	N186PG	SR20	3260	28R	Wide Salad	No
1/15/2025 6:26	N3CK	N3CK	S22T	4235	28R	Wide Salad	No
1/18/2025 6:41			BE20	4577	28R	Wide Salad	No
1/19/2025 6:15			BE20	4211	28R	Wide Salad	No
1/20/2025 6:43			BE20	3331	28R	Wide Salad	No
1/23/2025 4:22	N991GT	N991GT	BE9L	3337	28R	Wide Salad	No
1/23/2025 23:02	TN61AP	N61AP	BE20	3224	28R	Wide Salad	No
1/25/2025 4:08	N186PG	N186PG	SR20	3301	28R	Wide Salad	No
1/25/2025 5:16			BE20	4547	28R	Wide Salad	No
1/28/2025 22:15			BE9L	3202	28R	Wide Salad	No
1/29/2025 2:40			BE20	4512	28R	Wide Salad	No
1/29/2025 23:45	N186PG	N186PG	SR20	4544	28R	Wide Salad	No
2/5/2025 6:24			PC12	3377	28R	Wide Salad	No
2/7/2025 6:26	PCM8709	N782FE	C208	4213	28L	Wide Salad	No
2/9/2025 22:17	N140H	N140H	BE9L	4202	28R	Wide Salad	No
2/12/2025 6:15	PCM8709	N846FE	C208	4222	28L	Wide Salad	No
2/16/2025 22:14			BE20	4503	28R	Wide Salad	No
2/18/2025 6:19	PCM8709	N781FE	C208	4263	28L	Wide Salad	No
2/20/2025 22:25	TN61AP	N61AP	BE20	3245	28R	Wide Salad	No
2/24/2025 23:40			BE20	4202	28R	Wide Salad	No
2/26/2025 6:26	PCM8709	N772FE	C208	4521	28L	Wide Salad	No
2/28/2025 23:42	N621CN	N621CN	BE20	3346	28R	Wide Salad	No
3/5/2025 0:08	N875DM	N875DM	BE20	4257	28R	Wide Salad	No
3/7/2025 0:03	BXR494	N9766B	C208	3334	28L	Wide Salad	No
3/7/2025 3:57			BE20	3230	28R	Wide Salad	No
3/8/2025 3:02			BE20	4232	28R	Wide Salad	No
3/13/2025 6:46	PCM8711	N722FX	C208	4246	28L	Wide Salad	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
3/25/2025 6:11	PCM8709	N713FX	C208	4236	28L	Wide Salad	No
3/30/2025 22:37	N753AW	N753AW	BE20	4521	28R	Wide Salad	No
					Wide Salad	32	
					Grand Count	147	

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North Field Quiet Hours SEL List for Calendar Quarter

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
1/1/2025 5:08	4	85.8	95.1	35	Medevac	Medevac	G150	28R
1/1/2025 5:08	5	82.3	93	56	Medevac	Medevac	G150	28R
1/1/2025 5:08	6	81.2	92.4	48	Medevac	Medevac	G150	28R
1/1/2025 5:08	7	74.6	86.2	37	Medevac	Medevac	G150	28R
1/1/2025 5:08	8	73	82.5	17	Medevac	Medevac	G150	28R
1/2/2025 6:35	4	75.7	81.4	10	PCM8711	N762FE	C208	28L
1/2/2025 6:55	4	75.9	83.1	16	PCM8679	N969FE	C208	28L
1/2/2025 6:55	5	74.7	81	10	PCM8679	N969FE	C208	28L
1/2/2025 6:56	8	74.5	81.4	8	PCM8679	N969FE	C208	28L
1/3/2025 6:20	4	78.2	83.1	13	PCM8709	N867FE	C208	28L
1/3/2025 6:45	4	84.5	87.8	11	PCM8711	N857FE	C208	28L
1/3/2025 6:45	10	74.4	84.6	80	PCM8711	N857FE	C208	28L
1/3/2025 6:47	10	76.7	84.1	47	PCM8711	N857FE	C208	28L
1/4/2025 23:32	4	81.5	88	26	N186Q	N186Q	BE35	28R
1/4/2025 23:32	5	76.4	84.7	23	N186Q	N186Q	BE35	28R
1/4/2025 23:32	6	73.9	82.3	18	N186Q	N186Q	BE35	28R
1/4/2025 23:32	8	71.9	83.3	26	N186Q	N186Q	BE35	28R
1/5/2025 6:31	4	82.3	86.9	13	LN241PH	LN241PH	BE20	28R
1/5/2025 6:31	8	76.6	81.5	7	LN241PH	LN241PH	BE20	28R
1/6/2025 6:35	8	71.9	80.6	14			GLF6	10R
1/6/2025 6:36	10	74.8	85.3	33			GLF6	10R
1/6/2025 6:36	9	80.4	88.5	24			GLF6	10R
1/6/2025 6:36	11	75.4	84.5	18			GLF6	10R
1/6/2025 6:48	8	69.3	80.3	17			GLF5	10R
1/6/2025 6:49	9	73	82.2	16			GLF5	10R
1/6/2025 6:55	10	77.1	86.7	33			F2TH	10R
1/6/2025 6:55	9	84.3	92	22			F2TH	10R
1/6/2025 6:55	11	78.7	87.4	22			F2TH	10R
1/7/2025 3:30	4	73.4	82.2	15			PC12	28R
1/7/2025 6:26	4	75.9	81.4	12	PCM8711	N857FE	C208	28L
1/7/2025 6:27	10	64.4	80.3	80	PCM8711	N857FE	C208	28L
1/7/2025 6:42	7	69.8	86.6	80	PCM8710	N762FE	C208	28L
1/7/2025 22:20	4	81.5	90.7	55	N551SJ	N551SJ	C551	28R
1/7/2025 22:20	5	81.3	90	40	N551SJ	N551SJ	C551	28R
1/7/2025 22:20	6	78.5	87.9	34	N551SJ	N551SJ	C551	28R
1/7/2025 22:21	7	72	80.9	21	N551SJ	N551SJ	C551	28R
1/7/2025 23:50	4	81.6	85.9	11	N914DK	N914DK	BE9L	28R
1/7/2025 23:50	8	76.4	82.4	8	N914DK	N914DK	BE9L	28R
1/8/2025 2:56	4	82.2	89.9	24	LN1220W	LN1220W	C25A	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
1/8/2025 2:56	5	77.4	85.6	26	LN1220W	LN1220W	C25A	28R
1/8/2025 2:57	6	80.4	87.3	20	LN1220W	LN1220W	C25A	28R
1/8/2025 6:05	4	83.3	87.3	11	PCM8709	N995FE	C208	28L
1/8/2025 6:28	5	73.9	80.2	10	PCM8711	N857FE	C208	28L
1/8/2025 6:28	4	85.1	88.6	13	PCM8711	N857FE	C208	28L
1/8/2025 6:54	4	74.7	81.3	13	PCM8710	N762FE	C208	28L
1/9/2025 6:19	10	66.4	81.4	80	PCM8709	N886FE	C208	28R
1/9/2025 6:44	4	83.4	86.8	9	PCM8711	N857FE	C208	28L
1/9/2025 6:59	4	73.1	80	10	PCM8710	N762FE	C208	28L
1/9/2025 6:59	10	64	80.6	80	PCM8710	N762FE	C208	28L
1/11/2025 4:17	4	79.9	85.3	14			PC12	28R
1/11/2025 6:49	4	82	91.4	25	LN968SR	N968SR	C560	28R
1/11/2025 6:49	5	81.5	90.2	29	LN968SR	N968SR	C560	28R
1/11/2025 6:49	6	81.5	88.8	28	LN968SR	N968SR	C560	28R
1/11/2025 6:49	7	74.9	84.8	29	LN968SR	N968SR	C560	28R
1/12/2025 6:39	4	73.8	82.6	15	XSN40	N404TC	PC12	28R
1/12/2025 6:41	4	82.3	89.4	21			GLF4	28R
1/12/2025 6:41	5	81.2	88.6	20			GLF4	28R
1/12/2025 6:41	6	76.3	84.1	18			GLF4	28R
1/13/2025 0:03	4	80.5	87.6	23	N186PG	N186PG	SR20	28R
1/13/2025 0:04	5	76.1	83.8	21	N186PG	N186PG	SR20	28R
1/13/2025 0:04	6	76.1	84.7	19	N186PG	N186PG	SR20	28R
1/13/2025 5:37	4	78.5	82.9	11	TOG132		BE20	28R
1/14/2025 5:08	4	79	86.2	16	EJA750	N750QS	CL35	28R
1/14/2025 5:08	5	75.3	83.3	18	EJA750	N750QS	CL35	28R
1/14/2025 5:08	6	75	83.4	15	EJA750	N750QS	CL35	28R
1/14/2025 5:08	7	70.8	80.2	15	EJA750	N750QS	CL35	28R
1/14/2025 6:04	10	62.4	80.1	80	PCM8709	N920FE	C208	28L
1/14/2025 6:05	10	63.9	81	80	PCM8709	N920FE	C208	28L
1/14/2025 6:52	4	86.6	89.2	11	PCM8711	N857FE	C208	28L
1/14/2025 6:53	4	68.2	80.1	32	PCM8711	N857FE	C208	28L
1/14/2025 6:54	10	65.3	80.3	79	PCM8711	N857FE	C208	28L
1/15/2025 1:29	4	72.3	80.8	14	CHP37		GA8	28R
1/15/2025 1:30	8	73.8	81.8	14	CHP37		GA8	28R
1/15/2025 6:27	4	81.9	87.1	18	N3CK	N3CK	S22T	28R
1/15/2025 6:27	5	72.7	80.7	16	N3CK	N3CK	S22T	28R
1/15/2025 6:44	4	81.5	86	11	PCM8711	N857FE	C208	28L
1/15/2025 6:45	10	63.6	80.5	80	PCM8711	N857FE	C208	28L
1/15/2025 22:55	4	77.7	85.1	24	N9735X	N9735X	C210	28R
1/16/2025 6:07	4	81.4	86	12	CMD70	N370CS	BE20	28R
1/16/2025 6:41	4	80.9	85.6	11	PCM8711	N857FE	C208	28L
1/16/2025 6:52	4	74.4	80.9	10	PCM8710	N920FE	C208	28L
1/17/2025 5:02	4	77	80.7	8	CMD70	N911RX	BE20	28R
1/17/2025 5:11	4	75.8	81.5	9			BE20	28R
1/17/2025 6:46	5	80.8	89.6	30	VJA550	N550XJ	CL30	28L
1/17/2025 6:46	4	77.3	86.7	27	VJA550	N550XJ	CL30	28L
1/17/2025 6:46	6	76.6	86.2	27	VJA550	N550XJ	CL30	28L
1/17/2025 6:47	7	70.9	82.2	27	VJA550	N550XJ	CL30	28L
1/17/2025 6:48	5	69.6	80.8	33	PCM8711	N857FE	C208	28L
1/17/2025 6:48	4	75.8	82	13	PCM8711	N857FE	C208	28L
1/18/2025 6:42	4	76.5	83.1	11			BE20	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
1/19/2025 6:15	4	75.3	81	12			BE20	28R
1/20/2025 6:43	4	74.6	81.2	14			BE20	28R
1/20/2025 6:44	6	75.7	80.6	10			BE20	28R
1/20/2025 6:44	7	73.7	80	14			BE20	28R
1/21/2025 6:47	10	69.4	81.2	80	PCM8709	N886FE	C208	28L
1/21/2025 6:48	10	64.9	80.8	80	PCM8709	N886FE	C208	28L
1/21/2025 23:48	4	73.6	81.4	15	BXR494	N208HW	C208	28R
1/22/2025 23:29	4	75.2	81.3	14	BXR494	N208HW	C208	28R
1/23/2025 4:23	4	76.3	82.4	12	N991GT	N991GT	BE9L	28R
1/23/2025 4:24	10	64.7	81.1	79	N991GT	N991GT	BE9L	28R
1/23/2025 6:32	10	66.7	82.9	80	PCM8709	N771FE	C208	28L
1/23/2025 6:50	4	73.8	80.7	9	PCM8711	N768FE	C208	28L
1/23/2025 6:51	10	65.8	82.2	80	PCM8711	N768FE	C208	28L
1/23/2025 23:03	4	79.6	83.9	9	TN61AP	N61AP	BE20	28R
1/23/2025 23:34	4	79.6	83.9	9			BE20	28R
1/23/2025 23:45	4	74.8	82.2	15	BXR494	N208HW	C208	28R
1/24/2025 6:18	4	74.7	81.4	11	PCM8709	N920FE	C208	28L
1/25/2025 4:09	4	80.3	87.7	21	N186PG	N186PG	SR20	28R
1/25/2025 4:10	5	72.2	80.2	16	N186PG	N186PG	SR20	28R
1/25/2025 4:10	8	72.2	80.7	14	N186PG	N186PG	SR20	28R
1/25/2025 4:10	3	72.7	81.4	22	N186PG	N186PG	SR20	28R
1/25/2025 5:16	4	78.2	83.9	12			BE20	28R
1/25/2025 5:17	5	74.7	81	11			BE20	28R
1/25/2025 22:04	4	85.2	89.2	17	N914DK	N914DK	BE9L	28R
1/25/2025 22:04	5	84.6	89	14	N914DK	N914DK	BE9L	28R
1/25/2025 22:04	6	80.2	84.8	13	N914DK	N914DK	BE9L	28R
1/25/2025 22:04	7	79.5	84.4	11	N914DK	N914DK	BE9L	28R
1/26/2025 4:28	4	76.5	82.2	14	N991GT	N991GT	BE9L	28R
1/27/2025 4:47	4	83.7	90.9	23	PXT525	N525B	C25B	28R
1/27/2025 4:47	5	77.1	86.3	22	PXT525	N525B	C25B	28R
1/27/2025 4:48	6	77.9	86.6	20	PXT525	N525B	C25B	28R
1/27/2025 4:48	7	73.6	83.6	26	PXT525	N525B	C25B	28R
1/27/2025 22:01	4	81.2	86.2	12			BE9L	28R
1/27/2025 22:01	5	84.7	88.7	13			BE9L	28R
1/27/2025 22:01	6	78	83.8	12			BE9L	28R
1/27/2025 22:01	7	77	83	16			BE9L	28R
1/28/2025 6:08	7	78	88.7	80	PCM8709	N920FE	C208	28L
1/28/2025 6:57	4	79.6	84.2	10	PCM8710	N771FE	C208	28L
1/28/2025 22:16	4	80.6	85.3	15			BE9L	28R
1/28/2025 22:16	8	77.2	82.7	9			BE9L	28R
1/28/2025 22:16	3	74.6	82.2	18			BE9L	28R
1/29/2025 1:14	4	75.5	82.5	14	REH50	N913RX	BE20	28R
1/29/2025 2:41	4	79.8	84.6	11			BE20	28R
1/29/2025 6:57	4	77.2	82.7	12	PCM8679	N768FE	C208	28L
1/29/2025 23:46	4	79.1	84.9	20	N186PG	N186PG	SR20	28R
1/29/2025 23:46	3	74.7	82.3	22	N186PG	N186PG	SR20	28R
1/30/2025 2:42	4	79.1	87.6	30	N186PG	N186PG	SR20	28R
1/30/2025 2:43	8	71.3	80	12	N186PG	N186PG	SR20	28R
1/30/2025 6:15	4	73.5	80.2	11	PCM8709	N995FE	C208	28L
1/30/2025 6:57	4	78.8	84.4	12	PCM8710	N771FE	C208	28L
1/31/2025 0:10	4	90.5	92.5	13	N914DK	N914DK	BE9L	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
1/31/2025 0:10	5	82.1	85.5	11	N914DK	N914DK	BE9L	28R
1/31/2025 0:11	6	80.3	84.6	9	N914DK	N914DK	BE9L	28R
1/31/2025 0:11	3	72.7	80.2	21	N914DK	N914DK	BE9L	28R
1/31/2025 6:34	4	79.3	85	11	PCM8709	N781FE	C208	28L
2/1/2025 0:05	10	72	82.3	37	BXR494	N208HW	C208	10L
2/1/2025 22:05	9	82.7	91.2	29	LN968SR	N968SR	C560	10L
2/1/2025 22:06	10	78	86.3	37	LN968SR	N968SR	C560	10L
2/1/2025 22:06	12	69.6	80.6	27	LN968SR	N968SR	C560	10L
2/1/2025 22:32	10	73.8	80.6	16			BE20	10L
2/2/2025 4:50	4	77.6	85.3	24			F2TH	10R
2/2/2025 4:51	9	85.5	92.1	19			F2TH	10R
2/2/2025 4:51	10	77.9	86.1	20			F2TH	10R
2/3/2025 1:57	4	73.5	80.7	12			GLF6	10R
2/3/2025 1:58	9	75.9	84.5	17			GLF6	10R
2/3/2025 1:58	12	69.1	80	25			GLF6	10R
2/3/2025 3:32	9	82.3	89.6	18	EJA949	N949QS	C68A	10L
2/3/2025 3:32	10	76.7	85.1	20	EJA949	N949QS	C68A	10L
2/3/2025 3:32	13	70.6	80.7	27	EJA949	N949QS	C68A	10L
2/3/2025 5:33	9	76.7	84	14	PXT750	N750NG	C750	10R
2/3/2025 5:33	10	72.5	81.1	18	PXT750	N750NG	C750	10R
2/3/2025 6:43	4	70.4	80.2	21	PXT415	N415PC	C25B	10R
2/3/2025 6:44	9	77.4	85.4	18	PXT415	N415PC	C25B	10R
2/3/2025 6:44	10	70.8	80.4	23	PXT415	N415PC	C25B	10R
2/3/2025 6:44	11	73.6	82.4	14	PXT415	N415PC	C25B	10R
2/3/2025 6:50	10	77.8	83.3	23	REH50	N913RX	BE20	10L
2/4/2025 4:22	10	74	81.5	44	N991GT	N991GT	BE9L	10L
2/4/2025 4:56	9	73.5	80.9	15	EJA579	N579QS	C56X	10R
2/4/2025 4:56	12	72.5	81.5	28	EJA579	N579QS	C56X	10R
2/4/2025 6:20	10	64.5	80.1	80	PCM8709	N707FX	C208	10R
2/4/2025 6:21	10	78.8	86.5	80	PCM8709	N707FX	C208	10R
2/4/2025 6:22	9	76.5	83.3	13	PCM8709	N707FX	C208	10R
2/5/2025 0:39	4	73.9	80.9	14			BE20	28R
2/5/2025 6:23	10	65.2	83	80			PC12	28R
2/5/2025 6:24	4	80.2	84.3	11			PC12	28R
2/5/2025 6:45	4	77.4	82.8	14	PCM8709	N771FE	C208	28L
2/5/2025 6:45	10	66.5	83.4	80	PCM8709	N771FE	C208	28L
2/7/2025 6:27	4	73.3	81.7	20	PCM8709	N782FE	C208	28L
2/7/2025 6:27	5	79.1	85.5	14	PCM8709	N782FE	C208	28L
2/7/2025 6:29	10	66.9	80.9	69	PCM8709	N782FE	C208	28L
2/8/2025 0:00	4	71.8	80.1	13	BXR494	N208HW	C208	28R
2/8/2025 5:52	4	79.6	85.8	13	LNJZ2		BE20	28R
2/8/2025 5:53	5	74.5	80.5	10	LNJZ2		BE20	28R
2/8/2025 5:53	8	78.3	83.4	8	LNJZ2		BE20	28R
2/9/2025 22:17	4	75.1	81.6	15	N140H	N140H	BE9L	28R
2/10/2025 3:52	4	83.2	87.5	12	REH50	N913RX	BE20	28R
2/10/2025 22:45	4	83.2	90.9	24	Medevac	Medvac	C25B	28R
2/10/2025 22:45	5	80	89.4	27	Medevac	Medvac	C25B	28R
2/10/2025 22:45	6	78.6	87.6	26	Medevac	Medvac	C25B	28R
2/10/2025 22:45	7	74.1	84.3	27	Medevac	Medvac	C25B	28R
2/10/2025 23:49	4	78	84.2	14	BXR494	N208PG	C208	28R
2/11/2025 4:52	4	78	83.3	11			BE9L	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
2/11/2025 6:25	10	63.7	81	80	PCM8711	N857FE	C208	28L
2/11/2025 6:28	4	84	87.9	10	PCM8711	N857FE	C208	28L
2/11/2025 6:29	10	62.8	80.9	80	PCM8711	N857FE	C208	28L
2/11/2025 6:56	4	91.4	95.5	17	LN864AM	N864AM	H25B	28R
2/11/2025 6:56	5	81.9	89.4	21	LN864AM	N864AM	H25B	28R
2/11/2025 6:56	6	83.1	90.6	20	LN864AM	N864AM	H25B	28R
2/11/2025 6:57	7	82.4	89.1	21	LN864AM	N864AM	H25B	28R
2/11/2025 23:23	4	78.9	83.8	11	BXR494	N208PG	C208	28R
2/12/2025 6:16	4	79.8	85.5	14	PCM8709	N846FE	C208	28L
2/12/2025 6:16	5	78.9	83.9	11	PCM8709	N846FE	C208	28L
2/12/2025 6:17	8	78.1	83.6	9	PCM8709	N846FE	C208	28L
2/12/2025 6:32	4	83.1	87.2	11	PCM8711	N857FE	C208	28L
2/12/2025 6:55	4	83.9	88	13	PCM8710	N763FE	C208	28L
2/12/2025 6:56	4	72.1	80.8	19	PCM8710	N763FE	C208	28L
2/12/2025 6:57	10	64.9	80.2	77	PCM8710	N763FE	C208	28L
2/12/2025 23:18	4	80.3	87.7	34	EJA330	N330QS	E55P	10R
2/12/2025 23:18	8	74.2	83.7	27	EJA330	N330QS	E55P	10R
2/12/2025 23:44	9	71.8	80.4	14	BXR494	N208PG	C208	10L
2/12/2025 23:44	10	76.7	84.8	34	BXR494	N208PG	C208	10L
2/13/2025 6:32	10	86.5	91.5	80	PXT415	N415PC	C25B	10R
2/13/2025 6:33	9	83.7	90.3	24	PXT415	N415PC	C25B	10R
2/13/2025 6:33	11	77.4	83.5	11	PXT415	N415PC	C25B	10R
2/14/2025 6:52	8	72.5	80	9	PCM8711	N857FE	C208	28L
2/15/2025 0:14	4	75.7	81.9	12	BXR494	N208PG	C208	28R
2/15/2025 6:02	4	78.7	84.4	12	N914DK	N914DK	BE9L	28R
2/15/2025 22:21	4	73.5	80.2	11	N742R	N742R	PC12	28R
2/16/2025 2:43	10	69.1	80	42	LN904LR	N904LR	C560	28R
2/16/2025 2:43	4	76.9	87.1	24	LN904LR	N904LR	C560	28R
2/16/2025 2:43	5	78.7	88.9	32	LN904LR	N904LR	C560	28R
2/16/2025 2:44	6	71.3	81	16	LN904LR	N904LR	C560	28R
2/16/2025 22:03	4	73.1	81.3	18	N705RV	N705RV	RV7	28R
2/16/2025 22:15	4	81.4	86.4	13			BE20	28R
2/16/2025 22:15	5	76.3	81.8	11			BE20	28R
2/16/2025 22:37	4	84.5	91.6	21	TFF938	N380CR	GLF4	28R
2/16/2025 22:37	5	80.1	88.5	21	TFF938	N380CR	GLF4	28R
2/16/2025 22:38	6	81.6	88	16	TFF938	N380CR	GLF4	28R
2/16/2025 22:38	7	77.1	85.7	18	TFF938	N380CR	GLF4	28R
2/17/2025 0:48	4	75.1	83	15	LN1273A	N1273A	PC12	28R
2/18/2025 3:01	4	76.9	83.3	14	REH50	N913RX	BE20	28R
2/18/2025 3:01	5	79.9	85.4	12	REH50	N913RX	BE20	28R
2/18/2025 3:01	6	77.5	82.8	12	REH50	N913RX	BE20	28R
2/18/2025 6:21	4	80.3	86.3	16	PCM8709	N781FE	C208	28L
2/18/2025 6:21	5	78	83.9	12	PCM8709	N781FE	C208	28L
2/18/2025 6:21	8	74.9	81.8	9	PCM8709	N781FE	C208	28L
2/18/2025 6:23	10	70.2	80.5	46	PCM8709	N781FE	C208	28L
2/19/2025 4:26	4	78.8	86	16	Medevac	Medevac	C550	28R
2/19/2025 4:26	5	78.1	85.9	17	Medevac	Medevac	C550	28R
2/19/2025 4:26	6	74.6	83.3	17	Medevac	Medevac	C550	28R
2/19/2025 6:07	4	74.1	80	10			BE20	28R
2/19/2025 23:12	4	79.7	84.3	11	Medevac	Medevac	BE20	28R
2/19/2025 23:12	5	76.1	80.4	10	Medevac	Medevac	BE20	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
2/20/2025 2:09	4	84.9	91.1	24	LN581HC	N581HC	C25C	28R
2/20/2025 2:09	5	80.6	87.8	22	LN581HC	N581HC	C25C	28R
2/20/2025 2:09	6	78.8	86.9	18	LN581HC	N581HC	C25C	28R
2/20/2025 2:09	7	74.7	84.4	20	LN581HC	N581HC	C25C	28R
2/20/2025 3:49	4	79.1	85.5	14	REH50	N913RX	BE20	28R
2/20/2025 3:49	5	74.9	80.2	10	REH50	N913RX	BE20	28R
2/20/2025 22:26	4	81.2	84.8	10	TN61AP	N61AP	BE20	28R
2/21/2025 3:42	4	81.9	85.9	12	REH50	N913RX	BE20	28R
2/21/2025 3:42	5	75.6	80.2	9	REH50	N913RX	BE20	28R
2/23/2025 1:11	4	89	93.9	18	N123ED	N123ED	H25B	28R
2/23/2025 1:11	5	79.1	87.1	21	N123ED	N123ED	H25B	28R
2/23/2025 1:11	6	82	88.9	19	N123ED	N123ED	H25B	28R
2/23/2025 1:11	7	76.5	84.1	14	N123ED	N123ED	H25B	28R
2/24/2025 5:12	4	81.6	89	21	SWA157	N8708Q	B38M	28L
2/24/2025 5:12	5	84	91.6	23	SWA157	N8708Q	B38M	28L
2/24/2025 5:13	6	78.9	88.8	23	SWA157	N8708Q	B38M	28L
2/24/2025 5:13	7	74.5	85.4	24	SWA157	N8708Q	B38M	28L
2/24/2025 5:45	5	84.4	90.7	18	N504YH	N504YH	HDJT	28L
2/24/2025 5:45	4	76.9	83.9	16	N504YH	N504YH	HDJT	28L
2/24/2025 5:45	6	78.7	86.4	17	N504YH	N504YH	HDJT	28L
2/24/2025 5:45	7	71.6	80.9	17	N504YH	N504YH	HDJT	28L
2/24/2025 23:40	4	78.3	83.4	13			BE20	28R
2/24/2025 23:43	4	73.4	80.6	12	BXR494	N9766B	C208	28R
2/25/2025 22:33	5	76.5	81.7	12	N1926F	N1926F	C172	28R
2/25/2025 22:48	4	77.7	84.5	14	REH50	N913RX	BE20	28R
2/25/2025 22:50	14	72.7	84.8	31	REH50	N913RX	BE20	28R
2/26/2025 6:27	4	79.8	85.4	14	PCM8709	N772FE	C208	28L
2/26/2025 6:27	5	74.1	81.4	12	PCM8709	N772FE	C208	28L
2/26/2025 6:27	8	74.8	81.3	9	PCM8709	N772FE	C208	28L
2/26/2025 6:48	4	74.9	81.2	11	PCM8711	N782FE	C208	28L
2/27/2025 1:52	4	76	82.6	15	N248PH	N248PH	BE20	28R
2/27/2025 6:25	10	79	87.1	80	PCM8709	N872FE	C208	28L
2/27/2025 6:26	10	73.1	84.2	80	PCM8709	N872FE	C208	28L
2/27/2025 6:44	4	73.2	80.3	12	PCM8711	N782FE	C208	28L
2/27/2025 6:44	5	76.5	81.9	7	PCM8711	N782FE	C208	28L
2/27/2025 7:00	5	77.5	83.1	13	PCM8679	N857FE	C208	28L
2/28/2025 3:45	4	86.8	94.2	39	LN968SR	N968SR	C560	28R
2/28/2025 3:45	5	85.8	93.6	40	LN968SR	N968SR	C560	28R
2/28/2025 3:46	6	80.3	89.4	28	LN968SR	N968SR	C560	28R
2/28/2025 3:46	7	70.4	80	17	LN968SR	N968SR	C560	28R
2/28/2025 4:24	10	72.2	81.6	32	Medevac		E55P	28R
2/28/2025 4:25	4	83	90.6	25	Medevac		E55P	28R
2/28/2025 4:25	5	79.2	87.9	38	Medevac		E55P	28R
2/28/2025 4:25	6	78.4	88.2	25	Medevac		E55P	28R
2/28/2025 4:25	7	72.1	82.7	21	Medevac		E55P	28R
2/28/2025 6:36	4	76.1	82.1	10	PCM8711	N782FE	C208	28L
2/28/2025 23:43	4	85.2	88.1	11	N621CN	N621CN	BE20	28R
2/28/2025 23:43	5	76.3	82.3	9	N621CN	N621CN	BE20	28R
3/2/2025 6:54	4	79.1	84.8	18	PXT795	N795MM	PC12	28R
3/2/2025 6:55	8	74.6	80.7	10	PXT795	N795MM	PC12	28R
3/3/2025 23:43	4	78.8	87.1	22	Medevac	Medevac	C550	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
3/3/2025 23:43	5	77.6	86.5	21	Medevac	Medevac	C550	28R
3/3/2025 23:43	6	75.5	84.3	18	Medevac	Medevac	C550	28R
3/3/2025 23:43	7	72.1	81.7	20	Medevac	Medevac	C550	28R
3/4/2025 3:35	4	80.9	85.6	16			BE9L	28R
3/4/2025 3:35	5	80.2	84.9	12			BE9L	28R
3/4/2025 3:35	6	75.6	81.4	11			BE9L	28R
3/4/2025 3:35	7	74.4	82.4	13			BE9L	28R
3/4/2025 6:52	5	75.7	81.3	18	PCM8711	N782FE	C208	28L
3/4/2025 6:52	4	74.5	80.8	11	PCM8711	N782FE	C208	28L
3/5/2025 0:09	4	80	84.1	11	N875DM	N875DM	BE20	28R
3/5/2025 0:09	5	76.6	80.4	10	N875DM	N875DM	BE20	28R
3/5/2025 23:29	4	74.2	81.1	11	BXR494	N9766B	C208	28R
3/6/2025 22:19	4	73.7	81.1	12	N3117Q	N3117Q	P32R	28R
3/7/2025 0:04	4	75	82.2	16	BXR494	N9766B	C208	28L
3/7/2025 0:04	5	76.6	82.2	12	BXR494	N9766B	C208	28L
3/7/2025 2:23	5	84.5	90	22	LN588RS	N588RS	C25B	28L
3/7/2025 2:23	4	77.4	84.3	21	LN588RS	N588RS	C25B	28L
3/7/2025 2:23	6	76.7	86.3	28	LN588RS	N588RS	C25B	28L
3/7/2025 2:23	7	70.1	81.2	26	LN588RS	N588RS	C25B	28L
3/7/2025 3:58	4	76.9	82.4	11			BE20	28R
3/7/2025 6:50	10	64.5	81	80	PCM8709	N984FE	C208	28L
3/7/2025 6:53	10	65	81.1	80	N638NG	N638NG	PC12	28R
3/7/2025 6:54	4	76.4	83.2	16	N638NG	N638NG	PC12	28R
3/7/2025 22:09	4	86.4	93.5	35	LN904LR	N904LR	C560	28R
3/7/2025 22:09	5	86.9	93.9	28	LN904LR	N904LR	C560	28R
3/7/2025 22:09	6	88	95	25	LN904LR	N904LR	C560	28R
3/7/2025 22:09	7	77.5	87.4	28	LN904LR	N904LR	C560	28R
3/7/2025 22:11	4	78.5	84.8	13	REH50	N913RX	BE20	28R
3/8/2025 3:03	4	81.3	85.9	12			BE20	28R
3/8/2025 3:03	5	78.2	82.5	10			BE20	28R
3/8/2025 5:17	4	83.9	91.8	25	LN904LR	N904LR	C560	28R
3/8/2025 5:17	5	84	91.3	27	LN904LR	N904LR	C560	28R
3/8/2025 5:17	6	81	89.5	22	LN904LR	N904LR	C560	28R
3/8/2025 5:17	7	76.4	86.1	35	LN904LR	N904LR	C560	28R
3/10/2025 0:51	4	77.8	82.9	14	REH50	N913RX	BE20	28R
3/10/2025 0:52	5	80.3	85.6	13	REH50	N913RX	BE20	28R
3/10/2025 0:52	6	77.6	84	13	REH50	N913RX	BE20	28R
3/10/2025 1:44	10	72.1	82.4	27	LN54DD	N54DD	C560	28R
3/10/2025 1:44	4	82.3	92.2	51	LN54DD	N54DD	C560	28R
3/10/2025 1:44	5	83.4	93.2	57	LN54DD	N54DD	C560	28R
3/10/2025 1:44	6	76.8	87.2	38	LN54DD	N54DD	C560	28R
3/10/2025 1:44	7	71.9	81	23	LN54DD	N54DD	C560	28R
3/10/2025 4:45	5	72.2	81	17			C550	28R
3/10/2025 5:38	4	81	85.6	18	REH50	N913RX	BE20	28R
3/10/2025 22:11	4	81.6	90.1	32	LN54DD	N54DD	C560	28R
3/10/2025 22:11	5	81.5	90.4	33	LN54DD	N54DD	C560	28R
3/10/2025 22:12	6	80.3	89.1	28	LN54DD	N54DD	C560	28R
3/10/2025 22:12	7	73.8	83.9	34	LN54DD	N54DD	C560	28R
3/11/2025 6:01	7	75.4	89.2	80	PCM8709	N726FX	C208	28L
3/11/2025 6:29	4	79.5	84.6	11	PCM8711	N722FX	C208	28L
3/11/2025 6:47	4	78	83.7	13	PCM8710	N771FE	C208	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
3/11/2025 23:59	4	76.1	81.8	10	BXR494	N9766B	C208	28R
3/12/2025 3:53	4	83.2	89.7	23			E55P	10R
3/12/2025 3:54	9	73.6	82.8	17			E55P	10R
3/12/2025 3:54	13	70	80.9	37			E55P	10R
3/12/2025 4:10	4	75.3	82.9	16	N41GJ	N41GJ	LJ35	10R
3/12/2025 4:10	9	76.7	84.4	15	N41GJ	N41GJ	LJ35	10R
3/12/2025 6:19	10	79.3	85.3	29	PCM8709	N744FX	C208	10R
3/12/2025 6:19	9	71.4	80.1	15	PCM8709	N744FX	C208	10R
3/12/2025 6:41	10	79.9	85.5	25	PCM8711	N722FX	C208	28L
3/12/2025 6:41	9	74.1	81.8	13	PCM8711	N722FX	C208	28L
3/12/2025 6:55	10	76.8	83.2	24	PCM8710	N771FE	C208	10R
3/12/2025 6:55	9	75.2	81.9	11	PCM8710	N771FE	C208	10R
3/12/2025 7:00	10	73.7	82.4	31	PCM8679	N782FE	C208	10R
3/12/2025 7:00	9	74.2	82.4	18	PCM8679	N782FE	C208	10R
3/12/2025 7:01	13	78.3	87.3	17	PCM8679	N782FE	C208	10R
3/12/2025 23:43	4	73.6	80.7	11	BXR494	N9766B	C208	28R
3/13/2025 6:35	10	65.5	80.3	80	PCM8709	N768FE	C208	28L
3/13/2025 6:48	4	86.2	88.7	11	PCM8711	N722FX	C208	28L
3/13/2025 6:50	5	90.2	98.2	31	Medevac	Medevac	FA50	28L
3/13/2025 6:50	4	85.3	92.2	37	Medevac	Medevac	FA50	28L
3/13/2025 6:50	6	88.5	96.3	31	Medevac	Medevac	FA50	28L
3/13/2025 6:50	7	83.3	92.7	41	Medevac	Medevac	FA50	28L
3/14/2025 6:07	10	71.6	83.2	76	PXT578	N578CJ	C25B	10L
3/14/2025 6:07	9	76.7	86.4	32	PXT578	N578CJ	C25B	10L
3/14/2025 6:07	12	73.5	81.9	36	PXT578	N578CJ	C25B	10L
3/14/2025 6:08	1	69.8	81.5	29	PXT578	N578CJ	C25B	10L
3/14/2025 6:42	10	77.6	86	80	PCM8709	N782FE	C208	10R
3/14/2025 6:43	9	75.8	83	15	PCM8709	N782FE	C208	10R

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Runway 30 BFI Right Turn Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Airline	Aircraft Type	Aircraft Category	Comment	Excused
2/13/2025 17:03	FDX	FDX1626	B752	J	N962FD	Not Acceptable	No
2/13/2025 23:30	VIV	VIV587	A20N	J	XAVII	Not Acceptable	No
2/17/2025 12:33			CL60	B		Not Acceptable	No
				Not Acceptable		3	
				Grand Count		3	

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Night Time Departure Procedure List for Calendar Quarter

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
1/30/2025 6:41	ASA	ASA1125	B737	J	N613AS	Air Traffic Conflict	Yes
3/6/2025 6:33	UPS	UPS2633	B763	J	N310UP	Air Traffic Conflict	Yes
3/2/2025 6:45	ASA	ASA1125	B39M	J	N954AK	Air Traffic Conflict	Yes
3/8/2025 6:06	FDX	FDX3647	B763	J	N137FE	Air Traffic Conflict	Yes
3/11/2025 5:19	FDX	FDX690	B763	J	N263FE	Air Traffic Conflict	Yes
2/26/2025 6:45	UPS	UPS2633	B763	J	N319UP	Air Traffic Conflict	Yes
2/24/2025 6:40	PXT	PXT415	C25B	B	N415PC	Air Traffic Conflict	Yes
1/4/2025 22:17	SCW	SCW3916	CRJ2	R	N931EV	Air Traffic Conflict	Yes
1/5/2025 6:34	SWA	SWA4342	B38M	J	N1808U	Air Traffic Conflict	Yes
3/31/2025 6:13	SWA	SWA980	B737	J	N7881A	Air Traffic Conflict	Yes
1/7/2025 6:32			CL30	B		Air Traffic Conflict	Yes
1/10/2025 6:40	UPS	UPS5945	MD11	J	N264UP	Air Traffic Conflict	Yes
1/11/2025 6:15	SWA	SWA157	B738	J	N8510E	Air Traffic Conflict	Yes
1/11/2025 6:17	FDX	FDX3647	B763	J	N136FE	Air Traffic Conflict	Yes
1/13/2025 23:26	EJA	EJA870	C700	B	N870QS	Air Traffic Conflict	Yes
1/17/2025 5:40	SWA	SWA3074	B38M	J	N8791D	Air Traffic Conflict	Yes
3/25/2025 6:40	UPS	UPS2633	B763	J	N379UP	Air Traffic Conflict	Yes
3/25/2025 6:38	FDX	FDX3671	B77L	J	N859FD	Air Traffic Conflict	Yes
1/26/2025 6:08	SWA	SWA8829	B38M	J	N8765Q	Air Traffic Conflict	Yes
1/26/2025 6:25	UPS	UPS5945	B763	J	N373UP	Air Traffic Conflict	Yes
3/7/2025 6:20	UPS	UPS5943	B763	J	N384UP	Air Traffic Conflict	Yes
1/31/2025 6:05	UPS	UPS5943	B763	J	N332UP	Air Traffic Conflict	Yes
2/7/2025 6:12	UPS	UPS5943	B763	J	N386UP	Air Traffic Conflict	Yes
2/9/2025 6:08	SWA	SWA716	B737	J	N456WN	Air Traffic Conflict	Yes
2/11/2025 5:32	FDX	FDX690	B763	J	N191FE	Air Traffic Conflict	Yes
3/25/2025 6:23	UPS	UPS2953	B752	J	N417UP	Air Traffic Conflict	Yes
2/16/2025 6:37	SWA	SWA117	B738	J	N8602F	Air Traffic Conflict	Yes
2/18/2025 5:40	SWA	SWA3074	B38M	J	N8744B	Air Traffic Conflict	Yes
2/20/2025 5:09	SWA	SWA157	B38M	J		Air Traffic Conflict	Yes
2/20/2025 6:35	SWA	SWA575	B38M	J	N8936Q	Air Traffic Conflict	Yes
3/17/2025 5:12	SWA	SWA3086	B738	J	N8313F	Air Traffic Conflict	Yes
					Air Traffic Conflict	31	
1/31/2025 2:46	FDX	FDX1859	B752	J	N910FD	Excused by reprocessing	Yes
1/29/2025 3:22	FDX	FDX31	B77L	J	N878FD	Excused by reprocessing	Yes
1/27/2025 23:22		N345KM	F900	B	N345KM	Excused by reprocessing	Yes
					Excused by reprocessing	3	
1/22/2025 0:12		LN864AM	H25B	B	N864AM	Lifeguard Medical	Yes
2/16/2025 6:23	UPS	UPS5945	B763	J	N382UP	Lifeguard Medical	Yes
					Lifeguard Medical	2	
3/8/2025 23:18	VIV	VIV587	A320	J		Not Acceptable	No
2/27/2025 23:19	VIV	VIV587	A320	J	XAVAX	Not Acceptable	No
3/13/2025 4:11	UPS	UPS5943	A306	J	N160UP	Not Acceptable	No
2/22/2025 23:45	VIV	VIV587	A320	J	XAVAQ	Not Acceptable	No
3/21/2025 2:12	FDX	FDX1879	B763	J	N150FE	Not Acceptable	No
2/13/2025 23:30	VIV	VIV587	A20N	J	XAVII	Not Acceptable	No
3/2/2025 5:51	SWA	SWA486	B737	J	N452WN	Not Acceptable	No
1/22/2025 0:36		N460AK	GLF4	B	N460AK	Not Acceptable	No
3/28/2025 2:25	FDX	FDX1885	B763	J	N291FE	Not Acceptable	No

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
1/7/2025 2:31	FDX	FDX1879	B763	J	N170FE	Not Acceptable	No
1/4/2025 6:30	SWA	SWA282	B738	J	N8623F	Not Acceptable	No
1/2/2025 23:28	VIV	VIV587	A320	J	XAVDE	Not Acceptable	No
1/23/2025 23:21	VIV	VIV587	A20N	J	XAVIK	Not Acceptable	No
					Not Acceptable	13	
1/2/2025 6:56	UPS	UPS5943	B763	J	N370UP	Time Buffer	Yes
1/3/2025 22:00	VOS	VOS4323	A20N	J	N548VL	Time Buffer	Yes
1/11/2025 6:59	SWA	SWA185	B38M	J	N8900L	Time Buffer	Yes
1/15/2025 6:58	UPS	UPS2941	B763	J	N315UP	Time Buffer	Yes
1/16/2025 6:59	SWA	SWA762	B737	J	N7715E	Time Buffer	Yes
1/22/2025 6:59	SWA	SWA4379	B737	J	N458WN	Time Buffer	Yes
1/26/2025 22:02	VOS	VOS4323	A20N	J	N546VL	Time Buffer	Yes
1/29/2025 6:57	UPS	UPS2941	B763	J	N319UP	Time Buffer	Yes
1/30/2025 6:58	FDX	FDX411	B77L	J	N896FD	Time Buffer	Yes
1/31/2025 6:53			GLF5	B		Time Buffer	Yes
2/7/2025 22:00	VOS	VOS4323	A20N	J	N546VL	Time Buffer	Yes
2/11/2025 6:57	UPS	UPS2951	B752	J	N411UP	Time Buffer	Yes
2/12/2025 6:59			GALX	B		Time Buffer	Yes
2/24/2025 6:58	SWA	SWA805	B738	J	N8617E	Time Buffer	Yes
3/3/2025 6:56	SWA	SWA805	B738	J	N8696E	Time Buffer	Yes
3/4/2025 6:56	EJA	EJA254	CL60	B	N254QS	Time Buffer	Yes
3/7/2025 6:58	ASA	ASA1125	B39M	J		Time Buffer	Yes
3/8/2025 6:59	HAL	HAL23	A21N	J	N212HA	Time Buffer	Yes
3/13/2025 6:58	ASA	ASA1125	B739	J	N263AK	Time Buffer	Yes
3/20/2025 6:59	SWA	SWA1410	B737	J	N453WN	Time Buffer	Yes
3/21/2025 22:06	SWA	SWA3855	B737	J	N464WN	Time Buffer	Yes
3/29/2025 22:01			GLF6	B		Time Buffer	Yes
					Time Buffer	22	
					Grand Count	71	

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Runway 12 Night Departure List for Calendar Quarter

Date/Time	Airline	Flight No	Aircraft Type	Aircraft Category	Tail No	Comment	Excused
3/12/2025 2:28	FDX	FDX1853	B763	J	N293FE	Not Acceptable	No
3/12/2025 2:31	FDX	FDX1879	B763	J	N156FE	Not Acceptable	No
3/12/2025 2:39	FDX	FDX1874	B752	J	N987FD	Not Acceptable	No
3/12/2025 2:41	FDX	FDX1865	B763	J	N289FE	Not Acceptable	No
3/12/2025 3:00	FDX	FDX1869	B763	J	N298FE	Not Acceptable	No
3/12/2025 3:06	FDX	FDX1859	B752	J	N794FD	Not Acceptable	No
3/27/2025 3:50	FDX	FDX9077	MD11	J	N617FE	Not Acceptable	No
3/12/2025 3:16	FDX	FDX1889	B752	J	N774FD	Not Acceptable	No
3/12/2025 3:58	UPS	UPS2947	B752	J	N445UP	Not Acceptable	No
					Not Acceptable	9	
					Grand Count	9	

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Engine Run-up List for Calendar Quarter

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
1/12/2025	715	UPS	B767	2	High	GRE	715	N/A	N/A
1/14/2025	1931	USC	CL30	2	High	GRE	2010	N/A	NO
1/17/2025	1640	KAI	GLF3	1	Med	HG6	1640	N/A	N/A
2/8/2025	1214	UPS	B767	2	High	GRE	1220	N/A	N/A
2/11/2025	1500	PCJ	C650	1	High	HG6	1530	N/A	N/A
2/28/2025	1822	FDX	B757	2	High	GRE	1830	N/A	N/A
3/31/2025	1146	LXJ	F900	1	High	HG6	1230	N/A	N/A

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Runway 30 East Turn Departures List for Calendar Quarter

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
1/10/2025 19:06	FDX	FDX1268	B763	2496	Air Traffic Conflict	Yes
2/23/2025 8:56	SWA	SWA4132	B38M	2427	Air Traffic Conflict	Yes
2/26/2025 19:07	SWA	SWA4474	B738	2401	Air Traffic Conflict	Yes
				Air Traffic Conflict	3	
1/16/2025 19:42	SWA	SWA2460	B737	2437	Audio Not Available	No
				Audio Not Available	1	
3/20/2025 7:53	FDX	FDX411	B77L	2867	Not Acceptable	No
2/21/2025 15:50		N61HW	SF50	2132	Not Acceptable	No
3/8/2025 9:59			CL60	2837	Not Acceptable	No
				Not Acceptable	3	
				Grand Count	7	

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100 Degree Radial Turbojet Landing List for Calendar Quarter

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
1/26/2025 12:53	SWA1541	B38M	SWA	2854	Excused by reprocessing	Yes
				Excused by reprocessing	1	
2/7/2025 22:21	WSN95	J328	WSN	2844	Not Acceptable	No
1/23/2025 9:00	QXE2312	E75L	QXE	2772	Not Acceptable	No
1/12/2025 12:42	SWA1541	B38M	SWA	2742	Not Acceptable	No
1/30/2025 19:47	SWA2898	B737	SWA	2637	Not Acceptable	No
				Not Acceptable	4	
				Grand Count	5	

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North Field Jet Departure Procedure
Sample Noncompliance Contact Letter



PORT OF OAKLAND
Seaport. Airport. Everyone's Port.

Via email: aircraftowner/operator@bankofutah.com

January 8, 2025

Aircraft Owner/Operator
XXXXXXXXXX
XXXXXXXXXX

Dear Aircraft Owner/Operator:

The jet aircraft identified below was observed departing from Runway 28L or 28R, which is an operation not in compliance with the noise abatement program at OAK. For complete information about our noise procedures see the Pilot Information sheet attached.

Event date: 1/7/2025
Time of departure: 1223 hrs. local
Aircraft Type: C525
Aircraft Tail Number or Flight Number: N417XX

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

Please use Runway 12/30 for turbojet aircraft departures.

The Port of Oakland understands that at times, safety, construction, operational necessity, or ATC instructions prevent aircraft from complying with this program. However, we urge you to help us be a good neighbor and comply with the voluntary noise abatement procedure whenever safely possible.

If circumstances warranted a non-compliant operation or you have further questions, please call me at (510) 563-3349, or e-mail at jrichardson@portoakland.com

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

North Field Jet Landing Procedure
Sample Noncompliance Contact Letter



PORT OF OAKLAND
Seaport. Airport. Everyone's Port.

Via email: aircraftowner/operator@aircorp.com

February 9, 2025

Aircraft Owner/Operator
XXXXXXXXXX
XXXXXXXXXX

Dear Aircraft Owner/Operator:

The jet aircraft identified below was observed landing on Runway 10L or 10R, which is an operation not in compliance with the noise abatement program at OAK. For complete information about our noise procedures see the Pilot Information sheet attached.

Event date: 2/8/2025
Time of landing: 1345 hrs. local
Aircraft Type: E55P
Aircraft Tail Number or Flight Number: N110XX

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

Please use Runway 12 for turbojet aircraft landings when airport is in southeast flow configuration.

The Port of Oakland understands that at times, safety, construction, operational necessity, or ATC instructions prevent aircraft from complying with this program. However, we urge you to help us be a good neighbor and comply with the voluntary noise abatement procedure whenever safely possible.

If circumstances warranted a non-compliant operation or you have further questions, please call me at (510) 563-3349, or e-mail at jrichardson@portoakland.com

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

North Field VFR Departure Procedure
Sample Noncompliance Contact Letter



PORT OF OAKLAND
Seaport. Airport. Everyone's Port.

Via email: aircraftowner/operator@aircorp.com

March 23, 2025

Aircraft Owner/Operator
XXXXXXXXXX
XXXXXXXXXX

Dear Aircraft Owner/Operator:

The aircraft identified below was observed departing from Runway 28R/L or 33 and was flown over residential areas adjacent to the airport. This flight was not in compliance with the VFR departure noise abatement procedure at OAK. For complete information about our noise procedures see the Pilot Information sheet attached.

Event date: 3/22/2025
Time of departure: 1003 hrs. local
Aircraft Type: C172
Aircraft Tail Number or Flight Number: N310XX

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

Please use the noise abatement departure procedure and avoid flying over residential areas whenever safely possible. Always follow ATC instructions for safe aircraft separation.

The Port of Oakland understands that at times, safety, construction, operational necessity, or ATC instructions prevent aircraft from complying with this program. However, we urge you to help us be a good neighbor and comply with the voluntary noise abatement procedure whenever safely possible.

If circumstances warranted a non-compliant operation or you have further questions, please call me at (510) 563-3349, or e-mail at jrichardson@portoakland.com

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

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North Field Quiet Hours Procedure
Sample Noncompliance Contact Letter



Via email: aircraftowner/operator@aircraft.com

January 15, 2025

Aircraft Owner/Operator
XXXXXXXXXX
XXXXXXXXXX

Dear Aircraft Owner/Operator:

The aircraft identified below was observed departing from a North Field runway and was flown over a residential area adjacent to the airport. This flight was not in compliance with the Quiet Hours noise abatement program at OAK. For complete information about our noise procedures see the Pilot Information sheet attached.

Event date: 1/14/2025
Time of departure: 2223 hrs local
Aircraft Type: PAY2
Aircraft Tail Number or Flight Number: N22XX

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

Please use the preferred runway and the noise abatement departure procedure.

The Port of Oakland understands that at times, safety, construction, operational necessity, or ATC instructions prevent aircraft from complying with this program. However, we urge you to help us be a good neighbor and comply with the voluntary noise abatement procedure whenever safely possible.

If circumstances warranted a non-compliant operation or you have further questions, please call me at (510) 563-3349, or e-mail at jrichardson@portoakland.com

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

Helicopter Flight Procedure

Sample Noncompliance Contact Letter



PORT OF OAKLAND
Seaport. Airport. Everyone's Port.

Via email: helicopterowner/operator@aircraft.com

March 7, 2025

Helicopter Owner/Operator
XXXXXXXXXX
XXXXXXXXXX

Dear Helicopter Owner/Operator:

The Oakland Airport Noise Office is reaching out to helicopter operators to seek your continued support of the Oakland Noise Abatement Program. By avoiding certain noise sensitive areas located in close proximity to the airport, you are helping us to be a good neighbor to our local citizens.

For complete information about our noise procedures see the Pilot Information sheet attached.

In addition, the following recommendations are made for news helicopter operators:

1. Maintain appropriate altitudes.
2. Alternate hover locations whenever possible to minimize noise impacts.
3. Use the 880 corridor to help keep away from residential areas.
4. Keep noise to a minimum by use of optimum pitch and power settings for noise control.

It is understood that there may be times when your aircraft may need to fly over a residential area for safety reasons or to comply with air traffic control, but we ask that all pilots familiarize themselves with our noise sensitive areas and avoid those areas whenever possible.

With your assistance and cooperation, we trust that all efforts are being done to reduce aviation noise and be a good neighbor to our surrounding communities .

If you have further questions, please call (510) 563-3349, or e-mail jrichardson@portoakland.com

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

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