



Quarterly Aircraft Noise Report

Second Quarter 2025



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

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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 Second Quarter 2025 | | | | |
|---|--------|-----|--------|-----|
| | 2024Q2 | | 2025Q2 | |
| | Compl. | N/C | Compl. | N/C |
| Runway 28R/L Jet Departure Compliance | 93% | 7% | 92% | 8% |
| Total Airport-wide Corporate Jet Departures | 2,474 | 180 | 2,021 | 185 |
| Runway 10R/L Jet Landing Compliance | 88% | 12% | 100% | 0% |
| Total Southeast Plan Corporate Jet Landings | 83 | 11 | 0 | 0 |
| North Field VFR Departure Compliance | 97% | 3% | 96% | 5% |
| Total Runways 28R/L & 33 Departures | 309 | 10 | 1,477 | 59 |
| North Field Quiet Hours Compliance | 90% | 10% | 87% | 13% |
| Total North Field Quiet Hours Departures | 233 | 27 | 312 | 46 |
| Runway 30 BFI Right Turn Departure Compliance | 100% | 0% | 100% | 0% |
| Total Runway 30 Turbojet Departures | 15,693 | 6 | 15,181 | 6 |
| Night Time Departure Compliance | 99% | 1% | 99% | 1% |
| Total Runway 30 Night Turbojet Departures | 3,266 | 35 | 3,184 | 23 |
| Runway 12 Night Departure Compliance | 98% | 2% | 100% | 0% |
| Total Runway 12 Night Turbojet Departures | 134 | 3 | 8 | 0 |
| Runway 30 East Turn Departure Compliance | 100% | 0% | 100% | 0% |
| Total Runway 30 East Turn Departures | 3,939 | 0 | 3,330 | 7 |
| 100 Degree Radial Turbojet Landing Compliance | 99% | 1% | 98% | 2% |
| Total 100 Degree Radial Turbojet Landings | 835 | 5 | 607 | 10 |
| Engine Runup Program Compliance | 100% | 0% | 100% | 0% |
| Total Evening and Nighttime Engine Runups | 5 | 0 | 7 | 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 Second Quarter 2025 | | | | |
|---|-------|-------|-------|-----------|
| | April | May | June | Quarterly |
| Airport-wide Corporate Jet Departures | 763 | 730 | 713 | 2,206 |
| Compliant Corporate Jet Departures | 701 | 669 | 651 | 2,021 |
| Non-compliant Corporate Jet Departures | 62 | 61 | 62 | 185 |
| Corporate Jet Departure Compliance Rate | 92% | 92% | 91% | 92% |
| Excused Jet Departures | 31 | 27 | 22 | 80 |
| The section below compares compliance performance to airport-wide jet departures. | | | | |
| Airport-wide Jet Departures | 5,153 | 5,312 | 5,003 | 15,468 |
| Compliant Airport-wide Jet Departures | 5,091 | 5,251 | 4,941 | 15,283 |
| Non-compliant Airport-wide Jet Departures | 62 | 61 | 62 | 185 |
| 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 Second Quarter 2025 | | | | |
|---|-------|-----|------|-----------|
| | April | May | June | Quarterly |
| Southeast (SE) Plan Corporate Jet Landings * | 0 | 0 | 0 | 0 |
| Compliant SE Plan Corporate Jet Landings | 0 | 0 | 0 | 0 |
| Non-compliant SE Plan Corporate Jet Landings | 0 | 0 | 0 | 0 |
| SE Plan Corporate Jet Landing Compliance Rate | N/A | N/A | N/A | N/A |
| The section below compares compliance performance to total airport-wide SE Plan jet landings. | | | | |
| Airport-wide SE Plan Jet Landings | 0 | 0 | 0 | 0 |
| Airport-wide Compliant SE Plan Jet Landings | 0 | 0 | 0 | 0 |
| Airport-wide Non-compliant SE Plan Landings | 0 | 0 | 0 | 0 |
| Airport-wide Jet Landing SE Plan Compliance Rate | N/A | N/A | N/A | N/A |
| * 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 Second Quarter 2025 | | | | |
|---|--------|--------|--------|---------------|
| | Apr-25 | May-25 | Jun-25 | Quarter Total |
| Total VFR Departures | 481 | 580 | 475 | 1,536 |
| Total VFR Departures Over Alameda | 52 | 87 | 69 | 208 |
| Compliant Departures | 464 | 566 | 447 | 1,477 |
| Non-compliant Departures | 17 | 14 | 28 | 59 |
| Compliance Rate | 96% | 98% | 94% | 96% |

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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.) Second Quarter 2025 | | | | |
|--|-------|-----|------|-----------|
| | April | May | June | Quarterly |
| Total Night Departures (10:00 p.m. to 7:00 a.m.) | 108 | 126 | 124 | 358 |
| Compliant Night Departures | 97 | 108 | 107 | 312 |
| Average Compliant Departures per Night | 3.1 | 3.5 | 3.5 | 3.51 |
| Non-Compliant Night Departures | 11 | 18 | 17 | 46 |
| Average Non-Compliant Departures per Night | 0.4 | 0.6 | 0.5 | 0.5 |
| Night Departure Compliance Rate | 90% | 86% | 86% | 87% |

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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 = 358

Second 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 | 0 | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 0 |
| 2 | 0 | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 0 |
| 3 | 60 | 6 | 0.1 | 1.1% | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 66 |
| 4 | 157 | 111 | 1.2 | 19.6% | 42 | 0.5 | 7.4% | 23 | 0.3 | 4.1% | 333 |
| 5 | 172 | 41 | 0.5 | 7.2% | 18 | 0.2 | 3.2% | 23 | 0.3 | 4.1% | 254 |
| 6 | 45 | 14 | 0.2 | 2.5% | 17 | 0.2 | 3.0% | 16 | 0.2 | 2.8% | 92 |
| 7 | 25 | 15 | 0.2 | 2.6% | 17 | 0.2 | 3.0% | 4 | 0.0 | 0.7% | 61 |
| 8 | 65 | 31 | 0.3 | 5.5% | 3 | 0.0 | 0.5% | 0 | 0.0 | 0.0% | 99 |
| 9 | 2 | 1 | 0.0 | 0.2% | 2 | 0.0 | 0.4% | 0 | 0.0 | 0.0% | 5 |
| 10 | 61 | 9 | 0.1 | 1.6% | 4 | 0.0 | 0.7% | 1 | 0.0 | 0.2% | 75 |
| 11 | 3 | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 3 |
| 12 | 1 | 0 | 0.0 | 0.0% | 1 | 0.0 | 0.2% | 0 | 0.0 | 0.0% | 2 |
| 13 | 3 | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 3 |
| 14 | 89 | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 89 |
| All NMTs | 683 | 228 | 3 | 0 | 104 | 1 | 0 | 67 | 1 | 0 | 1082 |

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Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 350

Second 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 | 60 | 6 | 0.1 | 2.5% | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 66 |
| 4 | 157 | 111 | 1.2 | 46.4% | 42 | 0.5 | 17.6% | 23 | 0.3 | 9.6% | 333 |
| 5 | 172 | 41 | 0.5 | 17.2% | 18 | 0.2 | 7.5% | 23 | 0.3 | 9.6% | 254 |
| 6 | 45 | 14 | 0.2 | 5.9% | 17 | 0.2 | 7.1% | 16 | 0.2 | 6.7% | 92 |
| 7 | 25 | 15 | 0.2 | 6.3% | 17 | 0.2 | 7.1% | 4 | 0.0 | 1.7% | 61 |
| 8 | 65 | 31 | 0.3 | 13.0% | 3 | 0.0 | 1.3% | 0 | 0.0 | 0.0% | 99 |
| Total | 524 | 218 | 2.4 | | 97 | 1.1 | | 66 | 0.7 | | 905 |

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 8

Second 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 | 2 | 1 | 0.0 | 0.3% | 2 | 0.0 | 0.6% | 0 | 0.0 | 0.0% | 5 |
| 10 | 61 | 9 | 0.1 | 2.7% | 4 | 0.0 | 1.2% | 1 | 0.0 | 0.3% | 75 |
| 11 | 3 | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 3 |
| 12 | 1 | 0 | 0.0 | 0.0% | 1 | 0.0 | 0.3% | 0 | 0.0 | 0.0% | 2 |
| 13 | 3 | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 3 |
| 14 | 89 | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 89 |
| Total | 159 | 10 | 0.1 | | 7 | 0.1 | | 1 | 0.0 | | 177 |

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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 Second Quarter 2025 | | | | |
|--|-------|-------|-------|-----------|
| | April | May | June | Quarterly |
| Runway 30 Turbojet Departures | 5,059 | 5,211 | 4,917 | 15,187 |
| Compliant Departures | 5,058 | 5,209 | 4,914 | 15,181 |
| Non-compliant Departures | 1 | 2 | 3 | 6 |
| Percentage of Non-compliance | 0.0% | 0.0% | 0.1% | 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 Second Quarter 2025 | | | | |
|--|-------|-------|-------|-----------|
| | April | May | June | Quarterly |
| Runway 30 Nighttime Turbojet Departures | 1,060 | 1,076 | 1,071 | 3,207 |
| Buffer Time Departures | 3 | 4 | 4 | 11 |
| Compliant Departures | 1,053 | 1,067 | 1,064 | 3,184 |
| Non-compliant Departures | 7 | 9 | 7 | 23 |
| HUSSH gate misses | 4 | 7 | 3 | 14 |
| NIITE gate misses | 5 | 7 | 2 | 14 |
| REBAS gate misses | 7 | 9 | 6 | 22 |
| Compliance Rate | 99% | 99% | 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 work is completed. 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) Second Quarter 2025 | | | | |
|---|------------|------|------------|-----------|
| | April | May | June | Quarterly |
| Jet Departures | 0 | 8 | 0 | 8 |
| Non-Compliant Departures | 0 | 0 | 0 | 0 |
| Compliant Departures | 0 | 8 | 0 | 8 |
| Compliance Rate | No SE Plan | 100% | No SE Plan | 100% |
| 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 L_{max} 75 dB between 7:00 p.m. and 10:00 p.m. and will equal or exceed L_{max} 70 dB between 10:00 p.m. and 7:00 a.m..

| Engine Run-up Program Second Quarter 2024 | | | | |
|--|-------|------|------|---------|
| | April | May | June | 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 | 3 | 1 | 2 | 6 |
| Runups Greater Than 70 dBA | 0 | 0 | 0 | 0 |
| Total Evening and Nighttime Runups | 4 | 1 | 2 | 7 |
| Total Non-compliant Runups | 0 | 0 | 0 | 0 |
| Compliance Rate | 100% | 100% | 100% | 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 Second Quarter 2025 | | | | |
|---|-------|-------|-------|-----------|
| | April | May | June | Quarterly |
| Total Runway 30 East Turn Turbojet Departures | 1,085 | 1,131 | 1,121 | 3,337 |
| Non-compliant Turbojet Departures | 3 | 4 | 0 | 7 |
| Total Turbojet Aircraft Above 2,900 Feet ASL* | 1,082 | 1,127 | 1,121 | 3,330 |
| Compliance Rate | 100% | 100% | 100% | 100% |
| Excused Turbojet Departures | 2 | 1 | 2 | 5 |
| 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 Second Quarter 2025 | | | | |
|---|-------|-----|------|-----------|
| | April | May | June | Quarterly |
| Turbojets on Downwind RWY 30 Approach | 177 | 228 | 212 | 617 |
| Non-compliant Turbojets | 5 | 3 | 2 | 10 |
| Total Turbojet Aircraft Above 3K Feet ASL* | 172 | 225 | 210 | 607 |
| Compliance Rate | 97% | 99% | 99% | 98% |
| 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 April 2025 | | |
|--|-----------|-------------|
| Community | Callers | Complaints |
| Alameda(BFI) | 38 | 519 |
| Alameda(Central) | 6 | 20 |
| Albany | 0 | 0 |
| Berkeley | 2 | 110 |
| Castro Valley | 2 | 54 |
| Fremont | 0 | 0 |
| Hayward | 2 | 2 |
| Kensington | 0 | 0 |
| Oakland | 4 | 2138 |
| Piedmont | 0 | 0 |
| Richmond | 1 | 76 |
| San Francisco | 0 | 0 |
| San Leandro | 2 | 6 |
| Union City | 0 | 0 |
| San Lorenzo | 0 | 0 |
| Other Communities | 13 | 101 |
| Total | 70 | 3026 |
| Complaints by Type | | |
| E-mail | | 2204 |
| View point App | | 822 |
| Complaints by Time of Day | | |
| Day (0700 - 1900) | | 316 |
| Evening (1900 - 2200) | | 391 |
| Night (2200 - 0700) | | 2319 |
| Complaints by Type of Operation | | |
| Arrivals | | 2085 |
| Departures | | 773 |
| Over-flights | | 37 |
| Touch & Go | | 131 |
| Not Linked to an Operation | | 0 |
| Complaints by Type of Aircraft | | |
| Business Jet | | 143 |
| Helicopter | | 7 |
| Jet | | 2614 |
| Military | | 0 |
| Not Reported (not linked to an aircraft) | | 0 |
| Other (Type information not available) | | 11 |
| Propeller | | 219 |
| Turbo-prop | | 32 |

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| Oakland Airport (OAK) Noise Complaint Summary May 2025 | | |
|--|-----------|-------------|
| Community | Callers | Complaints |
| Alameda(BFI) | 35 | 595 |
| Alameda(Central) | 4 | 10 |
| Albany | 0 | 0 |
| Berkeley | 2 | 408 |
| Castro Valley | 1 | 84 |
| Fremont | 0 | 0 |
| Hayw ard | 1 | 1 |
| Kensington | 0 | 0 |
| Oakland | 5 | 2431 |
| Piedmont | 0 | 0 |
| Richmond | 2 | 179 |
| San Francisco | 0 | 0 |
| San Leandro | 2 | 3 |
| Union City | 1 | 14 |
| San Lorenzo | 0 | 0 |
| Other Communities | 7 | 128 |
| Total | 60 | 3853 |
| Complaints by Type | | |
| E-mail | | 2651 |
| View point App | | 1202 |
| Complaints by Time of Day | | |
| Day (0700 - 1900) | | 717 |
| Evening (1900 - 2200) | | 1127 |
| Night (2200 - 0700) | | 2009 |
| Complaints by Type of Operation | | |
| Arrivals | | 2239 |
| Departures | | 1137 |
| Over-flights | | 242 |
| Touch & Go | | 235 |
| Not Linked to an Operation | | 0 |
| Complaints by Type of Aircraft | | |
| Business Jet | | 148 |
| Helicopter | | 146 |
| Jet | | 2913 |
| Military | | 0 |
| Not Reported (not linked to an aircraft) | | 0 |
| Other (Type information not available) | | 47 |
| Propeller | | 526 |
| Turbo-prop | | 73 |

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| Oakland Airport (OAK) Noise Complaint Summary June 2025 | | |
|---|-----------|-------------|
| Community | Callers | Complaints |
| Alameda(BFI) | 50 | 692 |
| Alameda(Central) | 4 | 25 |
| Albany | 0 | 0 |
| Berkeley | 0 | 0 |
| Castro Valley | 1 | 29 |
| Fremont | 0 | 0 |
| Hayward | 2 | 2 |
| Kensington | 0 | 0 |
| Oakland | 2 | 1860 |
| Piedmont | 0 | 0 |
| Richmond | 2 | 36 |
| San Francisco | 0 | 0 |
| San Leandro | 0 | 0 |
| Union City | 1 | 2 |
| San Lorenzo | 0 | 0 |
| Other Communities | 23 | 1337 |
| Total | 85 | 3983 |
| Complaints by Type | | |
| E-mail | | 1964 |
| View point App | | 1996 |
| Complaints by Time of Day | | |
| Day (0700 - 1900) | | 1377 |
| Evening (1900 - 2200) | | 1234 |
| Night (2200 - 0700) | | 1372 |
| Complaints by Type of Operation | | |
| Arrivals | | 1988 |
| Departures | | 1364 |
| Over-flights | | 252 |
| Touch & Go | | 379 |
| Not Linked to an Operation | | 0 |
| Complaints by Type of Aircraft | | |
| Business Jet | | 349 |
| Helicopter | | 58 |
| Jet | | 2402 |
| Military | | 0 |
| Not Reported (not linked to an aircraft) | | 0 |
| Other (Type information not available) | | 83 |
| Propeller | | 826 |
| Turbo-prop | | 265 |

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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.) Second Quarter 2025 | | | | | |
|--|-------|-----|------|-----------|------------|
| | April | May | June | Quarterly | Percentage |
| Runway 28L | 9 | 11 | 21 | 41 | 23% |
| Runway 28R | 49 | 46 | 36 | 131 | 73% |
| Runway 33 | 0 | 1 | 1 | 2 | 1% |
| Alameda Overflights | 58 | 58 | 58 | 174 | 97% |
| Runway 10L | 1 | 1 | 0 | 2 | 1% |
| Runway 10R | 0 | 0 | 0 | 0 | 0% |
| Runway 15 | 2 | 1 | 1 | 4 | 2% |
| San Leandro Overflights | 3 | 2 | 1 | 6 | 3% |
| Total Departures | 61 | 60 | 59 | 180 | 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 Second Quarter 2025 | | | | |
|---|-------|-----|------|-------|
| | April | May | June | 2025 |
| VFR Departures | | | | |
| Runway 28L | 25 | 34 | 102 | 161 |
| Runway 28R | 183 | 284 | 150 | 617 |
| Runway 33 | 240 | 237 | 201 | 678 |
| VFR Departures | 448 | 555 | 453 | 1,456 |
| IFR Departures | | | | |
| Runway 28L | 187 | 182 | 200 | 569 |
| Runway 28R | 246 | 202 | 214 | 662 |
| Runway 33 | 20 | 25 | 25 | 70 |
| IFR Departures | 453 | 409 | 439 | 1,301 |
| Total Departures | 901 | 964 | 892 | 2,757 |

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Operations Table 3. Runway Use by Aircraft Category

| | Aircraft Category | OAK Aircraft Operations by Category and Runway Second Quarter 2025 | | | | | | | | | | | |
|-----------------------|-------------------|---|--------|-------------|----|-------|-----|-----|-------|-------|------|-------------|-------------|
| | | 12 | 30 | South Field | 15 | 33 | 10L | 10R | 28L | 28R | PAD1 | North Field | Grand Total |
| Arrivals | Corporate Jets | - | 99 | - | - | - | - | - | 468 | 1,617 | - | 2,085 | 2,085 |
| | Helicopters | - | - | - | - | - | - | - | - | - | 115 | 115 | 115 |
| | Commercial Jets | - | 11,951 | 11,951 | - | - | - | - | 51 | 8 | - | 59 | 12,010 |
| | Military | - | - | - | - | - | - | - | - | - | - | - | - |
| | Propeller | - | 1 | 1 | 4 | 74 | - | - | 238 | 1,167 | - | 1,483 | 1,484 |
| | Regional Jets | - | 620 | 620 | - | - | - | - | 77 | 552 | - | 629 | 1,249 |
| | Turboprops | - | 48 | 48 | 1 | - | - | - | 349 | 623 | - | 973 | 1,021 |
| | Unknown | - | - | - | - | - | - | - | - | - | - | - | - |
| Sub-totals | | - | 12,719 | 12,620 | 5 | 74 | - | - | 1,183 | 3,967 | 115 | 5,344 | 17,964 |
| Departures | Corporate Jets | - | 1,947 | 1,947 | - | 6 | - | 2 | 144 | 107 | - | 259 | 2,206 |
| | Helicopters | - | - | - | - | - | - | - | - | - | 107 | 107 | 107 |
| | Commercial Jets | 8 | 11,994 | 12,002 | - | - | - | - | 14 | - | - | 14 | 12,016 |
| | Military | - | - | - | - | - | - | - | - | - | - | - | - |
| | Propeller | - | 1 | 1 | 30 | 739 | 2 | - | 121 | 615 | - | 1,507 | 1,508 |
| | Regional Jets | - | 1,246 | 1,246 | - | - | - | - | - | - | - | - | 1,246 |
| | Turboprops | - | 1 | 1 | - | 5 | 1 | - | 451 | 559 | - | 1,016 | 1,017 |
| | Unknown | - | - | - | - | - | - | - | - | - | - | - | - |
| Sub-totals | | 8 | 15,189 | 15,197 | 30 | 750 | 3 | 2 | 730 | 1,281 | 107 | 2,903 | 18,100 |
| Touch & Go Sub-totals | | - | 13 | 13 | - | 355 | 1 | - | 89 | 788 | 1 | 1,234 | 1,247 |
| Grand Total | | 8 | 27,921 | 27,830 | 35 | 1,179 | 4 | 2 | 2,002 | 6,036 | 223 | 9,481 | 37,311 |

Operations Table 4. Runway Use by Jet Aircraft Category

| | Aircraft Category | RUNWAYS Second Quarter 2025 | | | | | | | | | | | |
|-------------------------------|-------------------|--------------------------------|--------|-------------|----|----|-----|-----|-----|-------|------|-------------|-------------|
| | | 12 | 30 | South Field | 15 | 33 | 10L | 10R | 28L | 28R | PAD1 | North Field | Grand Total |
| Arrivals | Commercial Jets | - | 11,951 | 11,951 | - | - | - | - | 51 | 8 | - | 59 | 12,010 |
| | Regional Jets | - | 620 | 620 | - | - | - | - | 77 | 552 | - | 629 | 1,249 |
| Commercial Jet Sub-totals | | - | 12,571 | 12,571 | - | - | - | - | 128 | 560 | - | 688 | 13,259 |
| | Corporate Jets | - | 99 | 99 | - | - | - | - | 468 | 1,617 | - | 2,085 | 2,184 |
| All Jet Arrivals Sub-totals | | - | 12,670 | 12,670 | - | - | - | - | 596 | 2,177 | - | 2,773 | 15,443 |
| Departures | Commercial Jets | 8 | 11,994 | 12,002 | - | - | - | - | 14 | - | - | 14 | 12,016 |
| | Regional Jets | - | 1,246 | 1,246 | - | - | - | - | - | - | - | - | 1,246 |
| Commercial Jet Sub-totals | | 8 | 13,240 | 13,248 | - | - | - | - | 14 | - | - | 14 | 13,262 |
| | Corporate Jets | - | 1,947 | 1,947 | - | 6 | - | 2 | 144 | 107 | - | 259 | 2,206 |
| All Jet Departures Sub-totals | | 8 | 15,187 | 15,195 | - | 6 | - | 2 | 158 | 107 | - | 273 | 15,468 |
| Grand Total | | 8 | 27,857 | 27,865 | - | 6 | - | 2 | 754 | 2,284 | - | 3,046 | 30,911 |

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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 |
|-----------------|---------------|-------------|---------------|-------------|--------|---------------------|---------------------|---------|
| 6/16/2025 17:34 | | | GLF5 | 3753 | 28L | B | ATC Instructions | No |
| 5/13/2025 15:23 | WUP9 | N998TX | C750 | 3363 | 28R | B | ATC Instructions | No |
| | | | | | | ATC Instructions | 2 | |
| 4/18/2025 12:32 | N806MC | N806MC | H25B | 3336 | 28R | B | Audio Not Available | No |
| 4/19/2025 12:09 | | | C25B | 3366 | 28R | B | Audio Not Available | No |
| 4/19/2025 14:23 | | | GA5C | 3353 | 28L | B | Audio Not Available | No |
| 4/20/2025 18:08 | N255SH | N255SH | C750 | 6336 | 28R | B | Audio Not Available | No |
| 4/20/2025 18:18 | | | GLF5 | 3776 | 28L | B | Audio Not Available | No |
| 4/21/2025 11:14 | PGR1368 | N368CS | PRM1 | 3354 | 28R | B | Audio Not Available | No |
| 4/21/2025 15:26 | XBSGF | XBACS | C550 | 6342 | 28R | B | Audio Not Available | No |
| 4/21/2025 15:56 | KOW971 | N971JS | C750 | 3732 | 28R | B | Audio Not Available | No |
| 5/16/2025 14:22 | LXJ552 | N552FX | CL30 | 3736 | 28L | B | Audio Not Available | No |
| 5/25/2025 13:29 | | | ASTR | 4247 | 28R | B | Audio Not Available | No |
| 5/30/2025 18:17 | | | GLEX | 3631 | 28R | B | Audio Not Available | No |
| 6/2/2025 22:34 | | | GL5T | 3314 | 28R | B | Audio Not Available | No |
| 4/17/2025 16:02 | N177BB | N177BB | GLF4 | 6342 | 28L | B | Audio Not Available | No |
| 4/16/2025 11:48 | PXT838 | N838GD | C25B | 6321 | 28L | B | Audio Not Available | No |
| 4/15/2025 12:00 | LXJ370 | N370FX | E55P | 4235 | 28R | B | Audio Not Available | No |
| 4/15/2025 12:09 | | | CL60 | 4260 | 28R | B | Audio Not Available | No |
| | | | | | | Audio Not Available | 16 | |
| 4/11/2025 14:04 | | | GL5T | 1744 | 28L | B | Departure Timing | No |
| 4/13/2025 11:35 | | | F2TH | 3320 | 28L | B | Departure Timing | No |
| 5/16/2025 12:17 | N902UP | N902UP | C750 | 3015 | 28R | B | Departure Timing | No |
| 5/16/2025 14:31 | LXJ571 | N571FX | CL35 | 3272 | 28L | B | Departure Timing | No |
| 5/30/2025 18:46 | | | GLF6 | 3674 | 28L | B | Departure Timing | No |
| 6/10/2025 15:57 | | | C56X | 3721 | 28L | B | Departure Timing | No |
| 6/11/2025 19:04 | EJA821 | N821QS | C700 | 4516 | 28L | B | Departure Timing | No |
| 6/12/2025 14:17 | EJA870 | N870QS | C700 | 1716 | 28R | B | Departure Timing | No |
| 6/18/2025 9:58 | PGR1199 | N199RM | PRM1 | 3372 | 28L | B | Departure Timing | No |
| | | | | | | Departure Timing | 9 | |
| 4/1/2025 20:36 | Medevac | Medevac | C550 | 4510 | 28R | B | Lifeguard Medical | Yes |
| 4/2/2025 4:08 | | | C550 | 4224 | 28R | B | Lifeguard Medical | Yes |
| 4/2/2025 21:09 | | | GA6C | 3204 | 28R | B | Lifeguard Medical | Yes |
| 4/4/2025 19:55 | LNJZ3 | LN999NJ | GALX | 4515 | 28L | B | Lifeguard Medical | Yes |
| 4/6/2025 18:26 | LXAGJC | LXAGJC | C650 | 3241 | 28L | B | Lifeguard Medical | Yes |
| 4/7/2025 22:00 | LN116AA | N116AA | C25B | 6311 | 28R | B | Lifeguard Medical | Yes |
| 4/7/2025 22:36 | LN149WW | N149WW | C25B | 3203 | 28R | B | Lifeguard Medical | Yes |
| 4/10/2025 0:26 | LN41GJ | LN41GJ | LJ35 | 3202 | 28R | B | Lifeguard Medical | Yes |
| 4/11/2025 20:37 | LN54DD | N54DD | C560 | 3240 | 28R | B | Lifeguard Medical | Yes |
| 4/12/2025 16:39 | LN55FJ | N55FJ | LJ55 | 3344 | 28L | B | Lifeguard Medical | Yes |
| 4/12/2025 18:36 | LN904LR | N904LR | C560 | 6367 | 28L | B | Lifeguard Medical | Yes |
| 4/14/2025 9:50 | LN509RP | N509RP | C550 | 4524 | 28L | B | Lifeguard Medical | Yes |
| 4/14/2025 17:40 | LN509RP | LN509RP | C550 | 4207 | 28R | B | Lifeguard Medical | Yes |
| 4/15/2025 10:20 | LN968SR | N968SR | C560 | 3613 | 28R | B | Lifeguard Medical | Yes |
| 4/17/2025 15:26 | N509RP | N509RP | C550 | 4214 | 28R | B | Lifeguard Medical | Yes |
| 4/18/2025 0:07 | LN509RP | LN509RP | C550 | 4275 | 28R | B | Lifeguard Medical | Yes |

| Date/Time | Flight Number | Tail Number | Aircraft Type | Beacon Code | Runway | Aircraft Category | Comments | Excused |
|-----------------|---------------|-------------|---------------|-------------|--------|--------------------------|-------------------|---------|
| 4/19/2025 13:40 | LN41GJ | N41GJ | LJ35 | 3235 | 28L | B | Lifeguard Medical | Yes |
| 4/22/2025 7:23 | LN823AM | N823AM | H25B | 6352 | 28R | B | Lifeguard Medical | Yes |
| 4/22/2025 9:08 | LN125Q | | LJ45 | 3637 | 28L | B | Lifeguard Medical | Yes |
| 4/27/2025 15:19 | Medevac | Medevac | FA50 | 3303 | 28L | B | Lifeguard Medical | Yes |
| 4/30/2025 12:38 | JLG806 | N806GJ | H25B | 3277 | 28L | B | Lifeguard Medical | Yes |
| 5/7/2025 3:40 | SCM36 | N360SN | LJ60 | 3221 | 28R | B | Lifeguard Medical | Yes |
| 5/7/2025 23:45 | | | LJ35 | 3341 | 28L | B | Lifeguard Medical | Yes |
| 5/10/2025 12:37 | Medevac | Medevac | GALX | 4563 | 28L | B | Lifeguard Medical | Yes |
| 5/12/2025 19:35 | LN54DD | N54DD | C560 | 1702 | 28R | B | Lifeguard Medical | Yes |
| 5/15/2025 8:25 | LN335RC | N335RC | LJ35 | 6372 | 28L | B | Lifeguard Medical | Yes |
| 5/18/2025 20:51 | Medevac | Medevac | G150 | 3762 | 28R | B | Lifeguard Medical | Yes |
| 5/20/2025 12:46 | Medevac | Medevac | C560 | 3742 | 28R | B | Lifeguard Medical | Yes |
| 5/20/2025 22:44 | Medevac | Medevac | C560 | 4235 | 28R | B | Lifeguard Medical | Yes |
| 5/21/2025 9:57 | LN864AM | N864AM | H25B | 6331 | 28R | B | Lifeguard Medical | Yes |
| 5/21/2025 18:57 | LN747CP | N747CP | LJ35 | 3610 | 28R | B | Lifeguard Medical | Yes |
| 5/25/2025 5:23 | LSCM36 | LN360SN | LJ60 | 3331 | 28R | B | Lifeguard Medical | Yes |
| 5/27/2025 10:57 | LN810BE | N810BE | C560 | 4243 | 28L | B | Lifeguard Medical | Yes |
| 5/27/2025 11:49 | Medevac | Medevac | LJ35 | 1762 | 28R | B | Lifeguard Medical | Yes |
| 5/27/2025 18:07 | LN810BE | N810BE | C560 | 3727 | 28L | B | Lifeguard Medical | Yes |
| 5/28/2025 5:10 | Medevac | | G150 | 4505 | 28R | B | Lifeguard Medical | Yes |
| 5/28/2025 15:48 | Medevac | | G150 | 4536 | 28R | B | Lifeguard Medical | Yes |
| 5/28/2025 22:22 | LN810BE | N810BE | C560 | 4576 | 28L | B | Lifeguard Medical | Yes |
| 5/29/2025 5:00 | LN810BE | N810BE | C560 | 3237 | 28L | B | Lifeguard Medical | Yes |
| 5/30/2025 3:15 | LN968SR | N968SR | C560 | 3247 | 28L | B | Lifeguard Medical | Yes |
| 6/1/2025 12:52 | Medevac | Medevac | G150 | 3673 | 28R | B | Lifeguard Medical | Yes |
| 6/5/2025 13:19 | LN51GJ | N51GJ | LJ35 | 3311 | 28L | B | Lifeguard Medical | Yes |
| 6/6/2025 14:25 | Medevac | Medevac | FA50 | 3660 | 28R | B | Lifeguard Medical | Yes |
| 6/7/2025 14:20 | JLG806 | N806GJ | H25B | 3237 | 28L | B | Lifeguard Medical | Yes |
| 6/9/2025 11:05 | USC84 | N355CK | LJ35 | 3656 | 28L | B | Lifeguard Medical | Yes |
| 6/11/2025 13:22 | Medevac | Medevac | GALX | 4270 | 28R | B | Lifeguard Medical | Yes |
| 6/12/2025 2:11 | LN51GJ | LN51GJ | LJ35 | 3320 | 28L | B | Lifeguard Medical | Yes |
| 6/12/2025 15:15 | JLG806 | N806GJ | H25B | 3327 | 28R | B | Lifeguard Medical | Yes |
| 6/14/2025 6:45 | LN904LR | N904LR | C560 | 3636 | 28R | B | Lifeguard Medical | Yes |
| 6/17/2025 9:19 | LN747CP | N747CP | LJ35 | 3362 | 28L | B | Lifeguard Medical | Yes |
| 6/19/2025 13:40 | JLG806 | N806GJ | H25B | 6377 | 28L | B | Lifeguard Medical | Yes |
| 6/20/2025 1:01 | Medevac | Medevac | C560 | 4225 | 28L | B | Lifeguard Medical | Yes |
| 6/20/2025 5:03 | SCM7 | N74HT | LJ60 | 3307 | 28L | B | Lifeguard Medical | Yes |
| 6/20/2025 17:39 | JLG806 | N806GJ | H25B | 1726 | 28L | B | Lifeguard Medical | Yes |
| 6/27/2025 17:59 | | | LJ35 | 1735 | 28R | B | Lifeguard Medical | Yes |
| 6/28/2025 9:29 | LN968SR | N968SR | C560 | 4220 | 28R | B | Lifeguard Medical | Yes |
| 6/28/2025 16:36 | LN968SR | N968SR | C560 | 1711 | 28R | B | Lifeguard Medical | Yes |
| 6/28/2025 18:14 | LN90J | N90J | LJ35 | 4513 | 28R | B | Lifeguard Medical | Yes |
| 6/29/2025 10:04 | LN588RS | N588RS | C25B | 1755 | 28R | B | Lifeguard Medical | Yes |
| 6/30/2025 1:17 | LN51GJ | N51GJ | LJ35 | 3333 | 28L | B | Lifeguard Medical | Yes |
| | | | | | | Lifeguard Medical | 60 | |
| 4/1/2025 5:52 | PGR1199 | N199RM | PRM1 | 3322 | 28L | B | Pilot Requested | No |
| 4/1/2025 9:00 | CNS15 | N299AF | PC24 | 3313 | 28R | B | Pilot Requested | No |
| 4/2/2025 19:02 | EJA819 | N819QS | C700 | 4526 | 28L | B | Pilot Requested | No |
| 4/3/2025 16:24 | NJZ3 | N999NJ | GALX | 4232 | 28L | B | Pilot Requested | No |
| 4/3/2025 17:05 | | | E50P | 3227 | 28R | B | Pilot Requested | No |
| 4/4/2025 14:48 | EJA248 | N248QS | CL60 | 4560 | 28L | B | Pilot Requested | No |

| Date/Time | Flight Number | Tail Number | Aircraft Type | Beacon Code | Runway | Aircraft Category | Comments | Excused |
|-----------------|---------------|-------------|---------------|-------------|--------|-------------------|-----------------|---------|
| 4/4/2025 16:28 | | | GLF5 | 3353 | 28L | B | Pilot Requested | No |
| 4/5/2025 13:21 | PXT862 | N862LG | E55P | 3206 | 28L | B | Pilot Requested | No |
| 4/5/2025 15:12 | EJA464 | N464QS | E55P | 4266 | 28R | B | Pilot Requested | No |
| 4/6/2025 10:07 | | | GLF6 | 3621 | 28L | B | Pilot Requested | No |
| 4/6/2025 14:37 | N460AK | N460AK | GLF4 | 4551 | 28L | B | Pilot Requested | No |
| 4/7/2025 12:26 | EJA808 | N808QS | C700 | 3771 | 28R | B | Pilot Requested | No |
| 4/7/2025 13:44 | N713FL | N713FL | C750 | 1701 | 28R | B | Pilot Requested | No |
| 4/7/2025 16:01 | | | C750 | 4544 | 28R | B | Pilot Requested | No |
| 4/8/2025 7:22 | | | GLF5 | 1723 | 28L | B | Pilot Requested | No |
| 4/8/2025 9:21 | N300DG | N300DG | SF50 | 3212 | 28R | B | Pilot Requested | No |
| 4/9/2025 8:49 | N903JP | N903JP | C510 | 4222 | 28R | B | Pilot Requested | No |
| 4/9/2025 10:00 | | | C56X | 6350 | 28L | B | Pilot Requested | No |
| 4/9/2025 17:30 | | | GLF5 | 3355 | 28L | B | Pilot Requested | No |
| 4/11/2025 8:28 | N300DG | N300DG | SF50 | 3350 | 28R | B | Pilot Requested | No |
| 4/12/2025 11:15 | EJA460 | N460QS | E55P | 3376 | 28R | B | Pilot Requested | No |
| 4/12/2025 11:20 | | | GLF5 | 1752 | 28R | B | Pilot Requested | No |
| 4/12/2025 15:47 | N6AE | N6AE | C25A | 3245 | 28L | B | Pilot Requested | No |
| 4/13/2025 8:28 | | | GLF5 | 4234 | 28L | B | Pilot Requested | No |
| 4/13/2025 13:37 | | | GLF5 | 6355 | 28L | B | Pilot Requested | No |
| 4/14/2025 15:41 | N68AL | N68AL | GLF4 | 3731 | 28R | B | Pilot Requested | No |
| 4/17/2025 7:33 | N504YH | N504YH | HDJT | 3627 | 28L | B | Pilot Requested | No |
| 4/17/2025 10:29 | EJA129 | N129QS | GL5T | 4520 | 28R | B | Pilot Requested | No |
| 4/22/2025 16:19 | KOW971 | N971JS | C750 | 3371 | 28L | B | Pilot Requested | No |
| 4/23/2025 8:44 | N300DG | N300DG | SF50 | 3630 | 28L | B | Pilot Requested | No |
| 4/23/2025 11:06 | | | GLEX | 3625 | 28L | B | Pilot Requested | No |
| 4/23/2025 14:08 | | | GALX | 4517 | 28L | B | Pilot Requested | No |
| 4/24/2025 9:11 | | | GLF6 | 3204 | 28L | B | Pilot Requested | No |
| 4/24/2025 10:11 | | | GLF5 | 6350 | 28L | B | Pilot Requested | No |
| 4/24/2025 16:04 | N504YH | N504YH | HDJT | 3350 | 28L | B | Pilot Requested | No |
| 4/25/2025 13:03 | | | E55P | 3612 | 28R | B | Pilot Requested | No |
| 4/25/2025 14:51 | EJM461 | N461QS | GLF4 | 4552 | 28L | B | Pilot Requested | No |
| 4/25/2025 15:37 | | | GLF5 | 3743 | 28L | B | Pilot Requested | No |
| 4/26/2025 18:20 | | | GLF6 | 4254 | 28L | B | Pilot Requested | No |
| 4/26/2025 20:09 | | | CL30 | 3337 | 28L | B | Pilot Requested | No |
| 4/27/2025 11:59 | | | GA7C | 6352 | 28L | B | Pilot Requested | No |
| 4/27/2025 17:14 | | | GLF5 | 3256 | 28L | B | Pilot Requested | No |
| 4/28/2025 10:15 | | | GLF5 | 1761 | 28R | B | Pilot Requested | No |
| 4/29/2025 12:55 | | | GLEX | 3232 | 28L | B | Pilot Requested | No |
| 4/30/2025 8:31 | | | GLEX | 3340 | 28L | B | Pilot Requested | No |
| 4/30/2025 11:07 | | | F2TH | 6367 | 28L | B | Pilot Requested | No |
| 4/30/2025 12:23 | RKJ104 | N104R | C750 | 3201 | 28R | B | Pilot Requested | No |
| 4/30/2025 14:10 | | | GLF5 | 1704 | 28L | B | Pilot Requested | No |
| 5/2/2025 8:48 | | | GLF6 | 1722 | 28L | B | Pilot Requested | No |
| 5/2/2025 16:00 | | | C560 | 6345 | 28L | B | Pilot Requested | No |
| 5/2/2025 17:34 | | | GLF5 | 3316 | 28L | B | Pilot Requested | No |
| 5/6/2025 18:16 | | | GLF5 | 3214 | 28L | B | Pilot Requested | No |
| 5/7/2025 11:31 | JSL21 | N793CJ | C525 | 3334 | 28R | B | Pilot Requested | No |
| 5/8/2025 19:38 | XP1 | N783JT | HDJT | 3373 | 28R | B | Pilot Requested | No |
| 5/9/2025 9:47 | XP1 | N783JT | HDJT | 6321 | 28R | B | Pilot Requested | No |
| 5/9/2025 10:48 | N504YH | N504YH | HDJT | 4516 | 28R | B | Pilot Requested | No |
| 5/9/2025 17:06 | | | GLF5 | 3304 | 28L | B | Pilot Requested | No |

| Date/Time | Flight Number | Tail Number | Aircraft Type | Beacon Code | Runway | Aircraft Category | Comments | Excused |
|-----------------|---------------|-------------|---------------|-------------|--------|-------------------|-----------------|---------|
| 5/10/2025 12:14 | LXJ366 | N366FX | E55P | 3362 | 28L | B | Pilot Requested | No |
| 5/10/2025 14:35 | | | GA6C | 3335 | 28L | B | Pilot Requested | No |
| 5/11/2025 13:13 | | | F900 | 3301 | 28R | B | Pilot Requested | No |
| 5/11/2025 16:01 | | | GLF5 | 3360 | 28L | B | Pilot Requested | No |
| 5/12/2025 11:58 | | | C750 | 3612 | 28L | B | Pilot Requested | No |
| 5/12/2025 12:42 | | | CL60 | 3725 | 28R | B | Pilot Requested | No |
| 5/12/2025 18:52 | FTH831 | N831HS | C25B | 3356 | 28L | B | Pilot Requested | No |
| 5/13/2025 7:11 | | | GLF6 | 3316 | 28L | B | Pilot Requested | No |
| 5/13/2025 12:07 | EJA545 | N545QS | C68A | 1764 | 28R | B | Pilot Requested | No |
| 5/13/2025 13:05 | LXJ545 | N545FX | CL30 | 3354 | 28R | B | Pilot Requested | No |
| 5/14/2025 9:14 | | | GL5T | 3614 | 28L | B | Pilot Requested | No |
| 5/14/2025 10:54 | KOW201 | N201HR | C750 | 3350 | 28L | B | Pilot Requested | No |
| 5/14/2025 20:28 | EJA130 | N130QS | GL5T | 3334 | 28L | B | Pilot Requested | No |
| 5/15/2025 7:17 | HER880 | N880CF | GLF4 | 3634 | 28R | B | Pilot Requested | No |
| 5/15/2025 8:58 | | | GLF6 | 3320 | 28L | B | Pilot Requested | No |
| 5/15/2025 19:49 | | | GLF5 | 3311 | 28L | B | Pilot Requested | No |
| 5/16/2025 10:53 | N550GB | N550GB | C501 | 3325 | 28L | B | Pilot Requested | No |
| 5/17/2025 15:39 | N300DG | N300DG | SF50 | 4277 | 28R | B | Pilot Requested | No |
| 5/18/2025 10:03 | JNX02 | N248KG | C25B | 3230 | 28L | B | Pilot Requested | No |
| 5/18/2025 20:28 | LXJ576 | N576FX | CL35 | 4237 | 28R | B | Pilot Requested | No |
| 5/19/2025 10:30 | LXJ338 | N338FX | E545 | 1776 | 28L | B | Pilot Requested | No |
| 5/19/2025 14:11 | | | GL7T | 3252 | 28R | B | Pilot Requested | No |
| 5/19/2025 14:54 | KOW955 | N955GH | C750 | 3363 | 28L | B | Pilot Requested | No |
| 5/20/2025 10:22 | KOW700 | N700LH | C750 | 3632 | 28L | B | Pilot Requested | No |
| 5/21/2025 14:06 | N300DG | N300DG | SF50 | 3225 | 28L | B | Pilot Requested | No |
| 5/21/2025 14:33 | N421MP | N421MP | C25B | 1726 | 28R | B | Pilot Requested | No |
| 5/21/2025 14:48 | | | GLF6 | 1750 | 28L | B | Pilot Requested | No |
| 5/22/2025 15:25 | N214WT | N214WT | C750 | 3611 | 28L | B | Pilot Requested | No |
| 5/22/2025 21:23 | EJA862 | N862QS | C700 | 1727 | 28R | B | Pilot Requested | No |
| 5/23/2025 7:07 | N84EA | N84EA | E55P | 4527 | 28R | B | Pilot Requested | No |
| 5/23/2025 9:06 | N531SJ | | SF50 | 3223 | 28R | B | Pilot Requested | No |
| 5/23/2025 11:34 | | | C560 | 4572 | 28R | B | Pilot Requested | No |
| 5/23/2025 16:54 | LXJ610 | N610FX | E550 | 1751 | 28L | B | Pilot Requested | No |
| 5/24/2025 9:20 | N180HL | N180HL | C560 | 3705 | 28R | B | Pilot Requested | No |
| 5/24/2025 12:52 | | | GLF5 | 3216 | 28L | B | Pilot Requested | No |
| 5/24/2025 16:08 | N444RL | N444RL | EA50 | 6355 | 28L | B | Pilot Requested | No |
| 5/24/2025 18:25 | VJA360 | N360VJ | CL35 | 4255 | 28L | B | Pilot Requested | No |
| 5/25/2025 12:53 | N400FJ | N400FJ | GLF4 | 1724 | 28L | B | Pilot Requested | No |
| 5/25/2025 12:59 | EJA324 | N324QS | C680 | 4554 | 28L | B | Pilot Requested | No |
| 5/28/2025 19:35 | N823AM | N823AM | H25B | 3206 | 28R | B | Pilot Requested | No |
| 5/29/2025 8:36 | | | GLF5 | 3325 | 28L | B | Pilot Requested | No |
| 5/29/2025 9:28 | ERY799 | N799AG | H25B | 3357 | 28L | B | Pilot Requested | No |
| 5/29/2025 15:57 | N504YH | | HDJT | 3727 | 28L | B | Pilot Requested | No |
| 5/30/2025 10:58 | | | GLF5 | 3625 | 28R | B | Pilot Requested | No |
| 5/30/2025 15:36 | | | GLF5 | 3335 | 28L | B | Pilot Requested | No |
| 6/1/2025 15:56 | | | GLF5 | 3377 | 28L | B | Pilot Requested | No |
| 6/3/2025 9:13 | N227UH | N227UH | EA50 | 4270 | 28R | B | Pilot Requested | No |
| 6/3/2025 22:07 | N721AZ | N721AZ | GLF5 | 6304 | 28L | B | Pilot Requested | No |
| 6/4/2025 13:48 | NJZ3 | N999NJ | GALX | 4240 | 28R | B | Pilot Requested | No |
| 6/4/2025 14:55 | CY0317 | N317MP | LJ60 | 3705 | 28R | B | Pilot Requested | No |
| 6/4/2025 21:45 | N721AZ | N721AZ | GLF5 | 3221 | 28L | B | Pilot Requested | No |

| Date/Time | Flight Number | Tail Number | Aircraft Type | Beacon Code | Runway | Aircraft Category | Comments | Excused |
|-----------------|---------------|-------------|---------------|-------------|--------|-------------------|-----------------|---------|
| 6/5/2025 9:59 | | | G150 | 4250 | 28L | B | Pilot Requested | No |
| 6/5/2025 17:03 | N405CB | N405CB | GLF5 | 3611 | 28R | B | Pilot Requested | No |
| 6/6/2025 9:03 | WUP655 | | E55P | 3267 | 28R | B | Pilot Requested | No |
| 6/6/2025 13:44 | N227UH | N227UH | EA50 | 6341 | 28L | B | Pilot Requested | No |
| 6/6/2025 13:51 | N447LA | N447LA | LJ60 | 3206 | 28R | B | Pilot Requested | No |
| 6/6/2025 14:59 | | | GLF5 | 3343 | 28L | B | Pilot Requested | No |
| 6/7/2025 17:09 | PGR1199 | N199RM | PRM1 | 3344 | 28R | B | Pilot Requested | No |
| 6/8/2025 10:24 | | | C25B | 3665 | 28L | B | Pilot Requested | No |
| 6/8/2025 13:02 | | | GLF4 | 1756 | 28R | B | Pilot Requested | No |
| 6/8/2025 16:28 | | | GLF5 | 3374 | 28L | B | Pilot Requested | No |
| 6/9/2025 16:26 | | | F2TH | 3774 | 28L | B | Pilot Requested | No |
| 6/9/2025 16:34 | | | GJ5 | 3653 | 28L | B | Pilot Requested | No |
| 6/10/2025 10:36 | N504YH | | HDJT | 6326 | 28L | B | Pilot Requested | No |
| 6/10/2025 11:10 | WUP900 | N900UP | C750 | 3752 | 28L | B | Pilot Requested | No |
| 6/10/2025 12:34 | | | GLF5 | 6324 | 28L | B | Pilot Requested | No |
| 6/12/2025 9:25 | N300DG | N300DG | SF50 | 3650 | 28R | B | Pilot Requested | No |
| 6/12/2025 13:44 | | | E50P | 6363 | 28R | B | Pilot Requested | No |
| 6/12/2025 13:46 | TFF938 | N380CR | GLF4 | 3617 | 28R | B | Pilot Requested | No |
| 6/16/2025 15:28 | XBJST | XBJST | C650 | 3246 | 28L | B | Pilot Requested | No |
| 6/17/2025 8:38 | LXJ359 | N359FX | E55P | 3642 | 28L | B | Pilot Requested | No |
| 6/17/2025 15:00 | | | CL60 | 3602 | 28L | B | Pilot Requested | No |
| 6/18/2025 7:00 | LXJ359 | N359FX | E55P | 4207 | 28L | B | Pilot Requested | No |
| 6/18/2025 8:01 | KOW939 | N939TX | C750 | 1770 | 28L | B | Pilot Requested | No |
| 6/18/2025 9:14 | | | GLF5 | 3717 | 28L | B | Pilot Requested | No |
| 6/19/2025 14:53 | | | C56X | 3333 | 28L | B | Pilot Requested | No |
| 6/19/2025 17:16 | N525JN | N525JN | C25A | 3211 | 28L | B | Pilot Requested | No |
| 6/20/2025 7:25 | VJA309 | N309JE | CL30 | 3635 | 28L | B | Pilot Requested | No |
| 6/20/2025 10:40 | VJA362 | N362JE | CL30 | 3663 | 28L | B | Pilot Requested | No |
| 6/20/2025 12:19 | N265AV | | C750 | 3273 | 28L | B | Pilot Requested | No |
| 6/20/2025 22:45 | | | CL60 | 3330 | 28L | B | Pilot Requested | No |
| 6/21/2025 10:19 | XBJST | XBJST | C650 | 3630 | 28L | B | Pilot Requested | No |
| 6/21/2025 15:03 | HTT104 | CGRJP | ASTR | 3272 | 28L | B | Pilot Requested | No |
| 6/21/2025 21:05 | N654CP | N654CP | FA50 | 3331 | 28L | B | Pilot Requested | No |
| 6/22/2025 11:12 | | | GLF4 | 1703 | 28L | B | Pilot Requested | No |
| 6/22/2025 14:43 | N504YH | N504YH | HDJT | 607 | 28L | B | Pilot Requested | No |
| 6/22/2025 18:56 | | | C25A | 3767 | 28R | B | Pilot Requested | No |
| 6/24/2025 8:24 | EJA416 | N416QS | E55P | 4271 | 28R | B | Pilot Requested | No |
| 6/24/2025 16:03 | | | GA5C | 3345 | 28L | B | Pilot Requested | No |
| 6/24/2025 16:55 | | | F900 | 3774 | 28R | B | Pilot Requested | No |
| 6/25/2025 17:40 | LXJ476 | N476FX | E545 | 3224 | 28R | B | Pilot Requested | No |
| 6/25/2025 22:14 | N404PG | N404PG | C25B | 3246 | 28R | B | Pilot Requested | No |
| 6/26/2025 15:18 | EJA416 | N416QS | E55P | 4210 | 28L | B | Pilot Requested | No |
| 6/26/2025 15:57 | KOW883 | N883TR | CL30 | 1712 | 28L | B | Pilot Requested | No |
| 6/27/2025 8:40 | EJA416 | N416QS | E55P | 1725 | 28L | B | Pilot Requested | No |
| 6/27/2025 13:22 | | | F2TH | 6324 | 28L | B | Pilot Requested | No |
| 6/28/2025 10:16 | LXJ428 | N428FX | E545 | 3750 | 28R | B | Pilot Requested | No |
| 6/28/2025 16:39 | EJA792 | N792QS | CL35 | 4232 | 28R | B | Pilot Requested | No |
| 6/29/2025 6:54 | VJA338 | N338JE | CL30 | 3766 | 28L | B | Pilot Requested | No |
| 6/29/2025 14:47 | | | E55P | 4232 | 28R | B | Pilot Requested | No |
| 6/29/2025 18:50 | PGR1199 | N199RM | PRM1 | 3206 | 28R | B | Pilot Requested | No |
| | | | | | | Pilot Requested | 158 | |

| Date/Time | Flight Number | Tail Number | Aircraft Type | Beacon Code | Runway | Aircraft Category | Comments | Excused |
|----------------|---------------|-------------|---------------|-------------|--------|-------------------------------|------------------------|---------|
| 4/14/2025 5:17 | SWA189 | N8897K | B38M | 3331 | 28L | J | RWY 30 Routine Closure | Yes |
| 4/14/2025 5:27 | SWA406 | N8871Q | B38M | 3334 | 28L | J | RWY 30 Routine Closure | Yes |
| 4/21/2025 2:27 | | | CL60 | 3224 | 28R | B | RWY 30 Routine Closure | Yes |
| 4/21/2025 4:45 | PXT521 | N521AA | C25B | 3357 | 28R | B | RWY 30 Routine Closure | Yes |
| 4/21/2025 5:15 | SWA3971 | N8795L | B38M | 3222 | 28L | J | RWY 30 Routine Closure | Yes |
| 4/21/2025 5:19 | SWA189 | N8670A | B738 | 3310 | 28L | J | RWY 30 Routine Closure | Yes |
| 4/28/2025 3:11 | | | GLF5 | 3337 | 28L | B | RWY 30 Routine Closure | Yes |
| 4/28/2025 5:18 | SWA3971 | N8641B | B738 | 3221 | 28L | J | RWY 30 Routine Closure | Yes |
| 5/5/2025 5:12 | SWA3971 | N8879Q | B38M | 3274 | 28L | J | RWY 30 Routine Closure | Yes |
| 5/5/2025 5:19 | SWA189 | N8529Z | B738 | 3330 | 28L | J | RWY 30 Routine Closure | Yes |
| 5/5/2025 5:26 | SWA406 | N8948Q | B38M | 3232 | 28L | J | RWY 30 Routine Closure | Yes |
| 5/5/2025 5:32 | SWA3794 | N939WN | B737 | 3214 | 28L | J | RWY 30 Routine Closure | Yes |
| 5/5/2025 5:43 | SWA2102 | N923WN | B737 | 3202 | 28L | J | RWY 30 Routine Closure | Yes |
| 5/5/2025 5:44 | SWA1429 | N8796L | B38M | 3253 | 28L | J | RWY 30 Routine Closure | Yes |
| 5/5/2025 19:15 | N22PB | N22PB | PC24 | 4522 | 28R | B | RWY 30 Routine Closure | Yes |
| 5/12/2025 5:14 | SWA3971 | N8774Q | B38M | 3306 | 28L | J | RWY 30 Routine Closure | Yes |
| 6/9/2025 1:16 | | | F900 | 3261 | 28L | B | RWY 30 Routine Closure | Yes |
| 6/9/2025 5:09 | SWA709 | N8306H | B738 | 3304 | 28L | J | RWY 30 Routine Closure | Yes |
| 4/14/2025 0:46 | PXT521 | N521AA | C25B | 4574 | 28R | B | RWY 30 Routine Closure | Yes |
| 4/14/2025 5:15 | SWA3971 | N8316H | B738 | 3261 | 28L | J | RWY 30 Routine Closure | Yes |
| | | | | | | RWY 30 Routine Closure | 20 | |
| | | | | | | Grand Count | 265 | |

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

N/A

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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 |
|----------------|--------|---------------|-------------|---------------|-------------|----------------------|---------|
| 4/2/2025 9:12 | 28L | N1530W | N1530W | BE35 | 4216 | Air Traffic Conflict | 1 |
| 4/2/2025 10:31 | 28R | | | PA46 | 6342 | Air Traffic Conflict | 1 |
| 4/2/2025 11:58 | 28R | N6605D | N6605D | C172 | 376 | Air Traffic Conflict | 1 |
| 4/2/2025 20:38 | 33 | N739UL | N739UL | C172 | 354 | Air Traffic Conflict | 1 |
| 4/4/2025 9:50 | 28R | N553TP | N553TP | P28A | 4525 | Air Traffic Conflict | 1 |
| 4/4/2025 13:07 | 33 | N6605D | N6605D | C172 | 4551 | Air Traffic Conflict | 1 |
| 4/5/2025 15:56 | 33 | N618SL | N618SL | S22T | 4543 | Air Traffic Conflict | 1 |
| 4/6/2025 13:16 | 33 | N224HP | N224HP | BE35 | 3264 | Air Traffic Conflict | 1 |
| 4/6/2025 14:21 | 28R | N345UW | N345UW | RV6 | 4563 | Air Traffic Conflict | 1 |
| 4/6/2025 14:29 | 33 | N6039Q | N6039Q | M20P | 4224 | Air Traffic Conflict | 1 |

| Date/Time | Runway | Flight Number | Tail Number | Aircraft Type | Beacon Code | Comments | Excused |
|-----------------|--------|---------------|-------------|---------------|-------------|----------------------|---------|
| 4/9/2025 18:57 | 33 | N182DE | N182DE | C182 | 4206 | Air Traffic Conflict | 1 |
| 4/11/2025 12:31 | 33 | N93214 | N93214 | C152 | 320 | Air Traffic Conflict | 1 |
| 4/11/2025 13:22 | 28R | N875DM | N875DM | BE20 | 5336 | Air Traffic Conflict | 1 |
| 4/11/2025 13:29 | 33 | N619MC | N619MC | S22T | 5314 | Air Traffic Conflict | 1 |
| 4/11/2025 15:29 | 28R | N613GA | N613GA | BE20 | 4216 | Air Traffic Conflict | 1 |
| 4/12/2025 13:29 | 33 | N6605D | N6605D | C172 | 5312 | Air Traffic Conflict | 1 |
| 4/13/2025 21:02 | PAD1 | CMD08 | N838CS | EC35 | 4515 | Air Traffic Conflict | 1 |
| 4/15/2025 9:07 | 28R | BYF16 | N106RA | C172 | 345 | Air Traffic Conflict | 1 |
| 4/15/2025 15:56 | 28R | N240BR | N240BR | C240 | 6375 | Air Traffic Conflict | 1 |
| 4/17/2025 17:45 | 28R | | | C340 | 3375 | Air Traffic Conflict | 1 |
| 4/18/2025 17:02 | 28R | N733ZK | N733ZK | C172 | 341 | Air Traffic Conflict | 1 |
| 4/21/2025 11:02 | 28R | N886LM | | PA46 | 4544 | Air Traffic Conflict | 1 |
| 4/22/2025 15:02 | 28R | N84DL | N84DL | C172 | 373 | Air Traffic Conflict | 1 |
| 4/22/2025 15:08 | 28R | N4KP | N4KP | RV6 | 4536 | Air Traffic Conflict | 1 |
| 4/24/2025 18:58 | 28R | | | PC12 | 3210 | Air Traffic Conflict | 1 |
| 4/25/2025 11:52 | 33 | N42820 | N42820 | C182 | 4243 | Air Traffic Conflict | 1 |
| 4/27/2025 16:34 | 28L | N626GM | N626GM | C172 | 4513 | Air Traffic Conflict | 1 |
| 4/30/2025 13:47 | 28R | N415DL | N415DL | PC12 | 4522 | Air Traffic Conflict | 1 |
| 4/30/2025 15:44 | 28R | N109LD | N109LD | P28A | 4255 | Air Traffic Conflict | 1 |
| 5/1/2025 15:11 | PAD1 | CMD08 | N30RX | EC35 | 5374 | Air Traffic Conflict | 1 |
| 5/1/2025 15:22 | 28R | N1868H | N1868H | P28A | 5303 | Air Traffic Conflict | 1 |
| 5/1/2025 16:51 | 28L | N257CD | N257CD | SR20 | 4566 | Air Traffic Conflict | 1 |
| 5/1/2025 18:20 | 28R | N415DL | N415DL | PC12 | 4245 | Air Traffic Conflict | 1 |
| 5/2/2025 11:20 | 28R | N67683 | N67683 | RV7 | 3357 | Air Traffic Conflict | 1 |
| 5/2/2025 13:25 | 33 | N93214 | N93214 | C152 | 322 | Air Traffic Conflict | 1 |
| 5/2/2025 15:56 | 28R | N28641 | N28641 | AA5 | 5361 | Air Traffic Conflict | 1 |
| 5/3/2025 18:58 | 28R | N257CD | N257CD | SR20 | 4256 | Air Traffic Conflict | 1 |
| 5/4/2025 11:59 | 33 | N6605D | N6605D | C172 | 4505 | Air Traffic Conflict | 1 |
| 5/4/2025 13:14 | 33 | N7517J | N7517J | P28R | 5351 | Air Traffic Conflict | 1 |
| 5/4/2025 14:44 | 33 | N739UL | N739UL | C172 | 4204 | Air Traffic Conflict | 1 |
| 5/4/2025 15:59 | 28R | N886LM | N886LM | M600 | 353 | Air Traffic Conflict | 1 |
| 5/4/2025 16:22 | 28R | XSN40 | N404TC | PC12 | 4536 | Air Traffic Conflict | 1 |
| 5/4/2025 18:30 | 28L | N88VN | N88VN | BE20 | 4564 | Air Traffic Conflict | 1 |
| 5/6/2025 16:52 | 28L | N421WB | N421WB | C421 | 4574 | Air Traffic Conflict | 1 |
| 5/7/2025 15:39 | 28R | N7926D | N7926D | BE35 | 4555 | Air Traffic Conflict | 1 |
| 5/8/2025 15:43 | 28R | | | PC12 | 1704 | Air Traffic Conflict | 1 |
| 5/8/2025 16:09 | 28R | XSN73 | N731NG | PC12 | 4203 | Air Traffic Conflict | 1 |
| 5/8/2025 20:46 | PAD1 | CMD08 | N30RX | EC35 | 5364 | Air Traffic Conflict | 1 |
| 5/9/2025 9:07 | 28R | N84DL | N84DL | C172 | 5373 | Air Traffic Conflict | 1 |
| 5/9/2025 12:04 | 28R | N7186C | N7186C | C172 | 4273 | Air Traffic Conflict | 1 |
| 5/9/2025 12:48 | 28R | N20506 | N20506 | M20T | 4226 | Air Traffic Conflict | 1 |
| 5/9/2025 14:08 | 28R | N6605D | N6605D | C172 | 5301 | Air Traffic Conflict | 1 |

| Date/Time | Runway | Flight Number | Tail Number | Aircraft Type | Beacon Code | Comments | Excused |
|-----------------|--------|---------------|-------------|---------------|-------------|----------------------|---------|
| 5/9/2025 18:28 | 33 | N68459 | N68459 | C172 | 361 | Air Traffic Conflict | 1 |
| 5/9/2025 20:07 | PAD1 | CMD8 | N30RX | EC35 | 357 | Air Traffic Conflict | 1 |
| 5/10/2025 12:23 | 33 | N18256 | N18256 | C182 | 4225 | Air Traffic Conflict | 1 |
| 5/10/2025 15:56 | 28R | N49004 | N49004 | C152 | 4577 | Air Traffic Conflict | 1 |
| 5/10/2025 17:49 | 33 | N1868H | N1868H | P28A | 4525 | Air Traffic Conflict | 1 |
| 5/13/2025 13:19 | 33 | N49039 | N49039 | C152 | 5367 | Air Traffic Conflict | 1 |
| 5/13/2025 13:35 | 33 | N20506 | N20506 | M20T | 6372 | Air Traffic Conflict | 1 |
| 5/14/2025 12:23 | 28R | N5431M | N5431M | BE9L | 374 | Air Traffic Conflict | 1 |
| 5/14/2025 17:27 | 28R | N262RK | N262RK | COL4 | 4577 | Air Traffic Conflict | 1 |
| 5/14/2025 20:03 | PAD1 | N30RX | N30RX | EC35 | 5322 | Air Traffic Conflict | 1 |
| 5/15/2025 15:31 | 28R | N62JB | N62JB | BE36 | 3317 | Air Traffic Conflict | 1 |
| 5/16/2025 10:39 | 33 | N6605D | N6605D | C172 | 5325 | Air Traffic Conflict | 1 |
| 5/18/2025 11:20 | 28R | N33377 | N33377 | P28A | 350 | Air Traffic Conflict | 1 |
| 5/18/2025 11:38 | 28R | N109LD | N109LD | P28A | 5314 | Air Traffic Conflict | 1 |
| 5/18/2025 17:18 | 28R | N466MW | N466MW | BE20 | 4265 | Air Traffic Conflict | 1 |
| 5/18/2025 18:36 | 28R | | | BE9T | 4266 | Air Traffic Conflict | 1 |
| 5/18/2025 21:59 | 28R | N176X | N176X | BE36 | 5326 | Air Traffic Conflict | 1 |
| 5/19/2025 16:34 | 28R | N7778Y | N7778Y | PA30 | 4220 | Air Traffic Conflict | 1 |
| 5/20/2025 10:56 | 28R | N3796G | N3796G | C310 | 4217 | Air Traffic Conflict | 1 |
| 5/20/2025 11:12 | 28R | N56CS | N56CS | P180 | 5370 | Air Traffic Conflict | 1 |
| 5/20/2025 11:41 | 33 | N514RT | N514RT | S22T | 4266 | Air Traffic Conflict | 1 |
| 5/20/2025 19:27 | 28L | N257CD | N257CD | SR20 | 4514 | Air Traffic Conflict | 1 |
| 5/21/2025 19:09 | 33 | N4837N | N4837N | C182 | 3214 | Air Traffic Conflict | 1 |
| 5/22/2025 18:10 | 33 | N231NH | N231NH | M20T | 4534 | Air Traffic Conflict | 1 |
| 5/23/2025 12:38 | 28R | N25VL | N25VL | S22T | 3636 | Air Traffic Conflict | 1 |
| 5/23/2025 17:55 | 33 | N4837N | N4837N | C182 | 1766 | Air Traffic Conflict | 1 |
| 5/24/2025 16:52 | 33 | N44PF | N44PF | P28A | 4204 | Air Traffic Conflict | 1 |
| 5/25/2025 11:05 | 28R | N5009Q | N5009Q | C310 | 4520 | Air Traffic Conflict | 1 |
| 5/25/2025 13:02 | 28R | N731HR | N731HR | P210 | 4274 | Air Traffic Conflict | 1 |
| 5/26/2025 12:32 | 28R | N260BG | N260BG | AC11 | 4572 | Air Traffic Conflict | 1 |
| 5/26/2025 17:11 | 28R | N104KV | N104KV | SR20 | 5325 | Air Traffic Conflict | 1 |
| 5/27/2025 10:12 | 28R | XSN82 | N82NG | PC12 | 4521 | Air Traffic Conflict | 1 |
| 5/29/2025 18:36 | 33 | N231NH | N231NH | M20T | 4570 | Air Traffic Conflict | 1 |
| 5/29/2025 19:10 | 28R | N7778Y | N7778Y | PA30 | 4560 | Air Traffic Conflict | 1 |
| 5/30/2025 16:43 | 28R | N3117Q | N3117Q | P32R | 4246 | Air Traffic Conflict | 1 |
| 5/30/2025 16:48 | 28R | N7778Y | N7778Y | PA30 | 4262 | Air Traffic Conflict | 1 |
| 5/30/2025 18:36 | 33 | N739UL | N739UL | C172 | 371 | Air Traffic Conflict | 1 |
| 5/31/2025 10:39 | 28R | N21866 | N21866 | P28A | 4556 | Air Traffic Conflict | 1 |
| 5/31/2025 11:46 | 28R | N886LM | | P46T | 5376 | Air Traffic Conflict | 1 |
| 5/31/2025 14:11 | 28R | N739YE | N739YE | C172 | 5353 | Air Traffic Conflict | 1 |
| 5/31/2025 16:11 | 33 | N24498 | N24498 | C152 | 4240 | Air Traffic Conflict | 1 |
| 5/31/2025 16:24 | 33 | N853T | N853T | BE35 | 4520 | Air Traffic Conflict | 1 |

| Date/Time | Runway | Flight Number | Tail Number | Aircraft Type | Beacon Code | Comments | Excused |
|-----------------|--------|---------------|-------------|---------------|-------------|----------------------|---------|
| 6/2/2025 12:45 | 33 | N636RB | N636RB | RV7 | 366 | Air Traffic Conflict | 1 |
| 6/2/2025 17:47 | 33 | N68459 | N68459 | C172 | 5336 | Air Traffic Conflict | 1 |
| 6/4/2025 13:33 | 33 | N93214 | N93214 | C152 | 5367 | Air Traffic Conflict | 1 |
| 6/4/2025 18:33 | 28R | N25VL | N25VL | SR22 | 3255 | Air Traffic Conflict | 1 |
| 6/5/2025 18:20 | 33 | N21866 | N21866 | P28A | 4211 | Air Traffic Conflict | 1 |
| 6/6/2025 11:04 | 28L | NGF6605 | N4171Q | C340 | 3227 | Air Traffic Conflict | 1 |
| 6/6/2025 13:38 | PAD1 | | | | 5341 | Air Traffic Conflict | 1 |
| 6/6/2025 18:01 | 28R | | | PC12 | 1720 | Air Traffic Conflict | 1 |
| 6/7/2025 12:40 | 28R | N345UW | N345UW | RV6 | 4563 | Air Traffic Conflict | 1 |
| 6/11/2025 14:56 | 28R | N7468Y | N7468Y | PA30 | 5355 | Air Traffic Conflict | 1 |
| 6/13/2025 17:24 | 33 | N182DE | N182DE | C182 | 4221 | Air Traffic Conflict | 1 |
| 6/13/2025 17:47 | 28R | N601WT | N601WT | AC90 | 1715 | Air Traffic Conflict | 1 |
| 6/14/2025 17:13 | 33 | N734BN | N734BN | C172 | 5342 | Air Traffic Conflict | 1 |
| 6/15/2025 11:04 | PAD1 | CMD08 | N31RX | EC35 | 5356 | Air Traffic Conflict | 1 |
| 6/15/2025 12:24 | 33 | N5009Q | N5009Q | C310 | 4244 | Air Traffic Conflict | 1 |
| 6/18/2025 16:14 | 28L | N240BR | N240BR | COL4 | 1731 | Air Traffic Conflict | 1 |
| 6/20/2025 20:42 | PAD1 | REH6 | N412RX | EC30 | 377 | Air Traffic Conflict | 1 |
| 6/21/2025 14:24 | 28L | N21866 | N21866 | P28A | 4252 | Air Traffic Conflict | 1 |
| 6/21/2025 16:11 | PAD1 | CMD8 | N31RX | EC35 | 5354 | Air Traffic Conflict | 1 |
| 6/23/2025 13:05 | 28L | N731HR | N731HR | P210 | 4275 | Air Traffic Conflict | 1 |
| 6/25/2025 14:17 | 28R | N798FE | N798FE | C208 | 4566 | Air Traffic Conflict | 1 |
| 6/26/2025 16:20 | 28R | N60RS | N60RS | P210 | 4537 | Air Traffic Conflict | 1 |
| 6/27/2025 13:21 | 28R | | | BE9T | 4566 | Air Traffic Conflict | 1 |
| 6/28/2025 9:29 | 33 | N21866 | N21866 | P28A | 4263 | Air Traffic Conflict | 1 |
| 6/28/2025 10:20 | 28R | N210CB | N210CB | C210 | 3760 | Air Traffic Conflict | 1 |
| 6/29/2025 12:13 | 33 | N739UL | N739UL | C172 | 4506 | Air Traffic Conflict | 1 |
| 6/30/2025 13:49 | 28R | N30ED | N30ED | BE35 | 3310 | Air Traffic Conflict | 1 |
| 5/16/2025 22:22 | PAD1 | N982HP | N982HP | AS50 | 356 | Law Enforcement | 1 |
| 6/4/2025 17:48 | PAD1 | CHP30 | N981HP | AS50 | 5336 | Law Enforcement | 1 |
| 4/14/2025 2:21 | PAD1 | CMD4 | N328RX | EC35 | 353 | Lifeguard Medical | 1 |
| 4/15/2025 21:37 | PAD1 | CMD8 | N838CS | EC35 | 4533 | Lifeguard Medical | 1 |
| 4/24/2025 11:32 | PAD1 | CMD08 | N30RX | EC35 | 5313 | Lifeguard Medical | 1 |
| 5/5/2025 9:30 | PAD1 | CMD08 | N30RX | EC35 | 317 | Lifeguard Medical | 1 |
| 5/14/2025 1:58 | PAD1 | REH18 | | EC35 | 5356 | Lifeguard Medical | 1 |
| 5/22/2025 8:28 | PAD1 | CMD8 | N30RX | EC35 | 354 | Lifeguard Medical | 1 |
| 5/25/2025 22:24 | PAD1 | CMD08 | N30RX | EC35 | 372 | Lifeguard Medical | 1 |
| 5/30/2025 20:47 | PAD1 | REA3 | N319RX | EC35 | 4525 | Lifeguard Medical | 1 |
| 5/31/2025 18:00 | PAD1 | REH80 | N613RX | AS50 | 5351 | Lifeguard Medical | 1 |
| 6/2/2025 21:55 | PAD1 | REH1 | N325RX | EC35 | 5304 | Lifeguard Medical | 1 |
| 6/5/2025 20:00 | PAD1 | REH3 | N319RX | EC35 | 327 | Lifeguard Medical | 1 |
| 6/6/2025 10:09 | PAD1 | CMD8 | N838CS | EC35 | 5366 | Lifeguard Medical | 1 |
| 6/8/2025 9:46 | PAD1 | CMD8 | N838CS | EC35 | 347 | Lifeguard Medical | 1 |

| Date/Time | Runway | Flight Number | Tail Number | Aircraft Type | Beacon Code | Comments | Excused |
|-----------------|--------|---------------|-------------|---------------|-------------|-------------------------|---------|
| 6/12/2025 21:35 | PAD1 | CMD08 | N31RX | EC35 | 5335 | Lifeguard Medical | 1 |
| 6/13/2025 18:23 | PAD1 | REH3 | N319RX | EC35 | 314 | Lifeguard Medical | 1 |
| 6/19/2025 21:54 | PAD1 | REH3 | N319RX | EC35 | 4257 | Lifeguard Medical | 1 |
| 6/20/2025 20:49 | PAD1 | REH18 | | EC35 | 5325 | Lifeguard Medical | 1 |
| 6/23/2025 9:14 | PAD1 | CMD08 | N838CS | EC35 | 332 | Lifeguard Medical | 1 |
| 6/24/2025 15:17 | PAD1 | CMD8 | N838CS | EC35 | 5361 | Lifeguard Medical | 1 |
| 6/27/2025 2:11 | PAD1 | CMD8 | N838CS | EC35 | 322 | Lifeguard Medical | 1 |
| 4/21/2025 7:55 | 33 | N4826T | N4826T | P28A | 4227 | System Error | 1 |
| 4/23/2025 17:29 | 28R | | | PC12 | 3356 | System Error | 1 |
| 4/25/2025 18:32 | 33 | N182DE | N182DE | C182 | 4256 | System Error | 1 |
| 5/7/2025 7:06 | 28L | PCM8260 | N930FE | C208 | 4262 | System Error | 1 |
| 6/12/2025 7:17 | 28L | BXR8604 | N208TM | C208 | 4242 | System Error | 1 |
| 6/17/2025 20:03 | 28L | N2720L | N2720L | C172 | 322 | System Error | 1 |
| 4/4/2025 9:54 | 28R | N4826T | N4826T | P28A | 1710 | Audio Not Available | 0 |
| 6/27/2025 8:27 | 28R | N234HK | N234HK | SR22 | 3202 | Not Acceptable | 0 |
| 6/30/2025 10:02 | 33 | N1868H | N1868H | P28A | 4243 | Not Acceptable | 0 |
| 4/9/2025 15:19 | 33 | N4826T | N4826T | P28A | 4277 | Pilot Requested | 0 |
| 6/19/2025 22:59 | 28L | N948EA | N948EA | SR22 | 3752 | Strraight-out Departure | 0 |
| 6/20/2025 7:31 | 28L | BXR1960 | N106VE | C208 | 4544 | Strraight-out Departure | 0 |
| 6/20/2025 18:05 | 28L | PCM7679 | N987FE | C208 | 4547 | Strraight-out Departure | 0 |
| 4/5/2025 17:02 | 33 | N8542M | N8542M | BE35 | 5332 | VFR Departure | 0 |
| 4/7/2025 13:54 | 28L | N913SB | N913SB | PC12 | 4256 | VFR Departure | 0 |
| 4/9/2025 11:10 | 33 | N728GD | N728GD | RV6 | 5321 | VFR Departure | 0 |
| 4/10/2025 9:06 | 28R | N924CF | N924CF | S22T | 4267 | VFR Departure | 0 |
| 4/11/2025 10:53 | 28R | N49004 | N49004 | C152 | 354 | VFR Departure | 0 |
| 4/11/2025 11:19 | 33 | N42820 | N42820 | C182 | 4264 | VFR Departure | 0 |
| 4/11/2025 18:44 | 28L | N6885S | N6885S | C425 | 3252 | VFR Departure | 0 |
| 4/17/2025 10:22 | PAD1 | N487HB | N487HB | AS50 | 4225 | VFR Departure | 0 |
| 4/17/2025 22:58 | 28R | N212DS | N212DS | S22T | 4527 | VFR Departure | 0 |
| 4/18/2025 10:14 | 28R | N494KC | N494KC | PC12 | 5327 | VFR Departure | 0 |
| 4/19/2025 7:33 | 28R | N345UW | N345UW | RV6 | 4526 | VFR Departure | 0 |
| 4/22/2025 19:09 | 28R | N1355R | N1355R | AA5 | 3206 | VFR Departure | 0 |
| 4/28/2025 3:35 | PAD1 | N328RX | N328RX | EC35 | 5372 | VFR Departure | 0 |
| 4/28/2025 17:11 | 33 | | | P32R | 5356 | VFR Departure | 0 |
| 4/30/2025 19:38 | 28R | N3131T | N3131T | P28R | 3353 | VFR Departure | 0 |
| 5/1/2025 17:43 | 33 | N231NH | N231NH | M20T | 4223 | VFR Departure | 0 |
| 5/2/2025 15:24 | 28R | N218RW | N218RW | S22T | 4210 | VFR Departure | 0 |
| 5/4/2025 20:27 | 28R | | | BE20 | 5373 | VFR Departure | 0 |
| 5/4/2025 21:29 | 28R | N28664 | N28664 | AA5 | 353 | VFR Departure | 0 |
| 5/5/2025 11:05 | 33 | N6605D | N6605D | C172 | 362 | VFR Departure | 0 |
| 5/5/2025 15:12 | 33 | N6605D | N6605D | C172 | 5301 | VFR Departure | 0 |
| 5/6/2025 15:30 | 33 | N18256 | N18256 | C182 | 363 | VFR Departure | 0 |

| Date/Time | Runway | Flight Number | Tail Number | Aircraft Type | Beacon Code | Comments | Excused |
|-----------------|--------|---------------|-------------|---------------|-------------|---------------|---------|
| 5/14/2025 16:29 | 28R | N240BR | N240BR | COL4 | 1771 | VFR Departure | 0 |
| 5/21/2025 19:46 | 33 | N353LS | N353LS | M7 | 4226 | VFR Departure | 0 |
| 5/23/2025 15:49 | 28R | | | LNC4 | 4566 | VFR Departure | 0 |
| 5/28/2025 16:38 | 28R | N578CJ | N578CJ | C525 | 4245 | VFR Departure | 0 |
| 5/30/2025 7:53 | 33 | N4826T | N4826T | P28A | 4553 | VFR Departure | 0 |
| 5/31/2025 23:17 | 28R | N1306C | N1306C | C172 | 4523 | VFR Departure | 0 |
| 6/1/2025 12:42 | 28R | N49004 | N49004 | C152 | 355 | VFR Departure | 0 |
| 6/1/2025 15:54 | 28R | XSN82 | N82NG | PC12 | 4557 | VFR Departure | 0 |
| 6/4/2025 14:58 | 28R | N713DE | N713DE | GLST | 4527 | VFR Departure | 0 |
| 6/5/2025 13:38 | 33 | N4826T | N4826T | P28A | 4241 | VFR Departure | 0 |
| 6/6/2025 14:55 | 33 | N739YE | N739YE | C172 | 333 | VFR Departure | 0 |
| 6/8/2025 17:26 | 28R | N553TP | N553TP | P28A | 4567 | VFR Departure | 0 |
| 6/10/2025 13:48 | 28L | BXR1000 | N121HA | C208 | 4227 | VFR Departure | 0 |
| 6/16/2025 11:50 | 33 | N1792X | N1792X | PA46 | 4530 | VFR Departure | 0 |
| 6/16/2025 22:15 | 28R | N743TH | N743TH | C172 | 4501 | VFR Departure | 0 |
| 6/18/2025 12:18 | 28L | N21866 | N21866 | P28A | 4215 | VFR Departure | 0 |
| 6/18/2025 14:29 | 28L | N739UL | N739UL | C172 | 4210 | VFR Departure | 0 |
| 6/18/2025 19:21 | 28L | N1423A | N1423A | COL4 | 4501 | VFR Departure | 0 |
| 6/18/2025 22:20 | 28L | N8116N | N8116N | B350 | 4575 | VFR Departure | 0 |
| 6/20/2025 13:32 | 28L | N99CP | N99CP | S22T | 3352 | VFR Departure | 0 |
| 6/21/2025 19:07 | 28L | N84DL | N84DL | C172 | 5336 | VFR Departure | 0 |
| 6/22/2025 6:06 | 28L | | | BE20 | 4547 | VFR Departure | 0 |
| 6/22/2025 8:52 | 28L | | | BE20 | 4517 | VFR Departure | 0 |
| 6/22/2025 9:51 | 28L | N553TP | N553TP | P28A | 4254 | VFR Departure | 0 |
| 6/22/2025 10:31 | 28L | N7868L | N7868L | BE35 | 3275 | VFR Departure | 0 |
| 6/22/2025 19:55 | 28R | N913SB | N913SB | PC12 | 4205 | VFR Departure | 0 |
| 6/23/2025 11:33 | 33 | N739UL | N739UL | C172 | 4547 | VFR Departure | 0 |
| 6/27/2025 14:31 | 28R | N49004 | N49004 | C152 | 5355 | VFR Departure | 0 |
| 6/20/2025 22:06 | 28L | | | BE20 | 4276 | Wide Salad | 0 |
| 5/29/2025 13:04 | PAD1 | CMD08 | N30RX | EC35 | 5353 | | 0 |

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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 |
|-----------------|---------------|-------------|---------------|-------------|---------------------|---------------------|---------|
| 6/2/2025 22:34 | | | GL5T | 3314 | 28R | Audio Not Available | No |
| | | | | | Audio Not Available | 1 | |
| 5/16/2025 22:22 | N982HP | N982HP | AS50 | 356 | PAD1 | Law Enforcement | Yes |
| | | | | | Law Enforcement | 1 | |
| 4/10/2025 0:26 | LN41GJ | LN41GJ | LJ35 | 3202 | 28R | Lifeguard Medical | Yes |

| Date/Time | Flight Number | Tail Number | Aircraft Type | Beacon Code | Runway | Comments | Excused |
|-----------------|---------------|-------------|---------------|-------------|--------------------------|------------------------|---------|
| 4/14/2025 3:23 | Medevac | Medevac | BE20 | 4266 | 28R | Lifeguard Medical | Yes |
| 4/15/2025 22:54 | REH50 | N913RX | BE20 | 4214 | 28R | Lifeguard Medical | Yes |
| 4/18/2025 0:07 | LN509RP | LN509RP | C550 | 4275 | 28R | Lifeguard Medical | Yes |
| 4/22/2025 2:47 | LN238VM | N238VM | PC12 | 4261 | 28R | Lifeguard Medical | Yes |
| 4/22/2025 2:52 | CMD5 | N31RX | EC35 | 366 | PAD1 | Lifeguard Medical | Yes |
| 4/22/2025 5:58 | REH50 | N913RX | BE20 | 4551 | 28R | Lifeguard Medical | Yes |
| 4/23/2025 2:03 | CMD4 | N328RX | EC35 | 4551 | PAD1 | Lifeguard Medical | Yes |
| 4/24/2025 5:17 | REH3 | N325RX | EC35 | 4210 | PAD1 | Lifeguard Medical | Yes |
| 4/26/2025 0:29 | LN1273A | N1273A | PC12 | 3257 | 28R | Lifeguard Medical | Yes |
| 4/26/2025 6:53 | LN875DM | N875DM | BE20 | 4546 | 28R | Lifeguard Medical | Yes |
| 5/6/2025 3:27 | CMD70 | N370CS | BE20 | 4260 | 28R | Lifeguard Medical | Yes |
| 5/7/2025 3:40 | SCM36 | N360SN | LJ60 | 3221 | 28R | Lifeguard Medical | Yes |
| 5/7/2025 23:45 | | | LJ35 | 3341 | 28L | Lifeguard Medical | Yes |
| 5/14/2025 1:58 | REH18 | | EC35 | 5356 | PAD1 | Lifeguard Medical | Yes |
| 5/20/2025 22:44 | Medevac | Medevac | C560 | 4235 | 28R | Lifeguard Medical | Yes |
| 5/21/2025 0:10 | LN613RX | LN613RX | AS50 | 1200 | PAD1 | Lifeguard Medical | Yes |
| 5/25/2025 5:23 | LSCM36 | LN360SN | LJ60 | 3331 | 28R | Lifeguard Medical | Yes |
| 5/25/2025 22:24 | CMD08 | N30RX | EC35 | 372 | PAD1 | Lifeguard Medical | Yes |
| 5/28/2025 5:10 | Medevac | | G150 | 4505 | 28R | Lifeguard Medical | Yes |
| 5/28/2025 22:22 | LN810BE | N810BE | C560 | 4576 | 28L | Lifeguard Medical | Yes |
| 5/29/2025 5:00 | LN810BE | N810BE | C560 | 3237 | 28L | Lifeguard Medical | Yes |
| 5/30/2025 3:44 | | | | 1200 | PAD1 | Lifeguard Medical | Yes |
| 6/2/2025 22:58 | CMD70 | N913RX | BE20 | 4227 | 28R | Lifeguard Medical | Yes |
| 6/10/2025 3:26 | CMD70 | N913RX | BE20 | 4261 | 28R | Lifeguard Medical | Yes |
| 6/12/2025 2:11 | LN51GJ | LN51GJ | LJ35 | 3320 | 28L | Lifeguard Medical | Yes |
| 6/14/2025 3:27 | REH50 | N911RX | BE20 | 4515 | 28R | Lifeguard Medical | Yes |
| 6/14/2025 6:45 | LN904LR | N904LR | C560 | 3636 | 28R | Lifeguard Medical | Yes |
| 6/20/2025 1:01 | Medevac | Medevac | C560 | 4225 | 28L | Lifeguard Medical | Yes |
| 6/20/2025 5:03 | SCM7 | N74HT | LJ60 | 3307 | 28L | Lifeguard Medical | Yes |
| 6/26/2025 5:54 | REH50 | N911RX | BE20 | 4572 | 28R | Lifeguard Medical | Yes |
| 6/27/2025 2:11 | CMD8 | N838CS | EC35 | 322 | PAD1 | Lifeguard Medical | Yes |
| 6/30/2025 1:17 | LN51GJ | N51GJ | LJ35 | 3333 | 28L | Lifeguard Medical | Yes |
| 4/7/2025 22:36 | LN149WW | N149WW | C25B | 3203 | 28R | Lifeguard Medical | Yes |
| 4/7/2025 4:32 | CMD4 | | EC35 | 4251 | PAD1 | Lifeguard Medical | Yes |
| 4/7/2025 22:00 | LN116AA | N116AA | C25B | 6311 | 28R | Lifeguard Medical | Yes |
| | | | | | Lifeguard Medical | 36 | |
| 4/11/2025 0:20 | N784RJ | N784RJ | S22T | 3313 | 10L | Not Acceptable | No |
| 4/17/2025 22:58 | N212DS | N212DS | S22T | 4527 | 28R | Not Acceptable | No |
| 4/28/2025 3:35 | N328RX | N328RX | EC35 | 5372 | PAD1 | Not Acceptable | No |
| 5/31/2025 23:17 | N1306C | N1306C | C172 | 4523 | 28R | Not Acceptable | No |
| | | | | | Not Acceptable | 4 | |
| 4/3/2025 5:17 | N325RX | N325RX | EC35 | 1200 | PAD1 | Pilot Requested | No |
| 6/25/2025 22:14 | N404PG | N404PG | C25B | 3246 | 28R | Pilot Requested | No |
| | | | | | Pilot Requested | 2 | |
| 4/14/2025 0:46 | PXT521 | N521AA | C25B | 4574 | 28R | RWY 30 Routine Closure | Yes |
| 4/14/2025 2:21 | CMD4 | N328RX | EC35 | 353 | PAD1 | RWY 30 Routine Closure | Yes |
| 4/14/2025 5:15 | SWA3971 | N8316H | B738 | 3261 | 28L | RWY 30 Routine Closure | Yes |
| 4/14/2025 5:17 | SWA189 | N8897K | B38M | 3331 | 28L | RWY 30 Routine Closure | Yes |

| Date/Time | Flight Number | Tail Number | Aircraft Type | Beacon Code | Runway | Comments | Excused |
|-----------------|---------------|-------------|---------------|-------------|-------------------------------|------------------------|---------|
| 4/14/2025 5:27 | SWA406 | N8871Q | B38M | 3334 | 28L | RWY 30 Routine Closure | Yes |
| 4/21/2025 2:27 | | | CL60 | 3224 | 28R | RWY 30 Routine Closure | Yes |
| 4/21/2025 4:45 | PXT521 | N521AA | C25B | 3357 | 28R | RWY 30 Routine Closure | Yes |
| 4/21/2025 5:15 | SWA3971 | N8795L | B38M | 3222 | 28L | RWY 30 Routine Closure | Yes |
| 4/21/2025 5:19 | SWA189 | N8670A | B738 | 3310 | 28L | RWY 30 Routine Closure | Yes |
| 4/28/2025 5:18 | SWA3971 | N8641B | B738 | 3221 | 28L | RWY 30 Routine Closure | Yes |
| 5/5/2025 5:12 | SWA3971 | N8879Q | B38M | 3274 | 28L | RWY 30 Routine Closure | Yes |
| 5/5/2025 5:19 | SWA189 | N8529Z | B738 | 3330 | 28L | RWY 30 Routine Closure | Yes |
| 5/5/2025 5:26 | SWA406 | N8948Q | B38M | 3232 | 28L | RWY 30 Routine Closure | Yes |
| 5/5/2025 5:32 | SWA3794 | N939WN | B737 | 3214 | 28L | RWY 30 Routine Closure | Yes |
| 5/5/2025 5:43 | SWA2102 | N923WN | B737 | 3202 | 28L | RWY 30 Routine Closure | Yes |
| 5/5/2025 5:44 | SWA1429 | N8796L | B38M | 3253 | 28L | RWY 30 Routine Closure | Yes |
| 5/12/2025 5:14 | SWA3971 | N8774Q | B38M | 3306 | 28L | RWY 30 Routine Closure | Yes |
| 6/9/2025 1:16 | | | F900 | 3261 | 28L | RWY 30 Routine Closure | Yes |
| 6/9/2025 5:09 | SWA709 | N8306H | B738 | 3304 | 28L | RWY 30 Routine Closure | Yes |
| 6/23/2025 22:40 | N991GT | N991GT | BE9L | 3364 | 28R | RWY 30 Routine Closure | Yes |
| | | | | | RWY 30 Routine Closure | 20 | |
| 4/1/2025 5:52 | PGR1199 | N199RM | PRM1 | 3322 | 28L | Straight-out Departure | No |
| 5/27/2025 6:01 | PXT795 | N795MM | PC12 | 4214 | 28R | Straight-out Departure | No |
| 6/19/2025 22:59 | N948EA | N948EA | SR22 | 3752 | 28L | Straight-out Departure | No |
| 6/19/2025 22:59 | N948EA | N948EA | SR22 | 3752 | 28L | Straight-out Departure | No |
| | | | | | Straight-out Departure | 4 | |
| 4/7/2025 1:44 | N3117Q | N3117Q | PA32 | 4221 | 28L | System Error | Yes |
| 5/16/2025 22:14 | N84DL | N84DL | C172 | 340 | 28R | System Error | Yes |
| 5/30/2025 6:10 | PCM8709 | N844FE | C208 | 4520 | 28L | System Error | Yes |
| 6/19/2025 23:08 | N21866 | N21866 | P28A | 5334 | 28L | System Error | Yes |
| | | | | | System Error | 4 | |
| 5/11/2025 6:56 | | | BE20 | 4575 | 28R | Time Buffer | Yes |
| 4/24/2025 6:57 | PCM8679 | N872FE | C208 | 4213 | 28L | Time Buffer | Yes |
| 6/26/2025 6:59 | PCM8260 | N968FE | C208 | 4576 | 28L | Time Buffer | Yes |
| 6/26/2025 6:54 | BXR1960 | N9766B | C208 | 4237 | 28L | Time Buffer | Yes |
| 6/20/2025 22:06 | | | BE20 | 4276 | 28L | Time Buffer | Yes |
| 5/8/2025 6:53 | PCM8679 | N790FE | C208 | 4577 | 28L | Time Buffer | Yes |
| 6/6/2025 6:59 | PCM8679 | N987FE | C208 | 4265 | 28L | Time Buffer | Yes |
| 6/3/2025 22:07 | N721AZ | N721AZ | GLF5 | 6304 | 28L | Time Buffer | Yes |
| 5/7/2025 6:52 | BXR1960 | N90GL | C208 | 4250 | 28L | Time Buffer | Yes |
| 5/7/2025 6:57 | PCM8679 | N790FE | C208 | 4253 | 28L | Time Buffer | Yes |
| 5/25/2025 6:56 | N875DM | N875DM | BE20 | 4505 | 28R | Time Buffer | Yes |
| 4/11/2025 6:59 | PCM8260 | N896FE | C208 | 4273 | 28L | Time Buffer | Yes |
| 6/29/2025 6:54 | VJA338 | N338JE | CL30 | 3766 | 28L | Time Buffer | Yes |
| 4/22/2025 6:53 | | | BE20 | 4235 | 28R | Time Buffer | Yes |
| | | | | | Time Buffer | 14 | |
| 6/16/2025 22:15 | N743TH | N743TH | C172 | 4501 | 28R | VFR Departure | No |
| | | | | | VFR Departure | 1 | |
| 5/13/2025 4:17 | N248PH | N248PH | BE20 | 4253 | 28R | Wide Salad | No |
| 5/12/2025 22:59 | | | BE20 | 4272 | 28R | Wide Salad | No |
| 5/10/2025 22:58 | | | PC12 | 3326 | 28R | Wide Salad | No |
| 5/21/2025 0:01 | | | BE20 | 4270 | 28R | Wide Salad | No |

| Date/Time | Flight Number | Tail Number | Aircraft Type | Beacon Code | Runway | Comments | Excused |
|-----------------|---------------|-------------|---------------|-------------|-------------|------------|---------|
| 5/21/2025 6:46 | PCM8709 | N768FE | C208 | 4245 | 28L | Wide Salad | No |
| 5/22/2025 6:04 | PCM8709 | N985FE | C208 | 4543 | 28L | Wide Salad | No |
| 5/22/2025 6:49 | N875DM | N875DM | BE20 | 4550 | 28R | Wide Salad | No |
| 5/23/2025 6:07 | PCM8709 | N782FE | C208 | 4547 | 28L | Wide Salad | No |
| 5/9/2025 6:10 | PCM8709 | N930FE | C208 | 4533 | 28L | Wide Salad | No |
| 5/29/2025 6:40 | | | BE20 | 1766 | 28R | Wide Salad | No |
| 5/8/2025 6:13 | PCM8709 | N987FE | C208 | 4261 | 28L | Wide Salad | No |
| 5/7/2025 6:16 | PCM8709 | N987FE | C208 | 4237 | 28L | Wide Salad | No |
| 6/3/2025 22:33 | N8116N | N8116N | B350 | 4236 | 28R | Wide Salad | No |
| 5/6/2025 22:41 | | | BE20 | 4214 | 28R | Wide Salad | No |
| 5/6/2025 6:10 | PCM8709 | N987FE | C208 | 4530 | 28L | Wide Salad | No |
| 6/17/2025 22:31 | N395TG | N395TG | B350 | 3305 | 28L | Wide Salad | No |
| 6/18/2025 22:20 | N8116N | N8116N | B350 | 4575 | 28L | Wide Salad | No |
| 5/1/2025 6:09 | PCM8709 | N726FX | C208 | 4546 | 28L | Wide Salad | No |
| 4/30/2025 6:04 | PCM8709 | N726FX | C208 | 4537 | 28L | Wide Salad | No |
| 6/21/2025 6:08 | | | BE20 | 4232 | 28L | Wide Salad | No |
| 6/22/2025 6:06 | | | BE20 | 4547 | 28L | Wide Salad | No |
| 6/24/2025 2:58 | | | BE20 | 4517 | 28R | Wide Salad | No |
| 6/24/2025 6:36 | PCM8711 | N798FE | C208 | 4512 | 28R | Wide Salad | No |
| 6/25/2025 6:31 | PCM8711 | N886FE | C208 | 4570 | 28R | Wide Salad | No |
| 6/25/2025 6:46 | PCM8710 | N707FX | C208 | 4556 | 28L | Wide Salad | No |
| 6/26/2025 6:25 | PCM8711 | N886FE | C208 | 4240 | 28R | Wide Salad | No |
| 4/29/2025 6:21 | PCM8709 | N726FX | C208 | 4511 | 28L | Wide Salad | No |
| 4/29/2025 0:40 | | | BE20 | 4545 | 28R | Wide Salad | No |
| 6/27/2025 6:43 | PCM8711 | N707FX | C208 | 4516 | 28R | Wide Salad | No |
| 4/17/2025 5:27 | N899SD | N899SD | BE20 | 3355 | 28R | Wide Salad | No |
| 6/30/2025 23:44 | N350PA | N350PA | B350 | 4257 | 28R | Wide Salad | No |
| 5/15/2025 23:29 | WSN7 | N337GT | B350 | 3311 | 28R | Wide Salad | No |
| 4/3/2025 2:46 | N248PH | N248PH | BE20 | 4263 | 28R | Wide Salad | No |
| 4/10/2025 23:17 | TN61AP | N61AP | BE20 | 3365 | 28R | Wide Salad | No |
| 4/10/2025 23:14 | WCC72 | N72RW | B8M | 3346 | 28R | Wide Salad | No |
| | | | | | Wide Salad | 35 | |
| | | | | | Grand Count | 122 | |

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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 |
|----------------|-----|------|------|--------------------|---------------|-------------|---------------|--------|
| 4/1/2025 5:52 | 4 | 79.7 | 86.5 | 23 | PGR1199 | N199RM | PRM1 | 28L |
| 4/1/2025 5:52 | 5 | 86.5 | 92.4 | 29 | PGR1199 | N199RM | PRM1 | 28L |
| 4/1/2025 5:53 | 6 | 79.4 | 88.3 | 29 | PGR1199 | N199RM | PRM1 | 28L |
| 4/1/2025 5:53 | 7 | 74.6 | 84.9 | 39 | PGR1199 | N199RM | PRM1 | 28L |
| 4/1/2025 22:49 | 4 | 76 | 81.2 | 17 | N914DK | N914DK | BE9L | 28R |
| 4/1/2025 22:50 | 8 | 76.2 | 81.2 | 6 | N914DK | N914DK | BE9L | 28R |
| 4/2/2025 4:08 | 5 | 71.4 | 80.1 | 18 | | | C550 | 28R |
| 4/3/2025 2:47 | 4 | 82.4 | 86.2 | 12 | N248PH | N248PH | BE20 | 28R |

| Date Time | NMT | Lmax | SEL | Duration (seconds) | Flight Number | Tail Number | Aircraft Type | Runway |
|-----------------|-----|------|------|--------------------|---------------|-------------|---------------|--------|
| 4/3/2025 2:47 | 5 | 77.4 | 83.1 | 12 | N248PH | N248PH | BE20 | 28R |
| 4/3/2025 2:47 | 6 | 77.1 | 81.7 | 9 | N248PH | N248PH | BE20 | 28R |
| 4/3/2025 6:58 | 4 | 78 | 83.7 | 12 | PCM8711 | N879FE | C208 | 28L |
| 4/3/2025 6:59 | 10 | 80.4 | 89.8 | 76 | PCM8711 | N879FE | C208 | 28L |
| 4/4/2025 6:55 | 4 | 76.6 | 83.5 | 23 | PCM8711 | N879FE | C208 | 28L |
| 4/5/2025 6:47 | 10 | 64.7 | 80.1 | 67 | N553TP | N553TP | P28A | 28R |
| 4/5/2025 6:49 | 3 | 72.4 | 80.3 | 16 | N553TP | N553TP | P28A | 28R |
| 4/7/2025 1:45 | 4 | 74.8 | 81.9 | 13 | N3117Q | N3117Q | PA32 | 28L |
| 4/7/2025 22:01 | 4 | 85.6 | 91.7 | 23 | LN116AA | N116AA | C25B | 28R |
| 4/7/2025 22:01 | 5 | 79.8 | 87.6 | 33 | LN116AA | N116AA | C25B | 28R |
| 4/7/2025 22:01 | 6 | 79.3 | 87.5 | 21 | LN116AA | N116AA | C25B | 28R |
| 4/7/2025 22:01 | 7 | 71.8 | 81.4 | 20 | LN116AA | N116AA | C25B | 28R |
| 4/7/2025 22:36 | 4 | 83.2 | 88.6 | 16 | LN149WW | N149WW | C25B | 28R |
| 4/7/2025 22:36 | 5 | 74.2 | 82.3 | 14 | LN149WW | N149WW | C25B | 28R |
| 4/7/2025 22:37 | 6 | 76.9 | 83.8 | 13 | LN149WW | N149WW | C25B | 28R |
| 4/7/2025 22:37 | 7 | 75.3 | 83.3 | 20 | LN149WW | N149WW | C25B | 28R |
| 4/9/2025 6:54 | 4 | 73.9 | 82.6 | 27 | PCM8711 | N879FE | C208 | 28L |
| 4/9/2025 6:55 | 10 | 70 | 84.8 | 80 | PCM8711 | N879FE | C208 | 28L |
| 4/10/2025 0:27 | 4 | 94.9 | 98.5 | 16 | LN41GJ | LN41GJ | LJ35 | 28R |
| 4/10/2025 0:27 | 5 | 78.7 | 86.2 | 24 | LN41GJ | LN41GJ | LJ35 | 28R |
| 4/10/2025 0:27 | 6 | 78.7 | 86.6 | 22 | LN41GJ | LN41GJ | LJ35 | 28R |
| 4/10/2025 0:27 | 7 | 80 | 88.1 | 19 | LN41GJ | LN41GJ | LJ35 | 28R |
| 4/10/2025 3:25 | 4 | 78.9 | 83.4 | 11 | REH50 | N913RX | BE20 | 28R |
| 4/10/2025 6:19 | 4 | 74.4 | 84.9 | 60 | PCM8709 | N930FE | C208 | 28L |
| 4/10/2025 6:20 | 10 | 83.5 | 90.4 | 59 | PCM8709 | N930FE | C208 | 28L |
| 4/10/2025 23:15 | 4 | 80.9 | 84.7 | 13 | WCC72 | N72RW | B8M | 28R |
| 4/10/2025 23:15 | 5 | 76.1 | 80.3 | 9 | WCC72 | N72RW | B8M | 28R |
| 4/10/2025 23:18 | 4 | 79.1 | 83.8 | 11 | TN61AP | N61AP | BE20 | 28R |
| 4/11/2025 0:22 | 9 | 72 | 80.1 | 12 | N784RJ | N784RJ | S22T | 10L |
| 4/11/2025 0:22 | 10 | 80.1 | 85.9 | 20 | N784RJ | N784RJ | S22T | 10L |
| 4/11/2025 6:30 | 4 | 71.4 | 80.7 | 33 | PCM8711 | N879FE | C208 | 28L |
| 4/11/2025 6:42 | 5 | 77.2 | 81.2 | 8 | PCM8710 | N782FE | C208 | 28L |
| 4/11/2025 6:56 | 4 | 74.4 | 81 | 12 | PCM8679 | N846FE | C208 | 28L |
| 4/11/2025 7:00 | 5 | 72.2 | 81.7 | 25 | PCM8260 | N896FE | C208 | 28L |
| 4/11/2025 7:00 | 4 | 76.2 | 81.6 | 14 | PCM8260 | N896FE | C208 | 28L |
| 4/11/2025 7:01 | 5 | 76 | 81.6 | 10 | PCM8260 | N896FE | C208 | 28L |
| 4/14/2025 0:47 | 4 | 74.3 | 80.6 | 12 | PXT521 | N521AA | C25B | 28R |
| 4/14/2025 0:47 | 5 | 74.1 | 81.2 | 12 | PXT521 | N521AA | C25B | 28R |
| 4/14/2025 0:47 | 6 | 73.2 | 80 | 9 | PXT521 | N521AA | C25B | 28R |
| 4/14/2025 3:24 | 4 | 74.1 | 80.1 | 10 | Medevac | Medevac | BE20 | 28R |
| 4/14/2025 3:24 | 5 | 75.3 | 81.5 | 11 | Medevac | Medevac | BE20 | 28R |
| 4/14/2025 5:16 | 5 | 92.6 | 99.1 | 26 | SWA3971 | N8316H | B738 | 28L |
| 4/14/2025 5:16 | 4 | 89.9 | 96.1 | 25 | SWA3971 | N8316H | B738 | 28L |
| 4/14/2025 5:16 | 6 | 88.7 | 96.6 | 29 | SWA3971 | N8316H | B738 | 28L |
| 4/14/2025 5:16 | 8 | 73.4 | 82 | 20 | SWA3971 | N8316H | B738 | 28L |
| 4/14/2025 5:16 | 7 | 81.7 | 91.8 | 36 | SWA3971 | N8316H | B738 | 28L |
| 4/14/2025 5:18 | 5 | 87.7 | 94.7 | 22 | SWA189 | N8897K | B38M | 28L |
| 4/14/2025 5:18 | 4 | 83.1 | 90.5 | 20 | SWA189 | N8897K | B38M | 28L |
| 4/14/2025 5:18 | 6 | 83.7 | 92.4 | 20 | SWA189 | N8897K | B38M | 28L |
| 4/14/2025 5:18 | 7 | 78.6 | 88.2 | 22 | SWA189 | N8897K | B38M | 28L |
| 4/14/2025 5:27 | 5 | 88.8 | 95.3 | 21 | SWA406 | N8871Q | B38M | 28L |

| Date Time | NMT | Lmax | SEL | Duration (seconds) | Flight Number | Tail Number | Aircraft Type | Runway |
|-----------------|-----|------|-------|--------------------|---------------|-------------|---------------|--------|
| 4/14/2025 5:27 | 4 | 83 | 90.6 | 19 | SWA406 | N8871Q | B38M | 28L |
| 4/14/2025 5:27 | 6 | 84.3 | 92.5 | 22 | SWA406 | N8871Q | B38M | 28L |
| 4/14/2025 5:28 | 7 | 78.8 | 88.3 | 25 | SWA406 | N8871Q | B38M | 28L |
| 4/15/2025 22:55 | 4 | 78.3 | 84.7 | 16 | REH50 | N913RX | BE20 | 28R |
| 4/15/2025 22:55 | 8 | 75.6 | 81.2 | 9 | REH50 | N913RX | BE20 | 28R |
| 4/16/2025 23:17 | 4 | 80.5 | 83.8 | 13 | N588SA | N588SA | BE9L | 28R |
| 4/16/2025 23:18 | 8 | 78.2 | 82.2 | 7 | N588SA | N588SA | BE9L | 28R |
| 4/17/2025 5:27 | 4 | 77 | 81.2 | 9 | N899SD | N899SD | BE20 | 28R |
| 4/17/2025 6:51 | 4 | 79.3 | 85.1 | 19 | PCM8711 | N879FE | C208 | 28L |
| 4/18/2025 0:07 | 4 | 84.1 | 92 | 32 | LN509RP | LN509RP | C550 | 28R |
| 4/18/2025 0:07 | 5 | 82.3 | 90.7 | 32 | LN509RP | LN509RP | C550 | 28R |
| 4/18/2025 0:07 | 6 | 79.4 | 88.9 | 33 | LN509RP | LN509RP | C550 | 28R |
| 4/18/2025 0:08 | 7 | 75.4 | 85.9 | 35 | LN509RP | LN509RP | C550 | 28R |
| 4/19/2025 22:37 | 4 | 72 | 80.9 | 16 | N617DC | N617DC | DA62 | 28R |
| 4/21/2025 2:28 | 4 | 78.3 | 85.5 | 17 | | | CL60 | 28R |
| 4/21/2025 2:28 | 5 | 72.7 | 81.8 | 15 | | | CL60 | 28R |
| 4/21/2025 2:28 | 6 | 73.5 | 81.4 | 11 | | | CL60 | 28R |
| 4/21/2025 4:46 | 4 | 84.2 | 89.6 | 19 | PXT521 | N521AA | C25B | 28R |
| 4/21/2025 4:46 | 5 | 75.9 | 84.2 | 18 | PXT521 | N521AA | C25B | 28R |
| 4/21/2025 4:46 | 6 | 79.5 | 85.9 | 16 | PXT521 | N521AA | C25B | 28R |
| 4/21/2025 4:46 | 7 | 75.3 | 82.8 | 17 | PXT521 | N521AA | C25B | 28R |
| 4/21/2025 5:15 | 5 | 88.7 | 94.9 | 21 | SWA3971 | N8795L | B38M | 28L |
| 4/21/2025 5:15 | 4 | 83.1 | 91 | 21 | SWA3971 | N8795L | B38M | 28L |
| 4/21/2025 5:16 | 6 | 80.8 | 90.1 | 25 | SWA3971 | N8795L | B38M | 28L |
| 4/21/2025 5:16 | 7 | 76.1 | 86.2 | 27 | SWA3971 | N8795L | B38M | 28L |
| 4/21/2025 5:20 | 5 | 95.2 | 100.8 | 23 | SWA189 | N8670A | B738 | 28L |
| 4/21/2025 5:20 | 4 | 88.5 | 96.4 | 23 | SWA189 | N8670A | B738 | 28L |
| 4/21/2025 5:20 | 6 | 89 | 97.2 | 28 | SWA189 | N8670A | B738 | 28L |
| 4/21/2025 5:20 | 8 | 75 | 82.8 | 17 | SWA189 | N8670A | B738 | 28L |
| 4/21/2025 5:20 | 7 | 79.9 | 90.5 | 29 | SWA189 | N8670A | B738 | 28L |
| 4/22/2025 2:48 | 4 | 76.2 | 82.8 | 17 | LN238VM | N238VM | PC12 | 28R |
| 4/22/2025 5:59 | 4 | 80.3 | 85.4 | 13 | REH50 | N913RX | BE20 | 28R |
| 4/22/2025 5:59 | 8 | 77.6 | 82.4 | 9 | REH50 | N913RX | BE20 | 28R |
| 4/22/2025 6:53 | 4 | 77.4 | 82.6 | 13 | | | BE20 | 28R |
| 4/22/2025 6:54 | 3 | 74.1 | 83 | 43 | | | BE20 | 28R |
| 4/23/2025 6:57 | 4 | 78.4 | 83.9 | 12 | PCM8679 | N896FE | C208 | 28L |
| 4/24/2025 6:58 | 4 | 75.3 | 82 | 15 | PCM8679 | N872FE | C208 | 28L |
| 4/24/2025 6:58 | 5 | 74.7 | 80.6 | 10 | PCM8679 | N872FE | C208 | 28L |
| 4/24/2025 22:23 | 4 | 74.2 | 80.6 | 12 | N383AP | N383AP | S22T | 28R |
| 4/26/2025 0:30 | 4 | 77.1 | 84 | 21 | LN1273A | N1273A | PC12 | 28R |
| 4/26/2025 0:30 | 5 | 72.2 | 80 | 13 | LN1273A | N1273A | PC12 | 28R |
| 4/26/2025 6:50 | 4 | 75.5 | 82 | 13 | N1273A | N1273A | PC12 | 28R |
| 4/26/2025 6:54 | 4 | 78.3 | 82.8 | 9 | LN875DM | N875DM | BE20 | 28R |
| 4/26/2025 6:54 | 6 | 74.4 | 80.3 | 8 | LN875DM | N875DM | BE20 | 28R |
| 4/28/2025 5:19 | 5 | 92.4 | 99.6 | 30 | SWA3971 | N8641B | B738 | 28L |
| 4/28/2025 5:19 | 4 | 90.7 | 97.6 | 26 | SWA3971 | N8641B | B738 | 28L |
| 4/28/2025 5:19 | 6 | 86.3 | 95.1 | 32 | SWA3971 | N8641B | B738 | 28L |
| 4/28/2025 5:19 | 8 | 73.2 | 84 | 25 | SWA3971 | N8641B | B738 | 28L |
| 4/28/2025 5:19 | 7 | 81.3 | 90.9 | 36 | SWA3971 | N8641B | B738 | 28L |
| 4/29/2025 0:41 | 4 | 81.6 | 85.5 | 10 | | | BE20 | 28R |
| 4/29/2025 0:41 | 8 | 75.5 | 81.4 | 8 | | | BE20 | 28R |

| Date Time | NMT | Lmax | SEL | Duration (seconds) | Flight Number | Tail Number | Aircraft Type | Runway |
|----------------|-----|------|------|--------------------|---------------|-------------|---------------|--------|
| 4/29/2025 6:23 | 4 | 74.1 | 82.1 | 18 | PCM8709 | N726FX | C208 | 28L |
| 4/29/2025 6:23 | 5 | 81.2 | 85.6 | 12 | PCM8709 | N726FX | C208 | 28L |
| 4/30/2025 6:05 | 5 | 80.3 | 85.7 | 13 | PCM8709 | N726FX | C208 | 28L |
| 4/30/2025 6:05 | 6 | 76.7 | 82.9 | 10 | PCM8709 | N726FX | C208 | 28L |
| 4/30/2025 6:06 | 8 | 69.5 | 80.6 | 19 | PCM8709 | N726FX | C208 | 28L |
| 4/30/2025 6:55 | 10 | 69.5 | 86.7 | 80 | BXR1960 | N90GL | C208 | 28L |
| 4/30/2025 6:56 | 4 | 75.5 | 82.2 | 14 | BXR1960 | N90GL | C208 | 28L |
| 5/1/2025 6:10 | 4 | 77.5 | 83.7 | 14 | PCM8709 | N726FX | C208 | 28L |
| 5/1/2025 6:10 | 5 | 77.7 | 83.3 | 12 | PCM8709 | N726FX | C208 | 28L |
| 5/1/2025 6:11 | 8 | 74.2 | 80.4 | 9 | PCM8709 | N726FX | C208 | 28L |
| 5/1/2025 6:33 | 4 | 75.3 | 81.9 | 10 | PCM8711 | N879FE | C208 | 28L |
| 5/1/2025 6:40 | 4 | 73.6 | 83.9 | 33 | N710VE | N710VE | RV7 | 28R |
| 5/3/2025 22:11 | 4 | 73.6 | 81.3 | 15 | N73015 | N73015 | C172 | 28R |
| 5/5/2025 5:11 | 10 | 63.3 | 80.2 | 80 | SWA3971 | N8879Q | B38M | 28L |
| 5/5/2025 5:12 | 5 | 86.1 | 93 | 22 | SWA3971 | N8879Q | B38M | 28L |
| 5/5/2025 5:12 | 4 | 81.5 | 89.3 | 20 | SWA3971 | N8879Q | B38M | 28L |
| 5/5/2025 5:12 | 6 | 80 | 88.6 | 23 | SWA3971 | N8879Q | B38M | 28L |
| 5/5/2025 5:13 | 7 | 71.9 | 83.1 | 26 | SWA3971 | N8879Q | B38M | 28L |
| 5/5/2025 5:17 | 10 | 64.1 | 80.4 | 80 | SWA189 | N8529Z | B738 | 28L |
| 5/5/2025 5:19 | 10 | 69 | 82.7 | 80 | SWA189 | N8529Z | B738 | 28L |
| 5/5/2025 5:19 | 5 | 91.9 | 98.9 | 26 | SWA189 | N8529Z | B738 | 28L |
| 5/5/2025 5:19 | 4 | 88.3 | 95.9 | 26 | SWA189 | N8529Z | B738 | 28L |
| 5/5/2025 5:19 | 6 | 83.8 | 93.6 | 30 | SWA189 | N8529Z | B738 | 28L |
| 5/5/2025 5:19 | 8 | 71.9 | 81.8 | 22 | SWA189 | N8529Z | B738 | 28L |
| 5/5/2025 5:20 | 7 | 77 | 87.8 | 32 | SWA189 | N8529Z | B738 | 28L |
| 5/5/2025 5:27 | 5 | 84.4 | 91.8 | 21 | SWA406 | N8948Q | B38M | 28L |
| 5/5/2025 5:27 | 4 | 81.8 | 88.7 | 19 | SWA406 | N8948Q | B38M | 28L |
| 5/5/2025 5:27 | 6 | 75.6 | 86.4 | 24 | SWA406 | N8948Q | B38M | 28L |
| 5/5/2025 5:27 | 7 | 69.1 | 80.4 | 31 | SWA406 | N8948Q | B38M | 28L |
| 5/5/2025 5:33 | 4 | 82.3 | 90.4 | 24 | SWA3794 | N939WN | B737 | 28L |
| 5/5/2025 5:33 | 5 | 86.5 | 93.6 | 26 | SWA3794 | N939WN | B737 | 28L |
| 5/5/2025 5:33 | 6 | 79.8 | 89.8 | 28 | SWA3794 | N939WN | B737 | 28L |
| 5/5/2025 5:33 | 7 | 74 | 84.3 | 24 | SWA3794 | N939WN | B737 | 28L |
| 5/5/2025 5:43 | 10 | 71.9 | 81.8 | 35 | SWA2102 | N923WN | B737 | 28L |
| 5/5/2025 5:43 | 5 | 87.6 | 95.4 | 32 | SWA2102 | N923WN | B737 | 28L |
| 5/5/2025 5:43 | 4 | 84.8 | 92.6 | 32 | SWA2102 | N923WN | B737 | 28L |
| 5/5/2025 5:44 | 6 | 79.8 | 91.1 | 33 | SWA2102 | N923WN | B737 | 28L |
| 5/5/2025 5:44 | 7 | 74.2 | 85.2 | 34 | SWA2102 | N923WN | B737 | 28L |
| 5/5/2025 5:45 | 4 | 76.6 | 85.6 | 22 | SWA1429 | N8796L | B38M | 28L |
| 5/5/2025 5:45 | 5 | 81.4 | 89.7 | 22 | SWA1429 | N8796L | B38M | 28L |
| 5/5/2025 5:45 | 6 | 75.3 | 85.6 | 24 | SWA1429 | N8796L | B38M | 28L |
| 5/6/2025 3:27 | 4 | 74 | 80.8 | 14 | CMD70 | N370CS | BE20 | 28R |
| 5/6/2025 3:27 | 5 | 75.1 | 80.9 | 10 | CMD70 | N370CS | BE20 | 28R |
| 5/6/2025 6:11 | 4 | 78.9 | 84.8 | 17 | PCM8709 | N987FE | C208 | 28L |
| 5/6/2025 6:11 | 5 | 75.9 | 82.6 | 14 | PCM8709 | N987FE | C208 | 28L |
| 5/6/2025 6:29 | 4 | 81 | 85.5 | 15 | PCM8711 | N879FE | C208 | 28L |
| 5/6/2025 6:57 | 4 | 78.6 | 85.9 | 32 | PCM8679 | N726FX | C208 | 28L |
| 5/6/2025 6:57 | 8 | 71.8 | 80.1 | 13 | PCM8679 | N726FX | C208 | 28L |
| 5/6/2025 22:42 | 4 | 82.7 | 86.4 | 13 | | | BE20 | 28R |
| 5/6/2025 22:42 | 5 | 76 | 81.5 | 10 | | | BE20 | 28R |
| 5/6/2025 22:42 | 8 | 74.1 | 80.4 | 8 | | | BE20 | 28R |

| Date Time | NMT | Lmax | SEL | Duration (seconds) | Flight Number | Tail Number | Aircraft Type | Runway |
|-----------------|-----|------|------|--------------------|---------------|-------------|---------------|--------|
| 5/7/2025 3:41 | 4 | 85.8 | 92 | 21 | SCM36 | N360SN | LJ60 | 28R |
| 5/7/2025 3:41 | 5 | 76.7 | 86 | 20 | SCM36 | N360SN | LJ60 | 28R |
| 5/7/2025 3:41 | 6 | 74.5 | 84.1 | 19 | SCM36 | N360SN | LJ60 | 28R |
| 5/7/2025 3:41 | 8 | 70.9 | 80.8 | 14 | SCM36 | N360SN | LJ60 | 28R |
| 5/7/2025 6:17 | 4 | 77.2 | 84.3 | 18 | PCM8709 | N987FE | C208 | 28L |
| 5/7/2025 6:17 | 5 | 75.2 | 81.9 | 14 | PCM8709 | N987FE | C208 | 28L |
| 5/7/2025 6:29 | 4 | 74.5 | 80.9 | 10 | PCM8711 | N879FE | C208 | 28L |
| 5/7/2025 6:29 | 10 | 70.5 | 80.7 | 24 | PCM8711 | N879FE | C208 | 28L |
| 5/7/2025 6:43 | 4 | 73.4 | 80 | 10 | PCM8710 | N707FX | C208 | 28L |
| 5/7/2025 6:53 | 4 | 76.9 | 82 | 14 | BXR1960 | N90GL | C208 | 28L |
| 5/7/2025 6:53 | 5 | 82.2 | 87.8 | 18 | BXR1960 | N90GL | C208 | 28L |
| 5/7/2025 6:53 | 6 | 80.8 | 86.7 | 14 | BXR1960 | N90GL | C208 | 28L |
| 5/7/2025 6:53 | 7 | 80.3 | 86.1 | 17 | BXR1960 | N90GL | C208 | 28L |
| 5/7/2025 6:59 | 5 | 77.8 | 82.7 | 10 | PCM8679 | N790FE | C208 | 28L |
| 5/7/2025 6:59 | 6 | 73.8 | 81.6 | 10 | PCM8679 | N790FE | C208 | 28L |
| 5/7/2025 22:38 | 4 | 84.3 | 87.5 | 14 | | | BE20 | 28R |
| 5/7/2025 22:39 | 3 | 76.5 | 81.3 | 11 | | | BE20 | 28R |
| 5/7/2025 23:45 | 5 | 82.1 | 87.3 | 13 | | | LJ35 | 28L |
| 5/7/2025 23:46 | 6 | 74.9 | 82.9 | 18 | | | LJ35 | 28L |
| 5/8/2025 6:14 | 4 | 80 | 85.6 | 18 | PCM8709 | N987FE | C208 | 28L |
| 5/8/2025 6:14 | 5 | 74.4 | 81.3 | 13 | PCM8709 | N987FE | C208 | 28L |
| 5/8/2025 6:25 | 4 | 76.7 | 81.5 | 9 | | | BE20 | 28R |
| 5/8/2025 6:28 | 4 | 75.5 | 81.7 | 11 | PCM8711 | N879FE | C208 | 28L |
| 5/8/2025 6:46 | 4 | 74.3 | 80.4 | 11 | BXR1960 | N90GL | C208 | 28L |
| 5/8/2025 6:51 | 4 | 75.9 | 82 | 11 | PCM8260 | N930FE | C208 | 28L |
| 5/8/2025 6:52 | 10 | 72.3 | 83.2 | 53 | PCM8260 | N930FE | C208 | 28L |
| 5/8/2025 6:54 | 4 | 76 | 81.6 | 13 | PCM8679 | N790FE | C208 | 28L |
| 5/8/2025 6:54 | 5 | 79 | 83.3 | 9 | PCM8679 | N790FE | C208 | 28L |
| 5/9/2025 6:11 | 4 | 77.1 | 83.5 | 17 | PCM8709 | N930FE | C208 | 28L |
| 5/9/2025 6:11 | 5 | 75.8 | 81.6 | 10 | PCM8709 | N930FE | C208 | 28L |
| 5/9/2025 6:56 | 4 | 77.3 | 83.1 | 11 | PCM8679 | N790FE | C208 | 28L |
| 5/9/2025 6:57 | 4 | 77 | 81.6 | 11 | BXR8604 | N90GL | C208 | 28L |
| 5/9/2025 22:12 | 4 | 74.4 | 80.6 | 16 | N5431M | N5431M | BE9L | 28R |
| 5/11/2025 6:57 | 4 | 76.6 | 81.3 | 11 | | | BE20 | 28R |
| 5/12/2025 5:15 | 4 | 85.2 | 91.6 | 22 | SWA3971 | N8774Q | B38M | 28L |
| 5/12/2025 5:15 | 5 | 87.6 | 94.4 | 23 | SWA3971 | N8774Q | B38M | 28L |
| 5/12/2025 5:15 | 6 | 81.4 | 90.4 | 24 | SWA3971 | N8774Q | B38M | 28L |
| 5/12/2025 5:15 | 7 | 78.1 | 87.6 | 26 | SWA3971 | N8774Q | B38M | 28L |
| 5/12/2025 6:29 | 4 | 79.6 | 86.2 | 25 | PXT96 | N96PX | C25B | 10R |
| 5/12/2025 6:30 | 9 | 77.6 | 85.6 | 19 | PXT96 | N96PX | C25B | 10R |
| 5/12/2025 6:30 | 12 | 77.1 | 86.2 | 45 | PXT96 | N96PX | C25B | 10R |
| 5/12/2025 22:59 | 4 | 82.7 | 86.3 | 11 | | | BE20 | 28R |
| 5/12/2025 23:00 | 8 | 77.5 | 82.8 | 10 | | | BE20 | 28R |
| 5/13/2025 1:45 | 4 | 73.4 | 80.5 | 13 | N5431M | N5431M | BE9L | 28R |
| 5/13/2025 4:18 | 4 | 76.8 | 82.3 | 12 | N248PH | N248PH | BE20 | 28R |
| 5/13/2025 4:18 | 5 | 76.2 | 80.8 | 10 | N248PH | N248PH | BE20 | 28R |
| 5/13/2025 6:36 | 4 | 72.5 | 80.4 | 11 | PCM8711 | N879FE | C208 | 28L |
| 5/13/2025 6:50 | 4 | 77.1 | 83.9 | 19 | PCM8710 | N707FX | C208 | 28L |
| 5/14/2025 6:06 | 4 | 71.5 | 80.1 | 24 | PCM8709 | N707FX | C208 | 28L |
| 5/14/2025 6:35 | 4 | 77.6 | 84 | 16 | PCM8711 | N879FE | C208 | 28L |
| 5/15/2025 6:21 | 4 | 75.6 | 81.5 | 11 | PCM8709 | N790FE | C208 | 28L |

| Date Time | NMT | Lmax | SEL | Duration (seconds) | Flight Number | Tail Number | Aircraft Type | Runway |
|-----------------|-----|------|------|--------------------|---------------|-------------|---------------|--------|
| 5/15/2025 6:42 | 4 | 76.6 | 82.4 | 14 | PCM8711 | N879FE | C208 | 28L |
| 5/15/2025 6:43 | 10 | 73.6 | 85.5 | 78 | PCM8711 | N879FE | C208 | 28L |
| 5/15/2025 6:53 | 4 | 77.7 | 83.6 | 12 | PCM8710 | N707FX | C208 | 28L |
| 5/16/2025 6:17 | 4 | 73.1 | 80 | 11 | PCM8709 | N790FE | C208 | 28L |
| 5/16/2025 6:30 | 4 | 73.6 | 80 | 11 | PCM8711 | N879FE | C208 | 28L |
| 5/19/2025 6:52 | 10 | 72.1 | 82.5 | 28 | | | GLF6 | 10R |
| 5/19/2025 6:52 | 9 | 78.8 | 86.8 | 20 | | | GLF6 | 10R |
| 5/20/2025 6:27 | 7 | 70 | 87.1 | 80 | PCM8711 | N879FE | C208 | 28L |
| 5/20/2025 6:28 | 4 | 76.5 | 82.1 | 11 | PCM8711 | N879FE | C208 | 28L |
| 5/20/2025 6:55 | 4 | 77.9 | 83.6 | 11 | PCM8710 | N707FX | C208 | 28L |
| 5/20/2025 22:45 | 4 | 81.2 | 92.9 | 46 | Medevac | Medevac | C560 | 28R |
| 5/20/2025 22:45 | 5 | 81 | 93.2 | 50 | Medevac | Medevac | C560 | 28R |
| 5/20/2025 22:45 | 6 | 80.9 | 93.1 | 45 | Medevac | Medevac | C560 | 28R |
| 5/20/2025 22:45 | 7 | 77.4 | 88.4 | 47 | Medevac | Medevac | C560 | 28R |
| 5/20/2025 22:45 | 8 | 71.8 | 84.8 | 33 | Medevac | Medevac | C560 | 28R |
| 5/21/2025 0:01 | 4 | 83.6 | 86.8 | 10 | | | BE20 | 28R |
| 5/21/2025 0:02 | 5 | 75.4 | 80.3 | 8 | | | BE20 | 28R |
| 5/21/2025 6:46 | 8 | 77.8 | 88.3 | 42 | PCM8709 | N768FE | C208 | 28L |
| 5/21/2025 6:47 | 4 | 72.7 | 83.7 | 52 | PCM8709 | N768FE | C208 | 28L |
| 5/21/2025 6:47 | 5 | 78.3 | 85.1 | 13 | PCM8709 | N768FE | C208 | 28L |
| 5/21/2025 6:48 | 8 | 73.5 | 81.6 | 17 | PCM8709 | N768FE | C208 | 28L |
| 5/21/2025 6:56 | 4 | 75.2 | 81 | 14 | PCM8711 | N879FE | C208 | 28L |
| 5/22/2025 6:06 | 4 | 76.1 | 83.2 | 15 | PCM8709 | N985FE | C208 | 28L |
| 5/22/2025 6:06 | 5 | 80.3 | 84.8 | 11 | PCM8709 | N985FE | C208 | 28L |
| 5/22/2025 6:45 | 4 | 75 | 81 | 12 | PCM8710 | N707FX | C208 | 28L |
| 5/22/2025 6:50 | 4 | 82.6 | 85.9 | 12 | N875DM | N875DM | BE20 | 28R |
| 5/23/2025 6:09 | 4 | 78.8 | 85.4 | 43 | PCM8709 | N782FE | C208 | 28L |
| 5/23/2025 6:09 | 5 | 74.4 | 82.3 | 35 | PCM8709 | N782FE | C208 | 28L |
| 5/25/2025 5:23 | 4 | 82.4 | 89.6 | 19 | LSCM36 | LN360SN | LJ60 | 28R |
| 5/25/2025 5:23 | 5 | 78.5 | 86.9 | 24 | LSCM36 | LN360SN | LJ60 | 28R |
| 5/25/2025 5:23 | 6 | 78.7 | 86.6 | 20 | LSCM36 | LN360SN | LJ60 | 28R |
| 5/25/2025 5:24 | 7 | 73.2 | 82.4 | 20 | LSCM36 | LN360SN | LJ60 | 28R |
| 5/25/2025 6:57 | 4 | 77.8 | 82.5 | 11 | N875DM | N875DM | BE20 | 28R |
| 5/27/2025 6:02 | 4 | 78.2 | 83.1 | 14 | PXT795 | N795MM | PC12 | 28R |
| 5/27/2025 6:02 | 5 | 76 | 82 | 12 | PXT795 | N795MM | PC12 | 28R |
| 5/27/2025 6:02 | 6 | 73.6 | 80.4 | 11 | PXT795 | N795MM | PC12 | 28R |
| 5/28/2025 5:10 | 4 | 79.1 | 90.6 | 39 | Medevac | | G150 | 28R |
| 5/28/2025 5:11 | 5 | 77.5 | 88.6 | 35 | Medevac | | G150 | 28R |
| 5/28/2025 5:11 | 6 | 74 | 85.6 | 35 | Medevac | | G150 | 28R |
| 5/28/2025 5:11 | 7 | 69.5 | 81.6 | 30 | Medevac | | G150 | 28R |
| 5/28/2025 6:23 | 4 | 80.1 | 85.7 | 14 | PCM8709 | N782FE | C208 | 28L |
| 5/28/2025 6:46 | 4 | 74.7 | 80.9 | 10 | PCM8711 | N879FE | C208 | 28L |
| 5/28/2025 6:50 | 4 | 77.3 | 83 | 10 | PCM8710 | N707FX | C208 | 28L |
| 5/28/2025 22:23 | 4 | 82.3 | 90.9 | 32 | LN810BE | N810BE | C560 | 28L |
| 5/28/2025 22:23 | 5 | 84.3 | 94.6 | 34 | LN810BE | N810BE | C560 | 28L |
| 5/28/2025 22:23 | 6 | 82.2 | 91.9 | 33 | LN810BE | N810BE | C560 | 28L |
| 5/28/2025 22:23 | 7 | 76.7 | 86.3 | 29 | LN810BE | N810BE | C560 | 28L |
| 5/28/2025 23:18 | 4 | 73.7 | 80.1 | 10 | N911SF | N911SF | BE20 | 28R |
| 5/29/2025 5:01 | 4 | 77.1 | 86.1 | 27 | LN810BE | N810BE | C560 | 28L |
| 5/29/2025 5:01 | 5 | 78.2 | 87.6 | 28 | LN810BE | N810BE | C560 | 28L |
| 5/29/2025 5:01 | 6 | 77.4 | 85.2 | 20 | LN810BE | N810BE | C560 | 28L |

| Date Time | NMT | Lmax | SEL | Duration (seconds) | Flight Number | Tail Number | Aircraft Type | Runway |
|----------------|-----|------|------|--------------------|---------------|-------------|---------------|--------|
| 5/29/2025 5:01 | 7 | 69.7 | 80 | 24 | LN810BE | N810BE | C560 | 28L |
| 5/29/2025 6:19 | 4 | 77.9 | 84.6 | 14 | PCM8709 | N782FE | C208 | 28L |
| 5/29/2025 6:19 | 5 | 74 | 80 | 9 | PCM8709 | N782FE | C208 | 28L |
| 5/29/2025 6:40 | 4 | 79.9 | 84.7 | 12 | | | BE20 | 28R |
| 5/29/2025 6:40 | 5 | 73.5 | 80.2 | 13 | | | BE20 | 28R |
| 5/30/2025 3:16 | 4 | 80.1 | 90.1 | 32 | LN968SR | N968SR | C560 | 28L |
| 5/30/2025 3:16 | 5 | 82.6 | 92.6 | 48 | LN968SR | N968SR | C560 | 28L |
| 5/30/2025 3:16 | 6 | 73.3 | 83.5 | 20 | LN968SR | N968SR | C560 | 28L |
| 5/30/2025 6:11 | 4 | 80.5 | 86 | 24 | PCM8709 | N844FE | C208 | 28L |
| 5/30/2025 6:33 | 4 | 79 | 84.3 | 12 | PCM8711 | N726FX | C208 | 28L |
| 5/30/2025 6:52 | 4 | 75.2 | 80.8 | 10 | PCM8710 | N707FX | C208 | 28L |
| 6/1/2025 3:21 | 4 | 80.5 | 86.5 | 15 | | | PA46 | 28R |
| 6/1/2025 3:21 | 8 | 73.2 | 80.4 | 9 | | | PA46 | 28R |
| 6/2/2025 22:34 | 4 | 87.9 | 94 | 24 | | | GL5T | 28R |
| 6/2/2025 22:35 | 5 | 81 | 89.5 | 25 | | | GL5T | 28R |
| 6/2/2025 22:35 | 6 | 75 | 85.7 | 23 | | | GL5T | 28R |
| 6/2/2025 22:35 | 7 | 72.3 | 81.8 | 23 | | | GL5T | 28R |
| 6/2/2025 22:59 | 4 | 80.8 | 85.8 | 13 | CMD70 | N913RX | BE20 | 28R |
| 6/2/2025 22:59 | 8 | 76.2 | 81.6 | 9 | CMD70 | N913RX | BE20 | 28R |
| 6/3/2025 6:20 | 4 | 77.6 | 83.9 | 17 | PCM8709 | N987FE | C208 | 28R |
| 6/3/2025 22:07 | 4 | 84.8 | 91 | 26 | N721AZ | N721AZ | GLF5 | 28L |
| 6/3/2025 22:08 | 5 | 87.1 | 94.3 | 25 | N721AZ | N721AZ | GLF5 | 28L |
| 6/3/2025 22:08 | 6 | 85.1 | 91.9 | 27 | N721AZ | N721AZ | GLF5 | 28L |
| 6/3/2025 22:08 | 7 | 76.4 | 85.7 | 23 | N721AZ | N721AZ | GLF5 | 28L |
| 6/3/2025 22:34 | 4 | 74.9 | 82.5 | 15 | N8116N | N8116N | B350 | 28R |
| 6/3/2025 22:34 | 8 | 76.5 | 81.5 | 8 | N8116N | N8116N | B350 | 28R |
| 6/4/2025 6:13 | 4 | 78.7 | 83.3 | 9 | PCM8709 | N892FE | C208 | 28R |
| 6/5/2025 1:23 | 4 | 75.5 | 80.1 | 9 | N248PH | N248PH | BE20 | 28R |
| 6/5/2025 6:16 | 4 | 76.4 | 81.8 | 11 | PCM8709 | N713FX | C208 | 28R |
| 6/5/2025 6:44 | 4 | 73.4 | 81.1 | 27 | PCM8710 | N707FX | C208 | 28L |
| 6/6/2025 6:22 | 4 | 73.8 | 80.6 | 13 | PCM8709 | N879FE | C208 | 28R |
| 6/6/2025 6:31 | 4 | 78.9 | 84.8 | 13 | PCM8711 | N790FE | C208 | 28R |
| 6/6/2025 7:01 | 5 | 72.6 | 80.6 | 12 | PCM8679 | N987FE | C208 | 28L |
| 6/6/2025 22:30 | 4 | 74.4 | 81.1 | 11 | N911SF | N911SF | BE20 | 28R |
| 6/9/2025 1:16 | 4 | 81.3 | 87.1 | 19 | | | F900 | 28L |
| 6/9/2025 1:16 | 5 | 83.8 | 89.9 | 17 | | | F900 | 28L |
| 6/9/2025 1:17 | 6 | 76.7 | 82.3 | 12 | | | F900 | 28L |
| 6/9/2025 5:10 | 4 | 88.4 | 96.1 | 25 | SWA709 | N8306H | B738 | 28L |
| 6/9/2025 5:10 | 5 | 90.4 | 97.9 | 26 | SWA709 | N8306H | B738 | 28L |
| 6/9/2025 5:10 | 6 | 84.8 | 93.9 | 28 | SWA709 | N8306H | B738 | 28L |
| 6/9/2025 5:10 | 8 | 70 | 80 | 21 | SWA709 | N8306H | B738 | 28L |
| 6/9/2025 5:10 | 7 | 80.6 | 90.1 | 29 | SWA709 | N8306H | B738 | 28L |
| 6/10/2025 3:26 | 4 | 78.2 | 84.7 | 16 | CMD70 | N913RX | BE20 | 28R |
| 6/10/2025 6:16 | 4 | 73.4 | 80.7 | 12 | PCM8709 | N744FX | C208 | 28R |
| 6/10/2025 6:39 | 4 | 78.1 | 83.6 | 12 | PCM8711 | N790FE | C208 | 28R |
| 6/10/2025 6:39 | 7 | 69.4 | 84.8 | 80 | PCM8711 | N790FE | C208 | 28R |
| 6/11/2025 6:48 | 4 | 76.3 | 82.2 | 9 | PCM8711 | N790FE | C208 | 28R |
| 6/12/2025 2:12 | 4 | 81.9 | 88.5 | 18 | LN51GJ | LN51GJ | LJ35 | 28L |
| 6/12/2025 2:12 | 5 | 91.3 | 96.7 | 38 | LN51GJ | LN51GJ | LJ35 | 28L |
| 6/12/2025 2:12 | 6 | 87.4 | 94.3 | 24 | LN51GJ | LN51GJ | LJ35 | 28L |
| 6/12/2025 2:12 | 7 | 75.6 | 85.1 | 23 | LN51GJ | LN51GJ | LJ35 | 28L |

| Date Time | NMT | Lmax | SEL | Duration (seconds) | Flight Number | Tail Number | Aircraft Type | Runway |
|-----------------|-----|------|------|--------------------|---------------|-------------|---------------|--------|
| 6/12/2025 6:31 | 4 | 77.8 | 83.2 | 9 | PCM8711 | N790FE | C208 | 28R |
| 6/13/2025 6:41 | 4 | 81 | 86.1 | 12 | PCM8711 | N790FE | C208 | 28R |
| 6/13/2025 6:42 | 8 | 75.1 | 80.4 | 9 | PCM8711 | N790FE | C208 | 28R |
| 6/14/2025 3:27 | 4 | 83.1 | 85.6 | 9 | REH50 | N911RX | BE20 | 28R |
| 6/14/2025 3:28 | 5 | 75.6 | 81 | 9 | REH50 | N911RX | BE20 | 28R |
| 6/14/2025 6:46 | 4 | 81.9 | 93.9 | 55 | LN904LR | N904LR | C560 | 28R |
| 6/14/2025 6:46 | 5 | 81.8 | 93.2 | 59 | LN904LR | N904LR | C560 | 28R |
| 6/14/2025 6:46 | 6 | 78.2 | 89.8 | 55 | LN904LR | N904LR | C560 | 28R |
| 6/14/2025 6:46 | 8 | 72.2 | 85 | 43 | LN904LR | N904LR | C560 | 28R |
| 6/14/2025 6:46 | 7 | 74.6 | 86.3 | 57 | LN904LR | N904LR | C560 | 28R |
| 6/16/2025 1:05 | 4 | 82.4 | 89.9 | 22 | N194ML | N194ML | PA27 | 28R |
| 6/16/2025 1:05 | 5 | 72.7 | 81.2 | 16 | N194ML | N194ML | PA27 | 28R |
| 6/16/2025 1:06 | 8 | 76.6 | 84.4 | 15 | N194ML | N194ML | PA27 | 28R |
| 6/16/2025 1:06 | 3 | 73.4 | 80.9 | 19 | N194ML | N194ML | PA27 | 28R |
| 6/16/2025 22:16 | 4 | 74.5 | 82.2 | 18 | N743TH | N743TH | C172 | 28R |
| 6/17/2025 6:10 | 7 | 68.8 | 87.1 | 80 | PCM8709 | N790FE | C208 | 28L |
| 6/17/2025 6:11 | 4 | 76.4 | 83.2 | 15 | PCM8709 | N790FE | C208 | 28L |
| 6/17/2025 6:30 | 4 | 77.5 | 82.5 | 10 | PCM8711 | N968FE | C208 | 28L |
| 6/18/2025 6:15 | 4 | 79.6 | 85 | 14 | PCM8709 | N886FE | C208 | 28L |
| 6/18/2025 6:38 | 4 | 77.6 | 83.9 | 16 | PCM8711 | N891FE | C208 | 28L |
| 6/18/2025 22:21 | 4 | 79.3 | 84.3 | 14 | N8116N | N8116N | B350 | 28L |
| 6/18/2025 22:21 | 8 | 74.7 | 81.2 | 12 | N8116N | N8116N | B350 | 28L |
| 6/19/2025 6:33 | 4 | 74.5 | 80.6 | 10 | PCM8711 | N891FE | C208 | 28L |
| 6/19/2025 23:00 | 4 | 75.8 | 82.7 | 21 | N948EA | N948EA | SR22 | 28L |
| 6/19/2025 23:00 | 5 | 85.7 | 89.3 | 21 | N948EA | N948EA | SR22 | 28L |
| 6/19/2025 23:00 | 6 | 79.4 | 85.2 | 14 | N948EA | N948EA | SR22 | 28L |
| 6/19/2025 23:00 | 7 | 74.6 | 82.5 | 16 | N948EA | N948EA | SR22 | 28L |
| 6/20/2025 1:02 | 4 | 82.2 | 92.1 | 43 | Medevac | Medevac | C560 | 28L |
| 6/20/2025 1:02 | 5 | 83.3 | 92.9 | 52 | Medevac | Medevac | C560 | 28L |
| 6/20/2025 1:02 | 6 | 80.4 | 90.2 | 48 | Medevac | Medevac | C560 | 28L |
| 6/20/2025 1:02 | 7 | 71.4 | 83.6 | 53 | Medevac | Medevac | C560 | 28L |
| 6/20/2025 5:04 | 4 | 78.2 | 86.3 | 18 | SCM7 | N74HT | LJ60 | 28L |
| 6/20/2025 5:04 | 5 | 83.7 | 89.9 | 19 | SCM7 | N74HT | LJ60 | 28L |
| 6/20/2025 5:04 | 6 | 80.4 | 87.8 | 20 | SCM7 | N74HT | LJ60 | 28L |
| 6/20/2025 5:04 | 7 | 75.2 | 84.5 | 18 | SCM7 | N74HT | LJ60 | 28L |
| 6/20/2025 6:25 | 5 | 69.7 | 80.1 | 22 | PCM8709 | N798FE | C208 | 28L |
| 6/20/2025 6:25 | 4 | 72.2 | 80.8 | 14 | PCM8709 | N798FE | C208 | 28L |
| 6/20/2025 6:40 | 4 | 75.3 | 82.1 | 13 | PCM8711 | N891FE | C208 | 28L |
| 6/21/2025 6:08 | 5 | 75.3 | 84.1 | 38 | | | BE20 | 28L |
| 6/22/2025 6:07 | 5 | 81.3 | 84.8 | 9 | | | BE20 | 28L |
| 6/23/2025 22:41 | 4 | 73.8 | 81.2 | 15 | N991GT | N991GT | BE9L | 28R |
| 6/24/2025 2:59 | 4 | 75.2 | 82.1 | 13 | | | BE20 | 28R |
| 6/24/2025 6:14 | 4 | 78.7 | 83.9 | 10 | PCM8709 | N969FE | C208 | 28R |
| 6/24/2025 6:37 | 4 | 78.8 | 85.8 | 29 | PCM8711 | N798FE | C208 | 28R |
| 6/24/2025 6:37 | 5 | 73.8 | 80.9 | 11 | PCM8711 | N798FE | C208 | 28R |
| 6/24/2025 6:37 | 8 | 74.4 | 81 | 9 | PCM8711 | N798FE | C208 | 28R |
| 6/24/2025 6:51 | 4 | 79.3 | 84.1 | 11 | PCM8710 | N707FX | C208 | 28L |

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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 |
|-----------------|---------------|-------------|---------|----------------|-------------------|----------------|---------|
| 4/2/2025 18:40 | | | GLF5 | B | | Not Acceptable | No |
| 5/11/2025 15:37 | JSX | JSX177 | E135 | R | N258JX | Not Acceptable | No |
| 5/23/2025 9:24 | | | GLF5 | B | | Not Acceptable | No |
| 6/6/2025 8:12 | | | GLF4 | B | | Not Acceptable | No |
| 6/30/2025 9:50 | EJA | EJA941 | C68A | B | N941QS | Not Acceptable | No |
| 6/24/2025 19:01 | | N900VC | F900 | B | N900VC | Not Acceptable | No |
| | | | | Not Acceptable | | 6 | |
| | | | | Grand Count | | 6 | |

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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 |
|-----------------|---------|---------------|---------------|-------------------|-------------|----------------------|---------|
| 5/1/2025 22:17 | JRE | JRE799 | C25B | B | N799JS | Air Traffic Conflict | Yes |
| 4/12/2025 6:20 | FDX | FDX3647 | B763 | J | N158FE | Air Traffic Conflict | Yes |
| 6/15/2025 6:22 | SWA | SWA1871 | B38M | J | N8735L | Air Traffic Conflict | Yes |
| 4/29/2025 6:26 | SWA | SWA1066 | B737 | J | N7852A | Air Traffic Conflict | Yes |
| 6/6/2025 6:27 | SWA | SWA3762 | B737 | J | N902WN | Air Traffic Conflict | Yes |
| 4/7/2025 5:15 | SWA | SWA3086 | B738 | J | N8602F | Air Traffic Conflict | Yes |
| 4/27/2025 6:28 | FDX | FDX885 | B763 | J | N178FE | Air Traffic Conflict | Yes |
| 4/27/2025 6:21 | SWA | SWA189 | B738 | J | N8528Q | Air Traffic Conflict | Yes |
| 5/24/2025 6:23 | SWA | SWA3769 | B737 | J | N570WN | Air Traffic Conflict | Yes |
| 5/24/2025 6:18 | SWA | SWA189 | B737 | J | N215WN | Air Traffic Conflict | Yes |
| 4/27/2025 6:19 | UPS | UPS5839 | B763 | J | N350UP | Air Traffic Conflict | Yes |
| 4/27/2025 6:11 | SWA | SWA3769 | B737 | J | N454WN | Air Traffic Conflict | Yes |
| 4/27/2025 6:03 | ASA | ASA1151 | B739 | J | N290AK | Air Traffic Conflict | Yes |
| 5/19/2025 5:40 | PXT | PXT656 | C25B | B | N656SM | Air Traffic Conflict | Yes |
| 6/13/2025 5:17 | SWA | SWA2963 | B738 | J | N8302F | Air Traffic Conflict | Yes |
| 6/16/2025 6:15 | | | GLF6 | B | | Air Traffic Conflict | Yes |
| 4/9/2025 6:02 | SWA | SWA3769 | B737 | J | N7823A | Air Traffic Conflict | Yes |
| 6/17/2025 6:16 | UPS | UPS2945 | MD11 | J | N286UP | Air Traffic Conflict | Yes |
| 5/15/2025 6:34 | SWA | SWA1049 | B738 | J | N8559Q | Air Traffic Conflict | Yes |
| 4/8/2025 22:20 | WWI | WWI63 | CL60 | B | N563WJ | Air Traffic Conflict | Yes |
| 6/13/2025 22:11 | SWA | SWA3089 | B38M | J | N8835Q | Air Traffic Conflict | Yes |
| 4/20/2025 6:10 | DAL | DAL1317 | A319 | J | N332NB | Air Traffic Conflict | Yes |
| 5/6/2025 2:35 | FDX | FDX1879 | B763 | J | N276FE | Air Traffic Conflict | Yes |

| Date/Time | Airline | Flight Number | Aircraft Type | Aircraft Category | Tail Number | Comment | Excused |
|-----------------|---------|---------------|---------------|-------------------|-----------------------------|----------------|---------|
| | | | | | Air Traffic Conflict | 23 | |
| 6/12/2025 5:56 | SWA | SWA4064 | B737 | J | N263WN | Not Acceptable | No |
| 6/10/2025 2:36 | FDX | FDX1879 | B763 | J | N141FE | Not Acceptable | No |
| 6/5/2025 23:34 | SWA | SWA3867 | B38M | J | N1806U | Not Acceptable | No |
| 5/31/2025 23:43 | VOI | VOI1773 | A320 | J | XAVLP | Not Acceptable | No |
| 5/28/2025 23:33 | VOI | VOI1773 | A320 | J | N512VL | Not Acceptable | No |
| 6/16/2025 0:07 | VIV | VIV587 | A320 | J | XAVAU | Not Acceptable | No |
| 5/21/2025 3:49 | FDX | FDX31 | B77L | J | N852FD | Not Acceptable | No |
| 5/20/2025 3:11 | FDX | FDX37 | MD11 | J | N522FE | Not Acceptable | No |
| 5/17/2025 22:14 | VOI | VOI771 | A20N | J | XAVSF | Not Acceptable | No |
| 5/17/2025 5:49 | NKS | NKS2331 | A20N | J | N994NK | Not Acceptable | No |
| 6/27/2025 2:19 | FDX | FDX1879 | B763 | J | N164FE | Not Acceptable | No |
| 5/11/2025 0:35 | VOI | VOI7713 | A320 | J | XAVLO | Not Acceptable | No |
| 5/7/2025 0:10 | VIV | VIV587 | A320 | J | XAVAC | Not Acceptable | No |
| 5/6/2025 23:07 | | N231TR | LJ60 | B | N231TR | Not Acceptable | No |
| 4/27/2025 22:11 | VOI | VOI771 | A321 | J | XAVLZ | Not Acceptable | No |
| 4/27/2025 0:10 | VIV | VIV587 | A320 | J | XAVAW | Not Acceptable | No |
| 4/24/2025 3:51 | FDX | FDX31 | B77L | J | N892FD | Not Acceptable | No |
| 4/22/2025 0:08 | VIV | VIV587 | A320 | J | XAVAE | Not Acceptable | No |
| 4/20/2025 22:17 | VOI | VOI771 | A21N | J | N535VL | Not Acceptable | No |
| 4/12/2025 5:27 | SWA | SWA3769 | B737 | J | N454WN | Not Acceptable | No |
| 6/29/2025 6:15 | SWA | SWA1871 | B738 | J | N8619F | Not Acceptable | No |
| 6/30/2025 5:56 | SWA | SWA3625 | B737 | J | N234WN | Not Acceptable | No |
| 4/6/2025 5:39 | SWA | SWA2525 | B38M | J | N8723Q | Not Acceptable | No |
| | | | | | Not Acceptable | 23 | |
| 6/10/2025 6:55 | FDX | FDX864 | MD11 | J | N620FE | Time Buffer | Yes |
| 5/22/2025 6:53 | UPS | UPS2633 | B763 | J | N389UP | Time Buffer | Yes |
| 5/17/2025 6:59 | SWA | SWA699 | B737 | J | N443WN | Time Buffer | Yes |
| 5/16/2025 22:09 | SWA | SWA3616 | B38M | J | N8879Q | Time Buffer | Yes |
| 6/21/2025 6:57 | | | F900 | B | | Time Buffer | Yes |
| 5/13/2025 6:59 | SWA | SWA3064 | B38M | J | N8712L | Time Buffer | Yes |
| 6/10/2025 6:59 | UPS | UPS2941 | A306 | J | N151UP | Time Buffer | Yes |
| 4/8/2025 6:59 | SWA | SWA3064 | B738 | J | N8311Q | Time Buffer | Yes |
| 6/30/2025 22:10 | | N327NM | C510 | B | N327NM | Time Buffer | Yes |
| 4/4/2025 6:59 | SWA | SWA1376 | B38M | J | N8900L | Time Buffer | Yes |
| 4/11/2025 6:56 | FDX | FDX435 | MD11 | J | N620FE | Time Buffer | Yes |
| | | | | | Time Buffer | 11 | |
| | | | | | Grand Count | 57 | |

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Runway 12 Night Departure List for Calendar Quarter

N/A

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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 |
|-----------|--------------|-------------|----------|-----------|-------|----------|---------------------|-------------|-------------|
| 4/4/2025 | 0145 | PCJ | C525 | 1 | High | GRE | 0145 | NO | N/A |
| 4/4/2025 | 1842 | TWY | C500 | 2 | High | HG6 | 1840 | N/A | N/A |
| 4/4/2025 | 2306 | FDX | B767 | 2 | High | GRE | 2330 | NO | N/A |
| 4/5/2025 | 0030 | BSK | ASTR | 2 | High | HG6 | 0040 | NO | N/A |
| 4/5/2025 | 1822 | BJT | C560 | 2 | High | HG6 | 1825 | N/A | N/A |
| 4/9/2025 | 1707 | JSX | C560 | 2 | High | GRE | 1730 | N/A | N/A |
| 4/13/2025 | 2105 | SWA | B737 | 2 | High | GRE | 2115 | N/A | NO |
| 4/19/2025 | 0757 | UPS | B757 | 1 | High | GRE | 0755 | N/A | N/A |
| 4/25/2025 | 0842 | HAL | A321 | 2 | High | GRE | 0900 | N/A | N/A |
| 5/1/2025 | 0821 | TWY | FA50 | 2 | High | HG6 | 0845 | N/A | N/A |
| 5/9/2025 | 1419 | FDX | B767 | 2 | High | GRE | 1425 | N/A | N/A |
| 5/10/2025 | 1600 | PCJ | C560 | 1 | High | HG6 | 1610 | N/A | N/A |
| 5/10/2025 | 1709 | SKW | H25A | 2 | High | GRE | 1800 | N/A | N/A |
| 5/23/2025 | 1415 | FDX | B767 | 2 | High | GRE | 1415 | N/A | N/A |
| 5/24/2025 | 0900 | SWA | B757 | 2 | HIGH | GRE | 0900 | N/A | N/A |
| 5/31/2025 | 1132 | FDX | B757 | 2 | High | GRE | 1135 | N/A | N/A |
| 5/31/2025 | 1607 | FDX | B757 | 2 | High | GRE | 1615 | N/A | N/A |
| 5/31/2025 | 2148 | FDX | B767 | 2 | High | GRE | 2200 | NO | N/A |
| 6/3/2025 | 1459 | PCJ | C560 | 2 | Med | HG6 | 1500 | N/A | N/A |
| 6/7/2025 | 0811 | UPS | B767 | 2 | High | GRE | 0830 | N/A | N/A |
| 6/7/2025 | 1405 | UNF | C560 | 2 | High | HG6 | 1415 | N/A | N/A |
| 6/9/2025 | 1310 | UNF | C560 | 2 | High | HG6 | 1315 | N/A | N/A |
| 6/11/2025 | 1100 | UNF | C560 | 1 | High | HG6 | 1130 | N/A | N/A |
| 6/17/2025 | 1352 | PCJ | C525 | 1 | High | HG6 | 1445 | N/A | N/A |
| 6/19/2025 | 0243 | TWY | C560 | 1 | High | GRE | 0120 | NO | N/A |
| 6/21/2025 | 0747 | UPS | B767 | 2 | High | GRE | 0800 | N/A | N/A |
| 6/30/2025 | 1244 | SWA | B737 | 2 | Med | GRE | 1315 | 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 |
|-----------------|---------|---------------|---------------|-----------------------------|----------------------|---------|
| 5/8/2025 18:16 | SWA | SWA3598 | B737 | 2870 | Air Traffic Conflict | Yes |
| 4/27/2025 20:51 | SWA | SWA3406 | B38M | 2818 | Air Traffic Conflict | Yes |
| 4/22/2025 19:04 | FDX | FDX1268 | B763 | 2808 | Air Traffic Conflict | Yes |
| 6/18/2025 19:28 | SWA | SWA1268 | B38M | 2598 | Air Traffic Conflict | Yes |
| 6/11/2025 12:43 | SWA | SWA2350 | B738 | 2604 | Air Traffic Conflict | Yes |
| | | | | Air Traffic Conflict | 5 | |
| 6/29/2025 11:09 | SWA | SWA1201 | B38M | 2162 | Not Acceptable | No |
| 6/28/2025 15:26 | SWA | SWA3254 | B737 | 2670 | Not Acceptable | No |
| 6/24/2025 17:05 | FDX | FDX123 | B763 | 2736 | Not Acceptable | No |
| 6/23/2025 16:34 | | N604BS | CL60 | 1496 | Not Acceptable | No |

| | | | | | | |
|-----------------|-----|---------|------|----------------|----------------|----|
| 4/19/2025 9:25 | SWA | SWA1066 | B737 | 2503 | Not Acceptable | No |
| 4/2/2025 18:40 | | | GLF5 | 2690 | Not Acceptable | No |
| 4/13/2025 18:00 | SWA | SWA1070 | B738 | 2578 | Not Acceptable | No |
| | | | | Not Acceptable | 7 | |
| | | | | Grand Count | 12 | |

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100 Degree Radial Turbojet Landing List for Calendar Quarter

| Date Time | Flight Number | Aircraft Type | Airline | Altitude (ft) | Comment | Excused |
|-----------------|---------------|---------------|---------|----------------|----------------|---------|
| 4/2/2025 18:06 | SWA333 | B737 | SWA | 2746 | Not Acceptable | No |
| 4/3/2025 10:22 | SWA1794 | B38M | SWA | 2867 | Not Acceptable | No |
| 6/16/2025 18:28 | AAY1717 | A319 | AAY | 2851 | Not Acceptable | No |
| 6/6/2025 13:57 | WSN95 | J328 | WSN | 2076 | Not Acceptable | No |
| 5/28/2025 18:44 | SWA3755 | B737 | SWA | 2785 | Not Acceptable | No |
| 5/28/2025 18:15 | QXE2016 | E75L | QXE | 2828 | Not Acceptable | No |
| 4/11/2025 11:58 | SWA2046 | B38M | SWA | 2775 | Not Acceptable | No |
| 4/11/2025 12:15 | SWA1562 | B38M | SWA | 2739 | Not Acceptable | No |
| 4/11/2025 12:26 | SWA2757 | B737 | SWA | 2381 | Not Acceptable | No |
| 5/3/2025 18:57 | QXE2306 | E75L | QXE | 2677 | Not Acceptable | No |
| | | | | Not Acceptable | 10 | |
| 6/2/2025 18:15 | QXE2016 | E75L | QXE | 2841 | System Error | Yes |
| 5/7/2025 18:41 | SWA3755 | B737 | SWA | 2883 | System Error | Yes |
| | | | | System Error | 2 | |
| | | | | Grand Count | 12 | |

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North Field Jet Departure Procedure
Sample Noncompliance Contact Letter



PORT OF OAKLAND

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

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

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

[\(Return to Table of Contents\)](#)

North Field Quiet Hours Procedure
Sample Noncompliance Contact Letter



PORT OF OAKLAND

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

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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