Oakland Airport-Community Noise Management Forum Meeting Agenda

Wednesday, October 15, 2025, 6:30 – 8:30 PM

In-Person Meeting

Port of Oakland Board Chambers

530 Water Street

Oakland, CA 94607

1 **WELCOME/ROLL CALL – Facilitator Hanrahan**

2 **ANNOUNCEMENTS – Facilitator Hanrahan**

a. Outstanding annual Noise Forum membership dues for FY 2025/2026
b. Second Quarter 2025 Noise Abatement Report

3 **APPROVAL OF MINUTES – Facilitator Hanrahan**

a. July 16, 2025 Minutes

4 **RUNWAY 28 L/R AND TAXIWAY B PROJECT RECAP– Matt P. Davis**

5 **ACTION ITEM –Change to the Quarterly Compliance Summary Report – Matt P. Davis**

a. Summary of requested change
b. Vote

6 ***PUBLIC COMMENTS – Limit 2 min per person**

7 **FAA REGIONAL ADMINISTRATOR'S UPDATE –**

8 **NextGen UPDATE – Thann McLeod, Lean Technologies**

9 **NOISE OFFICE REPORT – Matt P. Davis/Jesse Richardson**

a. September NF/SF Working Group Action Items
b. July Forum Meeting Action Items

10 **NEW BUSINESS/NEXT MEETING – Wednesday, January 21, 2026**

11 **ADJOURNMENT**

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

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

2025 MEMBERSHIP ROSTER

CITY OF ALAMEDA
Mr. Greg Boller, Councilmember & Co-Chair
Mr. Jon Hamilton, Community Representative

CITY OF BERKELEY
Mr. Ben Bartlett, Councilmember
Mr. James T. Nelson, Community Representative

CITY OF HAYWARD
Mr. Mark Salinas, Mayor
Vacant, Community Representative

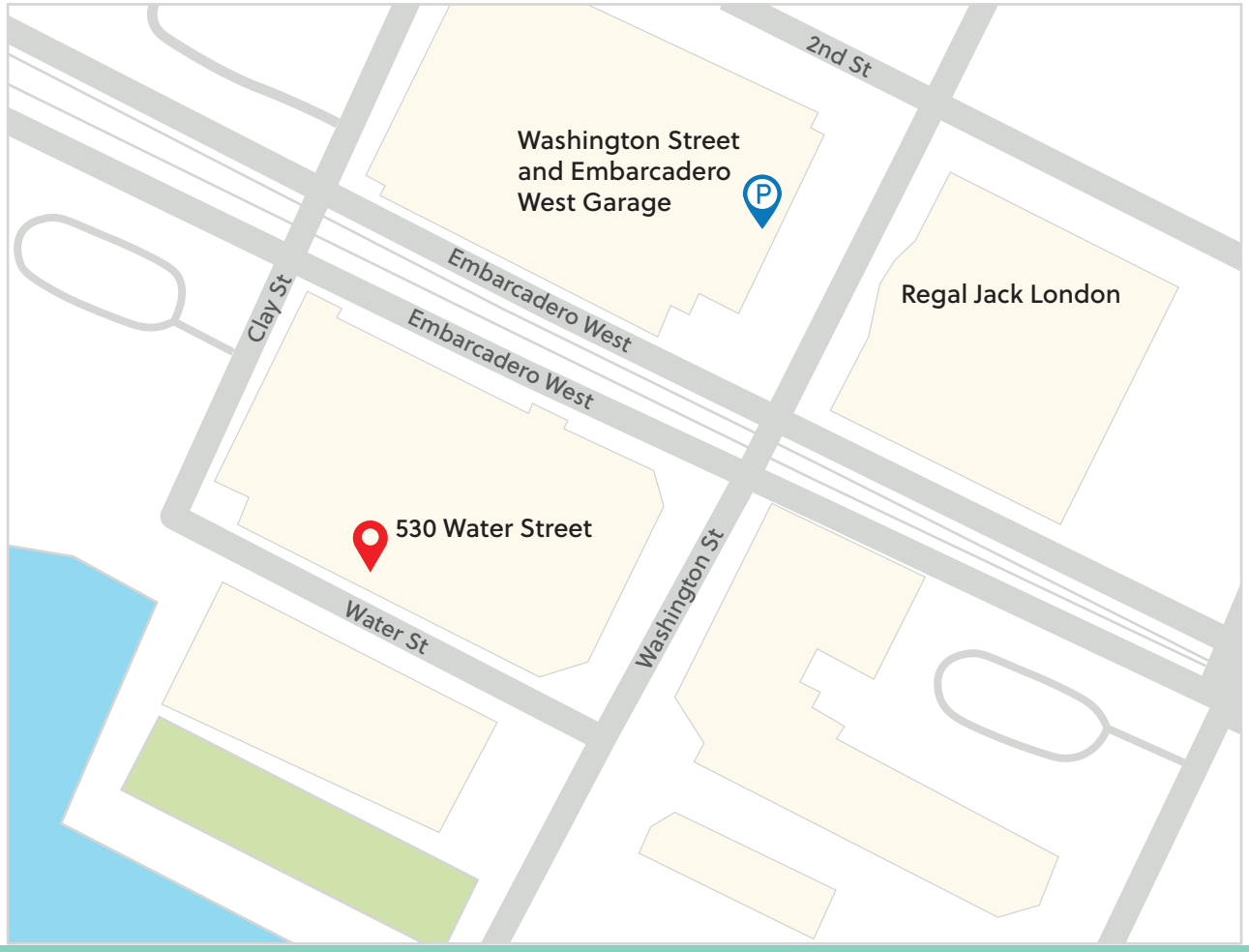
CITY OF OAKLAND
Mr. Ken Houston, Councilmember
Mr. Bart Lounsbury, Community Representative

CITY OF SAN LEANDRO
Mr. Dylan Boldt, Councilmember
Mr. Benny Lee, Community Representative & Co-Chair

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

CITY OF RICHMOND
Mr. Eduardo Martinez, Mayor
Mr. David Drisdale, Community Representative

PORT OF OAKLAND
Mr. Craig Simon, Director of Aviation



Oakland Airport/Community Noise Management Forum Meeting

Date/Time:

Wed, October 15, 2025
6:30 to 8:30 p.m.

Location:

530 Water Street
Jack London Square
Oakland, CA

Parking

Washington Street and
Embarcadero West Garage

101 Washington Street

Entrance is across from the Regal Cinema. Parking will be validated.

Photo ID will be needed to sign in at the front desk.

Oakland Airport-Community Noise Management Forum Action Items

Oakland Airport-Community Noise Management Forum

a. Create a simple flow diagram to outline the process for proposing and implementing changes, ensuring clarity and consistency moving forward; establish a clear process for proposing and approving future changes to the reports, ensuring transparency and consistency.
b. Report on the progress to provide Forum members with access to the weekly Airport Noise Report.
c. *Attend and report out on SFO Roundtable meetings

North Field / South Field Research Group

a. *Find incentives for North Field operators to comply with voluntary noise abatement procedures and attend meetings.
b. *Meet/talk to North Field chronic violators.
c. *Update on CNDLE/HUSSH/WNSDR Procedure.

* Standing Item

Oakland Airport-Community Noise Management Forum
DRAFT Meeting Minutes – July 16, 2025

Table of Contents

1. INTRODUCTIONS

The July 16, 2025 Oakland Airport-Community Noise Management Forum (Noise Forum) meeting was called to order at 6:35 p.m. by the Noise Forum's facilitator, Rhea Hanrahan. Ms. Hanrahan noted that this meeting was a regular meeting and that there was a quorum. Roll was taken.

Noise Forum Members/Alternates Present

Co-Chair Greg Boller, Councilmember, Alameda
Jay Seaton, Community Representative, Alameda
Ben Bartlett, Councilmember, Berkeley
James Nelson, Community Representative, Berkeley
Dylan Boldt, Councilmember, San Leandro
Gopal Krishnan, Community Representative, County of Alameda
Craig Simon, Director of Aviation, Port of Oakland

Staff Members/Advisors/Officials Present
Doug Mansel, Acting Assistant Director of Aviation, Port of Oakland
Matt P. Davis, Airport Operations Manager, Port of Oakland
Marjon Saulon, Government Affairs, Port of Oakland
Joan Zatopek, Manager, Planning and Development, Port of Oakland
Rhea Hanrahan, Noise Forum Facilitator, HMMH
Doreen Stockdale, HMMH
Sarah Yenson, HMMH
Thann McLeod, Lean Technology Corporation
Bert Ganoung, Noise Manager, San Francisco International Airport
Carl Stallone, Spirit Airlines

FAA Representatives Present
Carlette Young

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

2. ANNOUCEMENTS

A. In Remembrance of Edward Bogue

Facilitator Hanrahan began with an announcement regarding the passing of Mr. Ed Bouge, a long-time supporter and active participant in the Noise Forum as well as a dedicated member of the community. She invited attendees to share some words in remembrance of Mr. Bouge, emphasizing that it was entirely optional. In honor of his memory, she then requested a moment of silence, which the group observed.

B. Annual Dues

Facilitator Hanrahan announced that the fiscal year 2025–2026 notices for membership dues have been distributed. She requested that all members remain attentive to receiving these notices and confirmed that follow-up on any outstanding payments would be addressed in a subsequent agenda item during the October meeting.

C. Airspace 101 Held June 5, 2025

Facilitator Hanrahan announced that an *Airspace 101* workshop was held on June 5, 2025 as a follow-up to the previously conducted *Noise 101* session. She noted that all related materials from the workshop are now available on the Port of Oakland's (Port's) website for those interested in reviewing the content.

D. First Quarter 2025 Noise Abatement Report

Facilitator Hanrahan reported that the Noise Abatement Report for the first quarter of 2025 was posted on the flyquietoak.com website. She asked if there were any questions about the report. Matt Davis provided a clarification regarding a recent correction to the data on North Field VFR

aircraft departures. He acknowledged and thanked the community, particularly Jay Seaton, for identifying errors in the original report, which dated back several quarters. The issue stemmed from an algorithmic miscalculation that had been capturing only a subset of VFR flights, resulting in significantly underreported departure figures. Although the corrected data now shows a sharp increase—from 184 to 1,317 departures—Mr. Davis emphasized that this does not reflect an actual rise in flight activity but rather a more accurate accounting. He reassured attendees that compliance rates have remained consistent year over year and confirmed that the revised figures are now reliable.

3. APPROVAL OF MINUTES

A. April 16, 2025

Facilitator Hanrahan noted that Noise Forum members have received copies of the draft minutes for the April 16, 2025 Noise Forum meeting. She asked if there were any questions or comments. If there were no questions, comments, errors, or omissions, the Facilitator said she would entertain a motion to approve. Moved: James Nelson, second: Dylan Boldt.

4A. ACTION ITEM – Election of Elected Co-Chair

Facilitator Hanrahan introduced Action Item Number 4A, which was the election of a co-chair for an elected member. After opening the floor for nominations, Mr. Nelson nominated Greg Boller, and Mr. Seaton seconded the nomination. With no additional nominations presented, Ms. Hanrahan conducted a voice vote. Hearing unanimous approval and no opposition, she congratulated Greg Boller on his election.

4B. ACTION ITEM – Election of Community Co-Chair

Facilitator Hanrahan introduced Action Item Number 4B, which is the election of a co-chair a community member. She then opened the floor for nominations. Mr. Seaton nominated Benny Lee, the current co-chair, and Mr. Nelson seconded the nomination. Ms. Hanrahan confirmed that Mr. Lee had previously expressed interest in continuing his role, and with no additional nominations, she moved forward with the vote. Mr. Lee ran unopposed, and the motion was unanimously approved.

5. ACTION ITEM – Adoption of the Quarterly Report's Current Format

Mr. Davis provided a detailed overview of the rationale behind the proposal to adopt the current format of the Quarterly Noise Report, emphasizing that although the report has undergone numerous updates over the years—many of which were based on feedback from the Noise Forum and the North Field/South Field Research Group—there has never been an official ratification of its structure. He explained that while the report's core content remains relatively stable from quarter to quarter, various enhancements have been made to improve clarity and data granularity.

These enhancements include:

- Expanded tracking of nighttime departure compliance. Previously, aircraft were monitored only at a single checkpoint (gate) along the departure path. Now, the report tracks whether aircraft pass through three gates, providing a more complete picture of compliance.
- Time-specific non-compliance data. The report now includes detailed breakdowns of when aircraft are noncompliant during nighttime hours (e.g., 10:00 p.m., 1:00 a.m., etc.), which helps identify patterns and potential areas for improvement.
- Refined terminology in compliance summaries. The section detailing air traffic control instructions has evolved to better explain why certain aircraft are categorized as noncompliant or excused. This change was made to enhance transparency and understanding.

Mr. Davis acknowledged that some of these changes were made collaboratively with other groups but were not always brought back to the Noise Forum for formal approval. The purpose of this action item is to establish a clear procedural standard: from this point forward, any substantive changes to the report format—beyond minor technical edits—must be reviewed and approved by the Noise Forum.

Mr. Davis concluded by expressing satisfaction with the current format, noting that it reflects the collective input of various stakeholders and serves the goal of providing accurate, actionable information. However, he also emphasized the importance of maintaining a formal process for future updates to ensure transparency and accountability.

Mr. Boller expressed appreciation for the update, and Mr. Seaton raised a key procedural concern. He sought clarification on whether future suggested changes to the Quarterly Noise Report would be reviewed directly by the Noise Forum or first vetted by the North Field/South Field Research Group. He explained that he had previously proposed changes that were dismissed on the grounds that the report format had already been approved, and he emphasized the need for a transparent and documented process to avoid such confusion.

Mr. Davis acknowledged that a formal process for submitting and approving changes had not yet been established but agreed that suggestions could be reviewed by the North Field/South Field Research Group before being brought to the Forum. He supported Mr. Seaton's idea of creating a simple flow diagram to outline the process for proposing and implementing changes, ensuring clarity and consistency moving forward.

Mr. Seaton also commended Jesse Richardson and the software team for their work in resolving discrepancies in flight classification data, noting that his own observations from living under the flight path had helped identify issues. Mr. Davis thanked him for his contributions and reaffirmed the commitment to considering community input for future report improvements.

Mr. Nelson sought clarification from Mr. Davis regarding which documents were included in the action item. Mr. Davis confirmed that both the Quarterly Noise Report and the Quarterly Compliance Summary—the two PDFs regularly distributed—were covered under this item.

Facilitator Hanrahan then acknowledged the need for a formal vote. She requested a motion to adopt the current format of the reports. Gopal Krishnan moved to approve, and Mr. Boldt seconded. The motion passed unanimously with no opposition. Ms. Hanrahan concluded by confirming that the current format of both documents is now officially adopted. She also noted that an action item will be carried forward to the next meeting to establish a clear process for proposing and approving future changes to the reports, ensuring transparency and consistency.

6. PUBLIC COMMENT

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

- Jon Hamilton, Alameda – Mr. Hamilton expressed appreciation for the recent improvement in communication between San Francisco Airport and Oakland Airport. He emphasized the importance of regional collaboration, noting that the close proximity of the two airports necessitates a coordinated approach to long-term airspace management. He encouraged continued joint efforts to identify solutions that best serve local residents and to present those unified recommendations to the FAA. The comment concluded with thanks for the progress made so far.

7. FAA REGIONAL ADMINISTRATOR'S UPDATE

Carlette Young provided a brief update on FAA personnel changes. She announced that Bryan Bedford has been appointed as the new FAA Administrator and will soon share his leadership priorities. Ms. Young is currently serving as the Acting Deputy Regional Administrator, transitioning from her formal role as Supervisory Senior Advisor, and will continue to support and participate in Oakland Roundtable meetings. She also noted that Mofair Chin, the former Community Engagement Officer, has departed the agency, leaving that position vacant. In the interim, coordination with the Forum Facilitator will continue for any questions, concerns, or technical needs.

8. NEXTGEN UPDATE

Thann McLeod provided a brief update on NextGen developments, noting that there are currently no scheduled updates for Oakland Airport in the near future. She mentioned that the FAA is still evaluating the proposed CNDLE procedure change, which may be published around 2027, although that timeline is not yet confirmed. No other changes are anticipated for Oakland at this time. The update concluded without questions from Forum members.

9. NOISE OFFICE REPORT

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

Mr. Davis reported on an ongoing coordination effort with the Flight Standards District Office regarding medivac flights, which are exempt from noise abatement procedures due to their time-sensitive nature. While these flights are generally intended for critical purposes such as transporting patients or organs, concerns have been raised about potential misuse by pilots seeking priority handling. The Noise Office continues to monitor this issue closely, particularly due to its impact on Alameda residents, as these flights often depart from the North Field.

Mr. Davis then addressed procedural updates, specifically the HUSSH nighttime departure. A request had been made to align it more closely with the Oakland conventional daytime departure. However, after review, it was determined that the HUSSH already provides a sharper, more beneficial turn (approximately 270 degrees) and any changes would likely reduce its effectiveness. As such, this item is considered resolved. He also reiterated that the FAA is still evaluating the CNDLE daytime procedure, with a tentative implementation date around 2027.

Matt Pourfarzaneh raised questions regarding the HUSSH departure procedure and the CNDLE procedure. He sought clarification on the initial heading of the HUSSH, noting it begins at approximately 296 degrees before turning left to 270 after reaching 520 feet. Mr. Davis confirmed this and explained that the HUSSH is an Area Navigation (RNAV) procedure, which differs from conventional procedures like the Oakland departure. Because RNAV procedures rely on fixed waypoints and altitude constraints, changes to the initial heading would not affect when the aircraft begins its turn. This is determined by the minimum turning altitude coded into the procedure. Mr. Pourfarzaneh suggested reconsidering the heading adjustment, citing potential noise reduction benefits similar to those achieved with the straight-out departure. Mr. Davis acknowledged the suggestion and agreed to continue the discussion within the North Field/South Field Research Group.

Mr. Pourfarzaneh also inquired about the status of the CNDLE procedure, which he believed had been published in June 2025. Mr. Davis clarified that, despite earlier expectations, the procedure had not yet been published. He emphasized that the FAA is still working toward its implementation and reaffirmed its importance, as the CNDLE would align more closely with the Oakland departure and offer noise reduction benefits for Alameda. The discussion concluded with agreement to keep both topics active for further review and follow up.

Mr. Nelson asked whether the HUSSH procedure would be revisited in the North Field/South Field Research Group, and Mr. Davis confirmed that it would. Mr. Davis explained that while the FAA designs procedures based on the capabilities of the least advanced RNAV-equipped aircraft, many modern aircraft today have more sophisticated onboard systems that could potentially allow for lower-altitude turns or more flexible routing. Mr. Nelson followed up by asking whether newer aircraft have more capable computers, and Mr. Davis affirmed that they generally do, suggesting that future procedural improvements may be possible as aircraft technology continues to advance.

Mr. Davis explained that touch-and-go operations were another focus area. The Noise Office is actively updating pilot guidance and outreach materials to ensure consistency with noise abatement expectations. This includes reviewing the language used in letters sent to pilots and operators, with the goal of strengthening messaging while remaining within regulatory boundaries. Although enforcement options are limited, the emphasis is on educating pilots about the importance of compliance.

Mr. Davis also discussed efforts to address chronic violators—operators who repeatedly disregard noise abatement procedures. These cases are prioritized due to their sustained impact on surrounding communities. The Noise Office engages directly with such operators, often finding that changes in crew or leadership can lead to improved compliance. While most operators are cooperative, a small number remain resistant, and outreach efforts continue to focus on building awareness and accountability.

Craig Simon requested an update on the closure of Runway 28L and Taxiway Bravo. Mr. Davis provided a detailed briefing, explaining that the closure is part of a scheduled rehabilitation project necessary for maintaining airfield infrastructure, which typically occurs every 15 years. The closure will take place from July 28 to August 10, during which Taxiway Bravo will be inaccessible, preventing aircraft movement between the North and South Fields. The project also includes resurfacing the section of Taxiway Bravo that crosses 28L and adding safety enhancements such as guard lights to alert pilots when approaching a runway.

Mr. Davis noted that the construction timeline was minimized as much as possible through pre-work and coordination with contractors. Taxiway Bravo is scheduled to reopen on August 11, 2025, even though work on Runway 28L will continue for two additional weeks. Nightly closures of Taxiway Bravo from 9:00 p.m. to 7:00 a.m. will persist during this period, chosen due to minimal nighttime traffic, primarily limited to medivac and occasional flights.

Following the initial phase, a 30-day curing period is required before final striping and grooving can be completed. This will result in another closure from September 8 to September 12, after which Taxiway Bravo will fully reopen on September 13. Mr. Davis emphasized the importance of these improvements for long-term safety and operational efficiency and encouraged Forum members to reach out with any questions. Mr. Simon added that significant effort was made by the airport team to minimize the closure window and ensure the reopening occurred before the start of the school year in Alameda, thanking the team for their dedication.

Mr. Nelson asked whether the runway rehabilitation involved concrete or asphalt, to which Mr. Davis confirmed it was asphalt. Mr. Seaton asked a question about the availability of the presentation materials on the airport's website. Mr. Davis noted that a slightly different version is posted online and offered to assist with access. Mr. Seaton praised the detailed presentation given to the North Field/South Field Research Group, highlighting its thorough diagrams and explanations, and thanked the team for their efforts.

Mr. Krishnan then inquired about the operational and noise impacts of the Taxiway Bravo and Runway 28L closures. Mr. Davis explained that while commercial operations at the South Field would not be significantly affected in terms of on-time performance, the noise impact would be considerable. Due to the closure of Taxiway Bravo, jets that normally taxi to the South Field for noise-abated departures will instead depart from the North Field, resulting in increased noise exposure for nearby communities, particularly Alameda. Mr. Davis acknowledged the disruption but emphasized the necessity of the rehabilitation work.

B. Update on Action Items from June 18, 2025, Noise Forum Meeting.

Facilitator Hanrahan initiated a discussion on the format for the upcoming October meeting, proposing a fully in-person gathering rather than a hybrid or virtual format. Forum members expressed general support for the idea, with Mr. Nelson and Mr. Krishnan noting the value of in-person meetings for community engagement and transparency. Mr. Boller asked about the frequency of past in-person meetings and suggested keeping the option open for future discussions, possibly increasing to twice a year if attendance and outcomes improve. Ms. Hanrahan explained that previous hybrid meetings had mixed results, with lower turnout and higher resource demands, and emphasized the importance of member commitment if the Port is to invest in organizing in-person meetings.

Budget considerations were also discussed, with Mr. Davis and Ms. Young confirming that a single in-person meeting per year is feasible within current constraints. Mr. Nelson asked about FAA budget impacts, and Ms. Young confirmed there were no known cutbacks at this time. Mr. Krishnan emphasized that in-person meetings help demonstrate the Forum's accountability to the public, and Ms. Hanrahan agreed, noting that such meetings foster a different dynamic and sense of connection.

To ensure strong attendance and community awareness, Ms. Hanrahan confirmed that the meeting will be held on Wednesday, October 15, and will be fully in-person at the Port of Oakland's Jack London Square offices. She committed to sending clear instructions via the Forum's email list—confirmed to include over 130 contacts—along with parking guidance to avoid citations.

10. NEW BUSINESS / CONFIRM NEXT MEETING DATE

Facilitator Hanrahan opened the floor for any new business or questions not previously covered in the agenda. Mr. Boller inquired whether the Port now has a representative attending meetings with the San Francisco Noise Department. Mr. Davis confirmed that Mr. Richardson from the Noise Office is the designated attendee. Mr. Boller requested that ongoing reports or updates from those meetings be shared with the Forum to keep members informed of any actions or developments. Mr. Davis agreed to provide updates when Mr. Richardson participates and noted that while not all details may be available, relevant information will be shared. Ms. Hanrahan added that her team is available to support Mr. Richardson as needed, especially given his already full workload, ensuring continuity and coverage in those inter-agency discussions.

Mr. Davis addressed the absence of the usual Airport News and Notes segment, explaining that due to budget considerations, the Port is shifting its approach. Rather than continuing with the live presentation format, which is costly, the Noise Office is proposing to replace it with access to the Airport Noise Report, a weekly publication that provides timely updates, announcements, and in-depth analysis relevant to airport noise issues. Mr. Davis offered to include Forum members on the distribution list, noting that the publication is a valuable resource used regularly by the Noise Office.

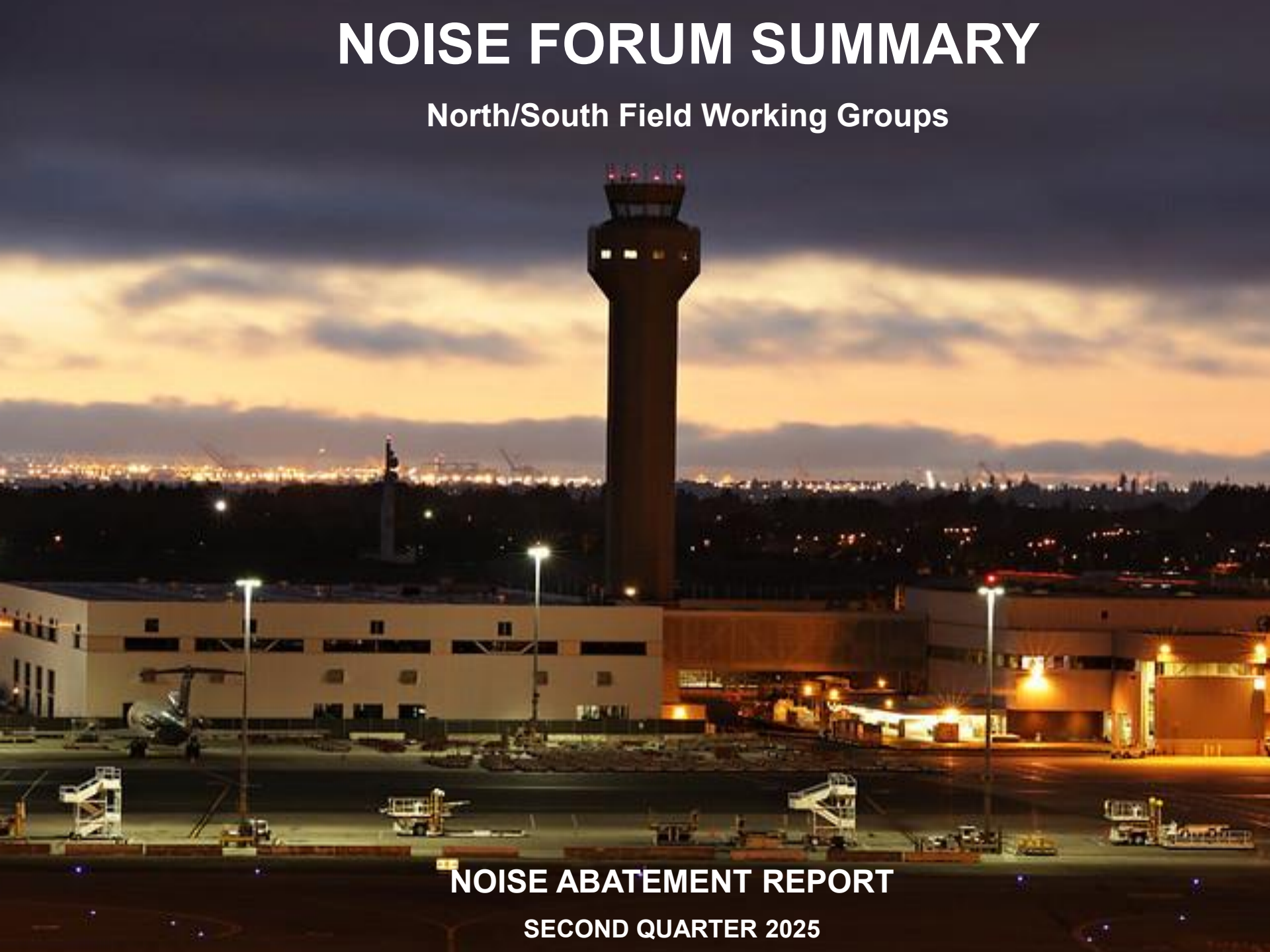
Forum members responded positively, with Mr. Nelson expressing interest and Ms. Hanrahan confirming that her company subscribes to the publication and distributes the report internally, noting the valuable information it provides. She also noted that Vince Mestre, a familiar figure to the Forum, is a frequent contributor to the publication. Mr. Nelson mentioned another resource, *Noise News International*, which covers a broader range of topics, including transportation noise, and offered to share it if he could locate the details. Mr. Davis welcomed additional suggestions and reiterated the value of providing Forum members with consistent, accessible updates in lieu of the traditional presentation format.

11. ADJOURNMENT

Facilitator Hanrahan adjourned the meeting at 7:40 p.m.

NOISE FORUM SUMMARY

North/South Field Working Groups



NOISE ABATEMENT REPORT

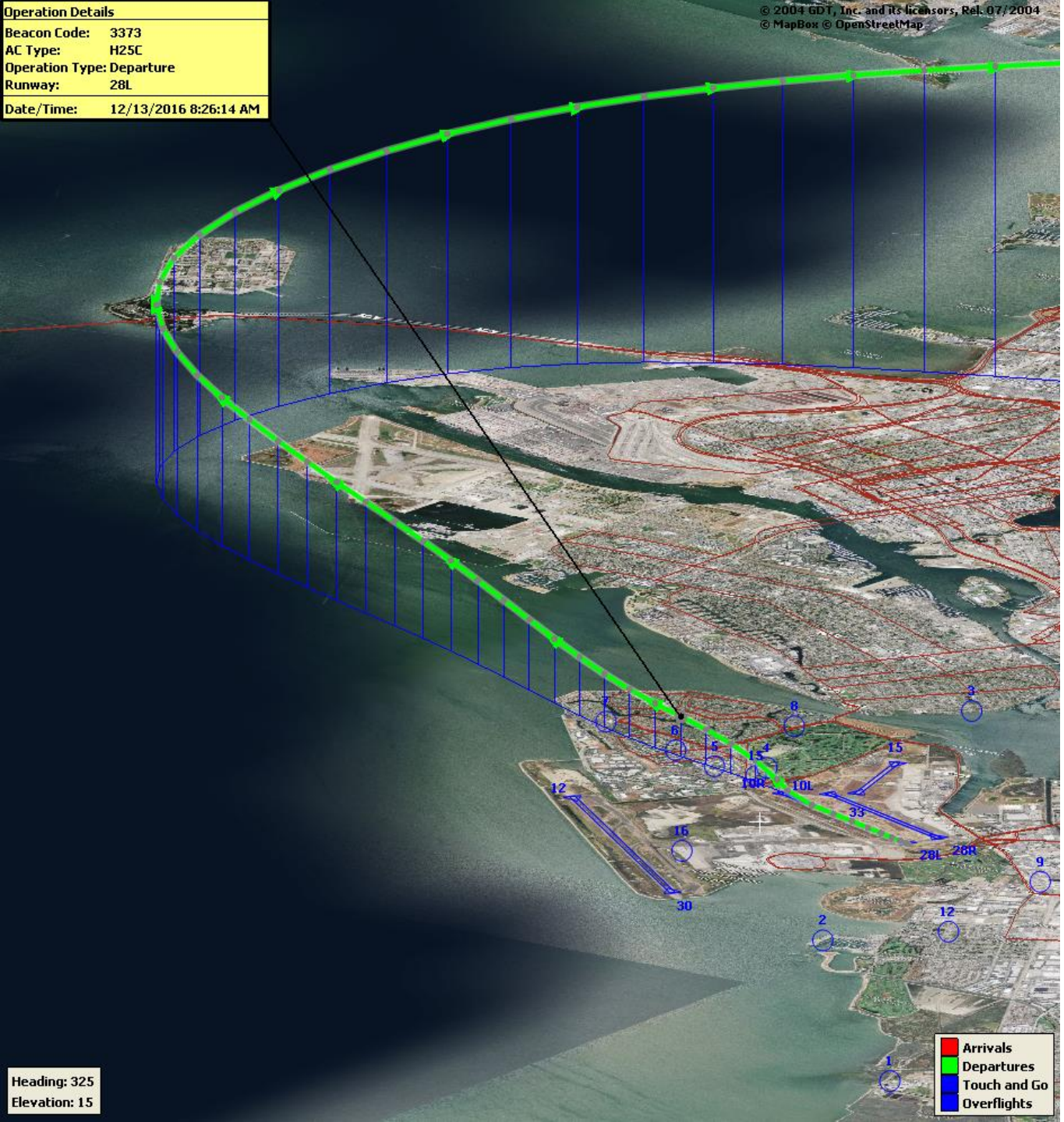
SECOND QUARTER 2025

Disclaimer

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

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.

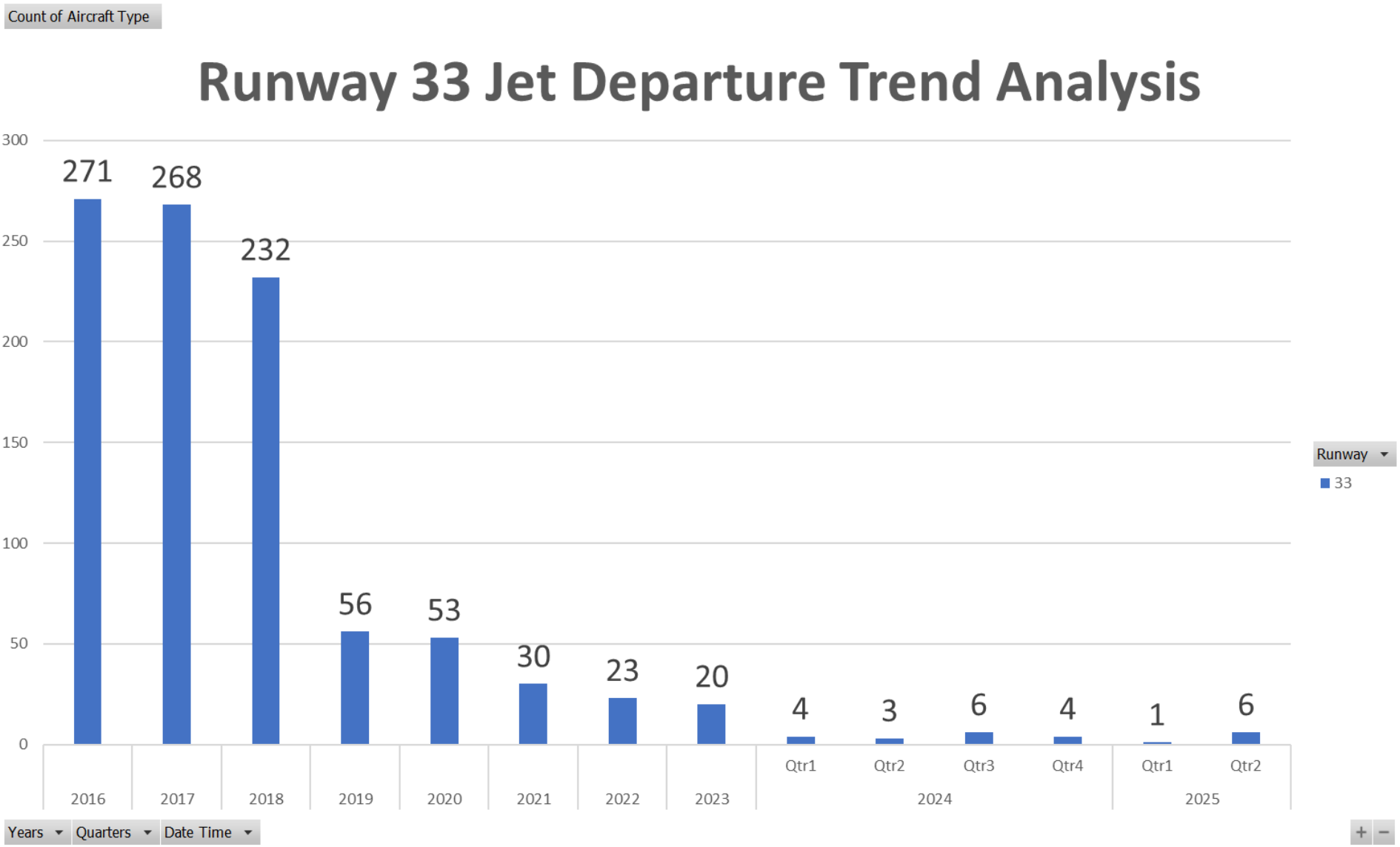


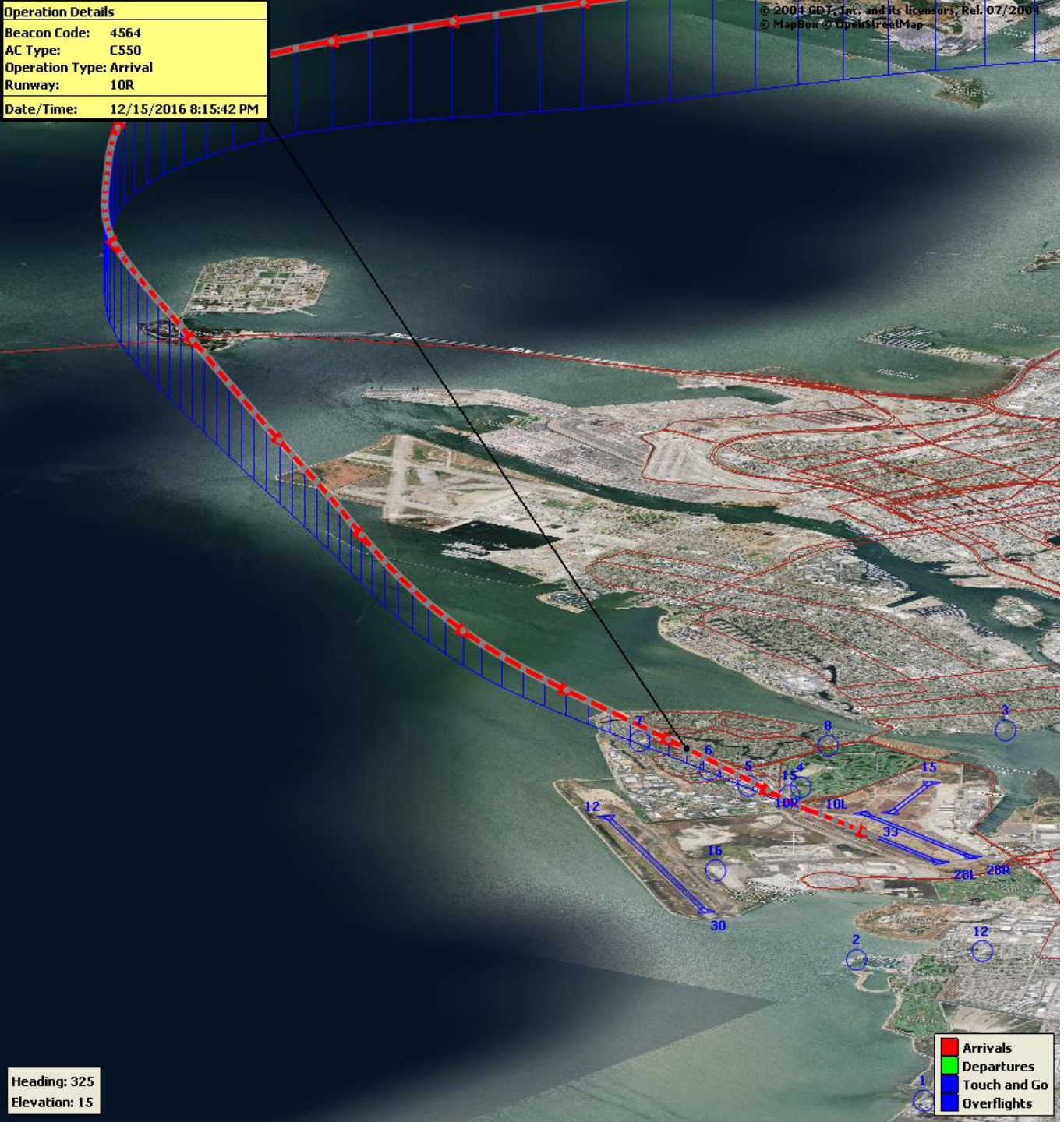
Runway 28R/L
Jet Departure NAP

2025Q2
92% Compliance
(2,206 total departures)
(185 non-compliant)

2024Q2
93% Compliance
(2,472 total departures)
(180 non-compliant)

RUNWAY 33 JET DEPARTURES
Second Quarter 2025

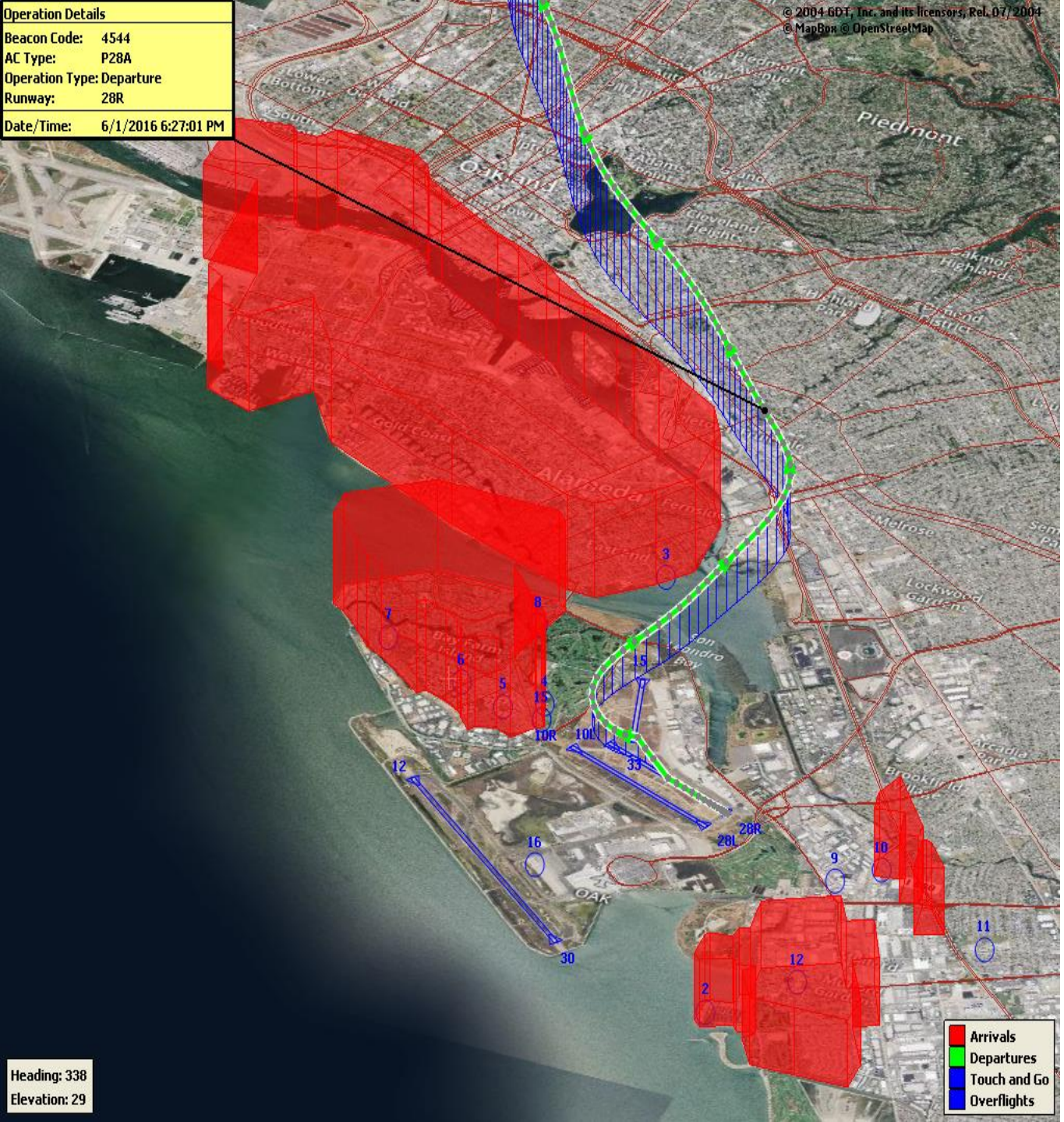




Runway 10R/L Jet Landing NAP

2025Q2
100% Compliance
(0 total landings)
(0 non-compliant)

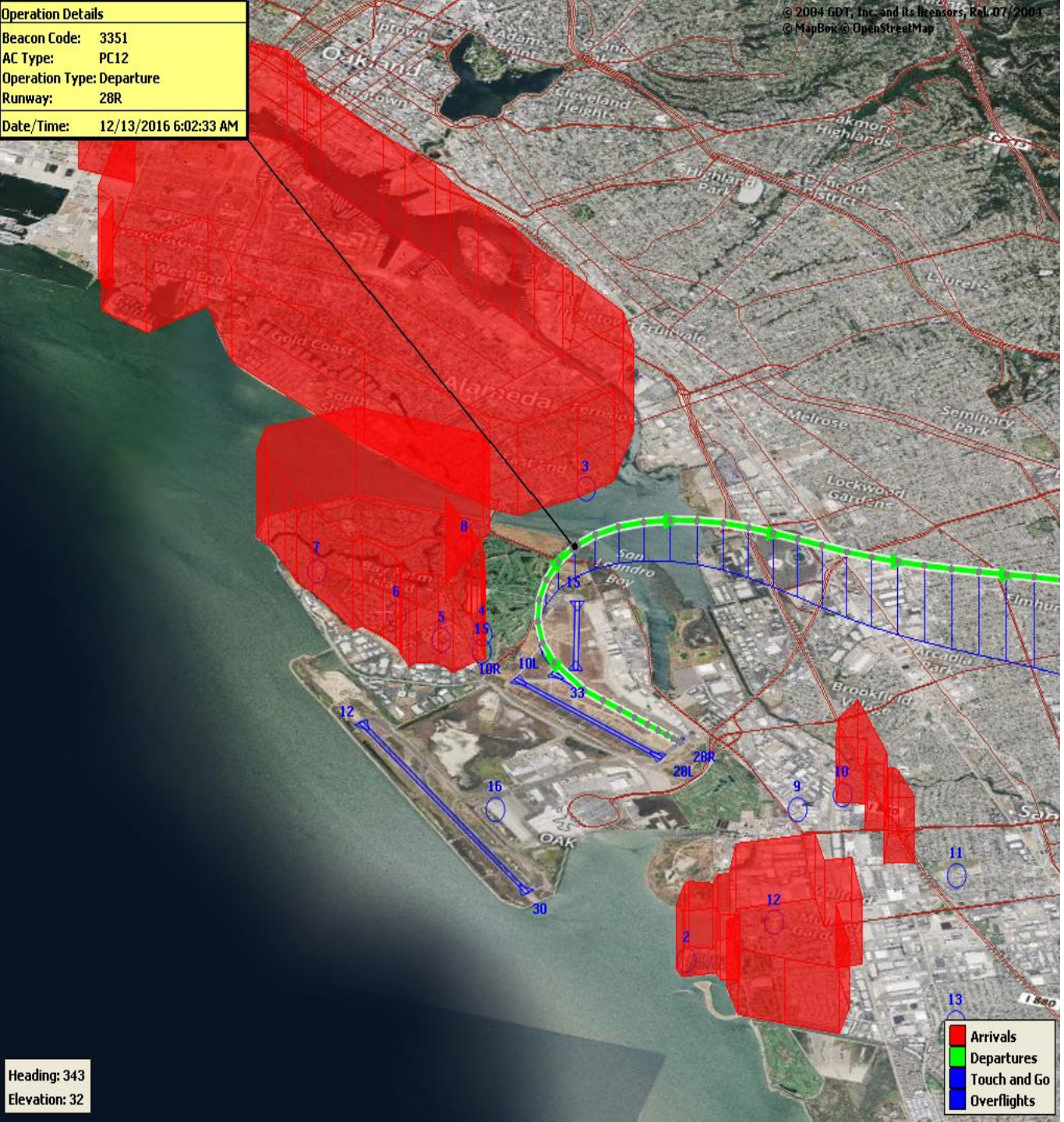
2024Q2
88% Compliance
(94 total landings)
(11 non-compliant)



VFR Aircraft Departure NAP

2025Q2
96% Compliance
(1,536 total departures)
(59 non-compliant)

2024Q2
97% Compliance
(319 total departures)
(10 non-compliant)

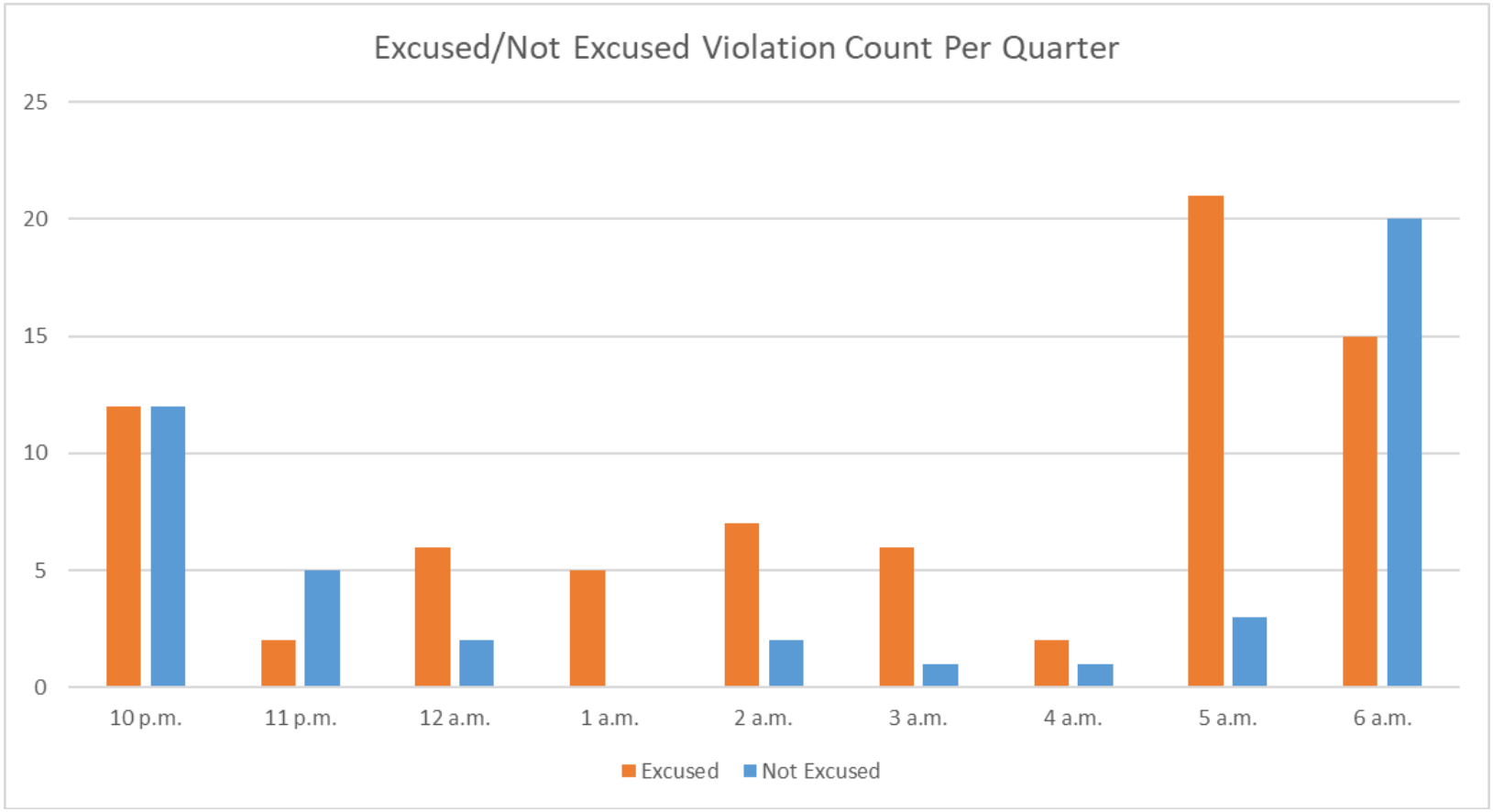


North Field
Quiet Hours NAP

2025Q2
87% Compliance
(358 total departures)
(46 non-compliant)

2024Q2
90% Compliance
(260 total departures)
(27 non-compliant)

Quartely North Field Quiet Hours NAP Non-Compliant Per Quarter



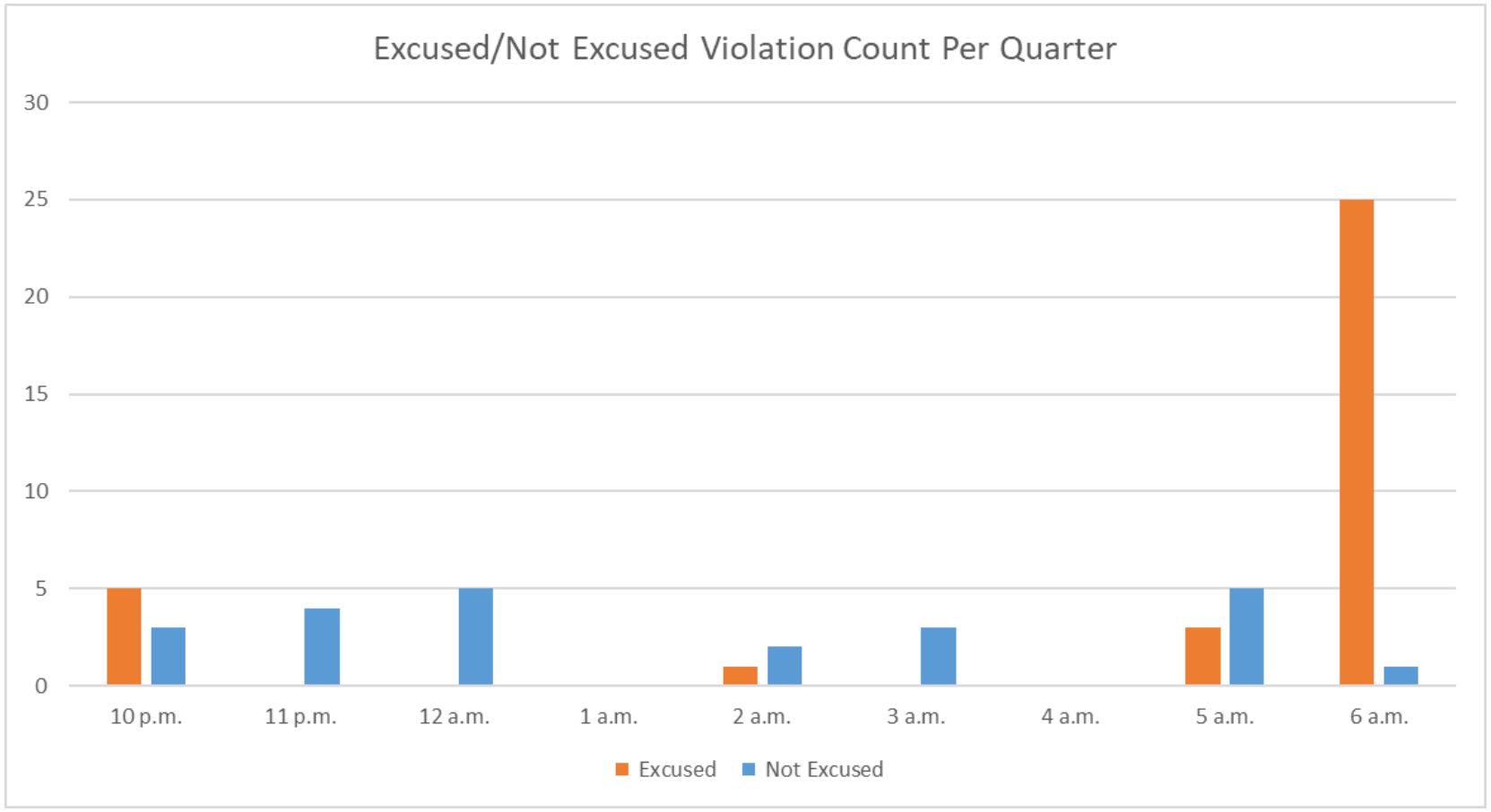
Night Time Departure NAP

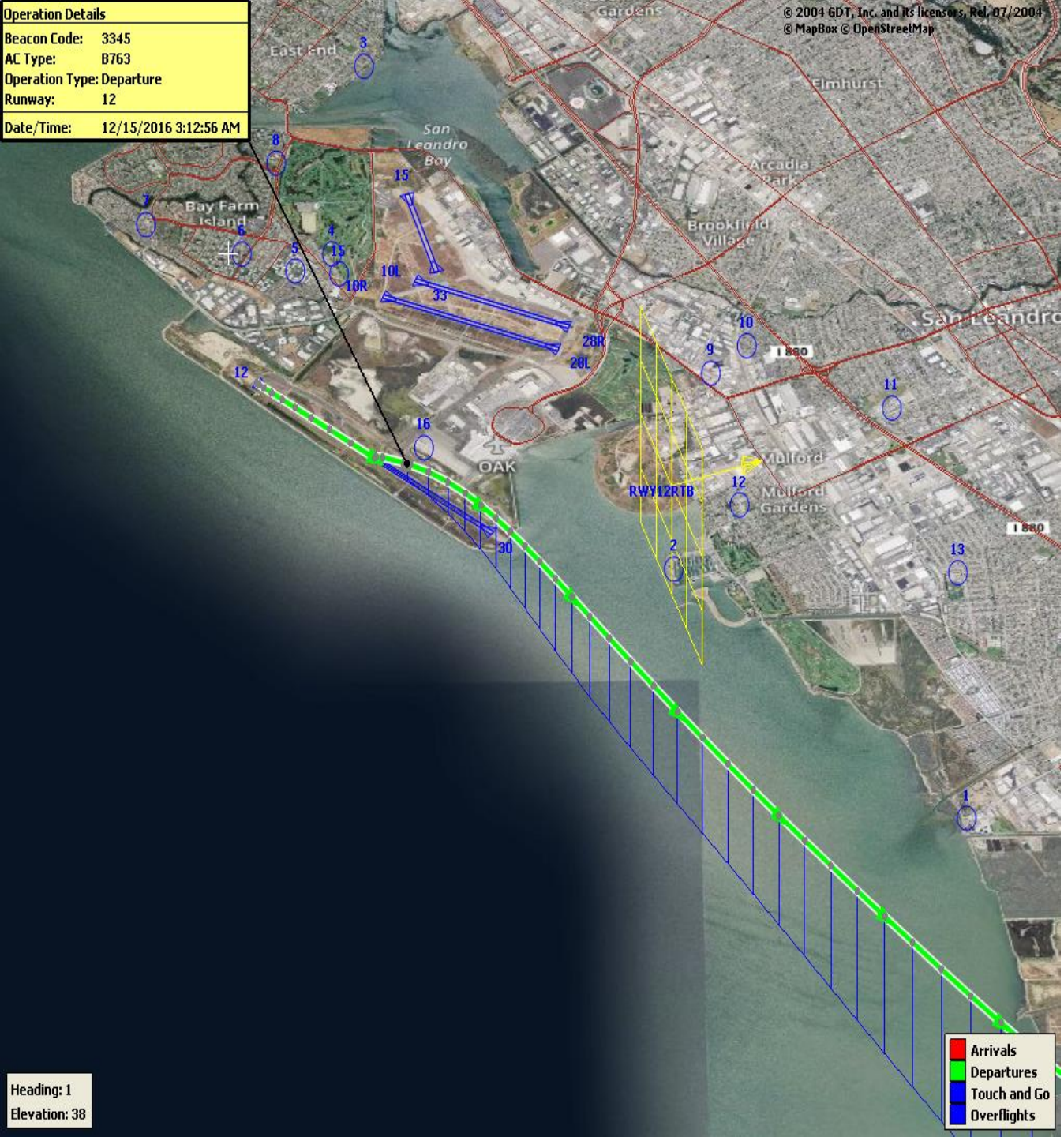
2025Q2
99% Compliance
(3,207 total departures)
(23 non-compliant)

***REBAS Gate non-compliant = 22**

2024Q2
99% Compliance
(3,301 total departures)
(35 non-compliant)

Quarterly Night Time NAP Non-Compliant Count Per Quarter



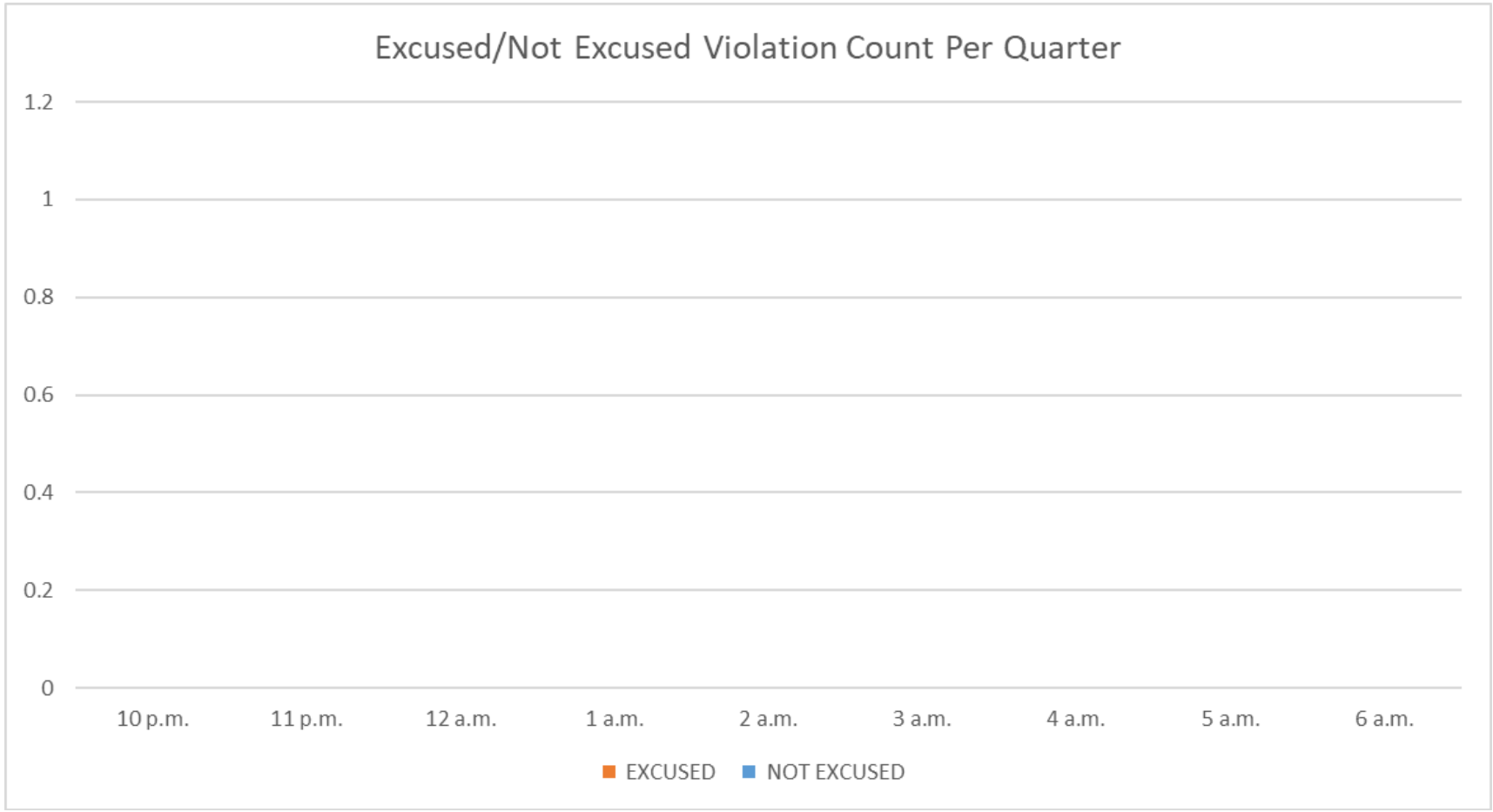


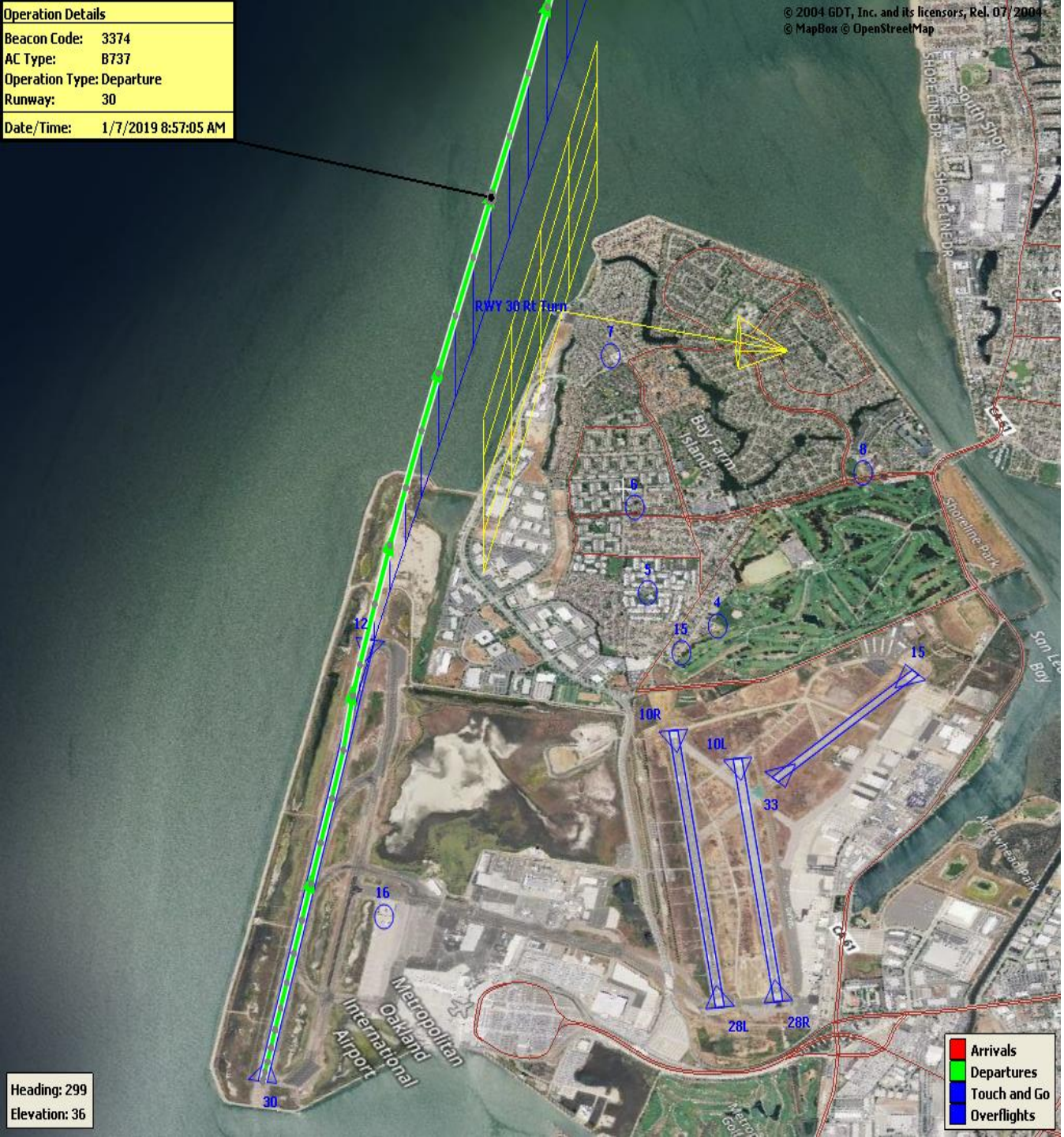
Runway 12 Night Departure NAP

2025Q2
100% Compliance
(8 total departures)
(0 non-compliant)

2024Q2
98% Compliance
(137 total departures)
(3 non-compliant)

Quartely Runway 12 Night Departure Non-Compliant Count Per Quarter





Runway 30 Bay Farm Right Turn NAP

2025Q2
100% Compliance
(15,187 total departures)
(6 non-compliant)

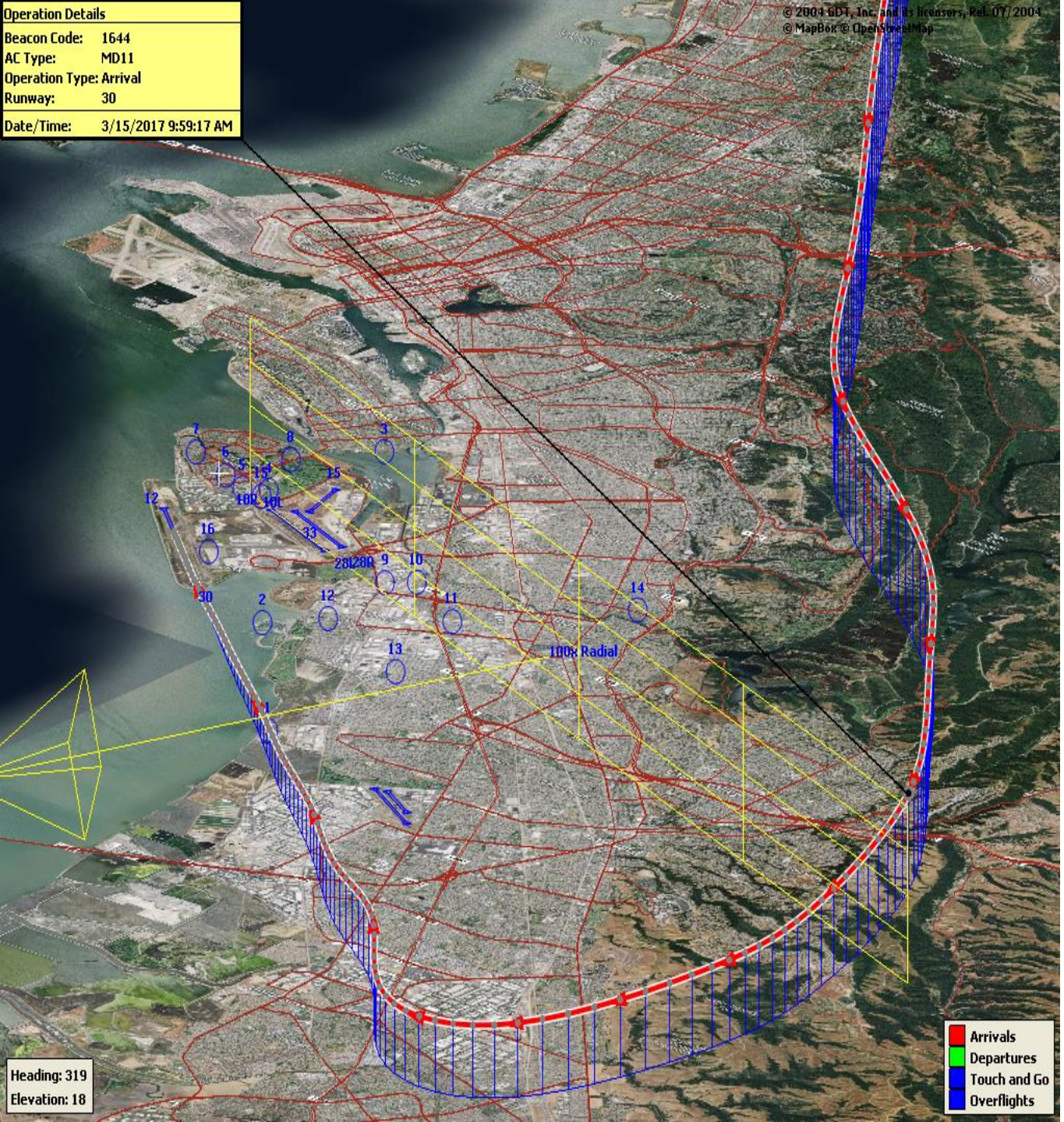
2024Q2
100% Compliance
(15,699 total departures)
(6 non-compliant)

Runway 30 East Turn NAP

2025Q2
100% Compliance
(3,337 total departures)
(7 non-compliant)

***Excused Departures = 5**

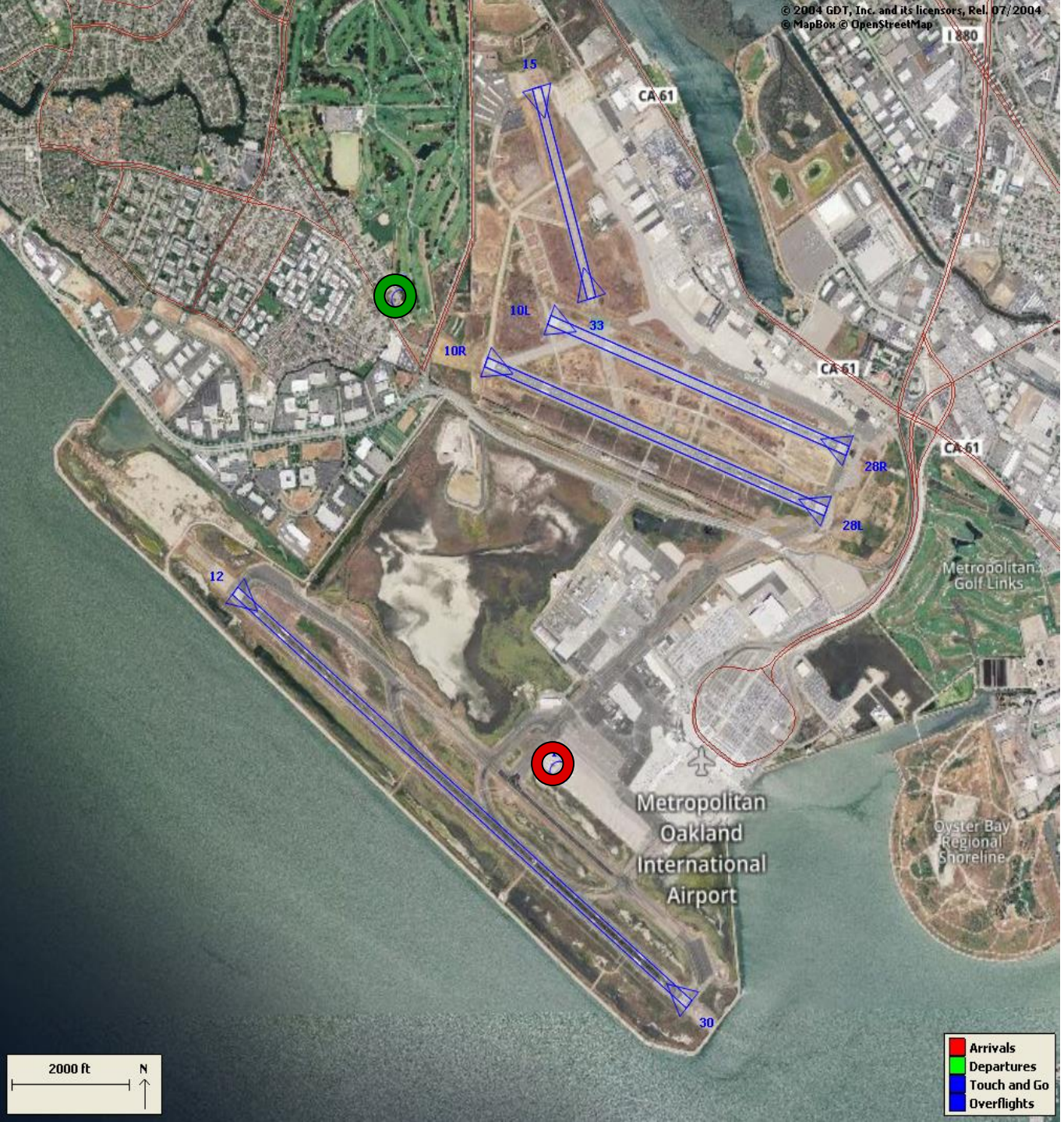
2024Q2
100% Compliance
(3,939 total departures)
(0 non-compliant)



100 Degree Radial
At 3,000 ft. NAP

2025Q2
98% Compliance
(617 total landings)
(10 non-compliant)

2024Q2
99% Compliance
(840 total landings)
(5 non-compliant)



Engine Run-up NAP

2025Q2
100% Compliance
(7 engine run-ups)*
(0 non-compliant)

2024Q2
100% Compliance
(5 engine run-ups)
(0 non-compliant)

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

Compliance Monitoring Quarterly Summary Comparison Second Quarter 2025 - Quarter-to-Quarter				
	2025Q1		2025Q2	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	93%	7%	92%	8%
Total Airport-wide Corporate Jet Departures	2,321	169	2,021	185
Runway 10R/L Jet Landing Compliance	89%	11%	100%	0%
Total Southeast Plan Corporate Jet Landings	321	39	0	0
North Field VFR Departure Compliance	96%	4%	96%	5%
Total Runways 28R/L & 33 Departures	1,263	54	1,477	59
North Field Quiet Hours Compliance	81%	19%	87%	13%
Total North Field Quiet Hours Departures	248	60	312	46
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	13,048	3	15,181	6
Night Time Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	2,534	13	3,184	23
Runway 12 Night Departure Compliance	97%	3%	100%	0%
Total Runway 12 Night Turbojet Departures	265	9	8	0
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	3,009	4	3,330	7
100 Degree Radial Turbojet Landing Compliance	99%	1%	98%	2%
Total 100 Degree Radial Turbojet Landings	594	4	607	10
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	1	0	7	0
Note: N/C means non-compliant. Percentage values are rounded out.				

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

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**

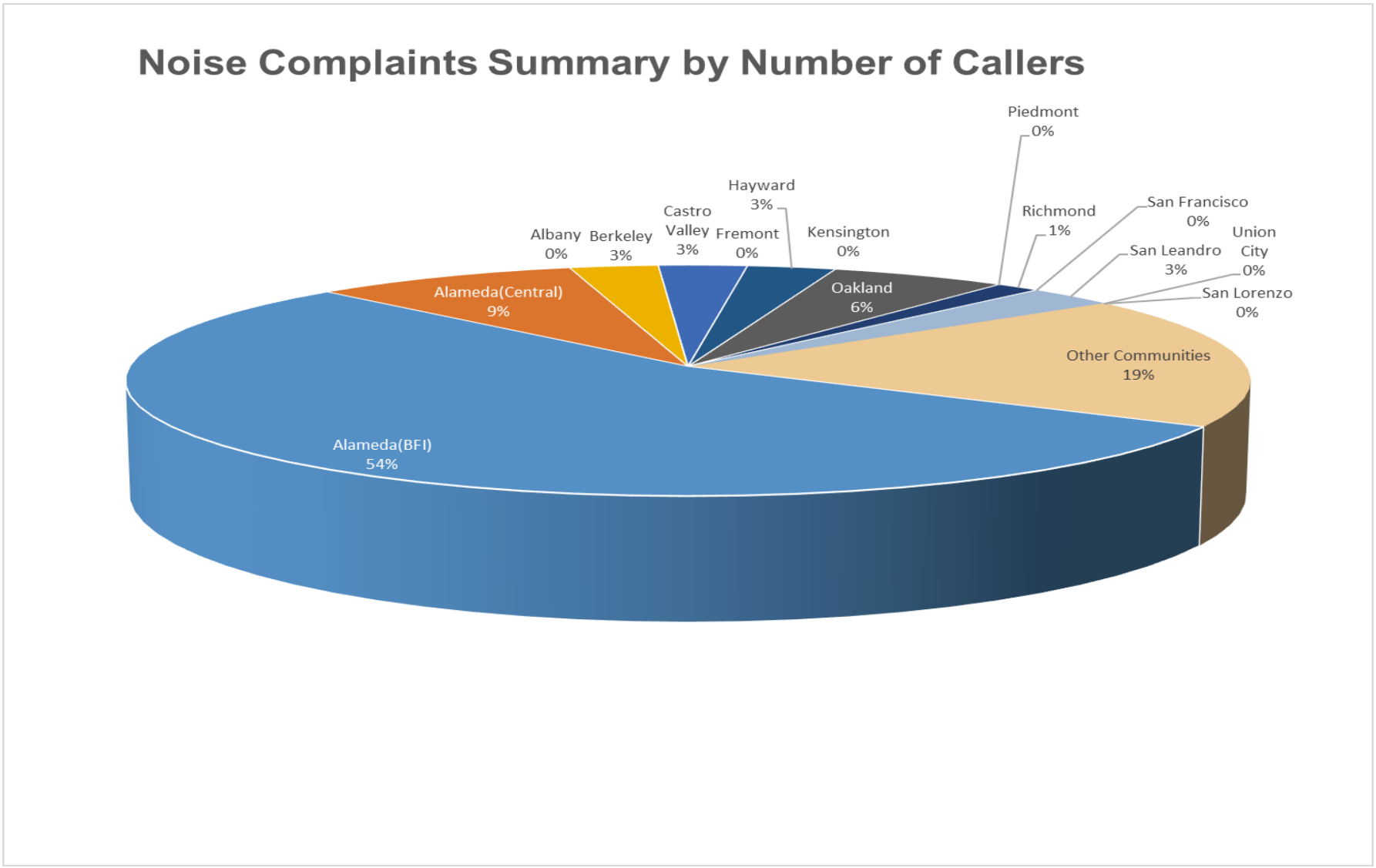
The Rolling Take-Off Night Procedure Report (1:00 to 5:00 AM) is dependent on back-blast data collected by the noise monitor deployed at the San Leandro Marina (NMT #2). Due to construction work at the San Leandro Marina, the noise monitor had to be removed on April 20, 2023. The monitor will be redeployed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

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

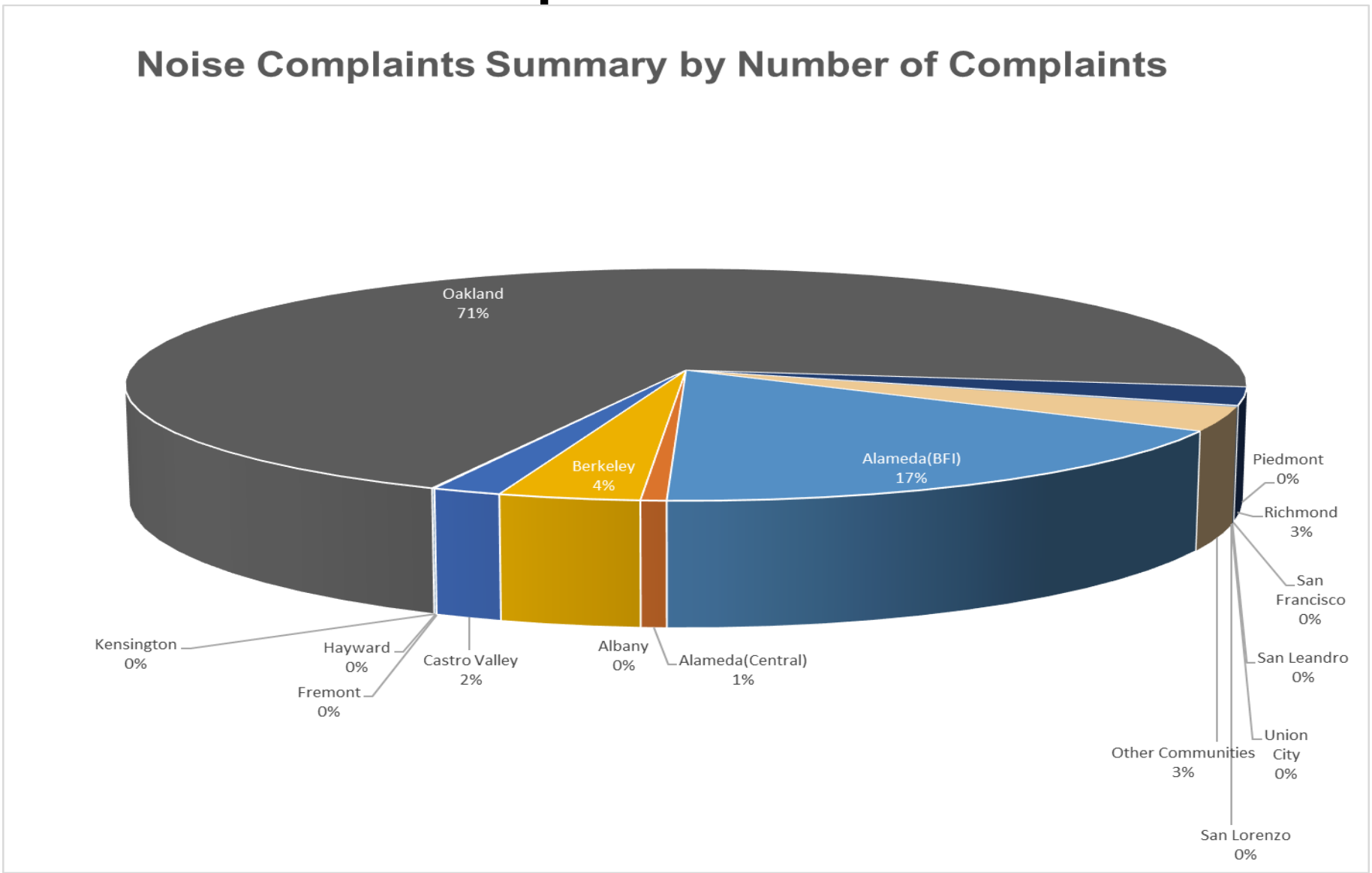
Oakland Airport (OAK)
Noise Complaint Summary
April 2025

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	

Number of Callers
April 2025



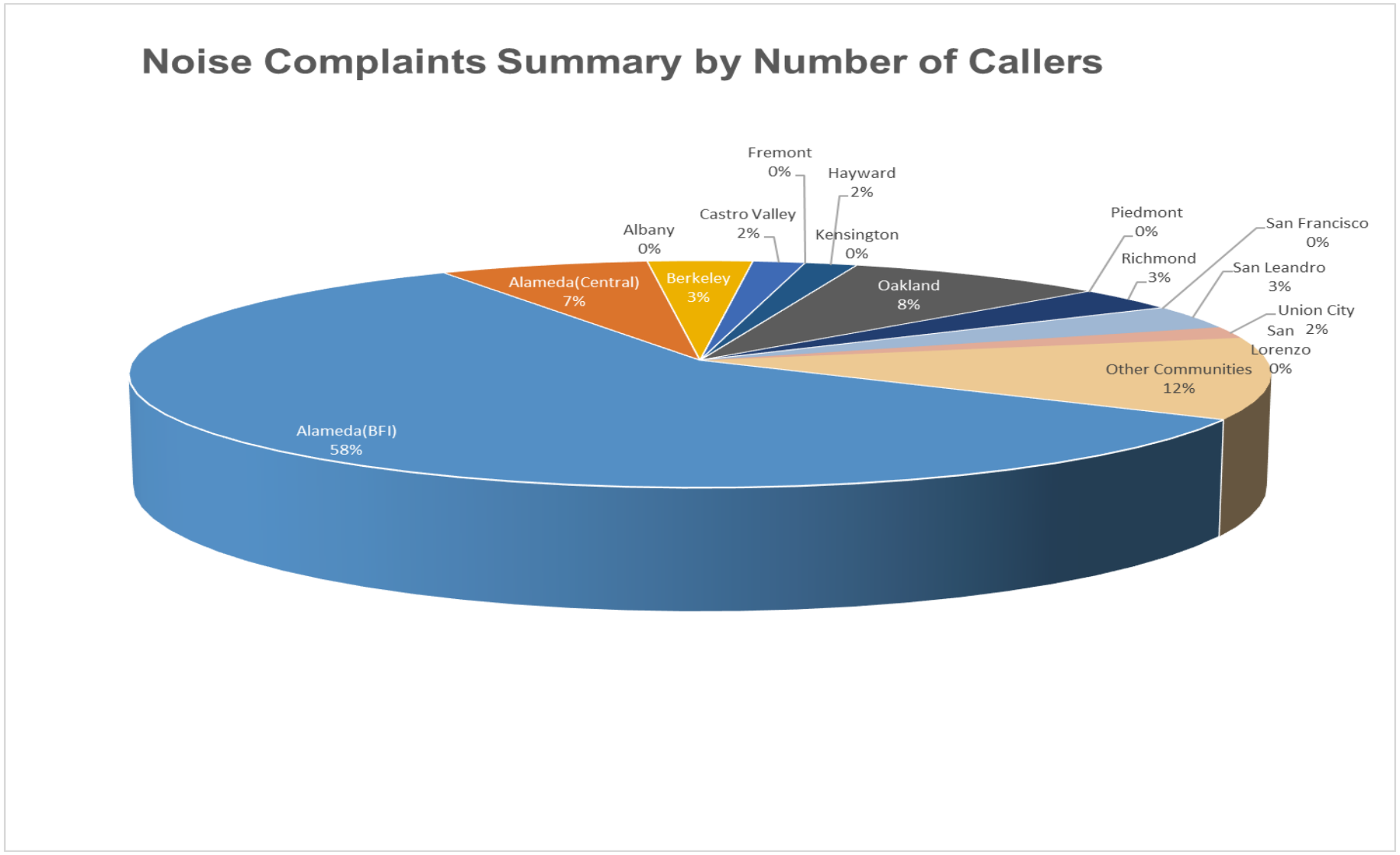
Number of Complaints
April 2025



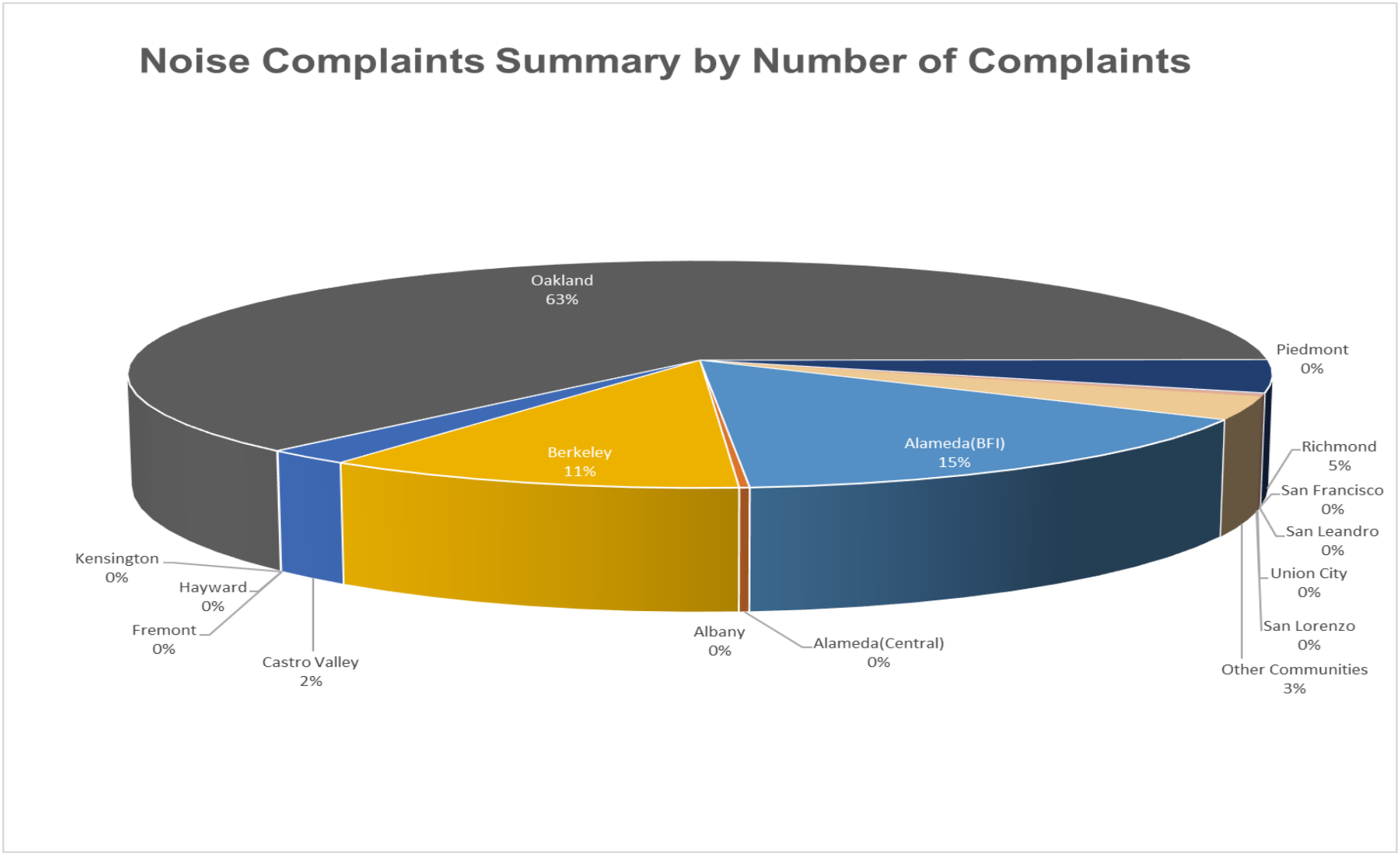
Oakland Airport (OAK)
Noise Complaint Summary
May 2025

Community	Callers	Complaints
Alameda(BFI)	35	595
Alameda(Central)	4	10
Albany	0	0
Berkeley	2	408
Castro Valley	1	84
Fremont	0	0
Hayward	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	

Number of Callers
May 2025



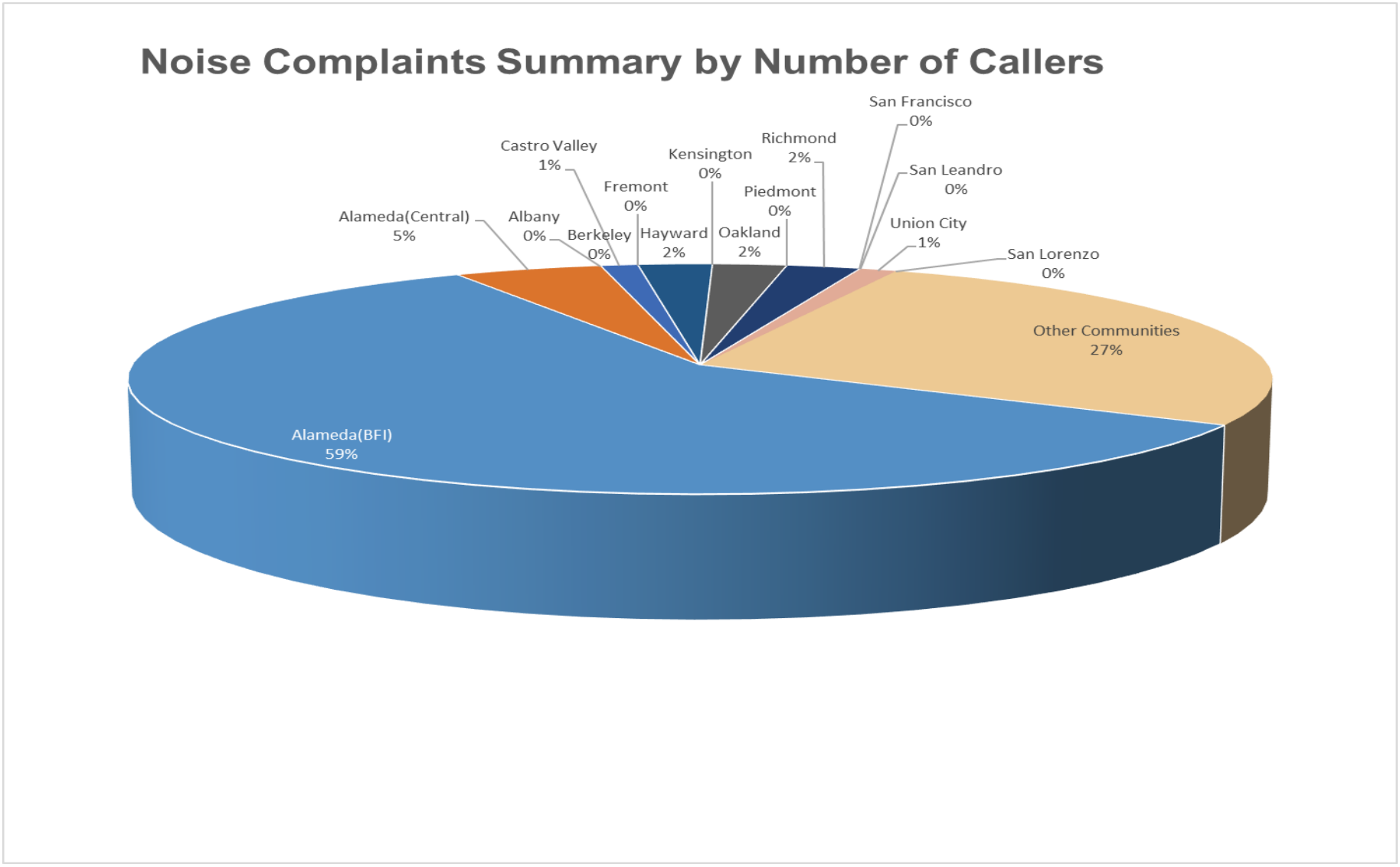
Number of Complaints
May 2025



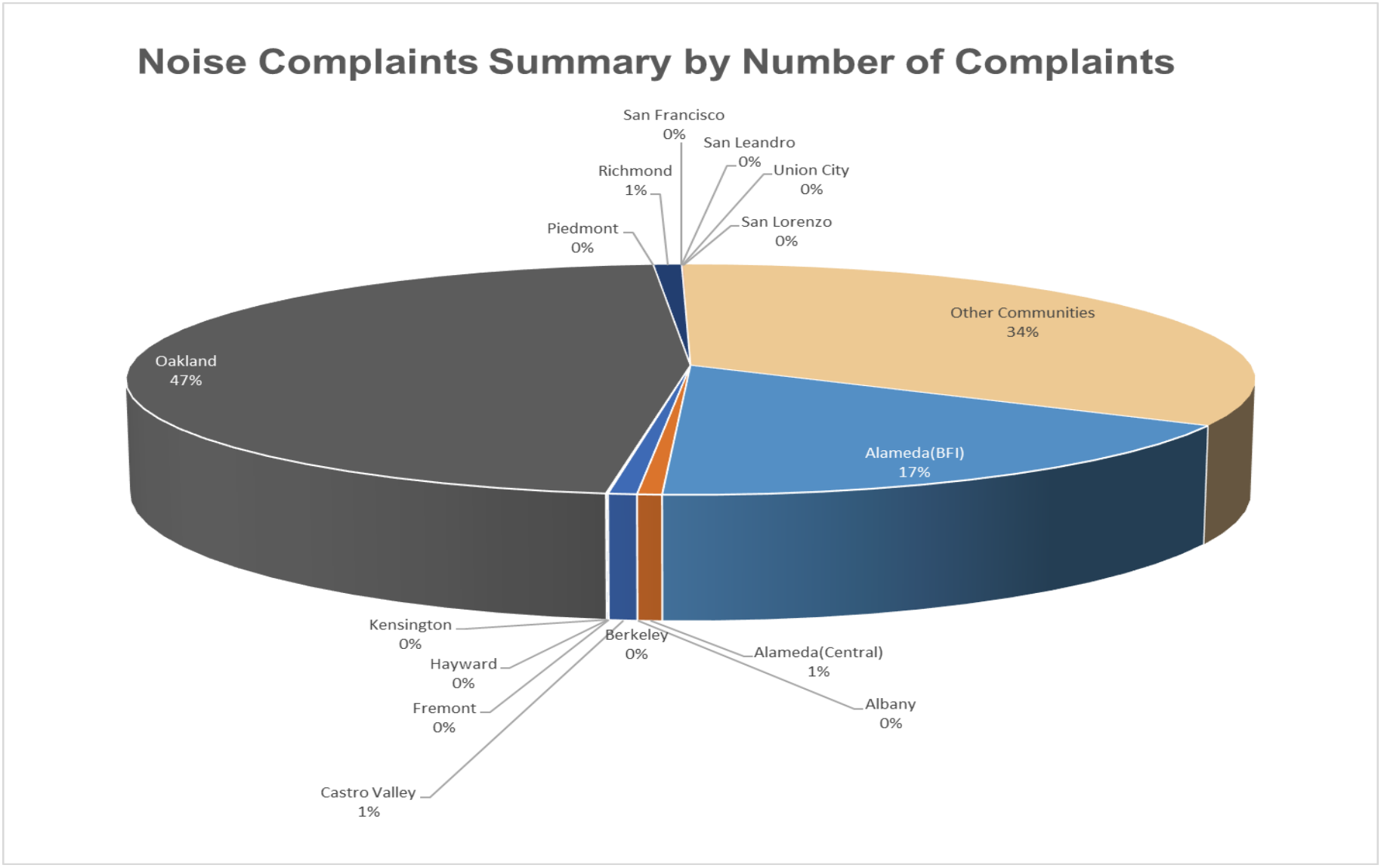
Oakland Airport (OAK)
Noise Complaint Summary
June 2025

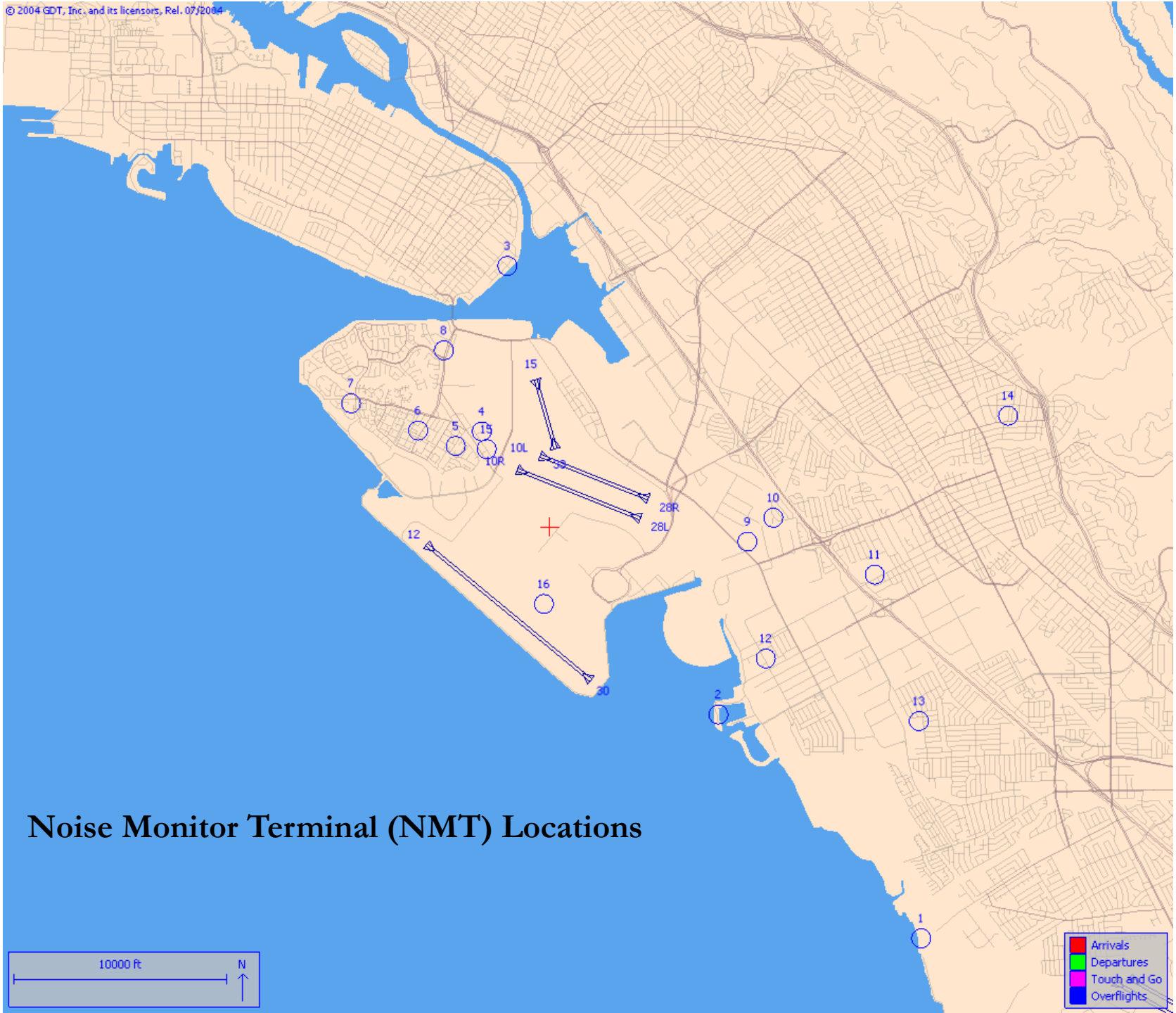
Community	Callers	Complaints
Alameda(BFI)	50	692
Alameda(Central)	4	25
Albany	0	0
Berkeley	0	0
Castro Valley	1	29
Fremont	0	0
Hayw ard	2	2
Kensington	0	0
Oakland	2	1860
Piedmont	0	0
Richmond	2	36
San Francisco	0	0
San Leandro	0	0
Union City	1	2
San Lorenzo	0	0
Other Communities	23	1337
Total	**85**	**3983**
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	

Number of Callers
June 2025



Number of Complaints June 2025





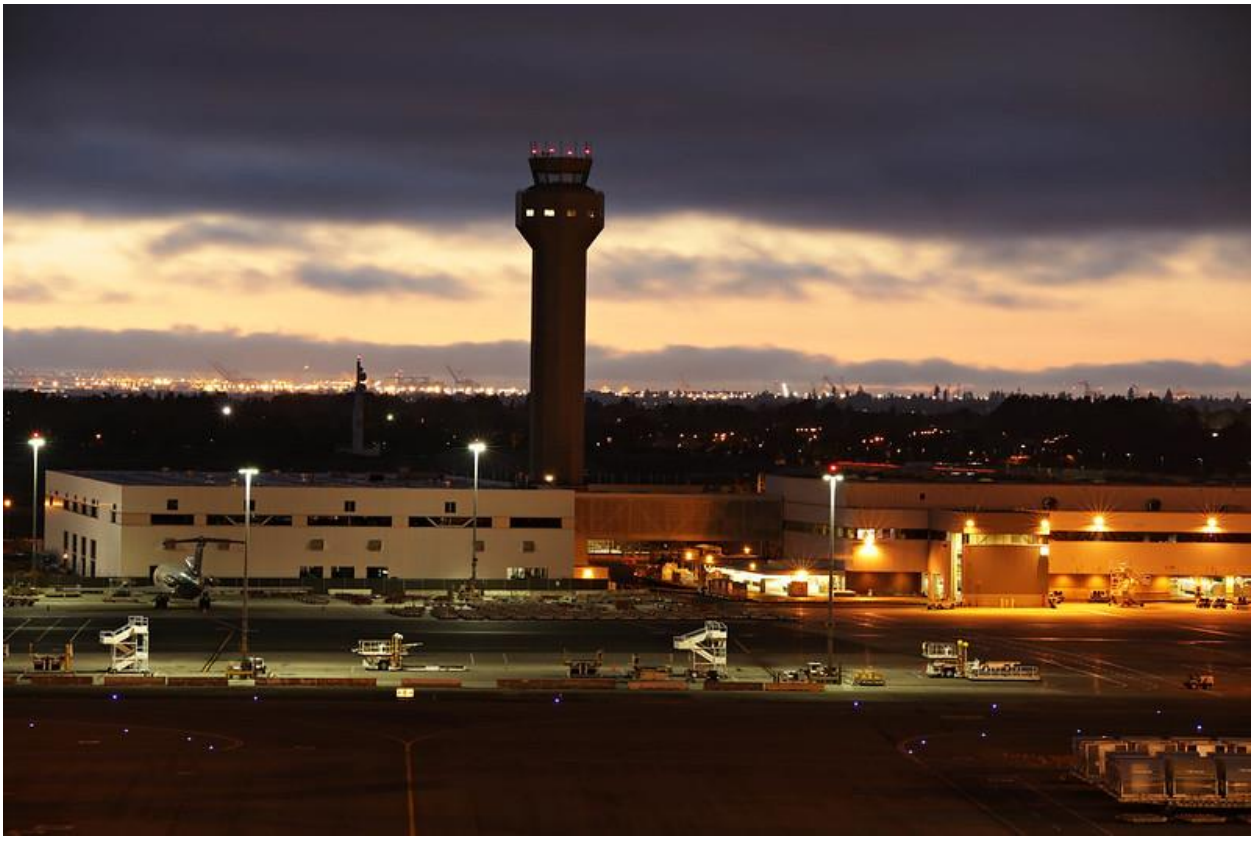
Noise Monitor Terminal (NMT) Locations

PORT OF OAKLAND

I ✈ OAK
The best way to San Francisco Bay.

Quarterly Aircraft Noise Report

Second Quarter 2025



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

July 23, 2025

Table of Contents

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

QUARTERLY REPORT INTRODUCTION

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

COMPLIANCE BEYOND THE CONTROL OF THE PORT OF OAKLAND

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

SAFETY COMES FIRST

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

DISCLAIMER

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

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

QUARTERLY REPORTS COMPLIANCE COMPARISON SUMMARY TABLE

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

Compliance Monitoring Quarterly Summary Comparison 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.				

(Return to Table of Contents)

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%

(Return to Table of Contents)

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 PlanCompliance Rate	N/A	N/A	N/A	N/A
* Note: During Southeast Plan, business jets may land on Runways 10R/L and 12.				

(Return to Table of Contents)

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%

(Return to Table of Contents)

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%

(Return to Table of Contents)

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

(Return to Table of Contents)

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

(Return to Table of Contents)

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**

(Return to Table of Contents)

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%

(Return to Table of Contents)

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%

(Return to Table of Contents)

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.

(Return to Table of Contents)

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.

(Return to Table of Contents)

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.

(Return to Table of Contents)

ENGINE RUN-UP PROCEDURE PROGRAM

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

Engine Run-up Program 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%

(Return to Table of Contents)

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.				

(Return to Table of Contents)

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.				

(Return to Table of Contents)

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	

(Return to Table of Contents)

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
Hayward	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	

(Return to Table of Contents)

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	

(Return to Table of Contents)

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**

(Return to Table of Contents)

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
	Unknow n	-	-	-	-	-	-	-	-	-	-	-	-
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
	Unknow n	-	-	-	-	-	-	-	-	-	-	-	-
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

(Return to Table of Contents)

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 to10:10 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.

(Return to Table of Contents)

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	CYO317	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**	

(Return to Table of Contents)

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

N/A

(Return to Table of Contents)

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

(Return to Table of Contents)

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	Strraight-out Departure	No
5/27/2025 6:01	PXT795	N795MM	PC12	4214	28R	Strraight-out Departure	No
6/19/2025 22:59	N948EA	N948EA	SR22	3752	28L	Strraight-out Departure	No
6/19/2025 22:59	N948EA	N948EA	SR22	3752	28L	Strraight-out Departure	No
					Strraight-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**	

(Return to Table of Contents)

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

(Return to Table of Contents)

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**	

(Return to Table of Contents)

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**	

(Return to Table of Contents)

Runway 12 Night Departure List for Calendar Quarter

N/A

(Return to Table of Contents)

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

(Return to Table of Contents)

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**	

(Return to Table of Contents)

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**	

(Return to Table of Contents)

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
XXXXXXXXX
XXXXXXXXX

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

(Return to Table of Contents)