

Oakland Airport-Community Noise Management Forum Meeting Agenda

Wednesday, January 21, 2026, 6:30 – 8:30 PM

Virtual Meeting:

<https://portoakland.zoomgov.com/j/1616727767>

Or Dial In: US: 1+(669) 254-5252, Webinar ID: 161 672 7767



*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

Action Items

Oakland Airport-Community Noise Management Forum

- a. Provide Forum members with access to the weekly Airport Noise Report.
- b. Request FAA update on the CNDEL departure procedure and the implementation timeline.
- 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 – October 15, 2025

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1. INTRODUCTIONS

The October 15, 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
Jon Hamilton, Community Representative, Alameda
Ben Bartlett, Councilmember, Berkeley
James Nelson, Community Representative, Berkeley
Eduardo Martinez, Mayor, City of Richmond
Gopal Krishnan, Community Representative, County of Alameda
Craig Simon, Director of Aviation, Port of Oakland

Staff Members/Advisors/Officials Present

Doug Mansel, Acting Assistant Director of Aviation, Port of Oakland
Matt P. Davis, Airport Operations Manager, Port of Oakland
Jesse Richardson, Noise Abatement and Environmental Affairs Supervisor, Port of Oakland
Joan Zatopek, Manager, Planning and Development, Port of Oakland
Diego Gonzalez, Government Affairs Manager, Port of Oakland
Marjon Saulon, Government Affairs, Port of Oakland
Brian McGuire, City of Alameda
Rhea Hanrahan, Noise Forum Facilitator, HMMH
Doreen Stockdale, HMMH
Jason Stoddard, HMMH

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. ANNOUNCEMENTS

A. Outstanding Annual Dues

Facilitator Hanrahan noted that outstanding dues remain for the 2025–2026 fiscal year. She asked the Berkeley representatives to follow up with the appropriate contacts, noting that invoices have already been sent. She added that assistance is available if needed, but a reminder from their side would be appreciated.

B. Second Quarter 2025 Noise Abatement Report

Facilitator Hanrahan noted that the Second Quarter 2025 Noise Abatement Report was included in the meeting materials and is already posted on the OAK website. She clarified that no approval vote is required at this meeting but invited any questions or comments. With no questions raised, she reiterated that the reports remain accessible online and in the distributed meeting packet. She encouraged members to review the reports at their convenience and reach out to Jesse Richardson for any follow-up questions.

3. APPROVAL OF MINUTES

A. July 16, 2025

Facilitator Hanrahan noted that Noise Forum members have received copies of the draft minutes for the July 16, 2025 Noise Forum meeting. She asked if there were any questions or comments. Hearing none, she said she would entertain a motion to approve. Moved: James Nelson, second: Eduardo Martinez.

4. Runway 28 L/R and Taxiway B Project Recap

Matt Davis provided an update on the runway rehabilitation project for Runways 28L and 28R, emphasizing that work is not yet complete. He explained that while runway work has minimal community impact, the associated Taxiway Bravo work is highly significant because it severs the connection between the north and south fields.

Mr. Davis reminded the group that Taxiway Bravo was previously closed for 14 days (from July 28 to August 10, 2025) to allow major construction. During that period, substantial work was completed, but final tasks remain, including pavement grooving, striping, and additional lighting installation. Due to pavement curing requirements, these finishing activities necessitate another closure.

Mr. Davis announced that Taxiway Bravo will be closed for an additional five days, from October 21 to October 25, 2025. This closure will mirror the previous impact, affecting approximately 30–40 daily departures and creating significant operational disruption. He noted this should be the last extended closure required to fully sever the north-south field connection.

Following this phase, intermittent nightly closures will occur for about a month, generally between 7:00 p.m. and 9:00 p.m., when traffic is minimal aside from medevac and essential operations. All major work is expected to be completed by November 26, although minor cleanup and adjustments will continue.

Mr. Davis confirmed that all updated information, including advisories, graphics, and phasing details, will be posted on the project website. He encouraged attendees to review the site for specifics and noted that current postings still reflect the July–August closure, with new details expected online by the following day. He concluded by inviting questions and reiterated that the website will remain the primary source for updates.

5. ACTION ITEM – Change to Quarterly Compliance Summary Report

Facilitator Hanrahan introduced Agenda Item 5, an action item related to the North Field/South Field Research Group. She reminded the board that any changes to the quarterly compliance summary format or content require a motion and vote, as the current format was previously approved. She then invited Mr. Davis to explain the proposed change.

Mr. Davis stated that the requested change is technical and straightforward. It concerns the nighttime procedure summary included in the compliance report. Currently, the report references nighttime procedures but does not display the specific hours on the relevant slides. He noted that Jon Hamilton had suggested adding the hours for clarity, and Mr. Davis agreed this would be beneficial. While the hours are described elsewhere in the document, placing them prominently on the slides would improve clarity. Mr. Davis requested general approval to incorporate the nighttime hours into the summary moving forward, without requiring page-by-page review, unless there were objections.

Facilitator Hanrahan clarified that the requested change involves adding the nighttime hours (10:00 p.m. to 7:00 a.m.) directly into the titles of any references to nighttime procedures in the quarterly compliance summary. She confirmed there were no questions from the group and noted that a process flowchart had been developed to address future changes. This flowchart outlines the steps for handling requests: changes are reviewed by Port of Oakland (Port) staff, then either advanced for executive approval or stopped, depending on their scope. For simple changes like this one, the process bypasses executive review and goes directly to the Forum for approval.

Co-chair Greg Boller asked for clarification on the dotted line in the flowchart, specifically what bypasses executive staff review. Facilitator Hanrahan explained that minor changes, such as adding hours to a title, do not require executive approval. More substantial changes, such as those involving budget impacts, additional locations, or significant document revisions, would follow the full approval path. Mr. Boller acknowledged the explanation. Moved: Jon Hamilton, second: James Nelson.

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 individuals provided a public comment:

- Sandra Harrison, Hayward – Ms. Harrison expressed her ongoing concern about aircraft flying over her home, noting that she has raised this issue for nearly 20 years. She reiterated her request that aircraft fly at higher altitudes when passing over her house and stated her preference that planes not fly over her home at all.
- Kristen Rommel, Bay Farm Island (Alameda) – Ms. Rommel raised a concern about the noise from jet operations departing the North Field, noting that the noise seems particularly loud in Bay Farm. She asked what measures the airport is taking to quantify this impact.

Mr. Davis responded that the airport operates 14 noise monitors throughout the community, which record noise levels for all departures. He explained that the data is published in quarterly Title 21 reports, as required by the State of California. These reports include single-event measurements and other metrics, along with maps showing monitor locations and corresponding data, providing a way to correlate noise levels with geographic areas. Craig Simon added that the airport strongly encourages jet aircraft to depart from the South Field, which is the primary air carrier runway. However, due to recent construction work on the North Field, there have been more departures from that area than usual. He offered that anyone seeking a deeper analysis of specific events could contact Mr. Richardson or his office for detailed information.

7. FAA REGIONAL ADMINISTRATOR'S UPDATE

Facilitator Hanrahan reported that, following prior meetings with the Port, a formal request was submitted to the FAA seeking an update on the CNDEL procedure, including a timeline and clarification on progress. She noted that the FAA acknowledged the request but was unable to provide a report due to the recent government shutdown. She explained that once operations resume, there may be delays due to backlog, but she will follow up to ensure the request remains on the FAA's radar.

Mr. Hamilton presented a marked-up diagram to Mr. Davis for clarification, referencing prior discussions about CNDEL headings and suggesting a change from 296 degrees to 290 degrees for simplicity in communicating with the FAA. The facilitator clarified that her original request to

the FAA focused on seeking timeline information rather than specific heading changes but agreed to incorporate clarifying details if helpful.

Mr. Davis provided additional context, stating that prior to the shutdown, the FAA indicated a positive outlook on the CNDEL update but recently postponed publication to 2027. He emphasized that efforts are underway to expedite this timeline. He explained that the current CNDEL RNAV procedure uses an initial heading of 296 degrees after reaching 520 feet, and the goal is to adjust this to 290 degrees after reaching 520 feet to align with the Oakland Six departure. He reviewed the differences between conventional and RNAV departures: conventional departures provide a simple heading (changed from 296 degrees to 290 degrees in 2024), but only account for about 22 percent of departures, while RNAV procedures (CNDEL) are more complex and widely used. The airport submitted a request through the FAA's IFP Gateway to modify CNDEL to mimic Oakland Six, and while the FAA has not opposed the change, no implementation date has been confirmed.

Mr. Davis noted that operational constraints, including proximity to San Francisco and required three-mile separation, limit how far departures can turn left during daytime operations. He stated that 290 degrees is likely the best achievable adjustment and committed to continuing advocacy for earlier implementation. He also confirmed that published charts will continue to show 296 degrees until the FAA updates them.

Mr. Nelson asked whether any additional noise measurements had been conducted in the community following the implementation of the 6-degree deviation on northbound departures. The facilitator explained that while the airport's noise monitors continuously record data 24/7, no new flight-by-flight comparative study has been completed since the initial report. She noted that the previous analysis showed that approximately 22 percent of operations using the modified procedure and that greater separation from the runway generally results in improved noise outcomes for nearby residents.

Mr. Nelson inquired if there were plans for further neighborhood-specific measurements. The facilitator responded that no additional targeted studies are planned at this time beyond ongoing monitoring and quarterly Title 21 reports, which reflect overall noise trends but not individual flights. Mr. Nelson expressed that his impression was the 6-degree turn had been more effective than the original report suggested and recalled prior discussions about potential follow-up studies.

Mr. Hamilton added that, based on his recollection, the three noise monitors closest to the Bay showed no significant difference at the first monitor, while the second and third monitors recorded approximately a three-decibel reduction with the 6-degree turn. Facilitator Hanrahan confirmed that while she did not recall exact decibel levels, the data indicated improvement with increased distance from the runway due to greater angular separation.

8. NEXTGEN UPDATE

Facilitator Hanrahan noted that Thann McLeod from Lean was unable to attend but has been holding weekly check-ins with Mr. Davis, who provided the update. Mr. Davis reported that

progress remains limited, with most items still pending FAA clearance. He highlighted three key areas:

- **WNDSR Arrival:** This procedure, intended for arrivals from the north and northeast over the Oakland Hills to Runway 30, is back at the conceptual stage. Previous rerouting attempts failed due to airspace constraints. The FAA and Lean are exploring new concepts, but no concrete update is available.
- **Higher Glide Path Angles:** In response to community concerns, including Ms. Harrison's comments, the team is studying the feasibility of increasing approach angles to Runways 28L/R from the standard 3.0 degrees to approximately 3.2 degrees. While this change would only raise aircraft by a few hundred feet, it could provide slight noise relief. Modeling is underway to ensure safety and avoid creating over-energy situations that require excessive flaps or gear deployment.
- **HUSSH Procedure:** This nighttime procedure aims to turn aircraft to 270 degrees sooner, pushing departures farther over water. The FAA has indicated it cannot modify the procedure directly, so efforts now focus on working with operators to climb and turn more quickly. The concept remains in the study phase.

Mr. Davis emphasized that none of these initiatives are simple and will require significant time and coordination, but they remain priorities. He noted that CNDEL is the only procedure showing tangible progress, and the team will continue advocating for earlier implementation. He concluded by inviting questions. Mr. Hamilton asked if the goal includes having aircraft reach 520 feet faster. Mr. Davis confirmed that is correct.

9. NOISE OFFICE REPORT

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

Mr. Davis reported on the North Field/South Field Research Group meeting, noting two primary action items. The first was the quarterly flight summary change, which the Noise Forum has already approved. The second involved initiating discussions with the FAA and Lean regarding the feasibility of expanding the SALAD-style right-turn procedure beyond its current nighttime limitation (10:00 p.m. to 7:00 a.m.). He explained that the SALAD procedure, designed for propeller aircraft departing Runway 28 at night to avoid Bay Farm Island, may need to accommodate jet aircraft during periods when North Field departures are unavoidable, such as during construction. The group is evaluating whether jets can safely execute a modified version of the turn and whether the procedure could be extended into daytime hours without creating conflicts. Even partial extensions of a few hours are under consideration. Mr. Davis noted that updates on SALAD will be provided at a future meeting.

He also reviewed standing items, including efforts to incentivize North Field operators to comply with noise abatement procedures and outreach to chronic violators who fail to follow guidelines or participate in the noise program. He emphasized that personal engagement often improves compliance and commended Mr. Richardson for his proactive outreach. The group continues to monitor and advance other procedures such as CNDEL, HUSSH, and WNDSR as part of its ongoing work.

Gopal Krishnan asked about the types of incentives available to encourage operators to comply with noise abatement procedures. Mr. Davis explained that options are limited because financial incentives or penalties are prohibited under federal law; airports cannot impose fines or offer rent reductions. Past efforts have included sending letters to pilots and community members, creating award programs, and revising website messaging to emphasize the personal and community impact of noise rather than presenting only technical data. Despite these efforts, there is no single solution, and the group continues to explore creative approaches. Mr. Krishnan clarified that these issues primarily involve private operators rather than airlines and suggested considering whether executive jet operators could be discouraged from using the airport. Mr. Davis noted that while outreach has included industry groups such as the National Business Aircraft Association and direct engagement with pilots and CEOs, there is no centralized authority for general aviation, making enforcement challenging. He added that airports cannot deny access to certain operators because they function as public facilities under federal grant assurances, which require equal access for all users.

Ben Bartlett raised the question of whether residents have a private right of action against operators causing excessive noise. Mr. Davis responded that he was not aware of any such legal pathway, noting that pilots operating under federal law are permitted to use the runway and that there is no formal prohibition against North Field use. Facilitator Hanrahan added that past legal actions brought by communities against individual operators typically resulted in mediation without significant outcomes, as operators were compliant with federal regulations and airports cannot impose monetary penalties or discriminatory restrictions under grant assurances.

Mr. Bartlett asked about publishing the names of noncompliant operators. Facilitator Hanrahan explained that tail numbers are generally available unless operators request to be placed on a blocked list, which removes identifying details. Mr. Bartlett suggested that publicizing names might create pressure through insurance companies or other channels. Mr. Krishnan supported brainstorming alternative approaches, noting that most committee time is spent addressing private operators rather than airlines. Ideas discussed included public awareness campaigns and reviewing practices at other airports. Facilitator Hanrahan mentioned programs such as “Fly Quiet” and “Fly Friendly” used elsewhere and agreed to research comparable initiatives for future discussion.

Mr. Nelson asked about tracking repeat offenders. Mr. Davis confirmed that the airport monitors compliance and conducts personal outreach, which has successfully reduced violations, including eliminating prior issues with Runway 33 use. He noted that overall compliance exceeds 90 percent, although the goal remains 100 percent. Mr. Hamilton noted that he has occasionally observed aircraft overnighting at OAK before repositioning to San Francisco, which Mr. Davis attributed to the greater availability of space at OAK compared to San Francisco.

Facilitator Hanrahan invited audience comments, noting available time. One audience member suggested using social media as a “shaming strategy” to pressure noncompliant operators, stating that public exposure could influence CEOs and companies to take corrective action. Another attendee proposed charging higher fees to private operators, referencing a New York Times

article about cost disparities between commercial airlines and business jets. Facilitator Hanrahan reiterated that financial penalties or differential charges are limited by federal grant assurances. Mr. Hamilton added context from the article, explaining that while a typical 737 flight generates approximately \$2,000 in FAA fees, a business jet contributes only about \$60 through fuel taxes, despite requiring similar FAA resources. Facilitator Hanrahan acknowledged the comment and noted the legal limitations on implementing such measures.

Mr. Krishnan commended the Port for its excellent work, noting that compliance rates consistently remain in the 90-percent range and that discussions largely focus on edge cases. He emphasized that the conversation should be viewed as constructive ideation rather than criticism. Facilitator Hanrahan agreed, acknowledging the decades of effort by the Noise Forum and the Port to achieve these results and reaffirmed the group's commitment to closing the remaining gap to reach full compliance.

B. Update on Action Items from Noise Forum Meeting.

Mr. Davis confirmed that item (a), the flow diagram for managing report changes, had been completed and emphasized the importance of maintaining a clear process to prevent unauthorized modifications. Item (b), proposed by Mr. Boller, requested ongoing updates to keep Noise Forum members informed of developments such as CNDEL and other procedures. Mr. Davis agreed and noted that Mr. Richardson will ensure timely communication between quarterly meetings. For item (c), the Noise Office proposed providing members access to the Airport Noise Report, a weekly publication summarizing current noise issues. Mr. Davis explained that the team is working to make this resource available, likely via email or an internal platform, and highlighted its value for quick updates and deeper insights. Facilitator Hanrahan added that the Port is exploring subscription logistics and asked members about preferred access methods, such as SharePoint or other platforms, to ensure ease of use. Members briefly discussed options, including Dropbox and mobile compatibility, and agreed to revisit logistics once subscription details are finalized.

Mr. Boller asked whether a report on the San Francisco International Airport (SFO) Roundtable was planned for this session. Mr. Davis acknowledged the oversight and invited Mr. Richardson to provide the update.

Mr. Richardson reported that the October 2025 SFO Roundtable meeting, held virtually, included no major actions affecting the East Bay but covered several developments. The roundtable discussed pursuing tools to reduce noise from air taxi services, including health impact studies and the evaluation of proposed vertiport locations on the Peninsula. The SFO program supervisor presented three sound insulation initiatives—the Second Chance Initiative, Repair Replacement Initiative, and Expanded Eligibility Initiative—that focus solely on single-family homes, prompting concerns about excluding condos and apartments. Additionally, Mr. Richardson said that HMMH presented a peer comparison of Fly Quiet Programs at similar airports, as SFO considers revamping its own program, with further discussion scheduled for December. Public comments included concerns from residents in Portola Valley about frequent overflights, Millbrae residents about go-arounds, and Pacifica residents about nighttime departures. Other updates included

SFO's summer passenger volume of 7.5 million, approval of a Waymo autonomous taxi pilot program, and confirmation that the recent government shutdown did not affect SFO staff.

Mr. Hamilton added that the roundtable plans to draft language for cities to regulate advanced air mobility landing sites, which could be relevant locally. Mr. Krishnan noted the importance of monitoring changes to SFO's Fly Quiet Program to prevent spillover impacts on East Bay communities. Facilitator Hanrahan confirmed that the Port will track these developments and alert the Noise Forum if any changes could affect OAK operations.

10. NEW BUSINESS / CONFIRM NEXT MEETING DATE

Facilitator Hanrahan moved to addressing new business and the next meeting, which is scheduled for Wednesday, January 21, 2026 and will be held virtually.

Mr. Nelson requested an update on electric helicopters and vertiports, asking for information on potential noise impacts, expected frequency, and timelines for implementation. He emphasized the need for education on advanced air mobility and its implications for the community. Facilitator Hanrahan noted that relevant updates often appear in the Airport Noise Report, which the Noise Forum will soon have access to. She agreed that local impacts should be monitored. Mr. Hamilton asked whether the Port has been approached by operators seeking to establish vertiport operations. Mr. Simon responded that while preliminary conversations have occurred, no agreements or term sheets exist, citing infrastructure challenges such as the significant power requirements for recharging and the lack of adequate PG&E feed capacity. Facilitator Hanrahan reiterated that future updates should focus on noise-related aspects and confirmed that any developments or test data will be shared with the Noise Forum as they become available.

Mr. Martinez asked whether different aircraft types produce varying noise levels. Facilitator Hanrahan confirmed that noise differences exist based on aircraft type, engine configuration, and generation, noting that newer aircraft meet stricter FAA noise standards. She explained that the airport maintains an inventory of aircraft types through its noise and operations monitoring system, which uses radar data to track all flights except certain military operations. This system provides highly accurate data and identifies each aircraft type and code.

Mr. Martinez then asked if noise levels are monitored by aircraft type and whether simultaneous operations by louder aircraft are managed. Facilitator Hanrahan clarified that federal regulations require noise studies to use an annual average day rather than peak-hour analysis, though the airport's monitors record data continuously and reports include daily readings. For predictive modeling, the FAA's Aviation Environmental Design Tool incorporates over 300 aircraft noise profiles, allowing scenario-based analysis such as removing specific operators to assess impact. She added that noise data can be analyzed at any granularity, including hourly or by specific time periods, and tailored for special studies such as school hours.

Mr. Boller asked whether the discussion on aircraft noise footprints was covered in the Airport Noise 101 Workshop and if that resource was still available online. Facilitator Hanrahan confirmed that the workshop is available and includes figures comparing older noise footprints with current

Stage 5 standards, showing single-event exposure for takeoff and landing. Mr. Martinez requested a link to the resource, noting difficulty navigating the Port's website. Facilitator Hanrahan agreed to send the link directly to members.

Mr. Hamilton asked for an update on previous discussions with FedEx and UPS about conducting "what-if" analyses on optimum flap and power settings to enable faster climbs and earlier turns from Runway 30. Mr. Davis reported no progress over the past year, explaining that earlier momentum stalled due to personnel changes at FedEx and Boeing, both critical partners in the process. He noted that implementing such changes requires coordination among the Port, consultants, aircraft manufacturers, and operators, making it a complex effort. Mr. Hamilton also inquired about UPS operations following observations during an airport tour. Mr. Davis clarified that while UPS conducts some Sunday afternoon flights, there are no Sunday night operations, and the Monday morning closure schedule remains unchanged.

Mr. Davis addressed a previously noted discrepancy in the North Field departure compliance rate under Visual Flight Rules (VFR) conditions, explaining that the issue was initially identified by a community member who observed that VFR aircraft departures were being undercounted. Upon review, the discrepancy was confirmed. Mr. Davis clarified that the issue originated from outdated identification rules based on transponder codes that changed under FAA regulations, causing misclassification between VFR and Instrument Flight Rules (IFR) flights. He noted that the reporting process has since been corrected, and current reports accurately reflect departure counts. While percentages remained largely unchanged, prior data lacked completeness. Mr. Davis added that a technical memo detailing the issue and resolution is available upon request.

11. ADJOURNMENT

Facilitator Hanrahan adjourned the meeting at 7:55 p.m.

NOISE FORUM SUMMARY

North/South Field Working Groups



NOISE ABATEMENT REPORT

THIRD QUARTER 2025

Disclaimer

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

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Compliance Monitoring Quarterly Summary Comparison Third Quarter 2025				
	2024Q3		2025Q3	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	94%	6%	92%	8%
Total Airport-wide Corporate Jet Departures	1,930	127	2,052	168
Runway 10R/L Jet Landing Compliance	100%	0%	71%	29%
Total Southeast Plan Corporate Jet Landings	0	0	5	2
North Field VFR Departure Compliance	94%	6%	96%	4%
Total Runways 28R/L & 33 Departures	1,455	89	1,302	48
North Field Quiet Hours Compliance	92%	8%	89%	11%
Total North Field Quiet Hours Departures	314	27	305	38
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	16,113	5	14,131	5
Night Time Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	3,206	28	2,807	17
Runway 12 Night Departure Compliance	100%	0%	100%	0%
Total Runway 12 Night Turbojet Departures	0	0	0	0
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	4,129	3	3,268	6
100 Degree Radial Turbojet Landing Compliance	99%	1%	99%	1%
Total 100 Degree Radial Turbojet Landings	789	8	566	5
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	5	0	5	0
Note: N/C means non-compliant. Percentage values are rounded out.				

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

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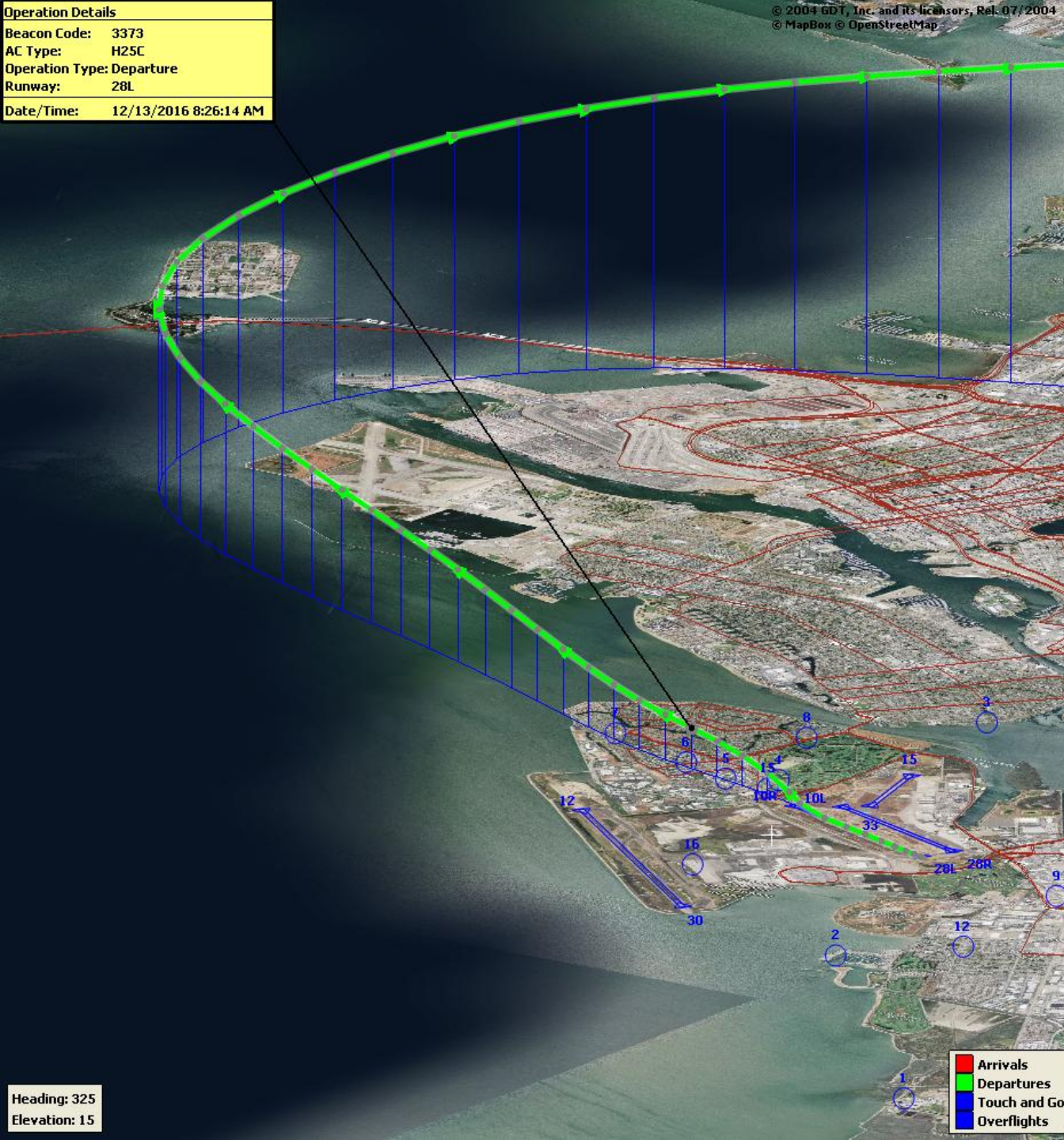
Runway 28R/L Jet Departure NAP

2025Q3
92% Compliance
(2,220 total departures)
(168 non-compliant)

2024Q3
94% Compliance
(2,057 total departures)
(127 non-compliant)

Heading: 325
Elevation: 15

Arrivals
Departures
Touch and Go
Overflights

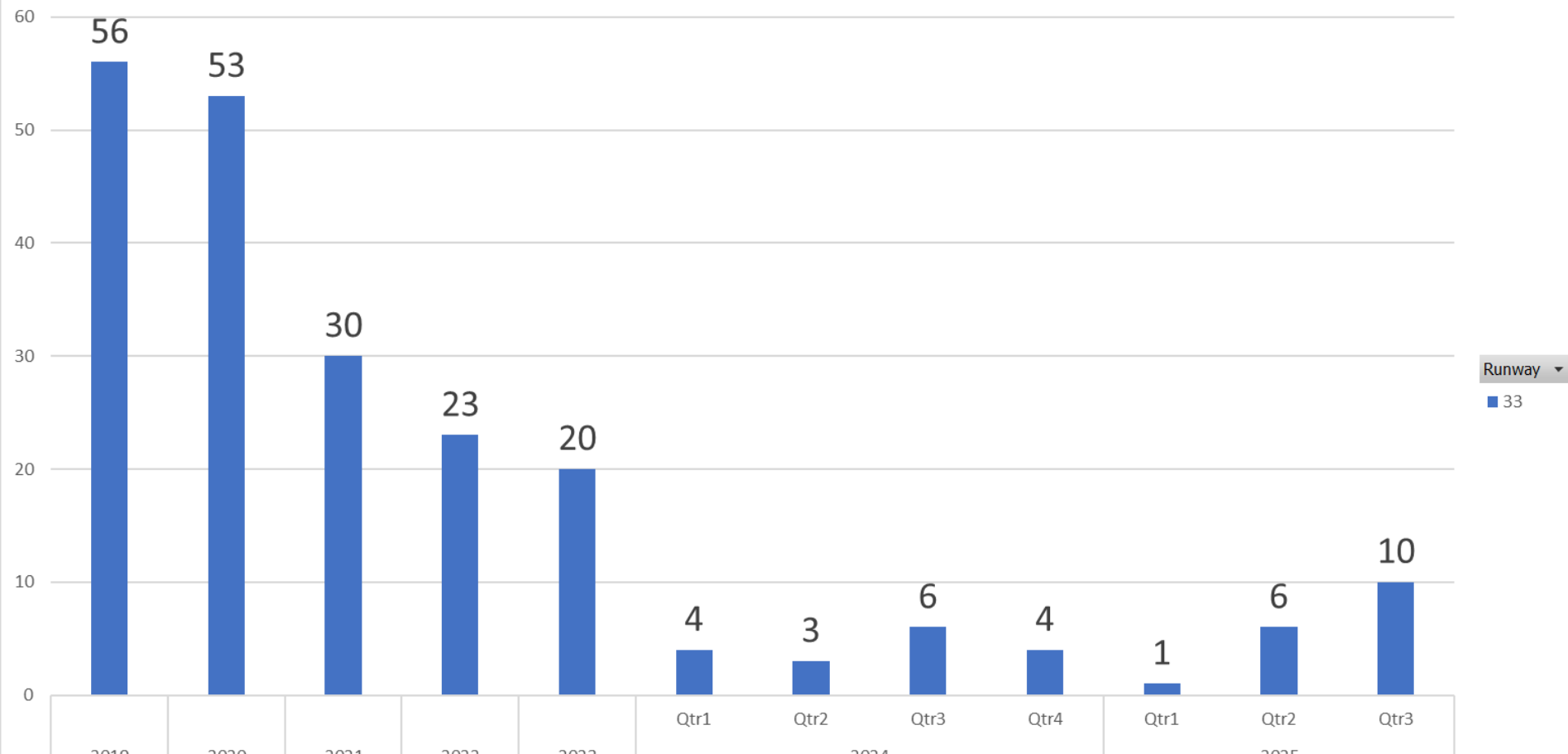


RUNWAY 33 JET DEPARTURES

Third Quarter 2025

Count of Aircraft Type

Runway 33 Jet Departure Trend Analysis



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

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Runway 10R/L Jet Landing NAP

2025Q3

71% Compliance
(7 total landings)
(2 non-compliant)

2024Q3

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

Heading: 325
Elevation: 15

■ Arrivals
■ Departures
■ Touch and Go
■ Overflights

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

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VFR Aircraft Departure NAP

2025Q3

96% Compliance
(1,350 total departures)
(48 non-compliant)

2024Q3

94% Compliance
(1,544 total departures)
(89 non-compliant)



Heading: 338
Elevation: 29

- Arrivals
- Departures
- Touch and Go
- Overflights

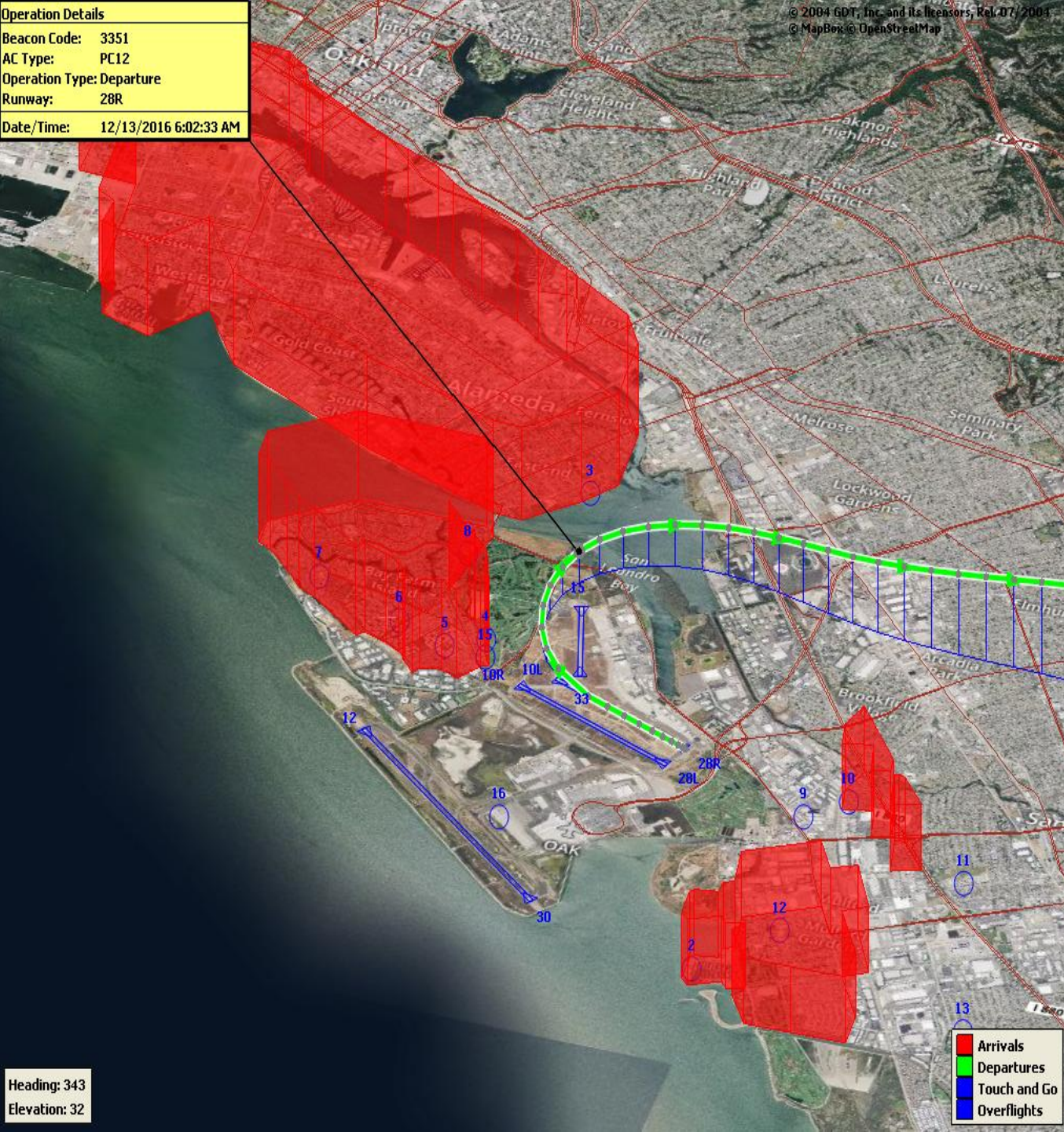
Operation Details
Beacon Code: 3351
AC Type: PC12
Operation Type: Departure
Runway: 28R
Date/Time: 12/13/2016 6:02:33 AM

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North Field Quiet Hours NAP 10:00 PM to 7:00 AM

2025Q3
87% Compliance
(343 total departures)
(38 non-compliant)

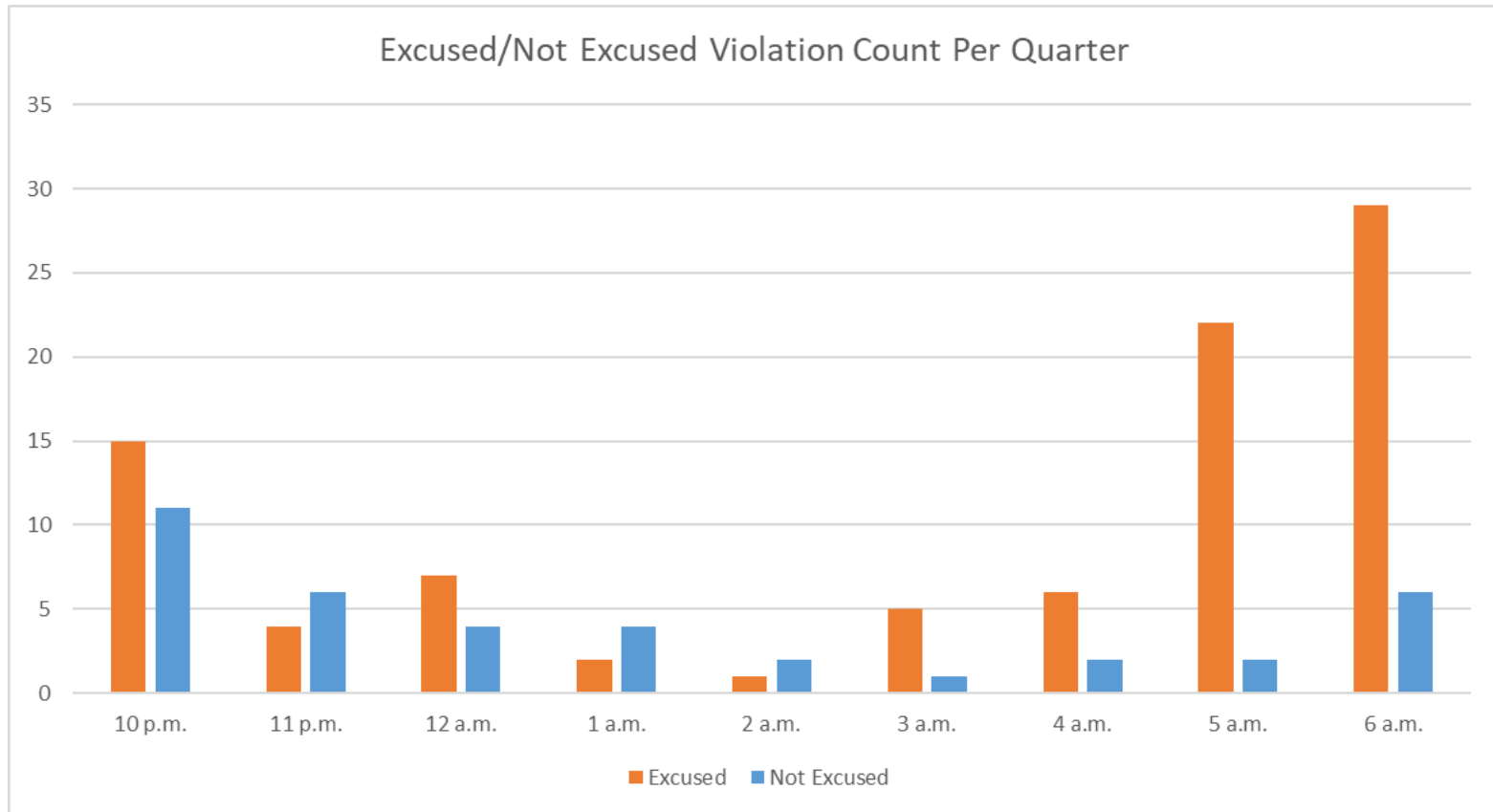
2024Q3
90% Compliance
(341 total departures)
(27 non-compliant)



Heading: 343
Elevation: 32

Arrivals
Departures
Touch and Go
Overflights

Quartely North Field Quiet Hours NAP Non-Compliant Per Quarter 10:00 PM to 7:00 AM



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



Night Time Departure NAP 10:00 PM to 7:00 AM

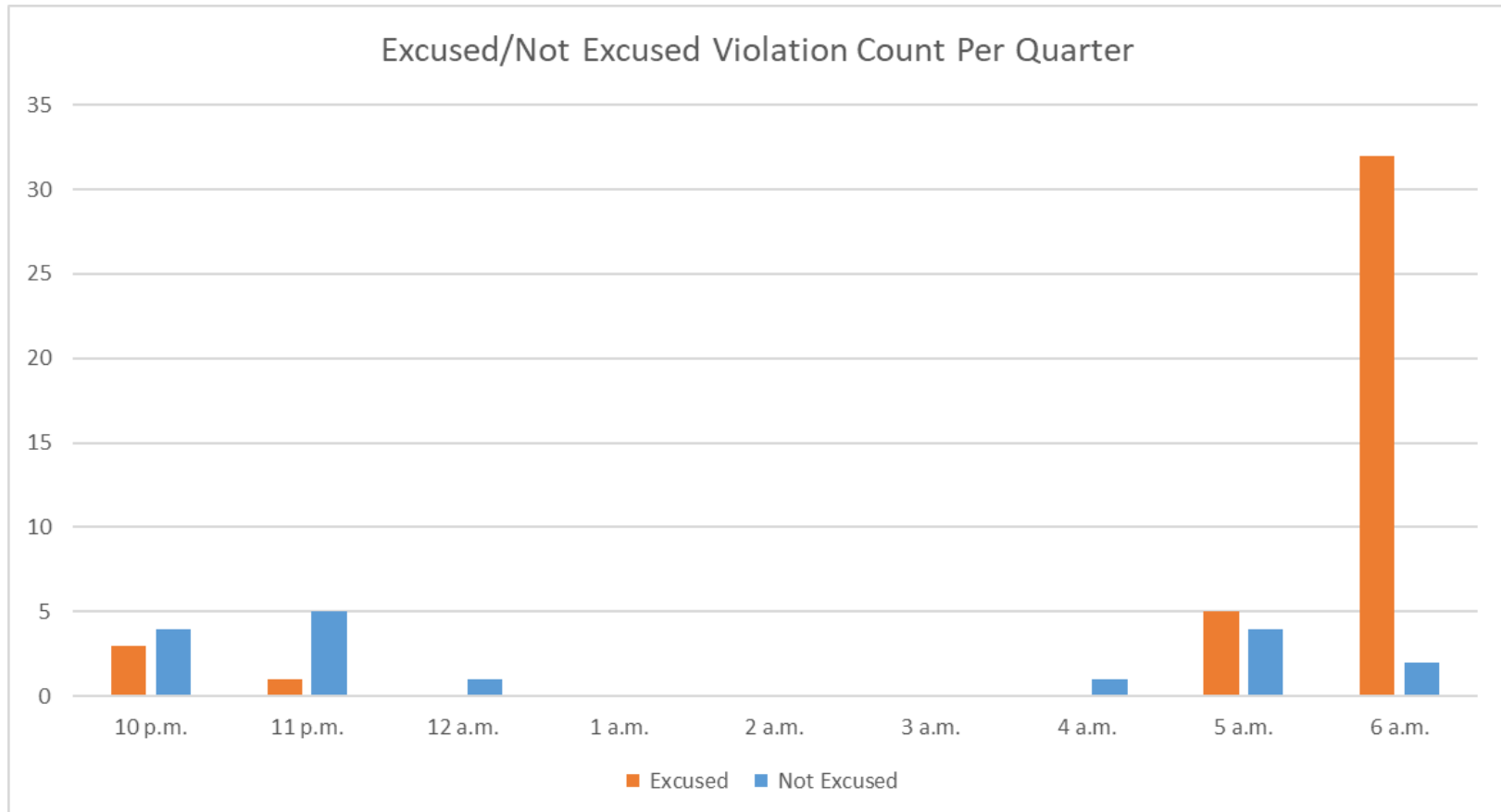
2025Q3
99% Compliance
(2,824 total departures)
(17 non-compliant)

*REBAS Gate non-compliant = 16

2024Q3
99% Compliance
(3,234 total departures)
(28 non-compliant)

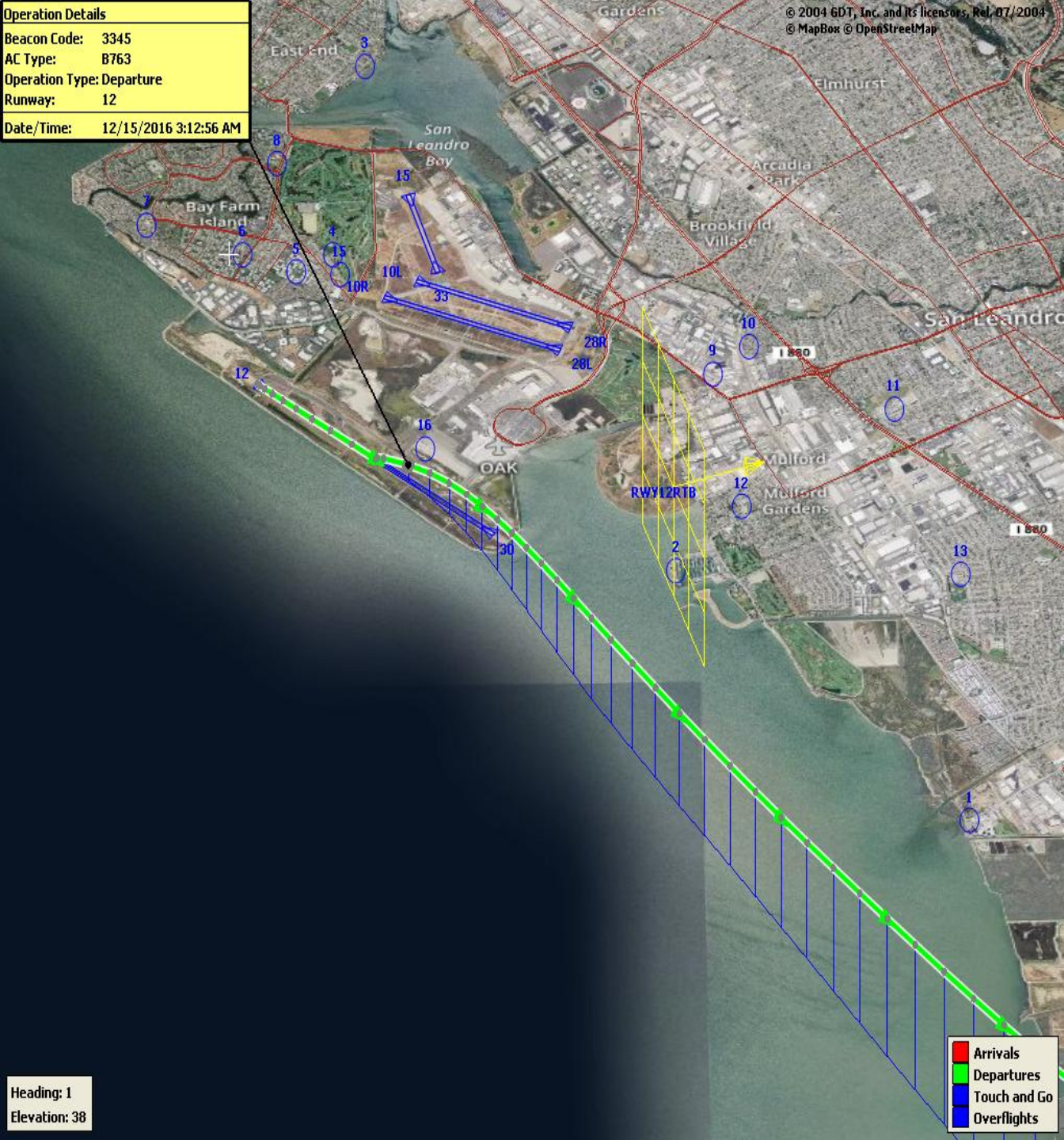
Quarterly Night Time NAP Non-Compliant Count Per Quarter

10:00 PM to 7:00 AM



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

Heading: 1
Elevation: 38



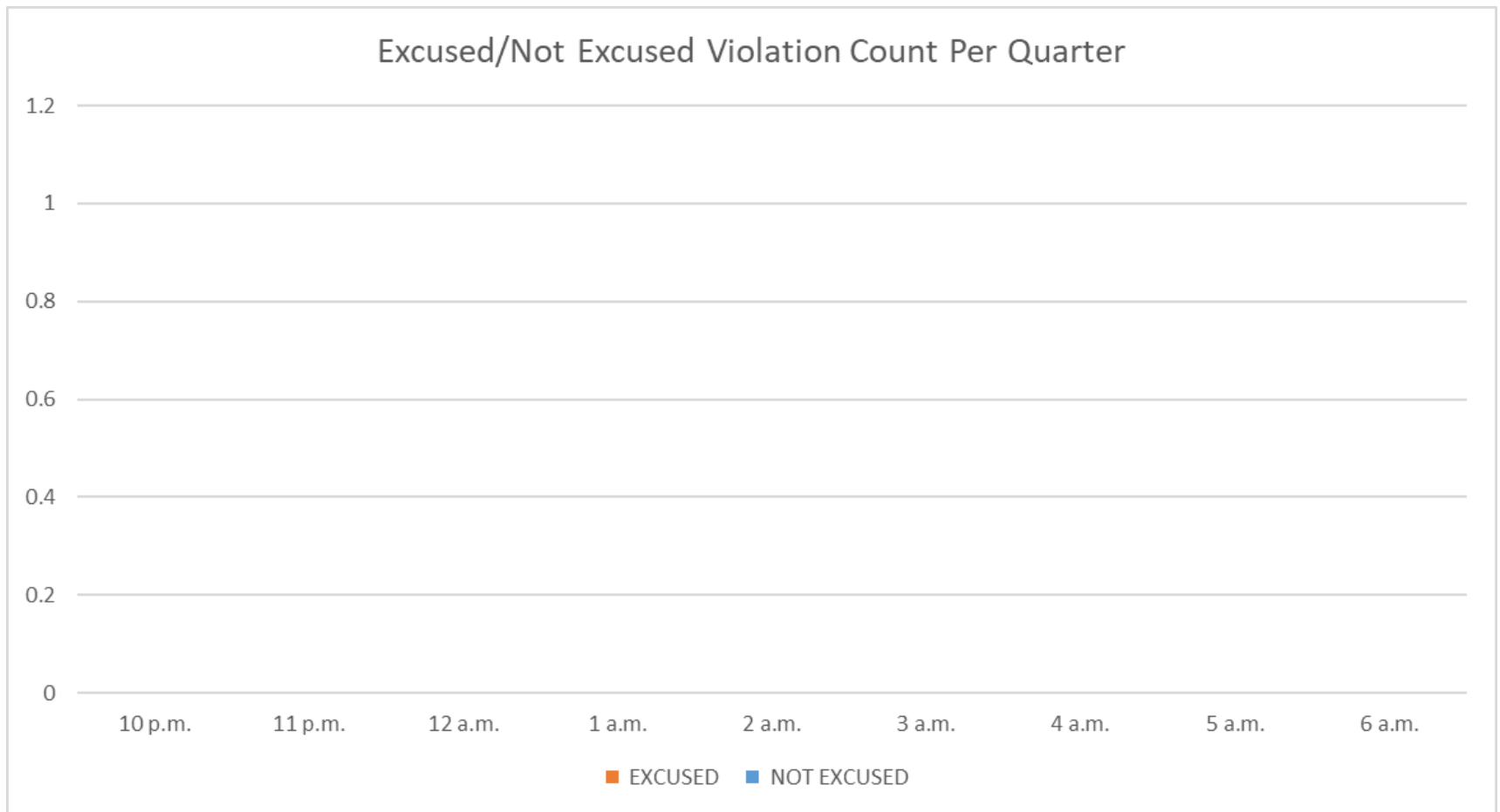
Runway 12 Night Departure NAP 10:00 PM to 7:00 AM

2025Q3
100% Compliance
(0 total departures)
(0 non-compliant)

2024Q3
100% Compliance
(0 total departures)
(0 non-compliant)

- Arrivals
- Departures
- Touch and Go
- Overflights

Quartely Runway 12 Night Departure Non-Compliant Count Per Quarter 10:00 PM to 7:00 AM



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

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Runway 30 Bay Farm Right Turn NAP

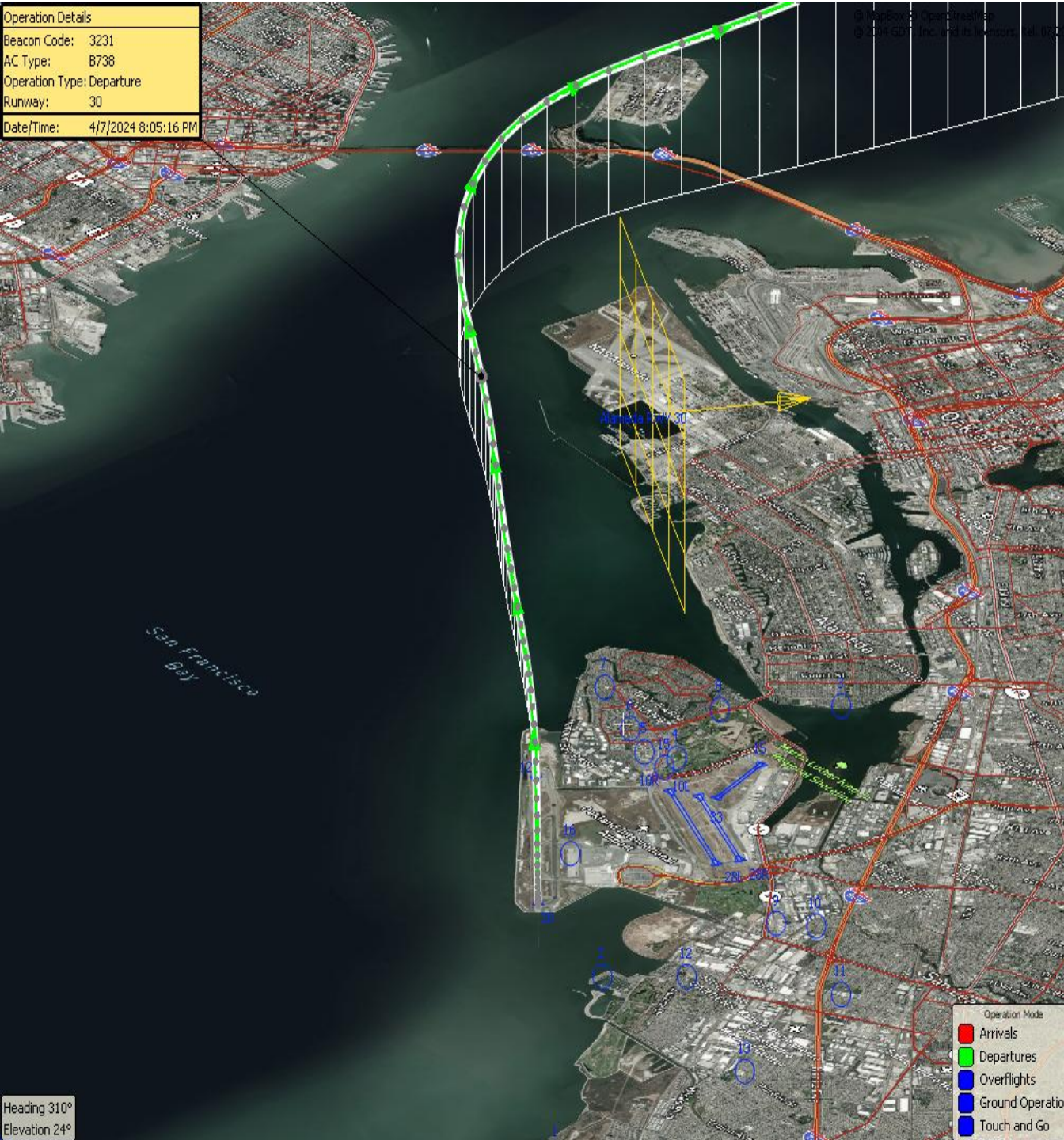
2025Q3
100% Compliance
(14,136 total departures)
(5 non-compliant)

2024Q3
100% Compliance
(16,118 total departures)
(5 non-compliant)

Heading: 299
Elevation: 36



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



Runway 30 East Turn NAP

2025Q3
100% Compliance
(3,274 total departures)
(6 non-compliant)

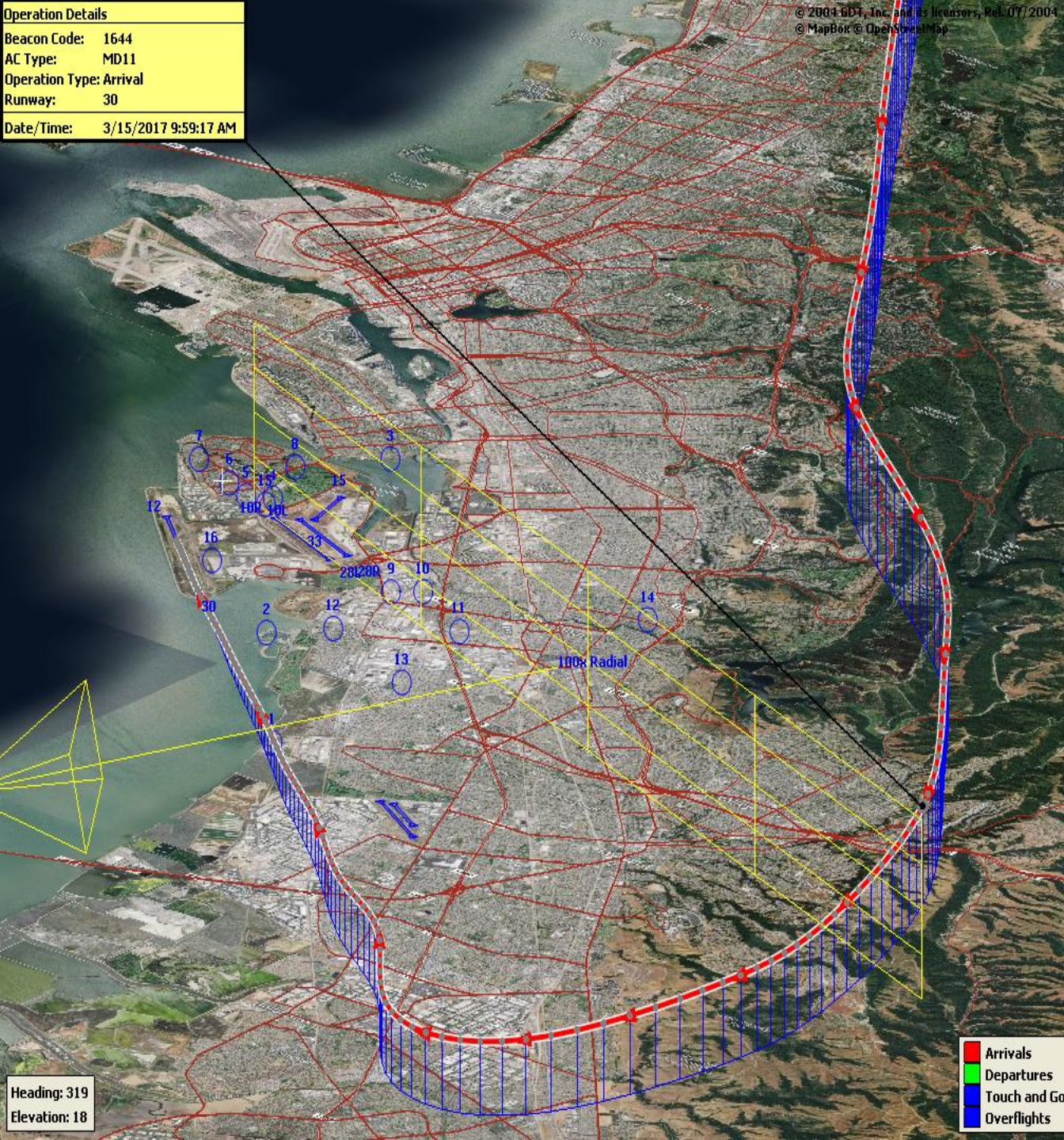
*Excused Departures = 8

2024Q3
100% Compliance
(4,132 total departures)
(3 non-compliant)

Heading 310°
Elevation 24°

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

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© MapBox © OpenStreetMap



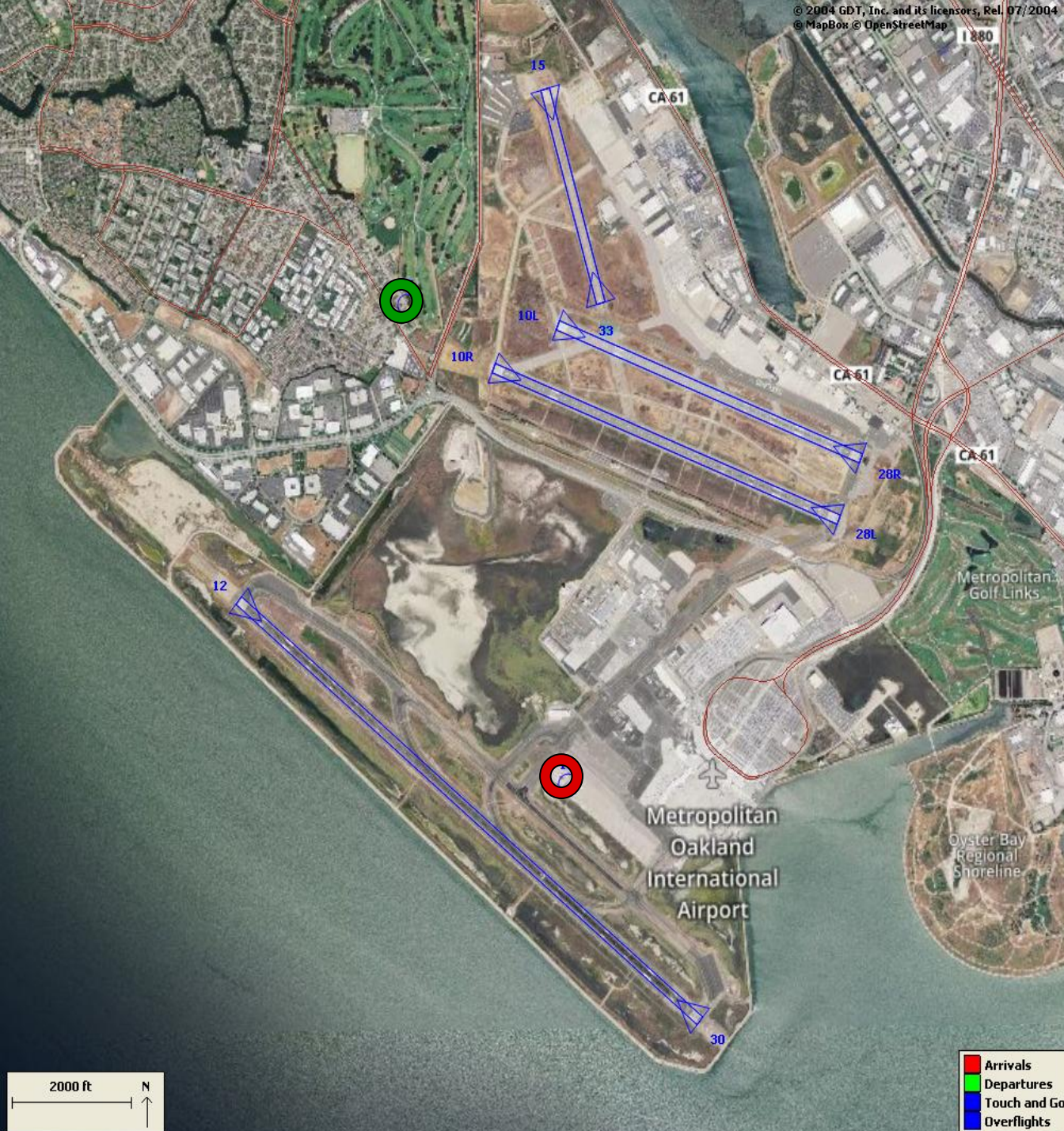
100 Degree Radial At 3,000 ft. NAP

2025Q3
98% Compliance
(571 total landings)
(5 non-compliant)

2024Q3
99% Compliance
(797 total landings)
(8 non-compliant)

Heading: 319
Elevation: 18

- Arrivals
- Departures
- Touch and Go
- Overflights



Engine Run-up NAP

2025Q3

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

2024Q3

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

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

**Compliance Monitoring Quarterly Summary Comparison
Third Quarter 2025 - Quarter-to-Quarter**

	2025Q2		2025Q3	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	92%	8%	92%	8%
Total Airport-wide Corporate Jet Departures	2,021	185	2,052	168
Runway 10R/L Jet Landing Compliance	100%	0%	71%	29%
Total Southeast Plan Corporate Jet Landings	0	0	5	2
North Field VFR Departure Compliance	96%	4%	96%	4%
Total Runways 28R/L & 33 Departures	1,477	59	1,302	48
North Field Quiet Hours Compliance	87%	13%	89%	11%
Total North Field Quiet Hours Departures	312	46	305	38
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	15,181	6	14,131	5
Night Time Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	3,184	23	2,807	17
Runway 12 Night Departure Compliance	100%	0%	100%	0%
Total Runway 12 Night Turbojet Departures	8	0	0	0
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	3,330	7	3,268	6
100 Degree Radial Turbojet Landing Compliance	98%	2%	99%	1%
Total 100 Degree Radial Turbojet Landings	607	10	566	5
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	7	0	5	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 = 343

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

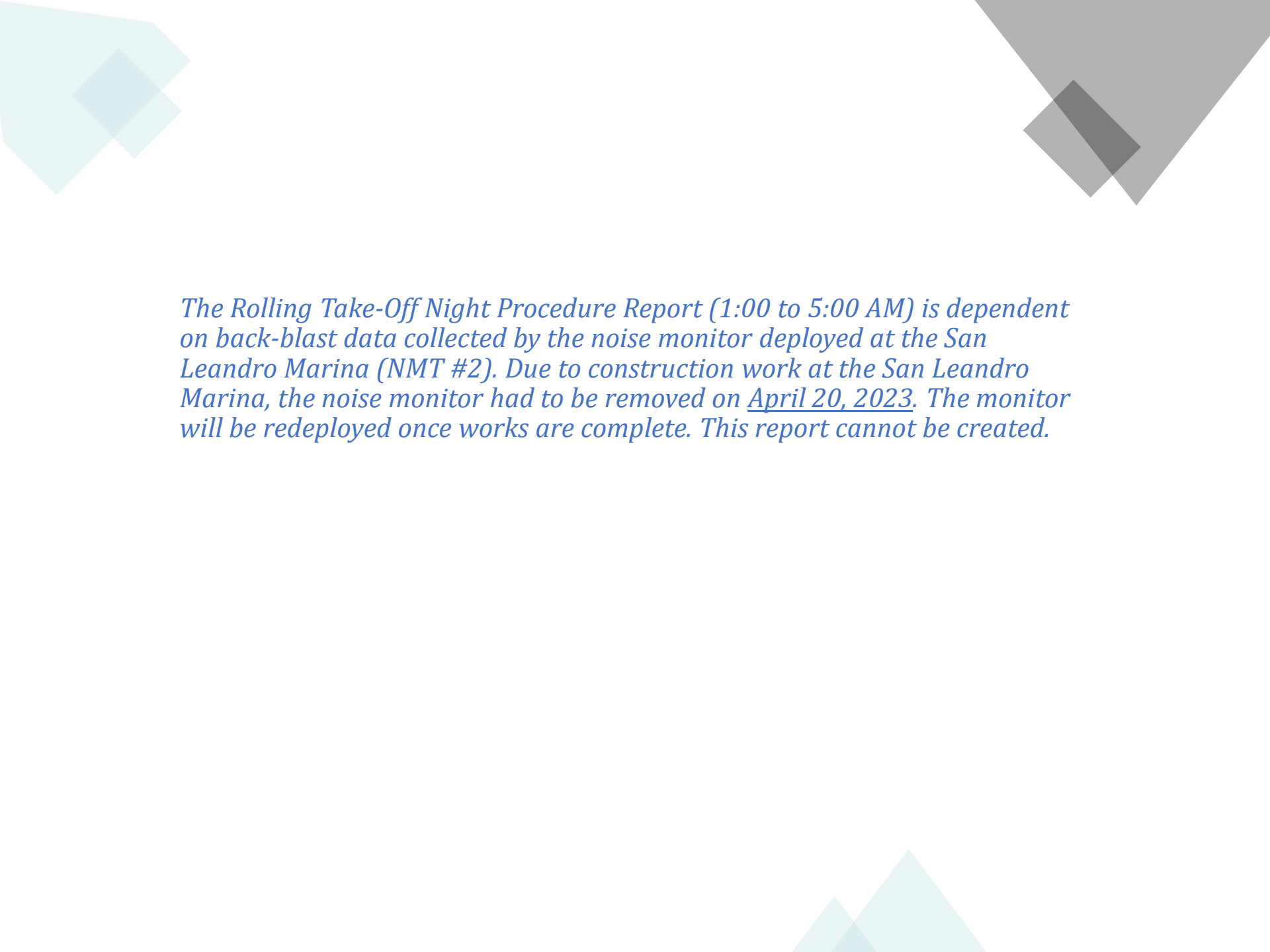
NMT Number	Aircraft Noise Events Below SEL 80 dBA	Aircraft Noise Events SEL 80 - 84.9 dBA			Aircraft Noise Events SEL 85 - 89.9 dBA			Aircraft Noise Events SEL ≥ 90 dBA			Total Aircraft Noise Events
		Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	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	67	4	0.0	0.7%	1	0.0	0.2%	0	0.0	0.0%	72
4	168	82	0.9	14.5%	34	0.4	6.0%	33	0.4	5.8%	317
5	97	23	0.3	4.1%	16	0.2	2.8%	21	0.2	3.7%	157
6	44	18	0.2	3.2%	23	0.3	4.1%	16	0.2	2.8%	101
7	25	28	0.3	4.9%	13	0.1	2.3%	3	0.0	0.5%	69
8	64	25	0.3	4.4%	3	0.0	0.5%	1	0.0	0.2%	93
9	4	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	4
10	40	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	41
11	1	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	2
12	1	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	1
13	4	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	4
14	68	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	69
All NMTs	583	183	2	0	90	1	0	74	1	0	930

Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 342

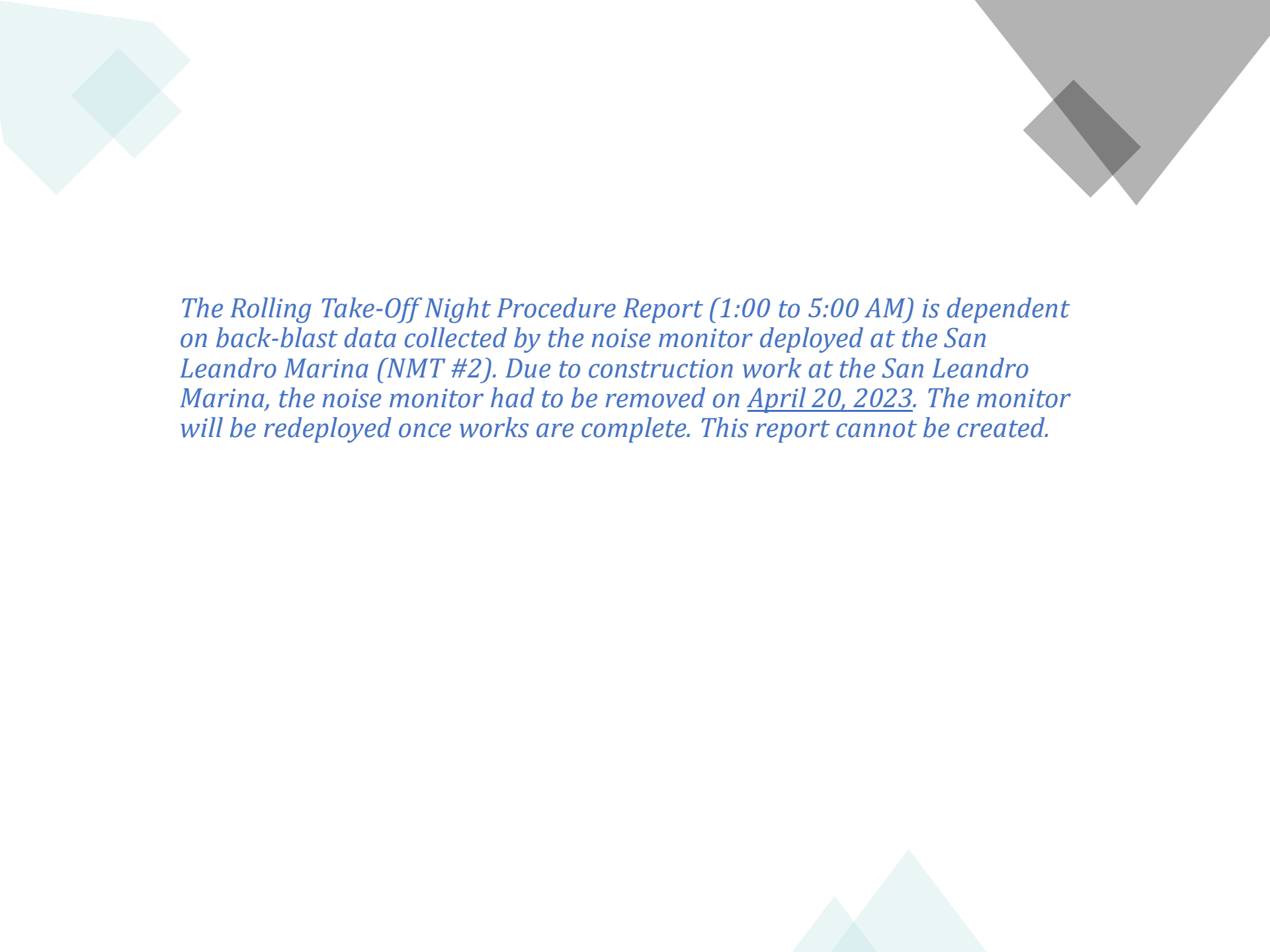
Third Quarter 2025 (10:00 p.m. to 7:00 a.m.)											
NMT Number	Aircraft Noise Events Below SEL 80 dBA	Aircraft Noise Events SEL 80 - 84.9 dBA			Aircraft Noise Events SEL 85 - 89.9 dBA			Aircraft Noise Events SEL ≥ 90 dBA			Total Aircraft Noise Events
		Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	
3	67	4	0.0	1.7%	1	0.0	0.4%	0	0.0	0.0%	72
4	168	82	0.9	34.3%	34	0.4	14.2%	33	0.4	13.8%	317
5	97	23	0.3	9.6%	16	0.2	6.7%	21	0.2	8.8%	157
6	44	18	0.2	7.5%	23	0.3	9.6%	16	0.2	6.7%	101
7	25	28	0.3	11.7%	13	0.1	5.4%	3	0.0	1.3%	69
8	64	25	0.3	10.5%	3	0.0	1.3%	1	0.0	0.4%	93
Total	465	180	2.0		90	1.0		74	0.8		809

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 1

Third 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	4	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	4
10	40	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	41
11	1	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	2
12	1	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	1
13	4	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	4
14	68	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	69
Total	118	3	0.0		0	0.0		0	0.0		121



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.

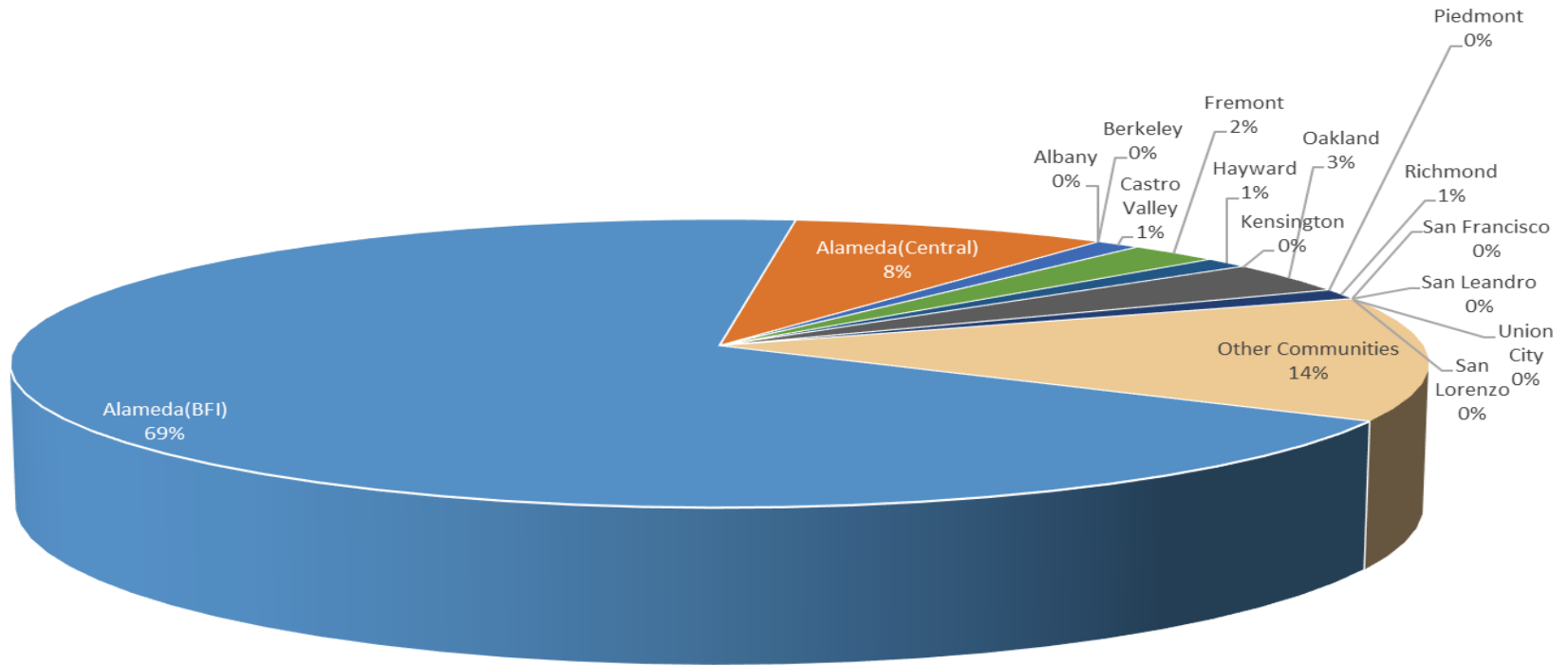
**Oakland Airport (OAK)
Noise Complaint Summary
July 2025**

Community	Callers	Complaints
Alameda(BFI)	59	669
Alameda(Central)	7	43
Albany	0	0
Berkeley	0	0
Castro Valley	1	32
Fremont	2	12
Hayw ard	1	2
Kensington	0	0
Oakland	3	2298
Piedmont	0	0
Richmond	1	11
San Francisco	0	0
San Leandro	0	0
Union City	0	0
San Lorenzo	0	0
Other Communities	12	112
Total	86	3179
Complaints by Type		
App	484	
Telephone	19	
Web	239	
WebTrak	4	
Email	2433	
Complaints by Time of Day		
Day (0700 - 1900)	1921	
Evening (1900 - 2200)	295	
Night (2200 - 0700)	963	
Complaints by Type of Operation		
Arrivals	2101	
Departures	747	
Over-flights	22	
Touch & Go	309	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	209	
Helicopter	4	
Jet	2768	
Military	0	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	11	
Propeller	131	
Turbo-prop	56	

Number of Callers

July 2025

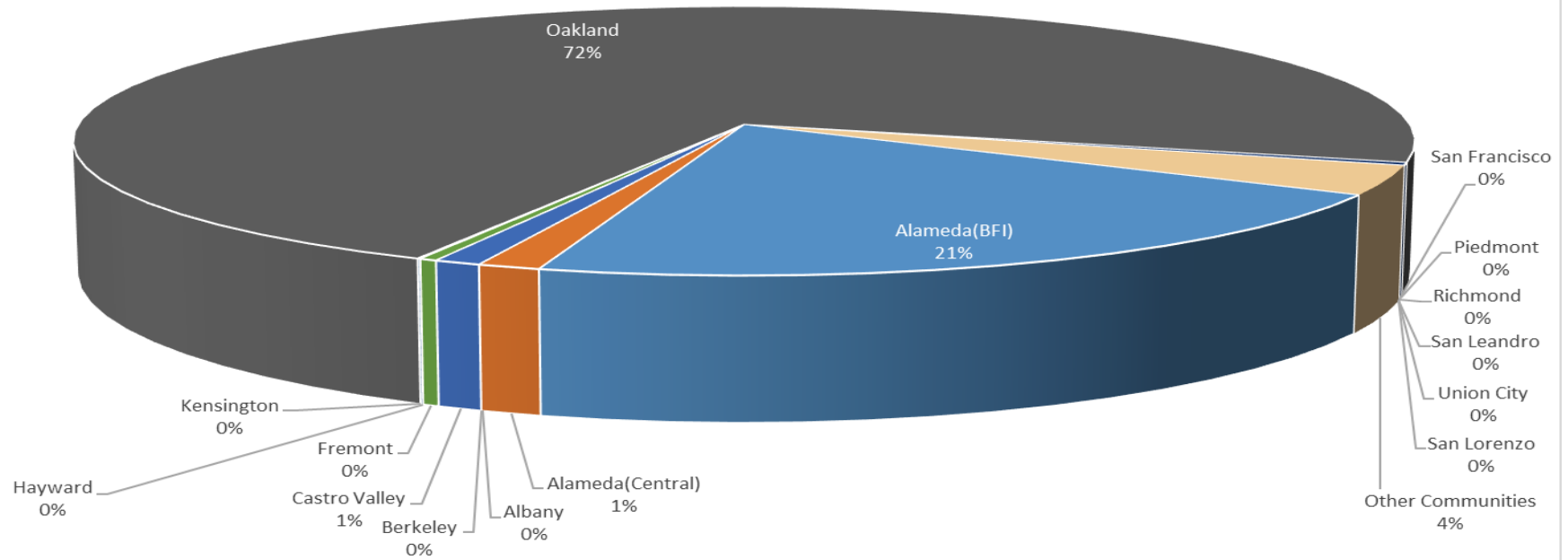
Noise Complaints Summary by Number of Callers



Number of Complaints

July 2025

Noise Complaints Summary by Number of Complaints



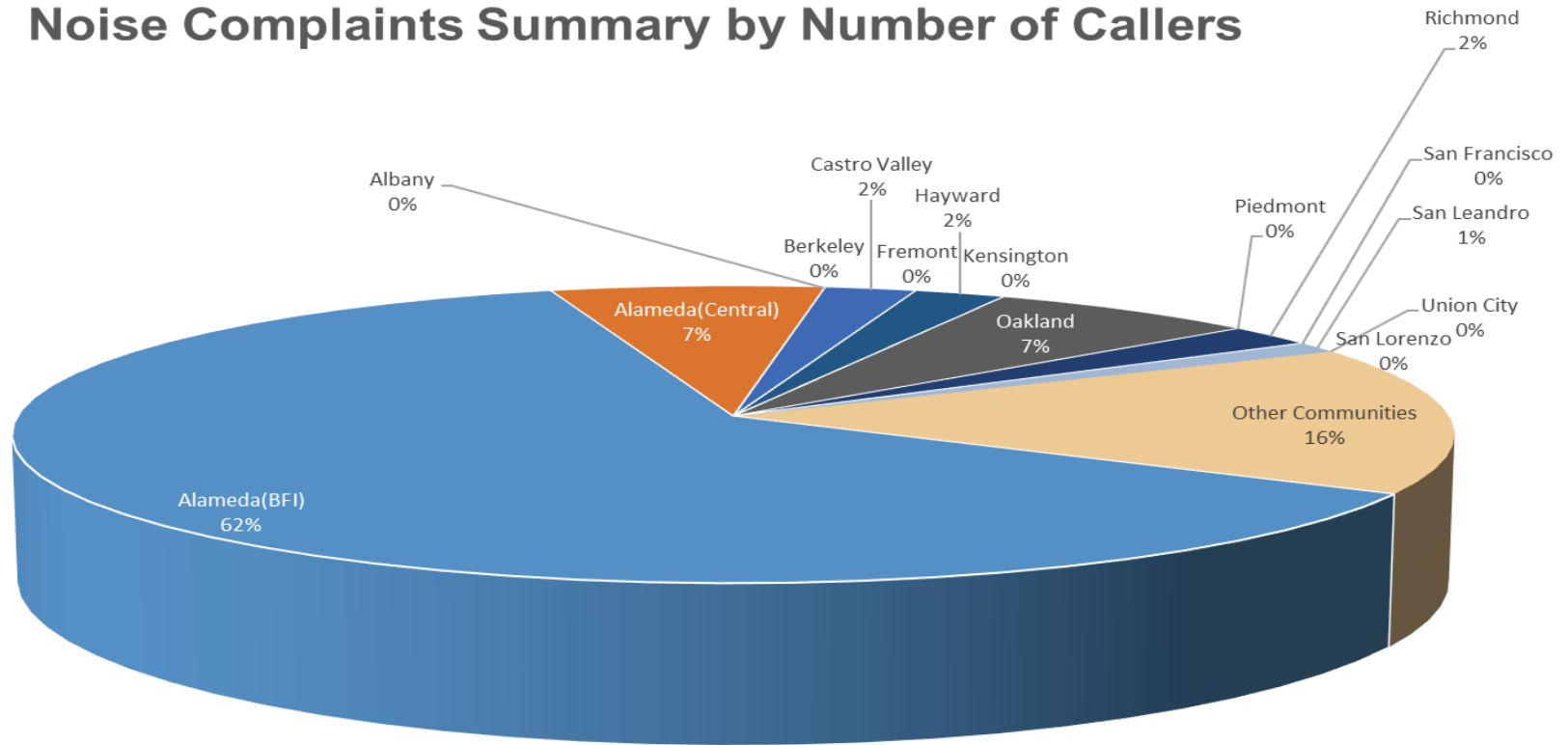
Oakland Airport (OAK)
Noise Complaint Summary
August 2025

Community	Callers	Complaints
Alameda(BFI)	54	755
Alameda(Central)	6	9
Albany	0	0
Berkeley	0	0
Castro Valley	2	24
Fremont	0	0
Hayw ard	2	2
Kensington	0	0
Oakland	6	2357
Piedmont	0	0
Richmond	2	86
San Francisco	0	0
San Leandro	1	2
Union City	0	0
San Lorenzo	0	0
Other Communities	14	298
Total	87	3533
Complaints by Type		
App	2277	
Telephone	32	
Web	179	
WebTrak	5	
Email	1040	
Complaints by Time of Day		
Day (0700 - 1900)	603	
Evening (1900 - 2200)	672	
Night (2200 - 0700)	2258	
Complaints by Type of Operation		
Arrivals	2490	
Departures	884	
Over-flights	52	
Touch & Go	107	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	141	
Helicopter	6	
Jet	3019	
Military	0	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	15	
Propeller	325	
Turbo-prop	27	

Number of Callers

August 2025

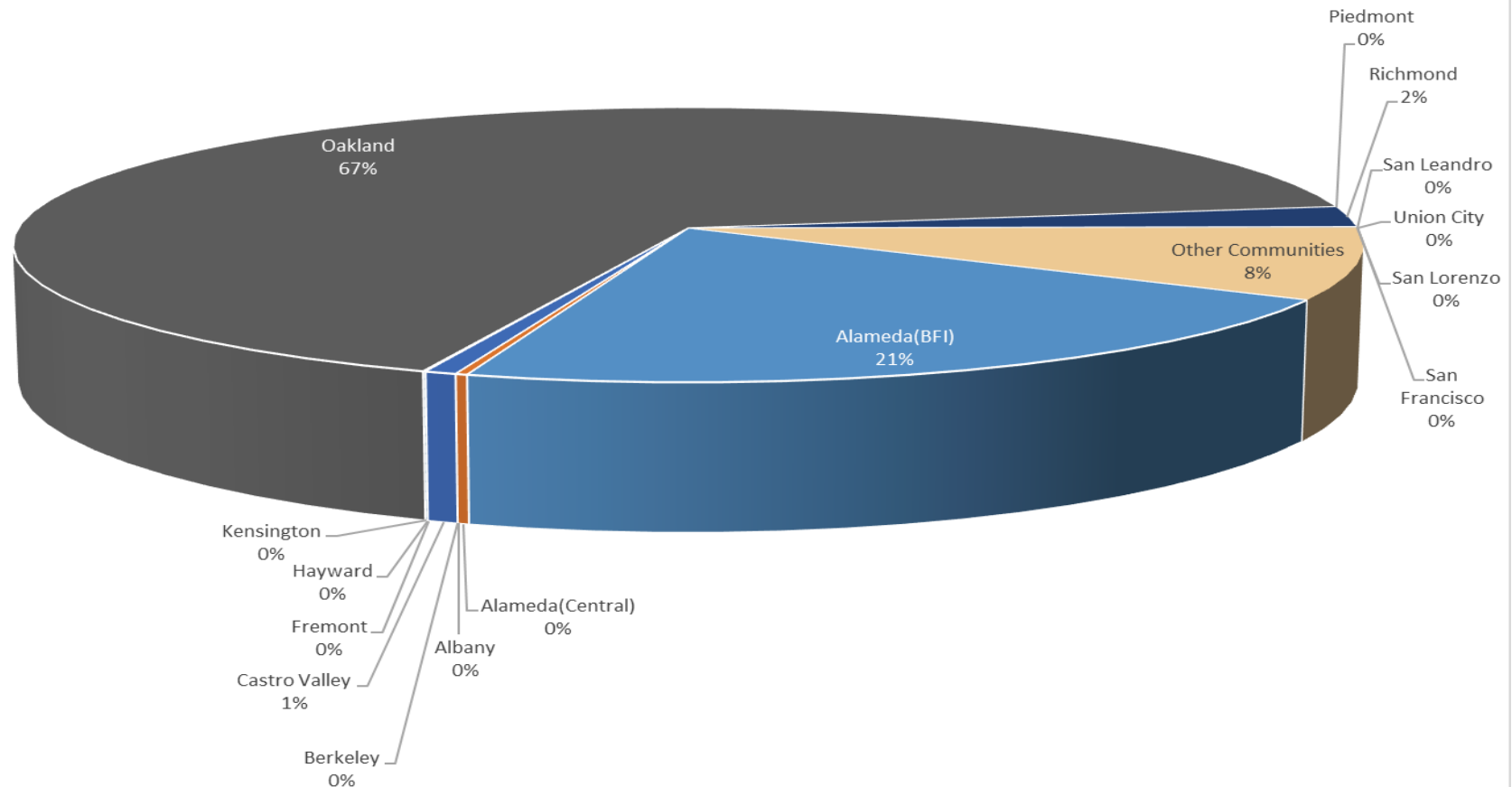
Noise Complaints Summary by Number of Callers



Number of Complaints

August 2025

Noise Complaints Summary by Number of Complaints



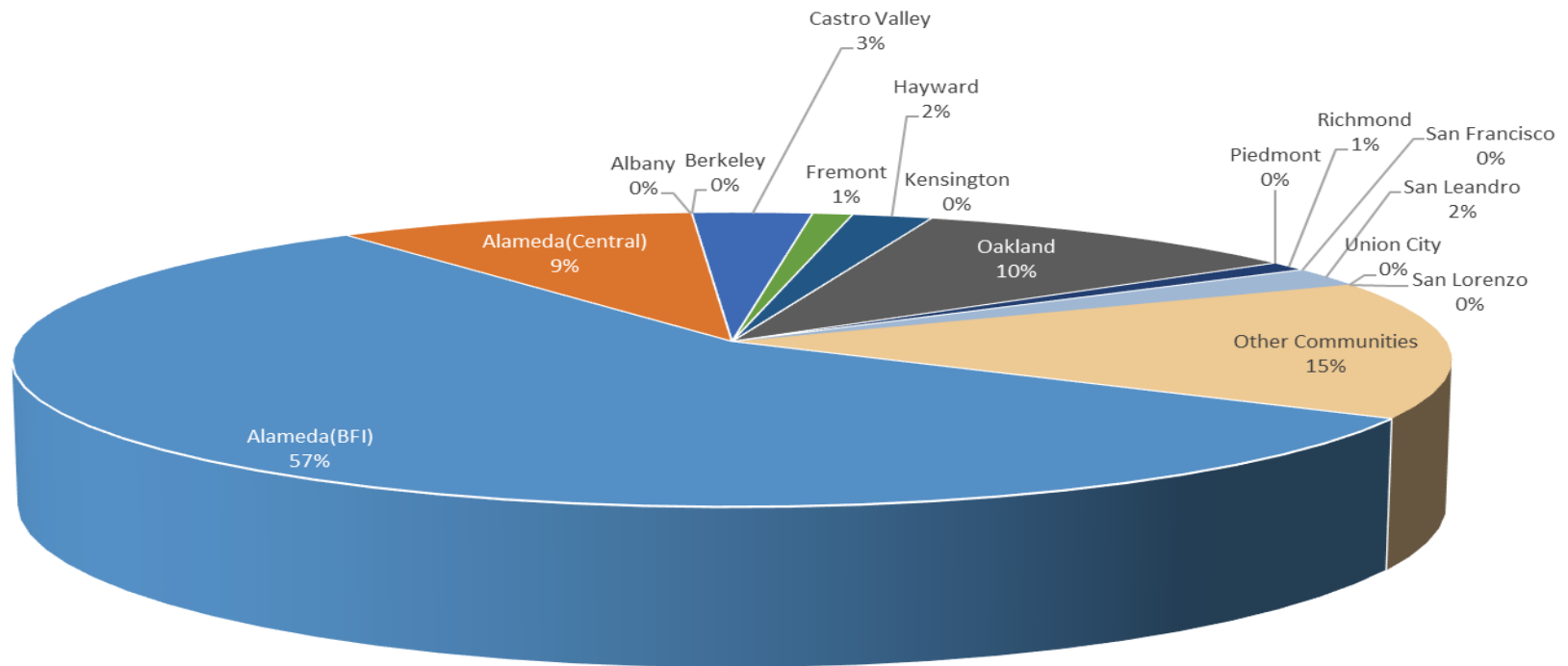
**Oakland Airport (OAK)
Noise Complaint Summary
September 2025**

Community	Callers	Complaints
Alameda(BFI)	56	566
Alameda(Central)	9	12
Albany	0	0
Berkeley	0	0
Castro Valley	3	56
Fremont	1	1
Hayw ard	2	2
Kensington	0	0
Oakland	10	2428
Piedmont	0	0
Richmond	1	34
San Francisco	0	0
San Leandro	2	3
Union City	0	0
San Lorenzo	0	0
Other Communities	15	2037
Total	99	5139
Complaints by Type		
App	2326	
Telephone	65	
Web	187	
WebTrak	5	
Email	2556	
Complaints by Time of Day		
Day (0700 - 1900)	1780	
Evening (1900 - 2200)	1250	
Night (2200 - 0700)	2109	
Complaints by Type of Operation		
Arrivals	2763	
Departures	2100	
Over-flights	155	
Touch & Go	121	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	280	
Helicopter	130	
Jet	3816	
Military	0	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	45	
Propeller	713	
Turbo-prop	155	

Number of Callers

September 2025

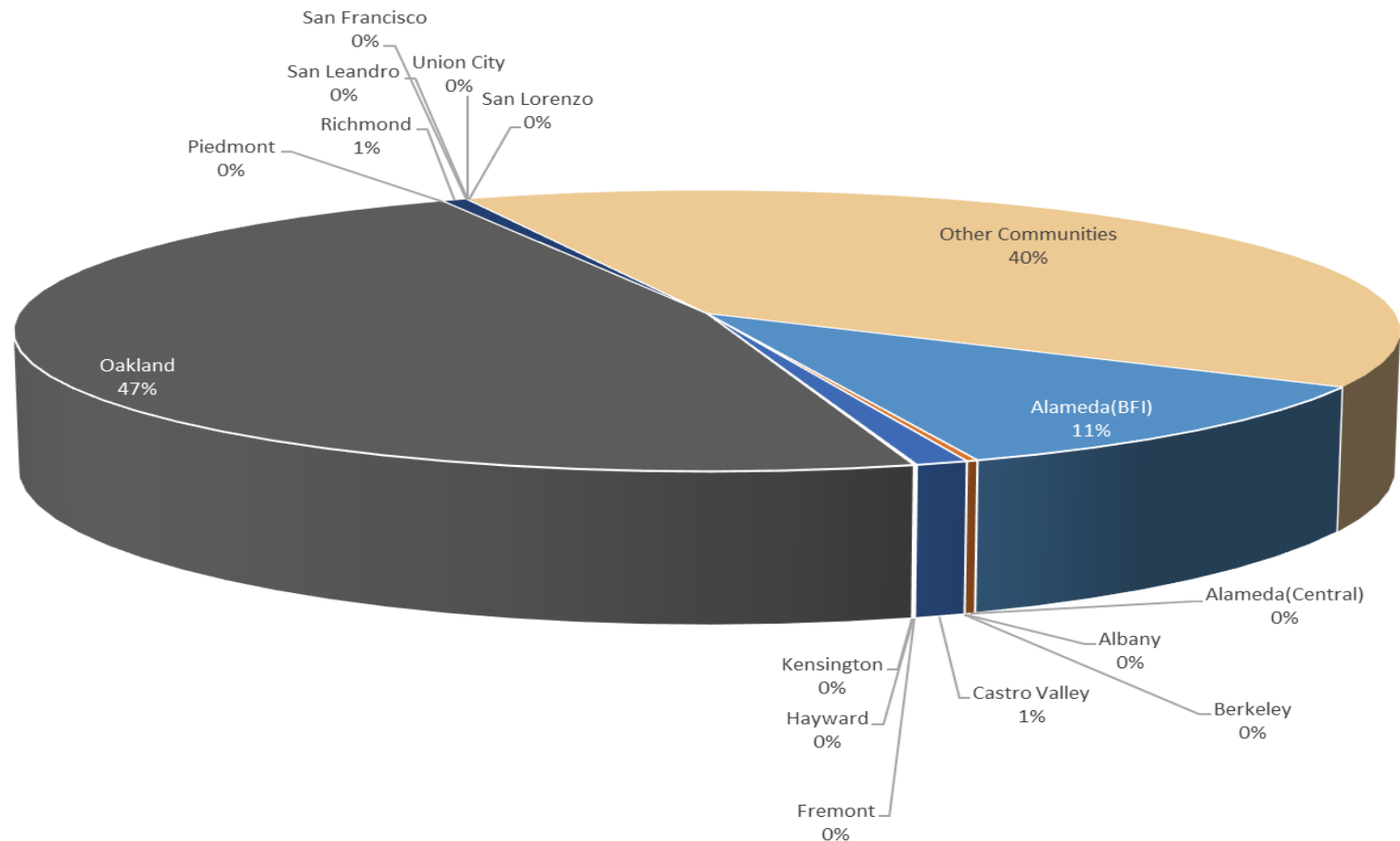
Noise Complaints Summary by Number of Callers

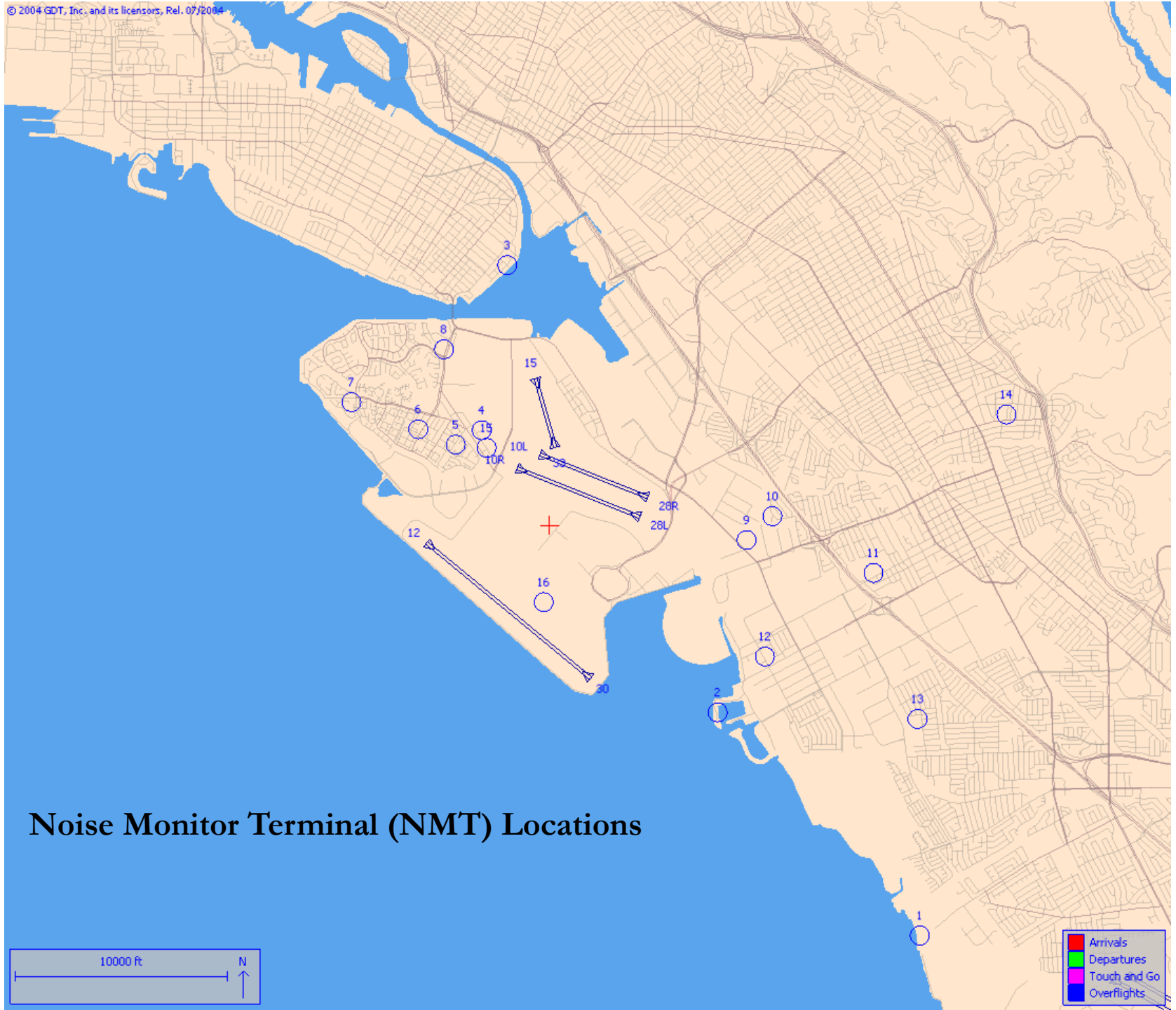


Number of Complaints

September 2025

Noise Complaints Summary by Number of Complaints

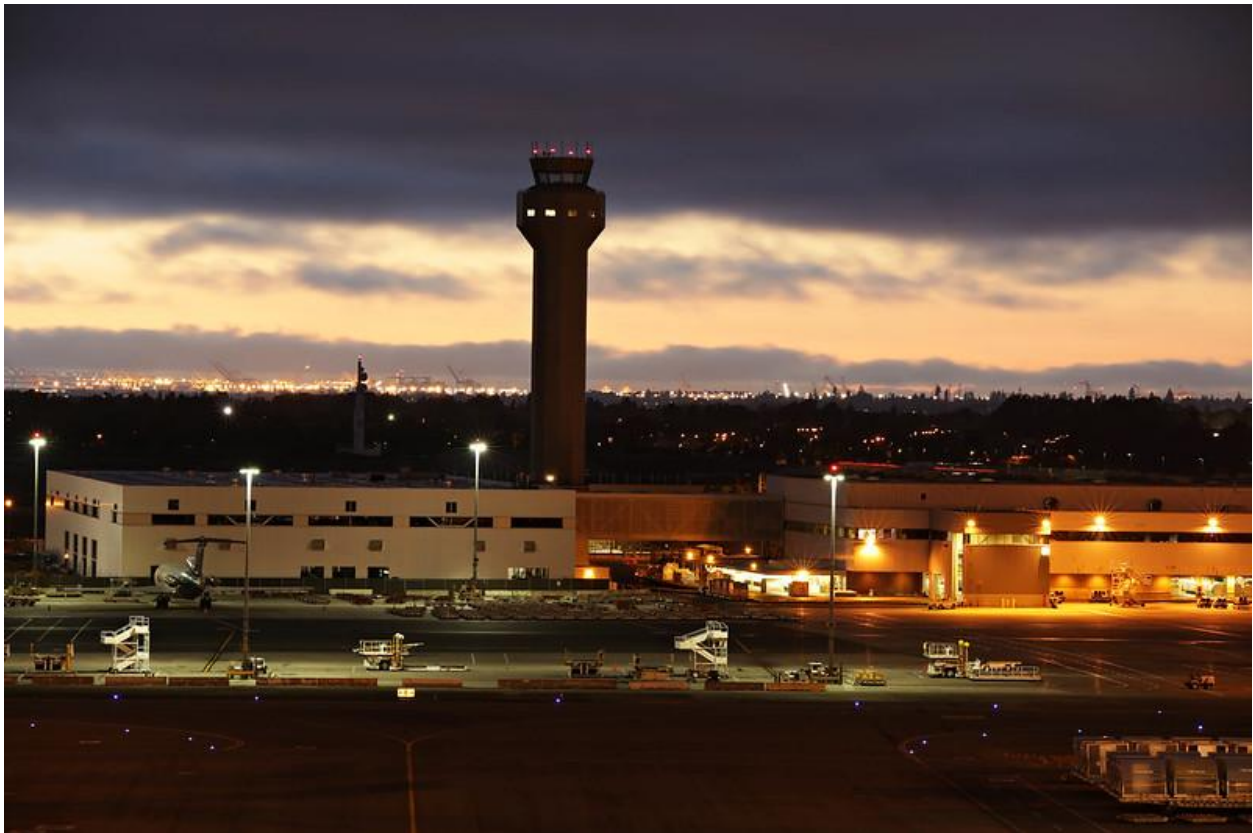






Quarterly Aircraft Noise Report

Third Quarter 2025



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

October 9, 2025

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(Click on a link below for direct access.)

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

QUARTERLY REPORT INTRODUCTION

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

COMPLIANCE BEYOND THE CONTROL OF THE PORT OF OAKLAND

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

SAFETY COMES FIRST

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

DISCLAIMER

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

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

QUARTERLY REPORTS COMPLIANCE COMPARISON SUMMARY TABLE

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

Compliance Monitoring Quarterly Summary Comparison Third Quarter 2025				
	2024Q3		2025Q3	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	94%	6%	92%	8%
Total Airport-wide Corporate Jet Departures	1,930	127	2,052	168
Runway 10R/L Jet Landing Compliance	100%	0%	71%	29%
Total Southeast Plan Corporate Jet Landings	0	0	5	2
North Field VFR Departure Compliance	94%	6%	96%	4%
Total Runways 28R/L & 33 Departures	1,455	89	1,302	48
North Field Quiet Hours Compliance	92%	8%	89%	11%
Total North Field Quiet Hours Departures	314	27	305	38
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	16,113	5	14,131	5
Night Time Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	3,206	28	2,807	17
Runway 12 Night Departure Compliance	100%	0%	100%	0%
Total Runway 12 Night Turbojet Departures	0	0	0	0
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	4,129	3	3,268	6
100 Degree Radial Turbojet Landing Compliance	99%	1%	99%	1%
Total 100 Degree Radial Turbojet Landings	789	8	566	5
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	5	0	5	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 Third Quarter 2025				
	July	August	September	Quarterly
Airport-wide Corporate Jet Departures	675	748	797	2,220
Compliant Corporate Jet Departures	631	692	729	2,052
Non-compliant Corporate Jet Departures	44	56	68	168
Corporate Jet Departure Compliance Rate	93%	93%	91%	92%
Excused Jet Departures	156	331	23	510
The section below compares compliance performance to airport-wide jet departures.				
Airport-wide Jet Departures	5,076	4,938	4,838	14,852
Compliant Airport-wide Jet Departures	5,032	4,882	4,770	14,684
Non-compliant Airport-wide Jet Departures	44	56	68	168
Airport-wide Jet Departure Compliance Rate	99%	99%	99%	99%

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RUNWAY 10R/L JET AIRCRAFT LANDING NOISE ABATEMENT PROCEDURE

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

Jet Aircraft Landing NAP for Runway 10R/L Compliance Summary Third Quarter 2025				
	July	August	September	Quarterly
Southeast (SE) Plan Corporate Jet Landings *	0	0	7	7
Compliant SE Plan Corporate Jet Landings	0	0	5	5
Non-compliant SE Plan Corporate Jet Landings	0	0	2	2
SE Plan Corporate Jet Landing Compliance Rate	N/A	N/A	71%	71%
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Airport-wide SE Plan Jet Landings	0	0	28	28
Airport-wide Compliant SE Plan Jet Landings	0	0	26	26
Airport-wide Non-compliant SE Plan Landings	0	0	2	2
Airport-wide Jet Landing SE Plan Compliance Rate	N/A	N/A	93%	93%
* Note: During Southeast Plan, business jets may land on Runways 10R/L and 12.				

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NORTH FIELD VFR AIRCRAFT DEPARTURE PROCEDURE

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

North Field VFR Aircraft Departure NAP Compliance Summary Third Quarter 2025				
	Jul-25	Aug-25	Sep-25	Quarter Total
Total VFR Departures	423	529	398	1,350
Total VFR Departures Over Alameda	61	71	47	179
Compliant Departures	406	511	385	1,302
Non-compliant Departures	17	18	13	48
Compliance Rate	96%	97%	97%	96%

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NORTH FIELD QUIET HOURS PROCEDURES

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

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

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

North Field Quiet Hours Compliance Summary (10:00 p.m. to 7:00 a.m.) Third Quarter 2025				
	July	August	September	Quarterly
Total Night Departures (10:00 p.m. to 7:00 a.m.)	139	112	92	343
Compliant Night Departures	127	96	82	305
Average Compliant Departures per Night	4.1	3.1	2.6	3.43
Non-Compliant Night Departures	12	16	10	38
Average Non-Compliant Departures per Night	0.4	0.5	0.3	0.4
Night Departure Compliance Rate	91%	86%	89%	89%

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NIGHTTIME SEL NOISE MEASUREMENTS REPORT

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

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

Noise Monitor Terminal (NMT) Locations



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Table 1. North Field Night Aircraft Departure SEL Noise Measurements
Total Aircraft Departures = 343

Third 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	67	4	0.0	0.7%	1	0.0	0.2%	0	0.0	0.0%	72
4	168	82	0.9	14.5%	34	0.4	6.0%	33	0.4	5.8%	317
5	97	23	0.3	4.1%	16	0.2	2.8%	21	0.2	3.7%	157
6	44	18	0.2	3.2%	23	0.3	4.1%	16	0.2	2.8%	101
7	25	28	0.3	4.9%	13	0.1	2.3%	3	0.0	0.5%	69
8	64	25	0.3	4.4%	3	0.0	0.5%	1	0.0	0.2%	93
9	4	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	4
10	40	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	41
11	1	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	2
12	1	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	1
13	4	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	4
14	68	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	69
All NMTs	583	183	2	0	90	1	0	74	1	0	930

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Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 342

Third 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	67	4	0.0	1.7%	1	0.0	0.4%	0	0.0	0.0%	72
4	168	82	0.9	34.3%	34	0.4	14.2%	33	0.4	13.8%	317
5	97	23	0.3	9.6%	16	0.2	6.7%	21	0.2	8.8%	157
6	44	18	0.2	7.5%	23	0.3	9.6%	16	0.2	6.7%	101
7	25	28	0.3	11.7%	13	0.1	5.4%	3	0.0	1.3%	69
8	64	25	0.3	10.5%	3	0.0	1.3%	1	0.0	0.4%	93
Total	465	180	2.0		90	1.0		74	0.8		809

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 1

Third 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	4	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	4
10	40	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	41
11	1	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	2
12	1	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	1
13	4	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	4
14	68	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	69
Total	118	3	0.0		0	0.0		0	0.0		121

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SOUTH FIELD REPORTS

RUNWAY 30 BFI RIGHT TURN DEPARTURE PROCEDURE

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

Runway 30 Bay Farm Right Turn Departure Procedure Compliance Summary Third Quarter 2025				
	July	August	September	Quarterly
Runway 30 Turbojet Departures	4,875	4,546	4,715	14,136
Compliant Departures	4,872	4,545	4,714	14,131
Non-compliant Departures	3	1	1	5
Percentage of Non-compliance	0.1%	0.0%	0.0%	0.0%
Compliance Rate	100%	100%	100%	100%

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NIGHT TIME DEPARTURE PROCEDURE

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

Night Time Procedure Departure NAP Compliance Summary 10:00 pm - 7:00 am Third Quarter 2025				
	July	August	September	Quarterly
Runway 30 Nighttime Turbojet Departures	1,077	903	844	2,824
Buffer Time Departures	5	6	4	15
Compliant Departures	1,068	899	840	2,807
Non-compliant Departures	9	4	4	17
HUSSH gate misses	3	3	4	10
NITE gate misses	4	3	3	10
REBAS gate misses	9	3	4	16
Compliance Rate	99%	100%	100%	99%

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ROLLING TAKE-OFF NIGHT DEPARTURE PROCEDURE FOR FEDEX

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

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

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

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Summary of Calendar Quarter of Previous Year

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

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RUNWAY 12 NIGHT DEPARTURE PROCEDURE

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

Runway 12 Night Departure NAP Compliance Summary (10:00 PM to 7:00 AM) Third Quarter 2025				
	July	August	September	Quarterly
Jet Departures	0	0	0	0
Non-Compliant Departures	0	0	0	0
Compliant Departures	0	0	0	0
Compliance Rate	No SE Plan	No SE Plan	No SE Plan	No SE Plan
Note: The noise abatement procedure is officially implemented between 10:00 p.m. and 7:00 a.m. nightly.				

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ENGINE RUN-UP PROCEDURE PROGRAM

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

Engine Run-up Program Third Quarter 2024				
	July	August	September	Quarter
Runups - 7:00 PM to 10:00 PM	0	0	0	0
Runups Greater Than 75 dBA	0	0	0	0
Runups - 10:00 PM to 7:00 AM	2	2	1	5
Runups Greater Than 70 dBA	0	0	0	0
Total Evening and Nighttime Runups	2	2	1	5
Total Non-compliant Runups	0	0	0	0
Compliance Rate	100%	100%	100%	100%

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RUNWAY 30 EAST TURN DEPARTURES PROCEDURE

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

Runway 30 East Turn Departures at 3,000 feet Procedure Compliance Summary Third Quarter 2025				
	July	August	September	Quarterly
Total Runway 30 East Turn Turbojet Departures	1,156	1,024	1,094	3,274
Non-compliant Turbojet Departures	2	2	2	6
Total Turbojet Aircraft Above 2,900 Feet ASL*	1,154	1,022	1,092	3,268
Compliance Rate	100%	100%	100%	100%
Excused Turbojet Departures	1	4	3	8
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet are to be flagged as non-compliant.				

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100 DEGREE RADIAL TURBOJET LANDING PROCEDURE

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

Cross Over 100 Degree Radial at 3,000 Feet Procedure Compliance Summary Third Quarter 2025				
	July	August	September	Quarterly
Turbojets on Downwind RWY 30 Approach	180	230	161	571
Non-compliant Turbojets	2	1	2	5
Total Turbojet Aircraft Above 3K Feet ASL*	178	229	159	566
Compliance Rate	99%	100%	99%	99%
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet are to be flagged as non-compliant.				

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Oakland Airport (OAK) Noise Complaint Summary July 2025		
Community	Callers	Complaints
Alameda(BFI)	59	669
Alameda(Central)	7	43
Albany	0	0
Berkeley	0	0
Castro Valley	1	32
Fremont	2	12
Hayw ard	1	2
Kensington	0	0
Oakland	3	2298
Piedmont	0	0
Richmond	1	11
San Francisco	0	0
San Leandro	0	0
Union City	0	0
San Lorenzo	0	0
Other Communities	12	112
Total	86	3179
Complaints by Type		
App		484
Telephone		19
Web		239
WebTrak		4
Email		2433
Complaints by Time of Day		
Day (0700 - 1900)		1921
Evening (1900 - 2200)		295
Night (2200 - 0700)		963
Complaints by Type of Operation		
Arrivals		2101
Departures		747
Over-flights		22
Touch & Go		309
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		209
Helicopter		4
Jet		2768
Military		0
Not Reported (not linked to an aircraft)		0
Other (Type information not available)		11
Propeller		131
Turbo-prop		56

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Oakland Airport (OAK) Noise Complaint Summary August 2025		
Community	Callers	Complaints
Alameda(BFI)	54	755
Alameda(Central)	6	9
Albany	0	0
Berkeley	0	0
Castro Valley	2	24
Fremont	0	0
Hayw ard	2	2
Kensington	0	0
Oakland	6	2357
Piedmont	0	0
Richmond	2	86
San Francisco	0	0
San Leandro	1	2
Union City	0	0
San Lorenzo	0	0
Other Communities	14	298
Total	87	3533
Complaints by Type		
App	2277	
Telephone	32	
Web	179	
WebTrak	5	
Email	1040	
Complaints by Time of Day		
Day (0700 - 1900)	603	
Evening (1900 - 2200)	672	
Night (2200 - 0700)	2258	
Complaints by Type of Operation		
Arrivals	2490	
Departures	884	
Over-flights	52	
Touch & Go	107	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	141	
Helicopter	6	
Jet	3019	
Military	0	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	15	
Propeller	325	
Turbo-prop	27	

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Oakland Airport (OAK) Noise Complaint Summary September 2025		
Community	Callers	Complaints
Alameda(BFI)	56	566
Alameda(Central)	9	12
Albany	0	0
Berkeley	0	0
Castro Valley	3	56
Fremont	1	1
Hayw ard	2	2
Kensington	0	0
Oakland	10	2428
Piedmont	0	0
Richmond	1	34
San Francisco	0	0
San Leandro	2	3
Union City	0	0
San Lorenzo	0	0
Other Communities	15	2037
Total	99	5139
Complaints by Type		
App		2326
Telephone		65
Web		187
WebTrak		5
Email		2556
Complaints by Time of Day		
Day (0700 - 1900)		1780
Evening (1900 - 2200)		1250
Night (2200 - 0700)		2109
Complaints by Type of Operation		
Arrivals		2763
Departures		2100
Over-flights		155
Touch & Go		121
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		280
Helicopter		130
Jet		3816
Military		0
Not Reported (not linked to an aircraft)		0
Other (Type information not available)		45
Propeller		713
Turbo-prop		155

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AIRPORT OPERATIONS SUMMARY TABLES

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

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

North Field Night Departures by Runway (10:00 p.m. to 7:00 a.m.) Third Quarter 2025					
	July	August	September	Quarterly	Percentage
Runway 28L	22	0	9	31	16%
Runway 28R	55	62	36	153	81%
Runway 33	2	1	0	3	2%
Alameda Overflights	79	63	45	187	99%
Runway 10L	1	0	0	1	1%
Runway 10R	0	0	0	0	0%
Runway 15	0	0	0	0	0%
San Leandro Overflights	1	0	0	1	1%
Total Departures	80	63	45	188	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 Third Quarter 2025				
	July	August	September	2025
VFR Departures				
Runway 28L	27	1	9	37
Runway 28R	163	272	156	591
Runway 33	214	236	208	658
VFR Departures	404	509	373	1,286
IFR Departures				
Runway 28L	213	3	90	306
Runway 28R	310	600	309	1,219
Runway 33	31	31	27	89
IFR Departures	554	634	426	1,614
Total Departures	958	1,143	799	2,900

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Operations Table 3. Runway Use by Aircraft Category

	Aircraft Category	OAK Aircraft Operations by Category and Runway Third Quarter 2025											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Corporate Jets	4	89	-	-	-	-	3	313	1,817	-	2,133	2,133
	Helicopters	-	-	-	-	-	-	-	-	-	111	111	111
	Commercial Jets	18	11,151	11,169	-	-	-	-	26	14	-	40	11,209
	Military	-	-	-	-	-	-	-	-	-	-	-	-
	Propeller	-	2	2	4	75	-	1	141	1,144	-	1,365	1,367
	Regional Jets	3	760	763	-	-	-	-	65	568	-	633	1,396
	Turboprops	-	141	141	-	1	-	2	194	704	-	901	1,042
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		25	12,143	12,075	4	76	-	6	739	4,247	111	5,183	17,258
Departures	Corporate Jets	2	1,658	1,660	-	10	-	4	58	488	-	560	2,220
	Helicopters	-	-	-	-	-	-	-	-	-	104	104	104
	Commercial Jets	18	11,196	11,214	-	-	-	-	16	8	-	24	11,238
	Military	-	-	-	-	-	-	-	-	-	-	-	-
	Propeller	-	3	3	20	730	-	-	51	590	-	1,391	1,394
	Regional Jets	2	1,282	1,284	-	-	-	1	4	104	-	109	1,393
	Turboprops	-	84	84	-	8	1	-	219	725	-	953	1,037
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		22	14,223	14,245	20	748	1	5	348	1,915	104	3,141	17,386
Touch & Go Sub-totals		-	61	61	13	409	4	1	56	848	-	1,331	1,392
Grand Total		47	26,427	26,381	37	1,233	5	12	1,143	7,010	215	9,655	36,036

Operations Table 4. Runway Use by Jet Aircraft Category

	Aircraft Category	RUNWAYS Third Quarter 2025											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Commercial Jets	18	11,151	11,169	-	-	-	-	26	14	-	40	11,209
	Regional Jets	3	760	763	-	-	-	-	65	568	-	633	1,396
Commercial Jet Sub-totals		21	11,911	11,932	-	-	-	-	91	582	-	673	12,605
	Corporate Jets	4	89	93	-	-	-	3	313	1,817	-	2,133	2,226
All Jet Arrivals Sub-totals		25	12,000	12,025	-	-	-	3	404	2,399	-	2,806	14,831
Departures	Commercial Jets	18	11,196	11,214	-	-	-	-	16	8	-	24	11,238
	Regional Jets	2	1,282	1,284	-	-	-	1	4	104	-	109	1,393
Commercial Jet Sub-totals		20	12,478	12,498	-	-	-	1	20	112	-	133	12,631
	Corporate Jets	2	1,658	1,660	-	10	-	4	58	488	-	560	2,220
All Jet Departures Sub-totals		22	14,136	14,158	-	10	-	5	78	600	-	693	14,851
Grand Total		47	26,136	26,183	-	10	-	8	482	2,999	-	3,499	29,682

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DEFINITIONS OF TERMINOLOGY USED IN COMPLIANCE MONITORING COMMENT SECTION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Nighttime SEL Noise Measurement Summary Definitions

These terms are used in the Nighttime SEL Report.

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

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

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APPENDICES

Runway 28R/L Jet Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
7/23/2025 14:59	EJA336	N336QS	E55P	3223	28L	B	ATC Instructions	No
7/27/2025 16:32			C750	3714	28L	B	ATC Instructions	No
9/29/2025 8:50	SCX8682	N830SY	B738	4570	28L	J	ATC Instructions	No
						ATC Instructions	3	
7/2/2025 14:54			LJ45	3622	28R	B	Departure Timing	No
8/18/2025 11:21			BE40	3306	28R	B	Departure Timing	No
8/26/2025 19:02	EJA819	N819QS	C700	4575	28R	B	Departure Timing	No
8/29/2025 17:26	EJA347	N347QS	E55P	4557	28R	B	Departure Timing	No
8/29/2025 19:27	JSX179	N253JX	E135	3264	28R	R	Departure Timing	No
9/21/2025 15:19	EJA924	N924QS	C68A	4573	28R	B	Departure Timing	No
9/21/2025 20:34	TIV690	N690VM	C680	6345	28R	B	Departure Timing	No
9/28/2025 18:09	LXJ503	N503FX	CL35	3235	28L	B	Departure Timing	No
						Departure Timing	8	
7/1/2025 14:57	LN1926S	N1926S	LJ31	3757	28R	B	Lifeguard Medical	Yes
7/7/2025 0:40	VIV587	XAVYD	A320	3250	28L	J	Lifeguard Medical	Yes
7/7/2025 7:39	LN570MP	N570MP	LJ45	3357	28R	B	Lifeguard Medical	Yes
7/7/2025 8:28	VHURR	VHURR	CL60	3376	28R	B	Lifeguard Medical	Yes
7/10/2025 6:54	LN968SR	N968SR	C560	4556	28L	B	Lifeguard Medical	Yes
7/10/2025 8:16			GALX	4550	28L	B	Lifeguard Medical	Yes
7/14/2025 0:12			C560	4533	28R	B	Lifeguard Medical	Yes
7/14/2025 8:40			C560	4204	28L	B	Lifeguard Medical	Yes
7/15/2025 12:07	LN55FJ	N55FJ	LJ55	6326	28L	B	Lifeguard Medical	Yes
7/16/2025 22:24			LJ60	3227	28R	B	Lifeguard Medical	Yes
7/18/2025 7:51	KFS134	N237CK	LJ35	3666	28L	B	Lifeguard Medical	Yes
7/18/2025 10:47	LN116AA	N116AA	C25B	3651	28R	B	Lifeguard Medical	Yes
7/18/2025 13:43	LN109BG	N109BG	H25B	637	28L	B	Lifeguard Medical	Yes
7/20/2025 14:53	LN55FJ	N55FJ	LJ55	3214	28R	B	Lifeguard Medical	Yes
7/22/2025 12:33	LN123ED	LN123ED	H25B	4251	28L	B	Lifeguard Medical	Yes
7/23/2025 5:54	LN897MD	N897MD	C525	3216	28L	B	Lifeguard Medical	Yes
7/23/2025 15:52	LN747CP	N747CP	LJ35	3376	28L	B	Lifeguard Medical	Yes
7/26/2025 6:48	LN977MR	N977MR	C560	3277	28L	B	Lifeguard Medical	Yes
8/1/2025 6:15	LN116AA	N116AA	C25B	3210	28R	B	Lifeguard Medical	Yes
8/3/2025 12:24	LN54DD	N54DD	C560	4570	28R	B	Lifeguard Medical	Yes
8/3/2025 20:41	LN810BE	N810BE	C560	4257	28R	B	Lifeguard Medical	Yes
8/7/2025 12:38	LN55FJ	N55FJ	LJ55	4261	28R	B	Lifeguard Medical	Yes
8/9/2025 13:00	LN81GJ	N81GJ	LJ35	6315	28R	B	Lifeguard Medical	Yes
8/13/2025 5:08	LN174AA	N174AA	C25B	3362	28R	B	Lifeguard Medical	Yes
8/14/2025 13:29	LN54DD	N54DD	C560	4205	28R	B	Lifeguard Medical	Yes
8/16/2025 12:02	LJLG806	LN806GJ	H25B	3204	28R	B	Lifeguard Medical	Yes
8/19/2025 11:33	LJLG806	N806GJ	H25B	3240	28R	B	Lifeguard Medical	Yes
8/21/2025 11:13	LN236N	N236N	CL60	4514	28R	B	Lifeguard Medical	Yes
8/21/2025 21:59	LN236N	N236N	CL60	3737	28R	B	Lifeguard Medical	Yes
8/25/2025 2:39	Medevac	Medevac	C560	3372	28R	B	Lifeguard Medical	Yes
8/25/2025 3:01	LN314CM	LN314CM	LJ60	3252	28R	B	Lifeguard Medical	Yes
8/25/2025 14:22	LN810BE	N810BE	C560	4247	28R	B	Lifeguard Medical	Yes
8/25/2025 14:38	LN561SR	N561SR	C560	4521	28R	B	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
8/25/2025 22:15	LN561SR	N561SR	C560	3227	28R	B	Lifeguard Medical	Yes
8/25/2025 22:17	LN810BE	N810BE	C560	3602	28R	B	Lifeguard Medical	Yes
8/28/2025 21:40	Medevac	Medvac	LJ35	6326	28R	B	Lifeguard Medical	Yes
8/30/2025 13:16	LN904LR	N904LR	C560	4263	28R	B	Lifeguard Medical	Yes
8/30/2025 20:51	LN904LR	N904LR	C560	3255	28R	B	Lifeguard Medical	Yes
9/1/2025 14:07	Medevac	Medevac	GALX	4272	28R	B	Lifeguard Medical	Yes
9/1/2025 22:14	LN968SR	N968SR	C560	3247	28R	B	Lifeguard Medical	Yes
9/9/2025 10:36	LN557LM	N557LM	LJ45	3770	28R	B	Lifeguard Medical	Yes
9/12/2025 13:09	Medevac	Medevac	LJ60	1722	28R	B	Lifeguard Medical	Yes
9/12/2025 18:59			LJ35	1772	28R	B	Lifeguard Medical	Yes
9/16/2025 14:12	KFS161	N870CK	LJ35	6316	28L	B	Lifeguard Medical	Yes
9/18/2025 8:49	Medevac	Medevac	LJ35	3723	28R	B	Lifeguard Medical	Yes
9/18/2025 12:15	JLG806	N806GJ	H25B	1703	28L	B	Lifeguard Medical	Yes
9/20/2025 9:02	KFS161	N870CK	LJ35	3275	28R	B	Lifeguard Medical	Yes
9/20/2025 11:31	LN904LR	N904LR	C560	4541	28R	B	Lifeguard Medical	Yes
9/20/2025 20:58	LN810BE	N810BE	C560	4277	28R	B	Lifeguard Medical	Yes
9/25/2025 22:58	N96G	N96G	C25B	3214	28R	B	Lifeguard Medical	Yes
9/27/2025 14:02	Medevac	Medevac	GALX	4245	28R	B	Lifeguard Medical	Yes
9/29/2025 12:30	LN810BE	N810BE	C560	4566	28R	B	Lifeguard Medical	Yes
9/29/2025 17:56	LN810BE	N810BE	C560	1760	28R	B	Lifeguard Medical	Yes
						Lifeguard Medical	53	
7/3/2025 14:12	N227UH	N227UH	EA50	3713	28R	B	Not Acceptable	No
						Not Acceptable	1	
9/16/2025 20:38			C25A	3204	28R	B	Pilot Requested	No
9/17/2025 7:08			GLF6	3231	28L	B	Pilot Requested	No
9/17/2025 13:03	LXJ587	N587FX	CL35	3720	28R	B	Pilot Requested	No
9/17/2025 16:23	TWY206	N802BC	GL5T	3601	28L	B	Pilot Requested	No
9/19/2025 8:34	TIV869	N869MW	E55P	6355	28R	B	Pilot Requested	No
9/19/2025 9:54			F2TH	3717	28L	B	Pilot Requested	No
9/19/2025 12:55	EJA844	N844QS	C700	3242	28R	B	Pilot Requested	No
9/19/2025 13:09	N85VC	N85VC	C510	3306	28R	B	Pilot Requested	No
9/19/2025 16:07			GLF5	3636	28L	B	Pilot Requested	No
9/20/2025 11:37	TWY206	N802BC	GL5T	1727	28L	B	Pilot Requested	No
9/20/2025 16:53	N380SE	N380SE	GLF6	3257	28R	B	Pilot Requested	No
9/21/2025 18:47	CYO317	N317MP	LJ60	3324	28R	B	Pilot Requested	No
9/22/2025 14:54	PGR1199	N199RM	PRM1	3317	28R	B	Pilot Requested	No
9/22/2025 15:41	N337CM	N337CM	C510	3660	28R	B	Pilot Requested	No
9/22/2025 16:23			C750	3277	28R	B	Pilot Requested	No
9/23/2025 9:31	N129DG	N129DG	C25B	4573	28R	B	Pilot Requested	No
9/24/2025 7:23			GLF5	3636	28L	B	Pilot Requested	No
9/24/2025 8:02			F2TH	6377	28L	B	Pilot Requested	No
9/24/2025 11:34	N823AM	N823AM	H25B	6335	28R	B	Pilot Requested	No
9/24/2025 17:24	PGR1368	N368CS	PRM1	3234	28R	B	Pilot Requested	No
9/25/2025 8:56			GLF5	3325	28L	B	Pilot Requested	No
9/25/2025 9:41	XAFUF	XAFUF	E35L	3257	28L	B	Pilot Requested	No
9/25/2025 12:25	LXJ565	N565FX	CL35	3662	28R	B	Pilot Requested	No
9/25/2025 15:05	LXJ303	N303FX	E55P	3272	28R	B	Pilot Requested	No
9/26/2025 8:44			GLF4	3257	28L	B	Pilot Requested	No
9/29/2025 10:03	LXJ441	N441FX	E545	6320	28L	B	Pilot Requested	No
9/29/2025 15:33			CL35	1751	28R	B	Pilot Requested	No
9/30/2025 14:52			C550	3713	28L	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
8/17/2025 16:17			C550	3625	28R	B	Pilot Requested	No
8/18/2025 12:56			GLF6	1774	28R	B	Pilot Requested	No
8/19/2025 11:09	LXJ343	N343FX	E545	3602	28R	B	Pilot Requested	No
8/19/2025 11:35	KOW998	N998CX	C750	3243	28R	B	Pilot Requested	No
8/20/2025 13:32			GL7T	3274	28R	B	Pilot Requested	No
8/20/2025 16:47			GALX	4221	28R	B	Pilot Requested	No
8/20/2025 20:10	LXJ377	N377FX	E55P	3360	28R	B	Pilot Requested	No
8/21/2025 12:24	N732WB	N732WB	BE40	3003	28R	B	Pilot Requested	No
8/21/2025 12:42			GLF6	6331	28R	B	Pilot Requested	No
8/22/2025 9:03	LRQ365E	LXRHC	CL60	1736	28R	B	Pilot Requested	No
8/22/2025 10:09			GA5C	6345	28R	B	Pilot Requested	No
8/22/2025 11:00			C25A	3241	28R	B	Pilot Requested	No
8/22/2025 12:42	N129DG	N129DG	C25B	4552	28R	B	Pilot Requested	No
8/23/2025 9:38			F2TH	3314	28R	B	Pilot Requested	No
8/24/2025 17:15			GLF5	3342	28R	B	Pilot Requested	No
8/25/2025 11:26			GA5C	3333	28R	B	Pilot Requested	No
8/25/2025 15:53	RKJ917	N917PG	C750	3755	28R	B	Pilot Requested	No
8/26/2025 6:43			GLF6	1722	28R	B	Pilot Requested	No
8/26/2025 16:26			C56X	4561	28R	B	Pilot Requested	No
8/27/2025 9:52			F2TH	1777	28R	B	Pilot Requested	No
8/28/2025 17:31	LXJ560	N560FX	CL35	6356	28R	B	Pilot Requested	No
8/29/2025 15:55	JSX651	N257JX	E135	3231	28R	R	Pilot Requested	No
8/29/2025 16:07	N815GY	N815GY	GLF5	3641	28R	B	Pilot Requested	No
8/30/2025 8:35			GLF5	3374	28R	B	Pilot Requested	No
8/30/2025 9:25			GLF4	6302	28R	B	Pilot Requested	No
8/30/2025 15:51	JSX657	N245JX	E145	3356	28R	R	Pilot Requested	No
8/30/2025 19:43	PGR1199	N199RM	PRM1	1725	28R	B	Pilot Requested	No
8/30/2025 22:55			GLF5	3236	28R	B	Pilot Requested	No
9/1/2025 11:38			GLEX	1734	28R	B	Pilot Requested	No
9/1/2025 12:43	N815GY	N815GY	GLF5	3625	28R	B	Pilot Requested	No
9/1/2025 12:44	HER329	N329MD	CL60	4261	28R	B	Pilot Requested	No
9/2/2025 9:44			GLF5	3265	28R	B	Pilot Requested	No
9/2/2025 14:34	N771DG	N771DG	C56X	3302	28R	B	Pilot Requested	No
9/3/2025 12:36	LXJ538	N538FX	CL30	3742	28R	B	Pilot Requested	No
9/3/2025 12:40	N626HJ	N626HJ	FA50	3750	28R	B	Pilot Requested	No
9/3/2025 15:55	EJA313	N313QS	C680	3667	28R	B	Pilot Requested	No
9/3/2025 19:19	N22VK	N22VK	PRM1	3331	28R	B	Pilot Requested	No
9/4/2025 8:57			GLF5	6301	28R	B	Pilot Requested	No
9/4/2025 12:17	EJA313	N313QS	C680	2212	28R	B	Pilot Requested	No
9/4/2025 12:39			F2TH	6370	28R	B	Pilot Requested	No
9/4/2025 13:13			C560	4566	28R	B	Pilot Requested	No
9/5/2025 9:15	N272GX		GLEX	3221	28R	B	Pilot Requested	No
9/5/2025 14:35	N11HM	N11HM	GALX	3246	28R	B	Pilot Requested	No
9/5/2025 15:16	RJR85	N885AQ	GL7T	3706	28R	B	Pilot Requested	No
9/5/2025 15:55			GLF5	6334	28R	B	Pilot Requested	No
9/5/2025 18:06	N272GX	N272GX	GLEX	4224	28R	B	Pilot Requested	No
9/8/2025 11:05	N819AP	N819AP	GALX	3724	28R	B	Pilot Requested	No
9/8/2025 11:21			GLF6	3702	28R	B	Pilot Requested	No
9/9/2025 7:19	N819AP	N819AP	GALX	3745	28R	B	Pilot Requested	No
9/9/2025 13:50			GLF5	3374	28R	B	Pilot Requested	No
9/9/2025 17:12			CL60	3601	28R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
9/10/2025 10:36			C25A	3651	28R	B	Pilot Requested	No
9/11/2025 14:46			GLF5	6357	28R	B	Pilot Requested	No
9/11/2025 19:32			GLF5	3301	28R	B	Pilot Requested	No
9/12/2025 10:55	N550GB	N550GB	C501	3267	28R	B	Pilot Requested	No
9/12/2025 15:42			GLF5	3372	28R	B	Pilot Requested	No
9/12/2025 18:25			C56X	3232	28R	B	Pilot Requested	No
9/14/2025 13:57	N801AD	N801AD	GLEX	3311	28R	B	Pilot Requested	No
9/14/2025 16:23			F2TH	1711	28L	B	Pilot Requested	No
9/14/2025 19:59	XEN88	N887MM	GLF5	3317	28R	B	Pilot Requested	No
9/15/2025 12:50	N186M	N186M	C510	3756	28R	B	Pilot Requested	No
9/15/2025 13:59	N22VK	N22VK	PRM1	3665	28L	B	Pilot Requested	No
9/15/2025 19:23	LXJ443	N443FX	E545	6354	28R	B	Pilot Requested	No
9/16/2025 5:17	N504YH	N504YH	HDJT	3361	28L	B	Pilot Requested	No
7/2/2025 10:01	N300DG	N300DG	SF50	3306	28L	B	Pilot Requested	No
7/2/2025 13:03			C56X	3677	28L	B	Pilot Requested	No
7/4/2025 13:01			GALX	4564	28R	B	Pilot Requested	No
7/4/2025 14:18			LJ60	3740	28L	B	Pilot Requested	No
7/5/2025 11:02			GALX	4506	28L	B	Pilot Requested	No
7/5/2025 22:14			C25B	1704	28R	B	Pilot Requested	No
7/6/2025 14:55	WUP510	N510UP	C56X	3647	28L	B	Pilot Requested	No
7/7/2025 8:57	WUP510	N510UP	C56X	3277	28R	B	Pilot Requested	No
7/7/2025 15:18			GLF6	3672	28L	B	Pilot Requested	No
7/8/2025 9:20	EJA545	N545QS	C68A	6374	28R	B	Pilot Requested	No
7/8/2025 16:33			CL60	3330	28R	B	Pilot Requested	No
7/9/2025 16:10			C750	3720	28R	B	Pilot Requested	No
7/9/2025 17:06			GLF6	4554	28L	B	Pilot Requested	No
7/9/2025 17:50	N416WM	N416WM	GLF3	1745	28L	B	Pilot Requested	No
7/10/2025 13:05			LJ60	1740	28L	B	Pilot Requested	No
7/10/2025 18:22			C56X	3711	28L	B	Pilot Requested	No
7/11/2025 12:22	EJA925	N925QS	C68A	4276	28L	B	Pilot Requested	No
7/11/2025 18:29	N300DG	N300DG	SF50	4545	28R	B	Pilot Requested	No
7/13/2025 13:41	N68AL	N68AL	GLF4	3373	28L	B	Pilot Requested	No
7/13/2025 16:03	LXJ394	N394FX	E55P	3733	28L	B	Pilot Requested	No
7/14/2025 10:41	N436C	N436C	F2TH	3365	28L	B	Pilot Requested	No
7/14/2025 15:19			GLEX	4221	28L	B	Pilot Requested	No
7/14/2025 16:54	PGR1592	N592HC	PRM1	3337	28L	B	Pilot Requested	No
7/16/2025 9:23	N300DG	N300DG	SF50	4262	28L	B	Pilot Requested	No
7/16/2025 10:54			LJ60	3677	28L	B	Pilot Requested	No
7/16/2025 14:46			GLEX	3672	28L	B	Pilot Requested	No
7/16/2025 18:13			GLF5	1756	28R	B	Pilot Requested	No
7/17/2025 13:04			GLF6	3670	28L	B	Pilot Requested	No
7/17/2025 17:13	N903JP	N903JP	C510	4260	28R	B	Pilot Requested	No
7/18/2025 13:37			E50P	3710	28R	B	Pilot Requested	No
7/19/2025 10:41	LXJ465	N465FX	GLF4	1773	28R	B	Pilot Requested	No
7/20/2025 12:29	WUP943	N943UP	CL30	6322	28R	B	Pilot Requested	No
7/21/2025 18:05			E190	3351	28L	R	Pilot Requested	No
7/21/2025 21:13			C56X	3251	28L	B	Pilot Requested	No
7/23/2025 8:46			F2TH	1775	28L	B	Pilot Requested	No
7/25/2025 11:38			C525	3720	28L	B	Pilot Requested	No
7/25/2025 13:15	N693MR		CL30	3771	28L	B	Pilot Requested	No
7/25/2025 15:03			H25B	3214	28L	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
7/26/2025 9:30			C750	6302	28L	B	Pilot Requested	No
7/27/2025 19:44			C525	6315	28L	B	Pilot Requested	No
8/1/2025 12:33	N129DG	N129DG	C25B	4254	28R	B	Pilot Requested	No
8/11/2025 10:16			GLF6	6336	28R	B	Pilot Requested	No
8/11/2025 16:30	JSX181	N958JX	E145	3220	28R	R	Pilot Requested	No
8/11/2025 16:56			C56X	3266	28R	B	Pilot Requested	No
8/12/2025 7:41	JRE592	N592GB	C25B	6347	28R	B	Pilot Requested	No
8/12/2025 10:59			GLF4	6363	28R	B	Pilot Requested	No
8/12/2025 14:34	N917GW	N917GW	C525	4202	28R	B	Pilot Requested	No
8/12/2025 14:40			GLF4	3731	28R	B	Pilot Requested	No
8/12/2025 14:43	N300DG	N300DG	SF50	3750	28R	B	Pilot Requested	No
8/13/2025 12:44	EJA694	N694QS	C68A	3273	28R	B	Pilot Requested	No
8/13/2025 14:50	WWI88	N888CS	GLF4	3236	28R	B	Pilot Requested	No
8/13/2025 15:42	EJA488	N488QS	E55P	4511	28R	B	Pilot Requested	No
8/13/2025 16:01			C25A	4524	28R	B	Pilot Requested	No
8/13/2025 16:04	LXJ500	N500FX	CL35	3201	28R	B	Pilot Requested	No
8/13/2025 16:36	N770CC	N770CC	H25B	6355	28R	B	Pilot Requested	No
8/13/2025 21:18	N504YH	N504YH	HDJT	3230	28R	B	Pilot Requested	No
8/14/2025 13:43			C560	4511	28R	B	Pilot Requested	No
8/14/2025 15:16			CL30	622	28R	B	Pilot Requested	No
8/14/2025 19:54			C560	4533	28R	B	Pilot Requested	No
8/15/2025 10:28	N227UH	N227UH	EA50	7452	28R	B	Pilot Requested	No
8/15/2025 19:45	JSX179	N959JX	E145	3201	28R	R	Pilot Requested	No
8/15/2025 21:02			G150	3624	28R	B	Pilot Requested	No
8/16/2025 10:49	TOR800	CFKNN	CL60	3656	28R	B	Pilot Requested	No
8/17/2025 12:41			GLF4	601	28R	B	Pilot Requested	No
						Pilot Requested	156	
7/14/2025 1:24	SWA103	N8507C	B738	3222	28L	J	RWY 30 Routine Closure	Yes
7/14/2025 1:34	FDX3875	N858FD	B77L	3333	28L	J	RWY 30 Routine Closure	Yes
9/22/2025 5:38	SWA2890	N958WN	B737	3271	28L	J	RWY 30 Routine Closure	Yes
9/22/2025 5:35	SWA3847	N8814K	B38M	3217	28L	J	RWY 30 Routine Closure	Yes
7/14/2025 5:15	SWA709	N8791D	B38M	3213	28L	J	RWY 30 Routine Closure	Yes
7/14/2025 5:18	SWA2963	N8901Q	B38M	3207	28L	J	RWY 30 Routine Closure	Yes
7/14/2025 5:24	SWA2866	N8648A	B738	3363	28L	J	RWY 30 Routine Closure	Yes
9/15/2025 5:27	SWA3123	N8562Z	B738	3335	28L	J	RWY 30 Routine Closure	Yes
9/15/2025 5:38	SWA3847	N8650F	B738	3371	28L	J	RWY 30 Routine Closure	Yes
9/15/2025 5:44	SWA2890	N570WN	B737	3210	28L	J	RWY 30 Routine Closure	Yes
9/15/2025 5:46	SWA868	N8837Q	B38M	3306	28L	J	RWY 30 Routine Closure	Yes
9/22/2025 5:26	SWA3123	N8939Q	B38M	3331	28L	J	RWY 30 Routine Closure	Yes
						RWY 30 Routine Closure	12	
9/20/2025 11:19	EJA302	N302QS	E55P	4513	28R	B	Runway Maintenance	Yes
						Runway Maintenance	1	
7/15/2025 21:42			F2TH	6340	28R	B	Runway/Taxiway Maintenance	Yes
7/28/2025 6:30	EJA316	N316QS	E55P	3240	28R	B	Runway/Taxiway Maintenance	Yes
7/28/2025 6:57	EJA978	N978QS	C750	3263	28R	B	Runway/Taxiway Maintenance	Yes
7/28/2025 7:41	N560FT	N560FT	C560	4520	28R	B	Runway/Taxiway Maintenance	Yes
7/28/2025 9:06	JSX173	N259JX	E135	6301	28R	R	Runway/Taxiway Maintenance	Yes
7/28/2025 9:15			C750	3364	28R	B	Runway/Taxiway Maintenance	Yes
7/28/2025 9:48	EJA363	N363QS	E55P	1755	28R	B	Runway/Taxiway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
7/28/2025 9:50	LXJ532	N532FX	CL30	3747	28R	B	Runway/Taxiway Maintenance	Yes
7/28/2025 9:52	VJA508	N508XJ	CL30	3341	28R	B	Runway/Taxiway Maintenance	Yes
7/28/2025 10:01	JRE835	N835JS	C56X	4214	28R	B	Runway/Taxiway Maintenance	Yes
7/28/2025 10:22	JSX175	N268JX	E135	3205	28R	R	Runway/Taxiway Maintenance	Yes
7/28/2025 11:28	JSX655	N261JX	E135	3251	28R	R	Runway/Taxiway Maintenance	Yes
7/28/2025 11:36	LXJ655	N655FX	GLF6	3213	28R	B	Runway/Taxiway Maintenance	Yes
7/28/2025 11:48	CNS64	N299AF	PC24	3223	28R	B	Runway/Taxiway Maintenance	Yes
7/28/2025 11:54	LXJ398	N398FX	E55P	4503	28R	B	Runway/Taxiway Maintenance	Yes
7/28/2025 12:10			LJ60	1777	28R	B	Runway/Taxiway Maintenance	Yes
7/28/2025 12:18	RKJ736	N736XJ	C750	6325	28R	B	Runway/Taxiway Maintenance	Yes
7/28/2025 12:20	JSX610	N245JX	E145	3721	28R	R	Runway/Taxiway Maintenance	Yes
7/28/2025 13:39	EJA747	N747QS	CL35	3606	28R	B	Runway/Taxiway Maintenance	Yes
7/28/2025 14:02	JSX177	N268JX	E135	6311	28R	R	Runway/Taxiway Maintenance	Yes
7/28/2025 14:29	EJA460	N460QS	E55P	6370	28R	B	Runway/Taxiway Maintenance	Yes
7/28/2025 15:28	EJA838	N838QS	C700	4517	28R	B	Runway/Taxiway Maintenance	Yes
7/28/2025 15:53	KOW818	N818CF	C750	3232	28R	B	Runway/Taxiway Maintenance	Yes
7/28/2025 15:55	JSX651	N261JX	E135	3627	28R	R	Runway/Taxiway Maintenance	Yes
7/28/2025 16:47	EJA503	N503QS	C68A	3642	28R	B	Runway/Taxiway Maintenance	Yes
7/28/2025 17:34			GLEK	4560	28R	B	Runway/Taxiway Maintenance	Yes
7/28/2025 17:51	USC270	N353CK	LJ35	3206	28R	B	Runway/Taxiway Maintenance	Yes
7/28/2025 18:46			GL5T	3271	28R	B	Runway/Taxiway Maintenance	Yes
7/29/2025 5:19	N15VX	N15VX	FA50	3224	28R	B	Runway/Taxiway Maintenance	Yes
7/29/2025 6:49	EJA132	N132QS	BE40	3262	28R	B	Runway/Taxiway Maintenance	Yes
7/29/2025 7:42	EJA702	N702QS	CL35	3602	28R	B	Runway/Taxiway Maintenance	Yes
7/29/2025 8:04			CL35	3205	28R	B	Runway/Taxiway Maintenance	Yes
7/29/2025 9:04	JSX173	N259JX	E135	1737	28R	R	Runway/Taxiway Maintenance	Yes
7/29/2025 9:06	N85ER	N85ER	C25B	3742	28R	B	Runway/Taxiway Maintenance	Yes
7/29/2025 9:14			GLF5	4272	28R	B	Runway/Taxiway Maintenance	Yes
7/29/2025 9:32	N129DG	N129DG	C25B	3656	28R	B	Runway/Taxiway Maintenance	Yes
7/29/2025 9:35	JRE702	N702JS	C25B	1744	28R	B	Runway/Taxiway Maintenance	Yes
7/29/2025 9:55	SIS53		CRJ2	1740	28R	R	Runway/Taxiway Maintenance	Yes
7/29/2025 10:17	JSX175	N263JX	E135	3647	28R	R	Runway/Taxiway Maintenance	Yes
7/29/2025 10:38	DRL88	N887SG	LJ45	6323	28R	B	Runway/Taxiway Maintenance	Yes
7/29/2025 11:44	EJA941	N941QS	C68A	4205	28R	B	Runway/Taxiway Maintenance	Yes
7/29/2025 12:21	JSX612	N245JX	E145	3672	28R	R	Runway/Taxiway Maintenance	Yes
7/29/2025 13:07			E55P	6301	28R	B	Runway/Taxiway Maintenance	Yes
7/29/2025 13:09	LXJ605	N605FX	E550	3753	28R	B	Runway/Taxiway Maintenance	Yes
7/29/2025 13:35	N247PS	N247PS	G150	4505	28R	B	Runway/Taxiway Maintenance	Yes
7/29/2025 13:44	VJA508	N508XJ	CL30	4226	28R	B	Runway/Taxiway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
7/29/2025 13:55	SKW5440	N263JX	E135	3224	28R	R	Runway/Taxiway Maintenance	Yes
7/29/2025 14:14	LXJ310	N310FX	E55P	3370	28R	B	Runway/Taxiway Maintenance	Yes
7/29/2025 15:50	JSX651	N262JX	E135	3755	28R	R	Runway/Taxiway Maintenance	Yes
7/29/2025 15:53	N979AZ	N979AZ	C56X	6375	28R	B	Runway/Taxiway Maintenance	Yes
7/29/2025 16:03			CL30	3344	28R	B	Runway/Taxiway Maintenance	Yes
7/29/2025 16:41	N300DG	N300DG	SF50	4572	28R	B	Runway/Taxiway Maintenance	Yes
7/29/2025 17:25			C25C	4247	28R	B	Runway/Taxiway Maintenance	Yes
7/29/2025 17:45			C68A	3707	28R	B	Runway/Taxiway Maintenance	Yes
7/29/2025 17:54	EJA348	N348QS	E55P	4542	28R	B	Runway/Taxiway Maintenance	Yes
7/29/2025 19:29	JSX179	N264JX	E135	3370	28R	R	Runway/Taxiway Maintenance	Yes
7/29/2025 19:46	KOW818	N818CF	C750	3733	28R	B	Runway/Taxiway Maintenance	Yes
7/30/2025 4:05	USC10	N354CK	LJ35	3205	28R	B	Runway/Taxiway Maintenance	Yes
7/30/2025 4:42			GL5T	3242	28R	B	Runway/Taxiway Maintenance	Yes
7/30/2025 6:20			GLF6	3345	28R	B	Runway/Taxiway Maintenance	Yes
7/30/2025 7:56			GLF4	3741	28R	B	Runway/Taxiway Maintenance	Yes
7/30/2025 8:10	EJM883	N883TW	CL35	6355	28R	B	Runway/Taxiway Maintenance	Yes
7/30/2025 9:14	JSX173	N256JX	E135	1730	28R	R	Runway/Taxiway Maintenance	Yes
7/30/2025 9:23	N580RM	N580RM	C510	4553	28R	B	Runway/Taxiway Maintenance	Yes
7/30/2025 9:56	N85ER	N85ER	C25B	6345	28R	B	Runway/Taxiway Maintenance	Yes
7/30/2025 10:08			F900	4257	28R	B	Runway/Taxiway Maintenance	Yes
7/30/2025 10:12	EJA840	N840QS	C700	1701	28R	B	Runway/Taxiway Maintenance	Yes
7/30/2025 10:15	DLX78	N786CC	LJ45	1703	28R	B	Runway/Taxiway Maintenance	Yes
7/30/2025 10:17			GLF4	4541	28R	B	Runway/Taxiway Maintenance	Yes
7/30/2025 10:18			GLF4	3257	28R	B	Runway/Taxiway Maintenance	Yes
7/30/2025 10:22	JSX175	N263JX	E135	1743	28R	R	Runway/Taxiway Maintenance	Yes
7/30/2025 11:02	VJA108	N108JE	GLF4	6367	28R	B	Runway/Taxiway Maintenance	Yes
7/30/2025 11:57	EJA702	N702QS	CL35	4544	28R	B	Runway/Taxiway Maintenance	Yes
7/30/2025 12:11			F900	3202	28R	B	Runway/Taxiway Maintenance	Yes
7/30/2025 12:22	PXT525	N525B	C25A	3273	28R	B	Runway/Taxiway Maintenance	Yes
7/30/2025 12:23	JSX612	N245JX	E145	3374	28R	R	Runway/Taxiway Maintenance	Yes
7/30/2025 12:40	EJA125	N125QS	GL5T	3760	28R	B	Runway/Taxiway Maintenance	Yes
7/30/2025 13:16	LXJ409	N409FX	E545	6311	28R	B	Runway/Taxiway Maintenance	Yes
7/30/2025 13:43			GLEX	3266	28R	B	Runway/Taxiway Maintenance	Yes
7/30/2025 13:54	JSX177	N263JX	E135	3306	28R	R	Runway/Taxiway Maintenance	Yes
7/30/2025 13:56	KOW955	N955GH	C750	3732	28R	B	Runway/Taxiway Maintenance	Yes
7/30/2025 14:03			FA7X	3772	28R	B	Runway/Taxiway Maintenance	Yes
7/30/2025 14:10			GA6C	4234	28R	B	Runway/Taxiway Maintenance	Yes
7/30/2025 15:01			CL30	3771	28R	B	Runway/Taxiway Maintenance	Yes
7/30/2025 15:05	JRE890	N890JS	C56X	4547	28R	B	Runway/Taxiway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
7/30/2025 15:34			GLF4	4567	28R	B	Runway/Taxiway Maintenance	Yes
7/30/2025 15:35			GLF5	3244	28R	B	Runway/Taxiway Maintenance	Yes
7/30/2025 15:46	JSX651	N262JX	E135	3333	28R	R	Runway/Taxiway Maintenance	Yes
7/30/2025 17:49			GLF4	3243	28R	B	Runway/Taxiway Maintenance	Yes
7/30/2025 19:26	JSX179	N256JX	E135	6374	28R	R	Runway/Taxiway Maintenance	Yes
7/31/2025 5:39	N656SM	N656SM	C25B	3214	28L	B	Runway/Taxiway Maintenance	Yes
7/31/2025 5:54	PXT150	N150TG	C680	3216	28R	B	Runway/Taxiway Maintenance	Yes
7/31/2025 7:48			GLEX	6340	28R	B	Runway/Taxiway Maintenance	Yes
7/31/2025 8:05	VJA320	N320JE	CL30	3750	28R	B	Runway/Taxiway Maintenance	Yes
7/31/2025 8:08			GLF6	4210	28R	B	Runway/Taxiway Maintenance	Yes
7/31/2025 8:28	EJA335	N335QS	E55P	4566	28R	B	Runway/Taxiway Maintenance	Yes
7/31/2025 8:46			F2TH	3242	28R	B	Runway/Taxiway Maintenance	Yes
7/31/2025 9:05	JSX173	N256JX	E135	3244	28R	R	Runway/Taxiway Maintenance	Yes
7/31/2025 9:14	EJA793	N793QS	CL35	1757	28R	B	Runway/Taxiway Maintenance	Yes
7/31/2025 9:32			GLF5	3264	28R	B	Runway/Taxiway Maintenance	Yes
7/31/2025 9:47	N90RG	N90RG	GLF4	3266	28R	B	Runway/Taxiway Maintenance	Yes
7/31/2025 10:01	KAI99	N733KA	B738	1773	28R	J	Runway/Taxiway Maintenance	Yes
7/31/2025 10:22	JSX175	N263JX	E135	3754	28R	R	Runway/Taxiway Maintenance	Yes
7/31/2025 10:42	WUP512	N512UP	C56X	4576	28R	B	Runway/Taxiway Maintenance	Yes
7/31/2025 10:45	EJA843	N843QS	C700	3777	28R	B	Runway/Taxiway Maintenance	Yes
7/31/2025 11:01	N916KP	N916KP	FA50	4261	28R	B	Runway/Taxiway Maintenance	Yes
7/31/2025 11:14			GLF5	3242	28R	B	Runway/Taxiway Maintenance	Yes
7/31/2025 12:23	JSX610	N245JX	E145	1712	28R	R	Runway/Taxiway Maintenance	Yes
7/31/2025 12:29			GLF4	4234	28R	B	Runway/Taxiway Maintenance	Yes
7/31/2025 12:38	LXJ461	N461FX	GLF4	1774	28R	B	Runway/Taxiway Maintenance	Yes
7/31/2025 13:02			C25B	7455	28R	B	Runway/Taxiway Maintenance	Yes
7/31/2025 14:04	JSX177	N263JX	E135	3214	28R	R	Runway/Taxiway Maintenance	Yes
7/31/2025 14:17			C560	4262	28R	B	Runway/Taxiway Maintenance	Yes
7/31/2025 14:26	EJA145	N145QS	GLEX	4562	28R	B	Runway/Taxiway Maintenance	Yes
7/31/2025 14:38			C525	3257	28R	B	Runway/Taxiway Maintenance	Yes
7/31/2025 15:42			GALX	3256	28R	B	Runway/Taxiway Maintenance	Yes
7/31/2025 15:51	JSX651	N254JX	E135	1766	28R	R	Runway/Taxiway Maintenance	Yes
7/31/2025 15:56	CNS124	N533AF	PC24	4231	28R	B	Runway/Taxiway Maintenance	Yes
7/31/2025 16:10	N310ZA		F900	1711	28R	B	Runway/Taxiway Maintenance	Yes
7/31/2025 16:17			LJ60	3665	28R	B	Runway/Taxiway Maintenance	Yes
7/31/2025 16:46	EJM883	N883TW	CL35	3713	28R	B	Runway/Taxiway Maintenance	Yes
7/31/2025 17:31	EJA678	N678QS	C56X	3361	28R	B	Runway/Taxiway Maintenance	Yes
7/31/2025 19:34	JSX179	N257JX	E135	3741	28R	R	Runway/Taxiway Maintenance	Yes
7/31/2025 19:58	EJA922	N922QS	C68A	3242	28R	B	Runway/Taxiway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
7/31/2025 20:01	JSX661	N254JX	E135	3345	28R	R	Runway/Taxiway Maintenance	Yes
7/31/2025 20:08			CL30	3336	28R	B	Runway/Taxiway Maintenance	Yes
7/31/2025 21:41			LJ45	3342	28R	B	Runway/Taxiway Maintenance	Yes
7/31/2025 22:36			C560	4517	28R	B	Runway/Taxiway Maintenance	Yes
8/1/2025 5:04	JNX02		C25B	3245	28R	B	Runway/Taxiway Maintenance	Yes
8/1/2025 6:47			CL35	1731	28R	B	Runway/Taxiway Maintenance	Yes
8/1/2025 7:38	PXT680	N680PC	C680	3667	28R	B	Runway/Taxiway Maintenance	Yes
8/1/2025 7:54	KOW971	N971JS	C750	1706	28R	B	Runway/Taxiway Maintenance	Yes
8/1/2025 8:00	EJA231	N231QS	CL60	6373	28R	B	Runway/Taxiway Maintenance	Yes
8/1/2025 9:04	N200FJ	N200FJ	FA20	3752	28R	B	Runway/Taxiway Maintenance	Yes
8/1/2025 9:16	JSX173	N256JX	E135	1737	28R	R	Runway/Taxiway Maintenance	Yes
8/1/2025 9:28			SF50	6331	28R	B	Runway/Taxiway Maintenance	Yes
8/1/2025 10:14			GL5T	6312	28R	B	Runway/Taxiway Maintenance	Yes
8/1/2025 10:19	JSX175	N263JX	E135	1775	28R	R	Runway/Taxiway Maintenance	Yes
8/1/2025 10:21			GLF4	6367	28R	B	Runway/Taxiway Maintenance	Yes
8/1/2025 10:30	N924MB	N924MB	GLF4	3637	28R	B	Runway/Taxiway Maintenance	Yes
8/1/2025 10:37	N903JP	N903JP	C510	4566	28R	B	Runway/Taxiway Maintenance	Yes
8/1/2025 11:10	CRE812	N812NE	C25C	3330	28R	B	Runway/Taxiway Maintenance	Yes
8/1/2025 11:27	JSX655	N260JX	E135	3705	28R	R	Runway/Taxiway Maintenance	Yes
8/1/2025 11:35			GLF6	3626	28R	B	Runway/Taxiway Maintenance	Yes
8/1/2025 12:26	JSX610	N245JX	E145	3757	28R	R	Runway/Taxiway Maintenance	Yes
8/1/2025 12:31	EJA699	N699QS	C68A	1726	28R	B	Runway/Taxiway Maintenance	Yes
8/1/2025 13:19	LKF16	N116NC	G280	3702	28R	B	Runway/Taxiway Maintenance	Yes
8/1/2025 13:20	N227VR	N227VR	C56X	4562	28R	B	Runway/Taxiway Maintenance	Yes
8/1/2025 13:44	N400FF	N400FF	BE40	6376	28R	B	Runway/Taxiway Maintenance	Yes
8/1/2025 13:58	JSX177	N263JX	E135	3312	28R	R	Runway/Taxiway Maintenance	Yes
8/1/2025 14:11	EJA519	N519QS	C68A	4554	28R	B	Runway/Taxiway Maintenance	Yes
8/1/2025 15:13			GLF4	3762	28R	B	Runway/Taxiway Maintenance	Yes
8/1/2025 15:55	JSX651	N260JX	E135	6337	28R	R	Runway/Taxiway Maintenance	Yes
8/1/2025 16:14	PXT96	N96PX	C25B	3647	28R	B	Runway/Taxiway Maintenance	Yes
8/1/2025 16:18	N604SG	N604SG	CL60	4274	28R	B	Runway/Taxiway Maintenance	Yes
8/1/2025 16:28	TWY85	N604PW	CL60	4253	28R	B	Runway/Taxiway Maintenance	Yes
8/1/2025 16:34	JSX181	N257JX	E135	3342	28R	R	Runway/Taxiway Maintenance	Yes
8/1/2025 16:55	EJA316	N316QS	E55P	4257	28R	B	Runway/Taxiway Maintenance	Yes
8/1/2025 19:30	JSX179	N268JX	E135	3315	28R	R	Runway/Taxiway Maintenance	Yes
8/1/2025 21:53	N900VP	N900VP	F900	3212	28R	B	Runway/Taxiway Maintenance	Yes
8/1/2025 22:21			GL5T	4235	28R	B	Runway/Taxiway Maintenance	Yes
8/2/2025 8:00	LXJ569	N569FX	CL35	3351	28R	B	Runway/Taxiway Maintenance	Yes
8/2/2025 8:06	N92ER	N92ER	C25B	3275	28R	B	Runway/Taxiway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
8/2/2025 8:31	JSX171	N245JX	E145	3205	28R	R	Runway/Taxiway Maintenance	Yes
8/2/2025 9:15	TWY85	N604PW	CL60	3755	28R	B	Runway/Taxiway Maintenance	Yes
8/2/2025 10:13	EJA519	N519QS	C68A	3664	28R	B	Runway/Taxiway Maintenance	Yes
8/2/2025 10:53	EJA453	N453QS	E55P	4247	28R	B	Runway/Taxiway Maintenance	Yes
8/2/2025 11:04			HDJT	3351	28R	B	Runway/Taxiway Maintenance	Yes
8/2/2025 11:14	N78VH	N78VH	PC24	4221	28R	B	Runway/Taxiway Maintenance	Yes
8/2/2025 11:30	N624GJ	N624GJ	GLF4	1752	28R	B	Runway/Taxiway Maintenance	Yes
8/2/2025 11:35	JSX655	N260JX	E135	3651	28R	R	Runway/Taxiway Maintenance	Yes
8/2/2025 11:53			F900	4532	28R	B	Runway/Taxiway Maintenance	Yes
8/2/2025 12:12			CL30	1760	28R	B	Runway/Taxiway Maintenance	Yes
8/2/2025 12:19	JSX175	N263JX	E135	6353	28R	R	Runway/Taxiway Maintenance	Yes
8/2/2025 12:34	JSX612	N245JX	E145	3642	28R	R	Runway/Taxiway Maintenance	Yes
8/2/2025 12:53	LXJ659	N659FX	GLF6	1715	28R	B	Runway/Taxiway Maintenance	Yes
8/2/2025 13:02			F2TH	3332	28R	B	Runway/Taxiway Maintenance	Yes
8/2/2025 13:21			GALX	4557	28R	B	Runway/Taxiway Maintenance	Yes
8/2/2025 14:15	LXJ546	N546FX	CL35	1776	28R	B	Runway/Taxiway Maintenance	Yes
8/2/2025 14:56			GLF4	3615	28R	B	Runway/Taxiway Maintenance	Yes
8/2/2025 14:58	N550EW	N550EW	GLF5	4225	28R	B	Runway/Taxiway Maintenance	Yes
8/2/2025 15:39	EJA569	N569QS	C68A	3713	28R	B	Runway/Taxiway Maintenance	Yes
8/2/2025 16:12	JSX177	N263JX	E135	3221	28R	R	Runway/Taxiway Maintenance	Yes
8/2/2025 18:46			GLF6	3367	28R	B	Runway/Taxiway Maintenance	Yes
8/2/2025 21:30			GALX	4275	28R	B	Runway/Taxiway Maintenance	Yes
8/3/2025 8:23	JSX171	N263JX	E135	3602	28R	R	Runway/Taxiway Maintenance	Yes
8/3/2025 9:03	KAI99	N733KA	B738	6341	28R	J	Runway/Taxiway Maintenance	Yes
8/3/2025 9:14	N300DG	N300DG	SF50	3770	28R	B	Runway/Taxiway Maintenance	Yes
8/3/2025 9:39	EJA667	N667QS	C68A	3676	28R	B	Runway/Taxiway Maintenance	Yes
8/3/2025 9:49	N400FF	N400FF	BE40	3666	28R	B	Runway/Taxiway Maintenance	Yes
8/3/2025 10:04	KAI66	N778MA	B738	1777	28R	J	Runway/Taxiway Maintenance	Yes
8/3/2025 10:09	PXT525	N525B	C25A	3342	28R	B	Runway/Taxiway Maintenance	Yes
8/3/2025 11:25	JSX655	N948JX	E145	3327	28R	R	Runway/Taxiway Maintenance	Yes
8/3/2025 11:41	LXJ339	N339FX	E545	617	28R	B	Runway/Taxiway Maintenance	Yes
8/3/2025 12:11	JSX175	N263JX	E135	3205	28R	R	Runway/Taxiway Maintenance	Yes
8/3/2025 12:18	LXJ465	N465FX	GLF4	6372	28R	B	Runway/Taxiway Maintenance	Yes
8/3/2025 12:31	JSX610	N245JX	E145	3603	28R	R	Runway/Taxiway Maintenance	Yes
8/3/2025 13:49	PXT903	N903JP	C510	6306	28R	B	Runway/Taxiway Maintenance	Yes
8/3/2025 14:01	JSX661	N949JX	E145	3775	28R	R	Runway/Taxiway Maintenance	Yes
8/3/2025 14:35	VJA315	N315JE	CL30	6317	28R	B	Runway/Taxiway Maintenance	Yes
8/3/2025 14:36			CL60	3240	28R	B	Runway/Taxiway Maintenance	Yes
8/3/2025 15:44	JSX177	N263JX	E135	3245	28R	R	Runway/Taxiway Maintenance	Yes

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8/3/2025 16:02			GALX	605	28R	B	Runway/Taxiway Maintenance	Yes
8/3/2025 16:37	EJA876	N876QS	H25B	3357	28R	B	Runway/Taxiway Maintenance	Yes
8/3/2025 16:49	JSX651	N948JX	E145	3317	28R	R	Runway/Taxiway Maintenance	Yes
8/3/2025 16:58	N90RG	N90RG	GLF4	3733	28R	B	Runway/Taxiway Maintenance	Yes
8/3/2025 17:10			GLF5	3306	28R	B	Runway/Taxiway Maintenance	Yes
8/3/2025 17:23	JSX181	N913JX	E145	3314	28R	R	Runway/Taxiway Maintenance	Yes
8/3/2025 18:12	USC240	N355CK	LJ35	6317	28R	B	Runway/Taxiway Maintenance	Yes
8/3/2025 18:13	N604SG	N604SG	CL60	1731	28R	B	Runway/Taxiway Maintenance	Yes
8/3/2025 19:53			HDJT	3357	28R	B	Runway/Taxiway Maintenance	Yes
8/3/2025 19:55	JSX179	N257JX	E135	3365	28R	R	Runway/Taxiway Maintenance	Yes
8/4/2025 0:25	PXT96	N96PX	C25B	3347	28R	B	Runway/Taxiway Maintenance	Yes
8/4/2025 7:16			CL30	3741	28R	B	Runway/Taxiway Maintenance	Yes
8/4/2025 7:31			F2TH	6365	28R	B	Runway/Taxiway Maintenance	Yes
8/4/2025 8:04	PXT150	N150TG	C680	1710	28R	B	Runway/Taxiway Maintenance	Yes
8/4/2025 8:06	PXT96	N96PX	C25B	4240	28R	B	Runway/Taxiway Maintenance	Yes
8/4/2025 8:31	N97SH	N97SH	CL30	1750	28R	B	Runway/Taxiway Maintenance	Yes
8/4/2025 9:01	TWY510	N510AN	FA7X	1742	28R	B	Runway/Taxiway Maintenance	Yes
8/4/2025 9:02	DLX78	N786CC	LJ45	3370	28R	B	Runway/Taxiway Maintenance	Yes
8/4/2025 9:10	JSX173	N268JX	E135	3640	28R	R	Runway/Taxiway Maintenance	Yes
8/4/2025 9:16			C25C	6375	28R	B	Runway/Taxiway Maintenance	Yes
8/4/2025 9:18			GLF6	6344	28R	B	Runway/Taxiway Maintenance	Yes
8/4/2025 9:32	TWY295	N295GG	PC24	6345	28R	B	Runway/Taxiway Maintenance	Yes
8/4/2025 9:52	N515KS	N420SM	LJ45	6320	28R	B	Runway/Taxiway Maintenance	Yes
8/4/2025 9:57			B737	6342	28R	J	Runway/Taxiway Maintenance	Yes
8/4/2025 10:00	LXJ461	N461FX	GLF4	3673	28R	B	Runway/Taxiway Maintenance	Yes
8/4/2025 10:10	N230LF	N230LF	E550	3645	28R	B	Runway/Taxiway Maintenance	Yes
8/4/2025 10:23	JSX175	N263JX	E135	6376	28R	R	Runway/Taxiway Maintenance	Yes
8/4/2025 10:39	EJA703	N703QS	CL35	3766	28R	B	Runway/Taxiway Maintenance	Yes
8/4/2025 11:19	N924MB	N924MB	GLF4	6372	28R	B	Runway/Taxiway Maintenance	Yes
8/4/2025 11:31	EJA872	N872QS	H25B	3753	28R	B	Runway/Taxiway Maintenance	Yes
8/4/2025 11:38			CL60	1750	28R	B	Runway/Taxiway Maintenance	Yes
8/4/2025 11:40			LJ60	6322	28R	B	Runway/Taxiway Maintenance	Yes
8/4/2025 12:03	EJA860	N860QS	C700	1764	28R	B	Runway/Taxiway Maintenance	Yes
8/4/2025 12:13	N227VR	N227VR	C56X	3663	28R	B	Runway/Taxiway Maintenance	Yes
8/4/2025 12:26	JSX610	N245JX	E145	3362	28R	R	Runway/Taxiway Maintenance	Yes
8/4/2025 12:41	EJA523	N523QS	C68A	1755	28R	B	Runway/Taxiway Maintenance	Yes
8/4/2025 12:42	EJA537	N537QS	C68A	3707	28R	B	Runway/Taxiway Maintenance	Yes
8/4/2025 12:51	LXJ372	N372FX	E55P	4564	28R	B	Runway/Taxiway Maintenance	Yes
8/4/2025 13:34	PXT525	N525B	C25A	6330	28R	B	Runway/Taxiway Maintenance	Yes

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8/4/2025 13:43	KOW998	N998CX	C750	3307	28R	B	Runway/Taxiway Maintenance	Yes
8/4/2025 13:56	JSX177	N263JX	E135	3341	28R	R	Runway/Taxiway Maintenance	Yes
8/4/2025 14:26	VJA30	N30JE	GLF4	1711	28R	B	Runway/Taxiway Maintenance	Yes
8/4/2025 14:38			GL5T	6367	28R	B	Runway/Taxiway Maintenance	Yes
8/4/2025 14:50			CL30	3015	28R	B	Runway/Taxiway Maintenance	Yes
8/4/2025 15:27	LXJ524	N524FX	CL30	3353	28R	B	Runway/Taxiway Maintenance	Yes
8/4/2025 15:41	TTE520	N520DF	C525	3246	28R	B	Runway/Taxiway Maintenance	Yes
8/4/2025 15:43			GLF4	1773	28R	B	Runway/Taxiway Maintenance	Yes
8/4/2025 16:01	N71MB	N71MB	C25B	6374	28R	B	Runway/Taxiway Maintenance	Yes
8/4/2025 16:22			F2TH	3767	28R	B	Runway/Taxiway Maintenance	Yes
8/4/2025 16:27	JSX651	N264JX	E135	3203	28R	R	Runway/Taxiway Maintenance	Yes
8/4/2025 16:41	JSX181	N913JX	E145	3360	28R	R	Runway/Taxiway Maintenance	Yes
8/4/2025 17:18	EJA909	N909QS	C68A	1744	28R	B	Runway/Taxiway Maintenance	Yes
8/4/2025 17:58	USC270	N353CK	LJ35	1710	28R	B	Runway/Taxiway Maintenance	Yes
8/4/2025 18:20			GLF4	3326	28R	B	Runway/Taxiway Maintenance	Yes
8/4/2025 18:41			F900	4573	28R	B	Runway/Taxiway Maintenance	Yes
8/4/2025 19:08	N729HB		L39	1720	28R	J	Runway/Taxiway Maintenance	Yes
8/4/2025 21:23	JSX179	N261JX	E135	3336	28R	R	Runway/Taxiway Maintenance	Yes
8/5/2025 6:27	LXJ591	N591FX	CL35	3311	28R	B	Runway/Taxiway Maintenance	Yes
8/5/2025 7:27	CBC744	N744CB	C25A	3770	28R	B	Runway/Taxiway Maintenance	Yes
8/5/2025 7:33	EJA853	N853QS	C700	6310	28R	B	Runway/Taxiway Maintenance	Yes
8/5/2025 7:59	EJA699	N699QS	C68A	3647	28R	B	Runway/Taxiway Maintenance	Yes
8/5/2025 8:37	EJA264	N264QS	CL60	3760	28R	B	Runway/Taxiway Maintenance	Yes
8/5/2025 9:04			GL5T	3716	28R	B	Runway/Taxiway Maintenance	Yes
8/5/2025 9:08	JSX173	A038C0	E135	1722	28R	R	Runway/Taxiway Maintenance	Yes
8/5/2025 10:02	N580RM	N580RM	C510	3726	28R	B	Runway/Taxiway Maintenance	Yes
8/5/2025 10:10	N919SV	N919SV	C25B	1765	28R	B	Runway/Taxiway Maintenance	Yes
8/5/2025 10:22	JSX175	N263JX	E135	3630	28R	R	Runway/Taxiway Maintenance	Yes
8/5/2025 11:22			F900	3205	28R	B	Runway/Taxiway Maintenance	Yes
8/5/2025 11:56	LXJ538	N538FX	CL30	4576	28R	B	Runway/Taxiway Maintenance	Yes
8/5/2025 12:06	PXT838	N838GD	C25B	4537	28R	B	Runway/Taxiway Maintenance	Yes
8/5/2025 12:18	JSX612	N245JX	E145	3737	28R	R	Runway/Taxiway Maintenance	Yes
8/5/2025 12:24			F900	3325	28R	B	Runway/Taxiway Maintenance	Yes
8/5/2025 12:51	KOW125	N125TH	C750	3746	28R	B	Runway/Taxiway Maintenance	Yes
8/5/2025 13:10	LXJ459	N459FX	GLF4	6302	28R	B	Runway/Taxiway Maintenance	Yes
8/5/2025 14:00	JSX177	N263JX	E135	3764	28R	R	Runway/Taxiway Maintenance	Yes
8/5/2025 14:57	EJA186	N186QS	GL7T	4552	28R	B	Runway/Taxiway Maintenance	Yes
8/5/2025 15:30	N7711B	N7711B	C510	1750	28R	B	Runway/Taxiway Maintenance	Yes
8/5/2025 15:57	JSX657	N257JX	E135	3257	28R	R	Runway/Taxiway Maintenance	Yes

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8/5/2025 19:07	JSX179	N261JX	E135	3760	28R	R	Runway/Taxiway Maintenance	Yes
8/5/2025 21:09	KOW910	N910E	C750	3246	28R	B	Runway/Taxiway Maintenance	Yes
8/5/2025 21:18	EJA588	N588QS	C56X	4566	28R	B	Runway/Taxiway Maintenance	Yes
8/6/2025 7:54			FA50	3235	28R	B	Runway/Taxiway Maintenance	Yes
8/6/2025 8:11	EJA970	N970QS	C750	3263	28R	B	Runway/Taxiway Maintenance	Yes
8/6/2025 9:05	JSX173	N261JX	E135	6321	28R	R	Runway/Taxiway Maintenance	Yes
8/6/2025 9:12	PXT656	N656SM	C25B	3251	28R	B	Runway/Taxiway Maintenance	Yes
8/6/2025 9:18	N501TB	N501TB	C501	3375	28R	B	Runway/Taxiway Maintenance	Yes
8/6/2025 9:31			CL30	4214	28R	B	Runway/Taxiway Maintenance	Yes
8/6/2025 9:38	EJA866	N866QS	C700	4536	28R	B	Runway/Taxiway Maintenance	Yes
8/6/2025 10:15	N903JP	N903JP	C510	1716	28R	B	Runway/Taxiway Maintenance	Yes
8/6/2025 10:23	JSX175	N263JX	E135	1754	28R	R	Runway/Taxiway Maintenance	Yes
8/6/2025 10:26			G150	3632	28R	B	Runway/Taxiway Maintenance	Yes
8/6/2025 11:02	EJA332	N332QS	E55P	1713	28R	B	Runway/Taxiway Maintenance	Yes
8/6/2025 11:14	WUP659	N659UP	E55P	3347	28R	B	Runway/Taxiway Maintenance	Yes
8/6/2025 11:17	WUP302	N302GV	E55P	6304	28R	B	Runway/Taxiway Maintenance	Yes
8/6/2025 11:20	LXJ474	N474FX	LJ75	4533	28R	B	Runway/Taxiway Maintenance	Yes
8/6/2025 12:18	JSX612	N245JX	E145	1743	28R	R	Runway/Taxiway Maintenance	Yes
8/6/2025 13:27	LXJ537	N537FX	CL35	1747	28R	B	Runway/Taxiway Maintenance	Yes
8/6/2025 13:56	KOW416	N416F	CL30	1735	28R	B	Runway/Taxiway Maintenance	Yes
8/6/2025 14:00	JSX177	N263JX	E135	3347	28R	R	Runway/Taxiway Maintenance	Yes
8/6/2025 14:20			F2TH	4551	28R	B	Runway/Taxiway Maintenance	Yes
8/6/2025 15:08	TWY510	N510AN	FA7X	3620	28R	B	Runway/Taxiway Maintenance	Yes
8/6/2025 15:27			H25B	4211	28R	B	Runway/Taxiway Maintenance	Yes
8/6/2025 15:38	EJA738	N738QS	CL35	3714	28R	B	Runway/Taxiway Maintenance	Yes
8/6/2025 15:49	JSX657	N243JX	E145	3260	28R	R	Runway/Taxiway Maintenance	Yes
8/6/2025 15:53			GLF5	3646	28R	B	Runway/Taxiway Maintenance	Yes
8/6/2025 16:12			LJ60	3615	28R	B	Runway/Taxiway Maintenance	Yes
8/6/2025 16:18	EJA701	N701QS	CL35	4523	28R	B	Runway/Taxiway Maintenance	Yes
8/6/2025 16:23			GLF5	3344	28R	B	Runway/Taxiway Maintenance	Yes
8/6/2025 16:52	LXJ598	N598FX	CL35	3734	28R	B	Runway/Taxiway Maintenance	Yes
8/6/2025 16:57	N501TB	N501TB	C501	4534	28R	B	Runway/Taxiway Maintenance	Yes
8/6/2025 19:04	EJA970	N970QS	C750	3675	28R	B	Runway/Taxiway Maintenance	Yes
8/6/2025 19:23			GLF5	1722	28R	B	Runway/Taxiway Maintenance	Yes
8/6/2025 19:27			G280	3211	28R	B	Runway/Taxiway Maintenance	Yes
8/6/2025 19:29	JSX179	N259JX	E135	6370	28R	R	Runway/Taxiway Maintenance	Yes
8/7/2025 6:19	N6144	N6144	LJ60	3246	28R	B	Runway/Taxiway Maintenance	Yes
8/7/2025 6:47	EJA604	N604QS	C68A	3336	28R	B	Runway/Taxiway Maintenance	Yes
8/7/2025 8:03			GL5T	6375	28R	B	Runway/Taxiway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
8/7/2025 8:49	LXJ415	N415FX	E545	3210	28R	B	Runway/Taxiway Maintenance	Yes
8/7/2025 9:01	JSX173	N261JX	E135	3744	28R	R	Runway/Taxiway Maintenance	Yes
8/7/2025 9:54	KAI99	N733KA	B738	3733	28R	J	Runway/Taxiway Maintenance	Yes
8/7/2025 10:08	EJA682	N682QS	C56X	6304	28R	B	Runway/Taxiway Maintenance	Yes
8/7/2025 10:21	N465W	N465W	EMB5	3232	28R	B	Runway/Taxiway Maintenance	Yes
8/7/2025 10:25	JSX175	N263JX	E135	1741	28R	R	Runway/Taxiway Maintenance	Yes
8/7/2025 10:29	LXJ556	N556FX	CL30	6305	28R	B	Runway/Taxiway Maintenance	Yes
8/7/2025 11:17	KOW988	N988TX	C750	3675	28R	B	Runway/Taxiway Maintenance	Yes
8/7/2025 11:50	EJA343	N343QS	E55P	4563	28R	B	Runway/Taxiway Maintenance	Yes
8/7/2025 12:00	LXJ546	N546FX	CL35	1727	28R	B	Runway/Taxiway Maintenance	Yes
8/7/2025 12:16			GLF4	3640	28R	B	Runway/Taxiway Maintenance	Yes
8/7/2025 12:26			C560	4540	28R	B	Runway/Taxiway Maintenance	Yes
8/7/2025 12:29	JSX610	N245JX	E145	6377	28R	R	Runway/Taxiway Maintenance	Yes
8/7/2025 12:44			F2TH	3205	28R	B	Runway/Taxiway Maintenance	Yes
8/7/2025 13:03	VJA314	N314JE	CL30	3233	28R	B	Runway/Taxiway Maintenance	Yes
8/7/2025 13:15	EJA753	N753QS	CL35	3734	28R	B	Runway/Taxiway Maintenance	Yes
8/7/2025 13:16			C25C	3302	28R	B	Runway/Taxiway Maintenance	Yes
8/7/2025 13:43			CL30	3604	28R	B	Runway/Taxiway Maintenance	Yes
8/7/2025 13:59	EJA122	N122QS	GL5T	4543	28R	B	Runway/Taxiway Maintenance	Yes
8/7/2025 14:07	JSX177	N263JX	E135	3245	28R	R	Runway/Taxiway Maintenance	Yes
8/7/2025 14:11			GLF4	6363	28R	B	Runway/Taxiway Maintenance	Yes
8/7/2025 14:12	N52SF	N52SF	E550	3316	28R	B	Runway/Taxiway Maintenance	Yes
8/7/2025 15:33			G280	3205	28R	B	Runway/Taxiway Maintenance	Yes
8/7/2025 16:09	JSX651	N261JX	E135	6345	28R	R	Runway/Taxiway Maintenance	Yes
8/7/2025 16:19	PXT150	N150TG	C680	4572	28R	B	Runway/Taxiway Maintenance	Yes
8/7/2025 17:25			C680	1765	28R	B	Runway/Taxiway Maintenance	Yes
8/7/2025 17:46	N100J	N100J	PC24	4512	28R	B	Runway/Taxiway Maintenance	Yes
8/7/2025 18:35	EJA343	N343QS	E55P	3255	28R	B	Runway/Taxiway Maintenance	Yes
8/7/2025 18:39			CRJ2	3234	28R	R	Runway/Taxiway Maintenance	Yes
8/7/2025 19:24			C560	4571	28R	B	Runway/Taxiway Maintenance	Yes
8/7/2025 19:32	JSX179	N259JX	E135	3324	28R	R	Runway/Taxiway Maintenance	Yes
8/7/2025 19:35			SF50	1753	28R	B	Runway/Taxiway Maintenance	Yes
8/7/2025 20:04	EJA532	N532QS	C68A	3327	28R	B	Runway/Taxiway Maintenance	Yes
8/7/2025 20:10	N918JL	N918JL	H25B	3325	28R	B	Runway/Taxiway Maintenance	Yes
8/8/2025 6:34			GLF4	3365	28R	B	Runway/Taxiway Maintenance	Yes
8/8/2025 7:03	N68HA	N68HA	C68A	4252	28R	B	Runway/Taxiway Maintenance	Yes
8/8/2025 7:37	PXT750	N750NG	C750	4544	28R	B	Runway/Taxiway Maintenance	Yes
8/8/2025 9:06	JSX173	N252JX	E135	3746	28R	R	Runway/Taxiway Maintenance	Yes
8/8/2025 9:21	N420TJ	N420TJ	E55P	3642	28R	B	Runway/Taxiway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
8/8/2025 9:29	PXT656	N656SM	C25B	6360	28R	B	Runway/Taxiway Maintenance	Yes
8/8/2025 10:22	JSX175	N263JX	E135	3734	28R	R	Runway/Taxiway Maintenance	Yes
8/8/2025 10:27	TWY85	N604PW	CL60	3662	28R	B	Runway/Taxiway Maintenance	Yes
8/8/2025 10:29	EJA452	N452QS	E55P	3771	28R	B	Runway/Taxiway Maintenance	Yes
8/8/2025 11:00	CBC744	N744CB	C25A	3276	28R	B	Runway/Taxiway Maintenance	Yes
8/8/2025 11:08	EJA639	N639QS	C68A	3773	28R	B	Runway/Taxiway Maintenance	Yes
8/8/2025 11:27	JSX655	N264JX	E135	3337	28R	R	Runway/Taxiway Maintenance	Yes
8/8/2025 11:43	EJA955	N955QS	C68A	4520	28R	B	Runway/Taxiway Maintenance	Yes
8/8/2025 12:26	JSX610	N245JX	E145	1723	28R	R	Runway/Taxiway Maintenance	Yes
8/8/2025 12:41	EJA313	N313QS	C680	4247	28R	B	Runway/Taxiway Maintenance	Yes
8/8/2025 13:17	LXJ585	N585FX	CL35	3634	28R	B	Runway/Taxiway Maintenance	Yes
8/8/2025 13:19	N247PS	N247PS	G150	4204	28R	B	Runway/Taxiway Maintenance	Yes
8/8/2025 13:23	N984SB	N984SB	C510	1704	28R	B	Runway/Taxiway Maintenance	Yes
8/8/2025 13:48	LXJ572	N572FX	CL35	3235	28R	B	Runway/Taxiway Maintenance	Yes
8/8/2025 14:02	JSX177	N263JX	E135	3603	28R	R	Runway/Taxiway Maintenance	Yes
8/8/2025 15:00	JTL6		CL60	3721	28R	B	Runway/Taxiway Maintenance	Yes
8/8/2025 15:18	KOW988	N988TX	C750	3665	28R	B	Runway/Taxiway Maintenance	Yes
8/8/2025 15:23			E50P	3714	28R	B	Runway/Taxiway Maintenance	Yes
8/8/2025 16:09	JSX651	N264JX	E135	1712	28R	R	Runway/Taxiway Maintenance	Yes
8/8/2025 16:31	JSX181	N962JX	E145	3661	28R	R	Runway/Taxiway Maintenance	Yes
8/8/2025 19:36	JSX179	N260JX	E135	3243	28R	R	Runway/Taxiway Maintenance	Yes
8/9/2025 0:25	XEN88	N887MM	GLF5	3257	28R	B	Runway/Taxiway Maintenance	Yes
8/9/2025 8:13	RKJ948	N948TX	C750	3263	28R	B	Runway/Taxiway Maintenance	Yes
8/9/2025 8:19	JSX171	N245JX	E145	3752	28R	R	Runway/Taxiway Maintenance	Yes
8/9/2025 8:20	LXJ426	N426FX	E545	4526	28R	B	Runway/Taxiway Maintenance	Yes
8/9/2025 10:13	EJA467	N467QS	E55P	4221	28R	B	Runway/Taxiway Maintenance	Yes
8/9/2025 10:38			C56X	1772	28R	B	Runway/Taxiway Maintenance	Yes
8/9/2025 11:30	JSX655	N264JX	E135	6355	28R	R	Runway/Taxiway Maintenance	Yes
8/9/2025 12:02	EJA686	N686QS	C56X	3627	28R	B	Runway/Taxiway Maintenance	Yes
8/9/2025 12:04			CL60	3274	28R	B	Runway/Taxiway Maintenance	Yes
8/9/2025 12:09	JSX175	N263JX	E135	3377	28R	R	Runway/Taxiway Maintenance	Yes
8/9/2025 12:20	JSX612	N245JX	E145	3724	28R	R	Runway/Taxiway Maintenance	Yes
8/9/2025 13:25	PXT150	N150TG	C680	3743	28R	B	Runway/Taxiway Maintenance	Yes
8/9/2025 13:43			CL30	6334	28R	B	Runway/Taxiway Maintenance	Yes
8/9/2025 14:01	LXJ519	N519FX	CL30	1777	28R	B	Runway/Taxiway Maintenance	Yes
8/9/2025 14:06			C56X	4527	28R	B	Runway/Taxiway Maintenance	Yes
8/9/2025 14:07			GLF4	6372	28R	B	Runway/Taxiway Maintenance	Yes
8/9/2025 14:30			E55P	3231	28R	B	Runway/Taxiway Maintenance	Yes
8/9/2025 15:59	JSX657	N264JX	E135	1706	28R	R	Runway/Taxiway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
8/9/2025 16:00	PXT525	N525B	C25A	3612	28R	B	Runway/Taxiway Maintenance	Yes
8/9/2025 16:25	JSX177	N259JX	E135	3374	28R	R	Runway/Taxiway Maintenance	Yes
8/9/2025 16:58	N500CZ	N500CZ	PRM1	3732	28R	B	Runway/Taxiway Maintenance	Yes
8/9/2025 17:37			LJ45	3744	28R	B	Runway/Taxiway Maintenance	Yes
8/9/2025 17:50	XEN88	N887MM	GLF5	3213	28R	B	Runway/Taxiway Maintenance	Yes
8/9/2025 21:04	LXJ366	N366FX	E55P	3233	28R	B	Runway/Taxiway Maintenance	Yes
8/9/2025 21:07	N919SV	N919SV	C25B	6322	28R	B	Runway/Taxiway Maintenance	Yes
8/9/2025 23:51	JSX9330	N257JX	E135	3275	28R	R	Runway/Taxiway Maintenance	Yes
8/10/2025 6:27	TWY295	N295GG	PC24	3255	28R	B	Runway/Taxiway Maintenance	Yes
8/10/2025 8:20	JSX171	N263JX	E135	1764	28R	R	Runway/Taxiway Maintenance	Yes
8/10/2025 8:52	VJA303	N303JE	CL30	3634	28R	B	Runway/Taxiway Maintenance	Yes
8/10/2025 8:59	KAI99	N733KA	B738	6373	28R	J	Runway/Taxiway Maintenance	Yes
8/10/2025 9:59	KAI66	N778MA	B738	3620	28R	J	Runway/Taxiway Maintenance	Yes
8/10/2025 10:01	N973CG	N973CG	C25B	3722	28R	B	Runway/Taxiway Maintenance	Yes
8/10/2025 10:31	LXJ449	N449FX	E545	3747	28R	B	Runway/Taxiway Maintenance	Yes
8/10/2025 10:34	WUP505	N505BD	E55P	4533	28R	B	Runway/Taxiway Maintenance	Yes
8/10/2025 10:36	N421MP	N421MP	C25B	3733	28R	B	Runway/Taxiway Maintenance	Yes
8/10/2025 11:33			GLEK	3627	28R	B	Runway/Taxiway Maintenance	Yes
8/10/2025 11:36	JSX655		E135	3724	28R	R	Runway/Taxiway Maintenance	Yes
8/10/2025 12:05	N183QS	N183QS	GL7T	6356	28R	B	Runway/Taxiway Maintenance	Yes
8/10/2025 12:11	JSX175	N263JX	E135	3317	28R	R	Runway/Taxiway Maintenance	Yes
8/10/2025 12:18	LYM173	N973DC	E145	7443	28R	R	Runway/Taxiway Maintenance	Yes
8/10/2025 12:20	JSX610	N245JX	E145	3374	28R	R	Runway/Taxiway Maintenance	Yes
8/10/2025 13:12	EJA761	N761QS	CL35	4237	28R	B	Runway/Taxiway Maintenance	Yes
8/10/2025 13:52	RKJ948	N948TX	C750	4275	28R	B	Runway/Taxiway Maintenance	Yes
8/10/2025 14:01	EJA918	N918QS	C68A	4264	28R	B	Runway/Taxiway Maintenance	Yes
8/10/2025 14:42			GLF4	4247	28R	B	Runway/Taxiway Maintenance	Yes
8/10/2025 15:46	JSX177	N263JX	E135	3314	28R	R	Runway/Taxiway Maintenance	Yes
8/10/2025 16:00	KOW25	N125DZ	C750	4527	28R	B	Runway/Taxiway Maintenance	Yes
8/10/2025 16:05	JSX651		E135	3331	28R	R	Runway/Taxiway Maintenance	Yes
8/10/2025 16:24	N918JL	N918JL	H25B	3313	28R	B	Runway/Taxiway Maintenance	Yes
8/10/2025 16:26	STT68	N268PJ	PC24	3354	28R	B	Runway/Taxiway Maintenance	Yes
8/10/2025 16:42	N25MX	N25MX	F900	3731	28R	B	Runway/Taxiway Maintenance	Yes
8/10/2025 17:04			CRJ2	3206	28R	R	Runway/Taxiway Maintenance	Yes
8/10/2025 17:30	JSX181	N958JX	E145	3366	28R	R	Runway/Taxiway Maintenance	Yes
8/10/2025 17:36	EJA561	N561QS	C68A	4275	28R	B	Runway/Taxiway Maintenance	Yes
8/10/2025 18:44	USC240	N355CK	LJ35	3235	28R	B	Runway/Taxiway Maintenance	Yes
8/10/2025 19:42	EJA824	N824QS	C700	3234	28R	B	Runway/Taxiway Maintenance	Yes
8/10/2025 19:58	JSX179	N252JX	E135	3713	28R	R	Runway/Taxiway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
8/10/2025 20:19	N465W	N465W	EMB5	4535	28R	B	Runway/Taxiway Maintenance	Yes
8/10/2025 20:47	LXJ343	N343FX	E545	1705	28R	B	Runway/Taxiway Maintenance	Yes
8/10/2025 23:29			GALX	3234	28R	B	Runway/Taxiway Maintenance	Yes
						Runway/Taxiway Maintenance	439	
7/10/2025 16:58	FTN3	N43VA	E145	3646	28L	R	Safety/Emergency	Yes
7/10/2025 16:59	SWA4281	N7858A	B737	3362	28L	J	Safety/Emergency	Yes
7/10/2025 17:36	SCX1578	N847SY	B738	3245	28L	J	Safety/Emergency	Yes
7/10/2025 16:55	FTN8	N87VA	E145	6320	28L	R	Safety/Emergency	Yes
7/10/2025 17:16	SKW3903	N603CZ	E75L	6332	28L	R	Safety/Emergency	Yes
						Safety/Emergency	5	
						Grand Count	678	

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

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
9/30/2025 8:57			C550	6765	10R	B	Airspace Conflict Potential	Yes
						Airspace Conflict Potential	1	
9/30/2025 9:27	EJA520	N520QS	C68A	4576	10R	B	Audio Not Available	No
						Audio Not Available	1	
9/30/2025 10:44	LXJ438	N438FX	E545	3675	10R	B	Pilot Requested	No
						Pilot Requested	1	
						Grand Count	3	

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North Field VFR Departure List for Calendar Quarter

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
7/5/2025 21:17	28R			P28A	5334	Not Acceptable	No
7/7/2025 16:17	28R	N401SA	N401SA	B744	4224	VFR Departure	No
7/7/2025 22:48	28R	N64VR	N64VR	S22T	5334	Not Acceptable	No
7/9/2025 15:53	33	N182DE	N182DE	C182	4530	Not Acceptable	No
7/10/2025 7:21	28R	BXR8604	N208TM	C208	4507	Not Acceptable	No
7/10/2025 9:35	28R			PC12	4522	Not Acceptable	No
7/11/2025 11:38	33	N9150V	N9150V	M20P	321	Not Acceptable	No
7/13/2025 11:30	28R	N22213	N22213	P32T	1767	Not Acceptable	No
7/15/2025 10:54	28L	N3796G	N3796G	C310	4571	Not Acceptable	No
7/16/2025 10:52	33			PA46	4541	Not Acceptable	No
7/17/2025 10:01	PAD1	N42SL	N42SL	B06	345	Not Acceptable	No

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
7/18/2025 18:45	33	N231NH	N231NH	M20T	4227	VFR Departure	No
7/21/2025 14:09	33	N371CD	N371CD	SR22	1745	VFR Departure	No
7/22/2025 10:18	33	N2889T	N2889T	P28R	4220	VFR Departure	No
7/23/2025 14:05	33	PCM208	N968FE	C208	4544	VFR Departure	No
7/29/2025 11:10	28R	N626GM	N626GM	C172	4215	VFR Departure	No
7/31/2025 10:30	28R	N113BD	N113BD	Turbo-prop	4502	VFR Departure	No
8/1/2025 16:31	28R	N109LD	N109LD	P28A	4251	VFR Departure	No
8/3/2025 17:48	33	N24998	N24998	C152	315	VFR Departure	No
8/3/2025 23:33	28R	N414RW	N414RW	C414	4537	VFR Departure	No
8/4/2025 9:13	33	N739UL	N739UL	C172	317	VFR Departure	No
8/4/2025 22:51	28R	N415XT	N415XT	PC12	4512	VFR Departure	No
8/5/2025 9:57	28R			BE20	4270	VFR Departure	No
8/8/2025 11:46	28R	N240BR	N240BR	C240	3744	VFR Departure	No
8/9/2025 9:52	28R	N2523R	N2523R	C182	6341	VFR Departure	No
8/15/2025 16:42	28R	N93GS	N93GS	SR20	316	VFR Departure	No
8/17/2025 13:43	33	N430TS	N430TS	DA42	4535	VFR Departure	No
8/17/2025 15:10	28R	N8270P	N8270P	PA24	340	VFR Departure	No
8/17/2025 20:21	28R	N2047N	N2047N	BE36	4225	VFR Departure	No
8/18/2025 11:39	28R	NGF6029	N81DL	BE36	4240	VFR Departure	No
8/20/2025 6:32	28R	PXT494	N494KC	PC12	327	Not Acceptable	No
8/21/2025 9:04	28R	N257CD	N257CD	SR20	4563	VFR Departure	No
8/21/2025 15:24	28R	N44PF	N44PF	P28A	4506	VFR Departure	No
8/29/2025 13:55	28R	PXT795	N795MM	PC12	4235	VFR Departure	No
8/31/2025 13:59	28R	XSN82	N82NG	PC12	4225	VFR Departure	No
9/3/2025 15:16	28R	N20CA	N20CA	SR22	4515	VFR Departure	No
9/4/2025 18:39	33	N231NH	N231NH	M20T	4556	VFR Departure	No
9/7/2025 15:12	28R	N3796G	N3796G	C310	4576	VFR Departure	No
9/8/2025 12:54	28R	XSN82	N82NG	PC12	4203	VFR Departure	No
9/13/2025 10:31	PAD1	N337AC	N337AC	AS50	5326	VFR Departure	No
9/14/2025 17:15	28R	N675RN	N675RN	BE20	4203	VFR Departure	No
9/14/2025 21:32	28R	N78874	N78874	M20P	4254	VFR Departure	No
9/14/2025 21:49	33	N705RV	N705RV	RV7	4233	VFR Departure	No
9/15/2025 21:18	28R	N2728L	N2728L	C172	3207	VFR Departure	No
9/16/2025 13:08	28L	N703DR	N703DR	SR22	3313	VFR Departure	No
9/20/2025 9:26	33	N6605D	N6605D	C172	326	VFR Departure	No
9/23/2025 13:22	33	N84DL	N84DL	C172	377	VFR Departure	No
9/24/2025 17:42	28R	N2881	N2881	SR20	353	VFR Departure	No
7/1/2025 11:38	28R	N210CB	N210CB	C210	5321	Air Traffic Conflict	Yes
7/1/2025 17:00	28R	N553TP	N553TP	P28A	4504	Air Traffic Conflict	Yes
7/1/2025 18:40	28R			BE20	4232	Air Traffic Conflict	Yes
7/4/2025 10:07	33	N93214	N93214	C152	5367	Air Traffic Conflict	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
7/6/2025 13:00	28R	PXT795	N795MM	PC12	360	Air Traffic Conflict	Yes
7/6/2025 15:12	33	N109LD	N109LD	P28A	4506	Air Traffic Conflict	Yes
7/7/2025 11:30	28R	N210CB	N210CB	C210	4241	Air Traffic Conflict	Yes
7/7/2025 12:05	28R	N739GY	N739GY	C172	4526	Air Traffic Conflict	Yes
7/7/2025 12:12	28R	N3796G	N3796G	C310	4264	Air Traffic Conflict	Yes
7/7/2025 14:34	28R	N733ZK	N733ZK	C172	5375	Air Traffic Conflict	Yes
7/7/2025 16:18	28R	N626GM	N626GM	C172	4544	Air Traffic Conflict	Yes
7/8/2025 18:12	PAD1	CHP32	N982HP	AS50	5372	Air Traffic Conflict	Yes
7/8/2025 18:46	28R	N733ZK	N733ZK	C172	5323	Air Traffic Conflict	Yes
7/10/2025 15:32	28R			C208	6335	Air Traffic Conflict	Yes
7/10/2025 22:02	28R	BYF31	N63251	C172	5351	Time Buffer	Yes
7/11/2025 9:49	33	N44PF	N44PF	P28A	4226	Air Traffic Conflict	Yes
7/11/2025 10:42	28R	N45446	N45446	C150	4514	System Error	Yes
7/11/2025 15:28	33	N6605D	N6605D	C172	322	Air Traffic Conflict	Yes
7/11/2025 15:35	PAD1	CMD08	N838CS	EC35	5343	Air Traffic Conflict	Yes
7/11/2025 18:46	33	N231NH	N231NH	M20T	4221	Air Traffic Conflict	Yes
7/12/2025 10:31	33	N312LL	N312LL	T18	4516	Air Traffic Conflict	Yes
7/12/2025 14:39	28R	N21866	N21866	P28A	5355	Air Traffic Conflict	Yes
7/16/2025 14:16	33	N6605D	N6605D	C172	4507	Air Traffic Conflict	Yes
7/17/2025 13:16	28R	N739YE	N739YE	C172	5347	Air Traffic Conflict	Yes
7/17/2025 14:12	28R	N240BR	N240BR	C240	3655	Air Traffic Conflict	Yes
7/17/2025 15:28	28R	N553TP	N553TP	P28A	343	Air Traffic Conflict	Yes
7/19/2025 16:19	28R	N739YE	N739YE	C172	371	Air Traffic Conflict	Yes
7/19/2025 18:30	28R	N571TA	N571TA	S22T	1722	Air Traffic Conflict	Yes
7/19/2025 19:43	PAD1	CMD8	N838CS	EC35	5373	Lifeguard Medical	Yes
7/23/2025 14:55	33	N618SL		SR22	4514	Air Traffic Conflict	Yes
7/23/2025 16:07	33	N513SJ	N513SJ	C421	4551	Air Traffic Conflict	Yes
7/23/2025 16:52	33	N6605D	N6605D	C172	4206	Air Traffic Conflict	Yes
7/24/2025 14:18	28L	N265KB	N265KB	BE58	4252	Air Traffic Conflict	Yes
7/26/2025 15:17	33	N375M	N375M	RV7	5316	Air Traffic Conflict	Yes
7/26/2025 20:18	PAD1	CMD8	N838CS	EC35	364	Lifeguard Medical	Yes
7/27/2025 15:25	33	N68RA	N68RA	C172	4574	System Error	Yes
7/27/2025 16:44	PAD1	CMD12	N323RX	EC35	325	Air Traffic Conflict	Yes
7/28/2025 11:43	PAD1	CMD08	N838CS	EC35	5353	Lifeguard Medical	Yes
7/28/2025 14:05	33	N734BN	N734BN	C172	5305	Air Traffic Conflict	Yes
7/30/2025 11:49	33	N177SD	N177SD	C77R	4531	System Error	Yes
7/31/2025 11:36	28R			PC12	5326	Air Traffic Conflict	Yes
7/31/2025 11:39	PAD1	CMD8	N838CS	EC35	5370	Air Traffic Conflict	Yes
7/31/2025 17:55	33	N231NH	N231NH	M20T	4214	Air Traffic Conflict	Yes
7/31/2025 18:14	28R	N739UL	N739UL	C172	4572	Air Traffic Conflict	Yes
8/2/2025 16:25	28R	N109LD	N109LD	P28A	5347	Air Traffic Conflict	Yes
8/3/2025 10:41	33	N44PF	N44PF	P28A	4224	Air Traffic Conflict	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
8/3/2025 16:47	33	N733ZK	N733ZK	C172	5373	Air Traffic Conflict	Yes
8/3/2025 16:55	PAD1	CMD8	N838CS	EC35	5311	Air Traffic Conflict	Yes
8/5/2025 9:36	PAD1	CMD08	N838CS	EC35	332	Lifeguard Medical	Yes
8/5/2025 17:40	33	N1145B	N1145B	C82S	4534	Air Traffic Conflict	Yes
8/5/2025 21:39	PAD1	CMD08	N838CS	EC35	5360	Lifeguard Medical	Yes
8/5/2025 23:23	28R	N186Q	N186Q	BE35	4522	System Error	Yes
8/6/2025 12:20	28R			PC12	3603	Air Traffic Conflict	Yes
8/6/2025 16:42	33	N703DR	N703DR	SR22	3302	Air Traffic Conflict	Yes
8/7/2025 12:15	PAD1	CMD8	N838CS	EC35	364	Air Traffic Conflict	Yes
8/7/2025 17:52	28R	N109LD	N109LD	P28A	5303	Air Traffic Conflict	Yes
8/8/2025 14:09	33	N39646	N39646	P28T	4241	Air Traffic Conflict	Yes
8/8/2025 15:48	28R	N301EF	N301EF	VELO	4526	Air Traffic Conflict	Yes
8/9/2025 14:35	PAD1	CMD08	N838CS	EC35	367	Lifeguard Medical	Yes
8/12/2025 7:54	28R	BXR8604	N40NE	C208	4247	System Error	Yes
8/14/2025 14:21	28R	N763FE	N763FE	C208	4531	Air Traffic Conflict	Yes
8/14/2025 15:56	PAD1	CMD8	N838CS	EC35	334	Lifeguard Medical	Yes
8/14/2025 20:55	28R	N458MM	N458MM	SR20	5354	Air Traffic Conflict	Yes
8/14/2025 22:12	PAD1	CMD8	N838CS	EC35	5370	Lifeguard Medical	Yes
8/15/2025 10:30	28R	N739UL	N739UL	C172	4275	Air Traffic Conflict	Yes
8/15/2025 11:55	PAD1	CMD8	N838CS	EC35	5357	Air Traffic Conflict	Yes
8/15/2025 15:14	28R	N49004	N49004	C152	351	Air Traffic Conflict	Yes
8/17/2025 14:11	28R	N300DL	N300DL	PA32	3715	Air Traffic Conflict	Yes
8/17/2025 14:13	28R	N775DL	N775DL	PA46	3302	Air Traffic Conflict	Yes
8/17/2025 18:02	28R	N65LL	N65LL	E400	5370	Air Traffic Conflict	Yes
8/18/2025 11:24	33	N44PF	N44PF	P28A	5315	Air Traffic Conflict	Yes
8/18/2025 16:09	28R	N733ZK	N733ZK	C172	5336	Air Traffic Conflict	Yes
8/18/2025 21:32	PAD1	CMD8	N838CS	EC35	5326	Air Traffic Conflict	Yes
8/20/2025 14:15	28R	N301EF	N301EF	VELO	4546	Air Traffic Conflict	Yes
8/20/2025 15:20	28R	N271WM		S22T	4556	Air Traffic Conflict	Yes
8/21/2025 12:42	33	N7779K	N7779K	C180	351	Air Traffic Conflict	Yes
8/21/2025 14:31	28R	NGF7767	N257CD	SR20	4556	Air Traffic Conflict	Yes
8/21/2025 14:58	28R	XSN90	N905LB	PC12	4546	Air Traffic Conflict	Yes
8/21/2025 22:32	28R	N4169Z	N4169Z	DA50	4567	Air Traffic Conflict	Yes
8/21/2025 23:15	28R	N733AK	N733AK	C172	5357	Air Traffic Conflict	Yes
8/22/2025 3:46	33	CHP37		GA8	4244	Law Enforcement	Yes
8/22/2025 11:29	33	N375M	N375M	RV7	4235	Air Traffic Conflict	Yes
8/23/2025 11:50	33	N39646	N39646	P28T	4516	Air Traffic Conflict	Yes
8/23/2025 14:47	PAD1			EC45	321	Air Traffic Conflict	Yes
8/23/2025 16:26	28R	N613GA	N613GA	BE20	4204	Air Traffic Conflict	Yes
8/23/2025 17:24	33	N1502S	N1502S	BE35	4556	Air Traffic Conflict	Yes
8/24/2025 17:00	33	FFL949	N4511H	M20P	4217	Air Traffic Conflict	Yes
8/24/2025 19:32	PAD1	CMD08	N838CS	EC35	5376	Lifeguard Medical	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
8/25/2025 11:50	28R	N44PF	N44PF	P28A	5322	Air Traffic Conflict	Yes
8/26/2025 11:41	28R	N584RM	N584RM	BE58	3341	Air Traffic Conflict	Yes
8/26/2025 12:07	28R	N7101Y	N7101Y	PA30	3353	Air Traffic Conflict	Yes
8/27/2025 14:36	28R	N700PU	N700PU	TBM7	4542	Air Traffic Conflict	Yes
8/28/2025 12:04	28R	N124VB	N124VB	SR22	4530	Air Traffic Conflict	Yes
8/28/2025 13:01	33	N224HP	N224HP	BE35	4271	Air Traffic Conflict	Yes
8/28/2025 17:44	28R	N456CS	N456CS	C182	5353	Air Traffic Conflict	Yes
8/29/2025 15:07	28R	N753AW	N753AW	BE20	4535	Air Traffic Conflict	Yes
8/29/2025 16:10	33	NGF6303	N23841	C172	4274	Air Traffic Conflict	Yes
9/2/2025 10:14	28R	N70574	N70574	C182	4245	Air Traffic Conflict	Yes
9/4/2025 8:30	28R	BXR8604	N208HW	C208	4526	System Error	Yes
9/4/2025 15:43	PAD1	ARG2	N220PD	H500	5335	Air Traffic Conflict	Yes
9/5/2025 18:19	33	N231NH	N231NH	M20T	4551	Air Traffic Conflict	Yes
9/6/2025 12:52	28R	N6MB	N6MB	C172	5327	Air Traffic Conflict	Yes
9/7/2025 8:36	28R	N937MB	N937MB	SR22	4552	Air Traffic Conflict	Yes
9/7/2025 11:41	33	N710VE	N710VE	RV7	4252	Air Traffic Conflict	Yes
9/7/2025 14:07	33	N733ZK	N733ZK	C172	341	Air Traffic Conflict	Yes
9/7/2025 14:25	28R	N6056P	N6056P	PA24	333	Air Traffic Conflict	Yes
9/8/2025 15:39	33	N734BN	N734BN	C172	5356	Air Traffic Conflict	Yes
9/9/2025 17:35	33	N39646	N39646	P28T	4514	Air Traffic Conflict	Yes
9/10/2025 14:21	PAD1	REH03	N837CS	EC35	327	Air Traffic Conflict	Yes
9/10/2025 17:55	PAD1			A109	5366	Law Enforcement	Yes
9/12/2025 15:26	33	N490LL	N490LL	C182	5301	Air Traffic Conflict	Yes
9/12/2025 20:12	PAD1	CMD8	N838CS	EC35	320	Lifeguard Medical	Yes
9/15/2025 12:23	33	N853T	N853T	BE35	4243	Air Traffic Conflict	Yes
9/16/2025 10:42	33	N52789	N52789	C172	324	Air Traffic Conflict	Yes
9/17/2025 15:55	28R	N109LD	N109LD	P28A	5366	Air Traffic Conflict	Yes
9/18/2025 13:29	33	N734BN	N734BN	C172	342	Air Traffic Conflict	Yes
9/18/2025 20:23	PAD1	CMD08	N838CS	EC35	5304	Lifeguard Medical	Yes
9/20/2025 11:52	28R	N6896P	N6896P	PA24	4205	Air Traffic Conflict	Yes
9/20/2025 12:01	28R	N3796G	N3796G	C310	4265	Air Traffic Conflict	Yes
9/20/2025 12:06	33	N52789	N52789	C172	4543	Air Traffic Conflict	Yes
9/21/2025 4:27	PAD1	REH1	N325RX	EC35	4260	Lifeguard Medical	Yes
9/22/2025 10:09	33	N3CK	N3CK	S22T	4232	Air Traffic Conflict	Yes
9/23/2025 15:42	33	N240BR	N240BR	COL4	6326	Air Traffic Conflict	Yes
9/23/2025 21:09	PAD1	REH6	N412RX	EC30	334	Lifeguard Medical	Yes
9/25/2025 13:15	33	N739UL	N739UL	C172	1751	Air Traffic Conflict	Yes
9/26/2025 9:07	PAD1	CMD8	N838CS	EC35	361	Lifeguard Medical	Yes
9/26/2025 11:53	33	N52789	N52789	C172	4235	Air Traffic Conflict	Yes
9/27/2025 6:18	PAD1	REH18		AS55	4502	Lifeguard Medical	Yes
9/27/2025 10:41	28R	N733ZK	N733ZK	C172	4567	Air Traffic Conflict	Yes
9/27/2025 22:40	PAD1	CMD8	N838CS	EC35	364	Lifeguard Medical	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
9/29/2025 21:50	33	N6605D	N6605D	C172	342	Air Traffic Conflict	Yes

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North Field Quiet Hours Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
9/24/2025 2:19	N991GT	N991GT	BE9L	3301	28R	ATC Instructions	No
					ATC Instructions	1	
8/25/2025 23:16			BE20	4251	28R	Audio Not Available	No
					Audio Not Available	1	
8/22/2025 3:46	CHP37		GA8	4244	33	Law Enforcement	Yes
					Law Enforcement	1	
7/14/2025 0:12			C560	4533	28R	Lifeguard Medical	Yes
7/15/2025 4:39	CMD70	N370CS	BE20	4266	28R	Lifeguard Medical	Yes
7/15/2025 6:20	N875DM	N875DM	BE20	4211	28R	Lifeguard Medical	Yes
7/16/2025 22:24			LJ60	3227	28R	Lifeguard Medical	Yes
7/18/2025 3:12	REH50	N370CS	BE20	4264	28R	Lifeguard Medical	Yes
7/23/2025 5:54	LN897MD	N897MD	C525	3216	28L	Lifeguard Medical	Yes
7/25/2025 5:28	REH1	N325RX	EC35	4565	PAD1	Lifeguard Medical	Yes
7/25/2025 22:22	Medevac	Medevac	BE20	4227	28L	Lifeguard Medical	Yes
7/26/2025 6:48	LN977MR	N977MR	C560	3277	28L	Lifeguard Medical	Yes
7/26/2025 6:55	LN875DM	N875DM	BE20	4237	28L	Lifeguard Medical	Yes
7/27/2025 5:57	Medevac	Medevac	BE20	4520	28L	Lifeguard Medical	Yes
7/30/2025 0:29	REH50	N370CS	BE20	4273	28R	Lifeguard Medical	Yes
8/1/2025 6:15	LN116AA	N116AA	C25B	3210	28R	Lifeguard Medical	Yes
8/3/2025 4:12	REH18	N329RX	EC35	4237	PAD1	Lifeguard Medical	Yes
8/13/2025 5:08	LN174AA	N174AA	C25B	3362	28R	Lifeguard Medical	Yes
8/14/2025 22:12	CMD8	N838CS	EC35	5370	PAD1	Lifeguard Medical	Yes
8/25/2025 3:01	LN314CM	LN314CM	LJ60	3252	28R	Lifeguard Medical	Yes
8/25/2025 22:15	LN561SR	N561SR	C560	3227	28R	Lifeguard Medical	Yes
8/25/2025 22:17	LN810BE	N810BE	C560	3602	28R	Lifeguard Medical	Yes
8/27/2025 5:08	REH50	N370CS	BE20	4220	28R	Lifeguard Medical	Yes
8/31/2025 0:24	CMD1	N323RX	EC35	4202	PAD1	Lifeguard Medical	Yes
9/1/2025 22:14	LN968SR	N968SR	C560	3247	28R	Lifeguard Medical	Yes
9/2/2025 3:20	CMD70	N911RX	BE20	4536	28R	Lifeguard Medical	Yes
9/12/2025 5:27	CMD13	N833CS	EC35	4537	PAD1	Lifeguard Medical	Yes
9/16/2025 0:03	N838CS	N838CS	EC35	5254	PAD1	Lifeguard Medical	Yes
9/21/2025 4:27	REH1	N325RX	EC35	4260	PAD1	Lifeguard Medical	Yes
9/25/2025 22:58	N96G	N96G	C25B	3214	28R	Lifeguard Medical	Yes
9/27/2025 6:18	REH18		AS55	4502	PAD1	Lifeguard Medical	Yes
9/27/2025 22:40	CMD8	N838CS	EC35	364	PAD1	Lifeguard Medical	Yes
9/28/2025 5:54	LN875DM	N875DM	BE20	4240	28R	Lifeguard Medical	Yes
7/10/2025 6:54	LN968SR	N968SR	C560	4556	28L	Lifeguard Medical	Yes
7/1/2025 6:19	REH18	N329RX	EC35	4573	PAD1	Lifeguard Medical	Yes
7/3/2025 2:36			BE20	4244	28R	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
					Lifeguard Medical	33	
7/5/2025 22:14			C25B	1704	28R	Not Acceptable	No
7/7/2025 22:48	N64VR	N64VR	S22T	5334	28R	Not Acceptable	No
7/8/2025 0:12			BE20	4567	28R	Not Acceptable	No
8/20/2025 6:32	PXT494	N494KC	PC12	327	28R	Not Acceptable	Yes
8/21/2025 23:15	N733AK	N733AK	C172	5357	28R	Not Acceptable	No
					Not Acceptable	5	
9/16/2025 5:17	N504YH	N504YH	HDJT	3361	28L	Pilot Requested	No
					Pilot Requested	1	
7/7/2025 0:40	VIV587	XAVYD	A320	3250	28L	RWY 30 Routine Closure	Yes
7/14/2025 1:24	SWA103	N8507C	B738	3222	28L	RWY 30 Routine Closure	Yes
7/14/2025 1:34	FDX3875	N858FD	B77L	3333	28L	RWY 30 Routine Closure	Yes
7/14/2025 5:15	SWA709	N8791D	B38M	3213	28L	RWY 30 Routine Closure	Yes
7/14/2025 5:18	SWA2963	N8901Q	B38M	3207	28L	RWY 30 Routine Closure	Yes
7/14/2025 5:24	SWA2866	N8648A	B738	3363	28L	RWY 30 Routine Closure	Yes
9/15/2025 5:27	SWA3123	N8562Z	B738	3335	28L	RWY 30 Routine Closure	Yes
9/22/2025 5:35	SWA3847	N8814K	B38M	3217	28L	RWY 30 Routine Closure	Yes
9/22/2025 5:26	SWA3123	N8939Q	B38M	3331	28L	RWY 30 Routine Closure	Yes
9/15/2025 5:46	SWA868	N8837Q	B38M	3306	28L	RWY 30 Routine Closure	Yes
9/15/2025 5:44	SWA2890	N570WN	B737	3210	28L	RWY 30 Routine Closure	Yes
9/15/2025 5:38	SWA3847	N8650F	B738	3371	28L	RWY 30 Routine Closure	Yes
9/22/2025 5:38	SWA2890	N958WN	B737	3271	28L	RWY 30 Routine Closure	Yes
					RWY 30 Routine Closure	13	
7/31/2025 5:54	PXT150	N150TG	C680	3216	28R	Runway/Taxiway Maintenance	Yes
7/31/2025 5:39	N656SM	N656SM	C25B	3214	28L	Runway/Taxiway Maintenance	Yes
7/31/2025 23:02	N5431M	N5431M	BE9L	3652	28R	Runway/Taxiway Maintenance	Yes
8/1/2025 5:04	JNX02		C25B	3245	28R	Runway/Taxiway Maintenance	Yes
8/1/2025 6:47			CL35	1731	28R	Runway/Taxiway Maintenance	Yes
8/1/2025 22:21			GL5T	4235	28R	Runway/Taxiway Maintenance	Yes
8/4/2025 0:25	PXT96	N96PX	C25B	3347	28R	Runway/Taxiway Maintenance	Yes
8/5/2025 6:27	LXJ591	N591FX	CL35	3311	28R	Runway/Taxiway Maintenance	Yes
8/7/2025 6:19	N6144	N6144	LJ60	3246	28R	Runway/Taxiway Maintenance	Yes
8/7/2025 6:47	EJA604	N604QS	C68A	3336	28R	Runway/Taxiway Maintenance	Yes
8/8/2025 6:34			GLF4	3365	28R	Runway/Taxiway Maintenance	Yes
8/9/2025 0:25	XEN88	N887MM	GLF5	3257	28R	Runway/Taxiway Maintenance	Yes
8/9/2025 4:58	N982SB	N982SB	BE9L	3251	28R	Runway/Taxiway Maintenance	Yes
8/9/2025 23:51	JSX9330	N257JX	E135	3275	28R	Runway/Taxiway Maintenance	Yes
8/10/2025 6:27	TWY295	N295GG	PC24	3255	28R	Runway/Taxiway Maintenance	Yes
8/10/2025 23:29			GALX	3234	28R	Runway/Taxiway Maintenance	Yes
7/31/2025 3:01	REH18	N329RX	EC35	4525	PAD1	Runway/Taxiway Maintenance	Yes
7/30/2025 6:20			GLF6	3345	28R	Runway/Taxiway Maintenance	Yes
7/30/2025 4:42			GL5T	3242	28R	Runway/Taxiway Maintenance	Yes
7/30/2025 4:05	USC10	N354CK	LJ35	3205	28R	Runway/Taxiway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
7/29/2025 6:49	EJA132	N132QS	BE40	3262	28R	Runway/Taxiway Maintenance	Yes
7/29/2025 5:19	N15VX	N15VX	FA50	3224	28R	Runway/Taxiway Maintenance	Yes
7/28/2025 6:30	EJA316	N316QS	E55P	3240	28R	Runway/Taxiway Maintenance	Yes
7/31/2025 22:36			C560	4517	28R	Runway/Taxiway Maintenance	Yes
					Runway/Taxiway Maintenance	24	
8/30/2025 22:55			GLF5	3236	28R	Straight-out Departure	No
8/26/2025 6:43			GLF6	1722	28R	Straight-out Departure	No
8/9/2025 3:11	N336LA	N336LA	BE9L	3254	28R	Straight-out Departure	No
					Straight-out Departure	3	
8/1/2025 6:39	PCM8709	N920FE	C208	4513	28R	System Error	Yes
7/31/2025 6:31	PCM8709	N771FE	C208	4224	28R	System Error	Yes
7/20/2025 22:13			BE20	4522	28R	System Error	Yes
7/17/2025 6:16	PCM8709	N768FE	C208	4216	28L	System Error	Yes
7/8/2025 5:57	N875DM	N875DM	BE20	4537	28R	System Error	Yes
8/5/2025 23:23	N186Q	N186Q	BE35	4522	28R	System Error	Yes
					System Error	6	
7/10/2025 22:02	BYF31	N63251	C172	5351	28R	Time Buffer	Yes
7/12/2025 6:59	N500MG	N500MG	PC12	1740	28R	Time Buffer	Yes
7/13/2025 22:05	N140H	N140H	BE9L	4265	28R	Time Buffer	Yes
7/14/2025 6:53	N875DM	N875DM	BE20	4567	28R	Time Buffer	Yes
7/18/2025 22:00	N2798C	N2798C	C82R	4217	28R	Time Buffer	Yes
7/19/2025 6:56	N301EF	N301EF	VELO	1735	28R	Time Buffer	Yes
7/25/2025 6:55	PCM8679	N726FX	C208	4525	28L	Time Buffer	Yes
7/25/2025 22:05	REH50	N370CS	BE20	4516	28L	Time Buffer	Yes
7/28/2025 6:57	EJA978	N978QS	C750	3263	28R	Time Buffer	Yes
8/14/2025 6:55	N588SA	N588SA	BE9L	1754	28R	Time Buffer	Yes
8/15/2025 6:01			BE20	4203	28R	Time Buffer	Yes
8/15/2025 6:59	PCM8710	N969FE	C208	4556	28R	Time Buffer	Yes
9/10/2025 6:54			PC12	1770	28R	Time Buffer	Yes
					Time Buffer	13	
8/4/2025 22:51	N415XT	N415XT	PC12	4512	28R	VFR Departure	No
					VFR Departure	1	
7/15/2025 0:28	BXR494	N106VE	C208	3371	28L	Wide Salad	No
7/17/2025 4:51			BE20	4221	28R	Wide Salad	No
7/18/2025 22:12			BE20	4521	28R	Wide Salad	No
7/25/2025 22:43	N466MW	N466MW	BE20	4254	28L	Wide Salad	No
7/27/2025 22:33	N52NG	N52NG	PC12	3265	28L	Wide Salad	No
8/3/2025 23:33	N414RW	N414RW	C414	4537	28R	Wide Salad	No
8/8/2025 1:13	N5431M	N5431M	BE9L	3271	28R	Wide Salad	No
8/16/2025 1:04	N588SA	N588SA	BE9L	3232	28R	Wide Salad	No
8/16/2025 2:00	N1273A	N1273A	PC12	4513	28R	Wide Salad	No
8/20/2025 23:30	N336LA	N336LA	BE9L	3322	28R	Wide Salad	No
8/21/2025 22:32	N4169Z	N4169Z	DA50	4567	28R	Wide Salad	No
8/24/2025 1:52			BE20	4545	28R	Wide Salad	No
8/26/2025 22:56	N875JT	N875JT	S22T	4534	28R	Wide Salad	No
8/28/2025 6:10			BE20	4256	28R	Wide Salad	No
8/29/2025 6:11			BE20	4277	28R	Wide Salad	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
9/12/2025 22:23			BE20	4576	28R	Wide Salad	No
9/12/2025 23:48	N991GT	N991GT	BE9L	3304	28R	Wide Salad	No
9/13/2025 1:39	N377L	N377L	PC12	4244	28R	Wide Salad	No
9/21/2025 0:07	N26EM	N26EM	M600	3216	28R	Wide Salad	No
9/21/2025 6:34	N403KH	N403KH	COL4	3213	28R	Wide Salad	No
9/25/2025 0:16			BE9T	4233	28R	Wide Salad	No
9/26/2025 22:38	N336LA	N336LA	BE9L	3231	28L	Wide Salad	No
9/26/2025 23:06	N409FS	N409FS	EPIC	3263	28R	Wide Salad	No
7/7/2025 4:26	CBC739	N739S	PC12	3343	28R	Wide Salad	No
7/2/2025 6:30			LNC4	3267	28R	Wide Salad	No
7/1/2025 6:39	PCM8711	N707FX	C208	4562	28R	Wide Salad	No
7/2/2025 5:39	NJZ2		BE20	4254	28R	Wide Salad	No
					Wide Salad	27	
					Grand Count	129	

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North Field Quiet Hours SEL List for Calendar Quarter

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
7/1/2025 6:40	5	74.5	82.6	29	PCM8711	N707FX	C208	28R
7/1/2025 6:40	4	80.8	86.6	23	PCM8711	N707FX	C208	28R
7/1/2025 6:58	4	74.2	80.8	11	PCM8710	N969FE	C208	28R
7/2/2025 5:40	4	80.2	85.4	11	NJZ2		BE20	28R
7/2/2025 5:40	5	74.4	80.6	8	NJZ2		BE20	28R
7/2/2025 5:40	8	78.2	83	7	NJZ2		BE20	28R
7/2/2025 6:31	4	86	90	15			LNC4	28R
7/2/2025 6:31	5	76.6	82.4	14			LNC4	28R
7/2/2025 6:31	8	77.9	85.2	22			LNC4	28R
7/2/2025 6:49	4	78.2	83.7	11	PCM8711	N707FX	C208	28R
7/3/2025 2:37	4	81.2	85.6	11			BE20	28R
7/3/2025 3:42	4	75.6	82.2	15	N912MF	N912MF	BE20	28R
7/3/2025 3:43	8	74.7	80.8	8	N912MF	N912MF	BE20	28R
7/3/2025 6:36	4	77.4	82.5	8	PCM8709	N968FE	C208	28R
7/3/2025 6:56	4	75.3	81.8	10	PCM8711	N707FX	C208	28R
7/4/2025 22:08	10	78.3	83.7	49	N733AK	N733AK	C172	28R
7/4/2025 22:11	14	72.5	80	19	N733AK	N733AK	C172	28R
7/4/2025 22:12	11	77.9	83.1	12	N84DL	N84DL	C172	33
7/7/2025 0:40	4	81.8	90.4	24	VIV587	XAVYD	A320	28L
7/7/2025 0:40	5	85.3	92.6	24	VIV587	XAVYD	A320	28L
7/7/2025 0:40	6	80.2	89.6	24	VIV587	XAVYD	A320	28L
7/7/2025 0:40	7	79.2	88	22	VIV587	XAVYD	A320	28L
7/7/2025 4:27	4	73.8	80.8	12	CBC739	N739S	PC12	28R
7/7/2025 22:49	4	75.8	83.3	16	N64VR	N64VR	S22T	28R
7/7/2025 22:49	5	74.3	81	11	N64VR	N64VR	S22T	28R
7/8/2025 0:13	4	78.2	83.7	11			BE20	28R
7/8/2025 0:13	5	75.8	80.2	9			BE20	28R
7/8/2025 0:13	8	75.6	81.5	9			BE20	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
7/8/2025 6:38	4	73.8	82.2	15	PCM8711	N872FE	C208	28R
7/8/2025 6:38	8	74.3	81.3	10	PCM8711	N872FE	C208	28R
7/9/2025 6:42	4	76	85	42	PCM8711	N872FE	C208	28R
7/9/2025 6:43	8	74.5	83.4	20	PCM8711	N872FE	C208	28R
7/9/2025 6:50	4	76.7	83.3	21	N579WA	N579WA	PC12	28R
7/9/2025 6:50	6	74.8	85.1	34	N579WA	N579WA	PC12	28R
7/10/2025 6:12	4	79.5	84.3	11	PCM8709	N920FE	C208	28L
7/10/2025 6:25	4	75.3	82.8	22	PCM8711	N872FE	C208	28L
7/10/2025 6:55	4	81.6	91.7	46	LN968SR	N968SR	C560	28L
7/10/2025 6:55	5	84.4	94.1	43	LN968SR	N968SR	C560	28L
7/10/2025 6:55	6	80.2	90.8	36	LN968SR	N968SR	C560	28L
7/10/2025 6:55	7	73.5	85	34	LN968SR	N968SR	C560	28L
7/10/2025 22:03	4	75.7	83.8	21	BYF31	N63251	C172	28R
7/10/2025 22:05	4	78.5	83.2	8	BYF31	N63251	C172	28R
7/10/2025 22:05	6	72.8	80	9	BYF31	N63251	C172	28R
7/10/2025 22:25	5	75.3	81.7	11	BYF43	N182EE	C182	28R
7/10/2025 23:10	4	76.2	83.3	12	BYF31	N63251	C172	28R
7/10/2025 23:10	6	75.6	83.9	14	BYF31	N63251	C172	28R
7/11/2025 6:39	4	74.8	81.9	12	PCM8711	N872FE	C208	28R
7/13/2025 4:35	4	78.5	84.2	17	N914DK	N914DK	BE9L	28R
7/14/2025 0:13	4	85.8	94.7	35			C560	28R
7/14/2025 0:13	5	84.4	93.4	32			C560	28R
7/14/2025 0:13	6	81.8	92	36			C560	28R
7/14/2025 0:13	7	78.2	87.4	42			C560	28R
7/14/2025 1:24	4	87.2	93.9	24	SWA103	N8507C	B738	28L
7/14/2025 1:24	5	89.1	96.5	25	SWA103	N8507C	B738	28L
7/14/2025 1:24	6	84.2	93	30	SWA103	N8507C	B738	28L
7/14/2025 1:24	7	79.1	89.3	27	SWA103	N8507C	B738	28L
7/14/2025 1:35	4	87.8	95.3	18	FDX3875	N858FD	B77L	28L
7/14/2025 1:35	5	92.1	98.3	20	FDX3875	N858FD	B77L	28L
7/14/2025 1:35	8	71	81.5	21	FDX3875	N858FD	B77L	28L
7/14/2025 1:35	6	86.4	93.8	22	FDX3875	N858FD	B77L	28L
7/14/2025 1:35	7	80.1	89.4	25	FDX3875	N858FD	B77L	28L
7/14/2025 5:15	4	82.2	89.5	19	SWA709	N8791D	B38M	28L
7/14/2025 5:15	5	87.5	93.7	21	SWA709	N8791D	B38M	28L
7/14/2025 5:16	6	80.1	89.1	22	SWA709	N8791D	B38M	28L
7/14/2025 5:16	7	73.1	83	23	SWA709	N8791D	B38M	28L
7/14/2025 5:19	4	83.6	90.8	19	SWA2963	N8901Q	B38M	28L
7/14/2025 5:19	5	88	94.5	21	SWA2963	N8901Q	B38M	28L
7/14/2025 5:19	6	81.9	90.5	22	SWA2963	N8901Q	B38M	28L
7/14/2025 5:19	7	74.9	84.9	24	SWA2963	N8901Q	B38M	28L
7/14/2025 5:25	4	86.8	94.2	21	SWA2866	N8648A	B738	28L
7/14/2025 5:25	5	90.3	97.4	22	SWA2866	N8648A	B738	28L
7/14/2025 5:25	6	84	92.9	26	SWA2866	N8648A	B738	28L
7/14/2025 5:25	7	78.5	87.9	29	SWA2866	N8648A	B738	28L
7/14/2025 6:54	4	81.8	85.1	10	N875DM	N875DM	BE20	28R
7/14/2025 6:54	5	75.2	80.3	9	N875DM	N875DM	BE20	28R
7/15/2025 0:29	4	73.6	80.8	14	BXR494	N106VE	C208	28L
7/15/2025 0:29	5	76.5	82.1	10	BXR494	N106VE	C208	28L
7/15/2025 4:40	4	77.8	83.4	13	CMD70	N370CS	BE20	28R
7/15/2025 6:15	4	74.1	81.6	14	PCM8709	N722FX	C208	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
7/15/2025 6:20	4	78	83.5	12	N875DM	N875DM	BE20	28R
7/16/2025 22:24	4	82	88.8	19			LJ60	28R
7/16/2025 22:24	5	77.5	86.2	22			LJ60	28R
7/16/2025 22:24	6	76.4	84.6	19			LJ60	28R
7/16/2025 22:24	7	71.1	80.4	20			LJ60	28R
7/17/2025 4:52	4	74.5	81.2	12			BE20	28R
7/17/2025 6:17	7	72.4	80.7	15	PCM8709	N768FE	C208	28L
7/17/2025 6:33	4	73.3	80.3	12	PCM8711	N872FE	C208	28R
7/17/2025 23:22	4	77.6	82.2	12	N912MF	N912MF	BE20	28R
7/18/2025 3:13	4	80.8	85.1	14	REH50	N370CS	BE20	28R
7/18/2025 3:13	8	76.6	80.5	7	REH50	N370CS	BE20	28R
7/18/2025 6:06	4	76.4	83.6	17			S22T	28R
7/18/2025 6:36	4	77.1	83.6	13	PCM8711	N872FE	C208	28R
7/18/2025 6:36	8	77.9	83.2	18	PCM8711	N872FE	C208	28R
7/18/2025 22:13	4	77.1	82.7	12			BE20	28R
7/19/2025 6:56	4	89.7	96	26	N301EF	N301EF	VELO	28R
7/19/2025 6:57	5	76.8	84.8	28	N301EF	N301EF	VELO	28R
7/19/2025 6:57	6	69.7	80.3	24	N301EF	N301EF	VELO	28R
7/19/2025 6:57	8	84.1	91.2	21	N301EF	N301EF	VELO	28R
7/19/2025 6:57	3	73.9	83	24	N301EF	N301EF	VELO	28R
7/20/2025 3:04	4	77.4	82	12	N912MF	N912MF	BE20	28R
7/20/2025 22:14	4	80.6	85.3	13			BE20	28R
7/20/2025 22:14	8	76.1	81	8			BE20	28R
7/22/2025 6:30	3	75.8	83.6	44	PCM8711	N872FE	C208	28L
7/23/2025 5:55	4	75.1	82.3	15	LN897MD	N897MD	C525	28L
7/23/2025 5:55	5	82.8	89	16	LN897MD	N897MD	C525	28L
7/23/2025 5:55	6	78.3	85.2	15	LN897MD	N897MD	C525	28L
7/23/2025 6:15	4	75.1	80.9	13	PCM8709	N707FX	C208	28L
7/23/2025 6:29	4	76.4	81.9	10	PCM8711	N872FE	C208	28L
7/23/2025 6:55	4	74.7	80.9	11	BXR1960	N9766B	C208	28L
7/24/2025 6:29	4	75	80.9	11	PCM8711	N872FE	C208	28L
7/25/2025 6:16	5	74.3	82.2	19	N1273A	N1273A	PC12	28L
7/25/2025 6:16	4	75.7	83	18	N1273A	N1273A	PC12	28L
7/25/2025 6:33	4	78.1	83.4	9	PCM8711	N872FE	C208	28L
7/25/2025 6:57	5	75.8	82.2	12	PCM8679	N726FX	C208	28L
7/25/2025 6:57	6	74.7	81.3	9	PCM8679	N726FX	C208	28L
7/25/2025 6:57	7	75	80.9	13	PCM8679	N726FX	C208	28L
7/25/2025 22:06	4	73.7	80.7	17	REH50	N370CS	BE20	28L
7/25/2025 22:06	5	80.3	84.4	12	REH50	N370CS	BE20	28L
7/25/2025 22:23	5	76.3	81.1	10	Medevac	Medevac	BE20	28L
7/25/2025 22:43	4	73.5	80	12	N466MW	N466MW	BE20	28L
7/26/2025 6:48	4	74.7	83.1	18	LN977MR	N977MR	C560	28L
7/26/2025 6:48	5	81.9	89.2	20	LN977MR	N977MR	C560	28L
7/26/2025 6:49	6	77.3	86.3	19	LN977MR	N977MR	C560	28L
7/26/2025 6:49	7	70.7	81.1	21	LN977MR	N977MR	C560	28L
7/27/2025 5:58	4	74.4	80.2	11	Medevac	Medevac	BE20	28L
7/28/2025 0:07	4	81.3	86.7	15	N912MF	N912MF	BE20	28L
7/28/2025 6:30	4	80.9	89.9	25	EJA316	N316QS	E55P	28R
7/28/2025 6:30	5	80.2	89	22	EJA316	N316QS	E55P	28R
7/28/2025 6:30	6	76.5	84.5	17	EJA316	N316QS	E55P	28R
7/28/2025 6:57	4	78.1	85.3	17	EJA978	N978QS	C750	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
7/28/2025 6:57	5	72.1	80.6	16	EJA978	N978QS	C750	28R
7/28/2025 6:57	6	72.5	80.9	17	EJA978	N978QS	C750	28R
7/28/2025 22:30	8	81.7	85.1	10	N1926F	N1926F	C172	28R
7/29/2025 5:20	4	86	95	32	N15VX	N15VX	FA50	28R
7/29/2025 5:20	5	85.6	94.2	30	N15VX	N15VX	FA50	28R
7/29/2025 5:20	6	82.5	92.2	30	N15VX	N15VX	FA50	28R
7/29/2025 5:20	7	79.2	88.8	34	N15VX	N15VX	FA50	28R
7/29/2025 6:50	4	85.6	91.6	22	EJA132	N132QS	BE40	28R
7/29/2025 6:50	6	81	88.3	20	EJA132	N132QS	BE40	28R
7/29/2025 6:50	7	70.8	81	17	EJA132	N132QS	BE40	28R
7/30/2025 0:30	4	78.8	83.9	14	REH50	N370CS	BE20	28R
7/30/2025 4:05	4	76.7	84.8	19	USC10	N354CK	LJ35	28R
7/30/2025 4:06	5	76	84.3	21	USC10	N354CK	LJ35	28R
7/30/2025 4:06	6	69.8	80	19	USC10	N354CK	LJ35	28R
7/30/2025 4:43	4	84	91.7	25			GL5T	28R
7/30/2025 4:43	5	79.3	88.6	24			GL5T	28R
7/30/2025 4:43	6	77.3	86.1	21			GL5T	28R
7/30/2025 4:43	7	72.2	81.2	18			GL5T	28R
7/30/2025 6:20	4	82.1	90.1	24			GLF6	28R
7/30/2025 6:20	6	80	87.3	20			GLF6	28R
7/30/2025 6:21	7	74.5	81.8	15			GLF6	28R
7/31/2025 5:39	4	79.2	87.8	26	N656SM	N656SM	C25B	28L
7/31/2025 5:40	6	79.8	86.9	20	N656SM	N656SM	C25B	28L
7/31/2025 5:40	7	72.2	81.3	18	N656SM	N656SM	C25B	28L
7/31/2025 5:55	4	83.5	89.5	18	PXT150	N150TG	C680	28R
7/31/2025 5:55	6	79.6	86.4	15	PXT150	N150TG	C680	28R
7/31/2025 5:55	7	74.9	82.9	18	PXT150	N150TG	C680	28R
7/31/2025 6:31	6	75.8	82	11	PCM8709	N771FE	C208	28R
7/31/2025 22:36	4	79.4	90	43			C560	28R
7/31/2025 22:37	6	78	88.1	46			C560	28R
7/31/2025 22:37	7	74.1	85.8	42			C560	28R
7/31/2025 23:03	4	75.5	82	15	N5431M	N5431M	BE9L	28R
8/1/2025 5:04	4	87.7	92.9	22	JNX02		C25B	28R
8/1/2025 5:04	6	79.9	86.7	17	JNX02		C25B	28R
8/1/2025 5:05	7	76.1	83.8	17	JNX02		C25B	28R
8/1/2025 6:16	4	84.8	90.6	20	LN116AA	N116AA	C25B	28R
8/1/2025 6:16	6	77.9	85.2	13	LN116AA	N116AA	C25B	28R
8/1/2025 6:16	7	73.4	82.3	19	LN116AA	N116AA	C25B	28R
8/1/2025 6:40	6	75.2	81.7	10	PCM8709	N920FE	C208	28R
8/1/2025 6:48	4	87.4	93.2	19			CL35	28R
8/1/2025 6:48	6	81.6	88.8	19			CL35	28R
8/1/2025 6:48	7	76.6	85.5	21			CL35	28R
8/1/2025 22:22	4	79.4	88.4	18			GL5T	28R
8/3/2025 23:34	4	82.7	87.6	18	N414RW	N414RW	C414	28R
8/3/2025 23:35	8	76.7	83.3	12	N414RW	N414RW	C414	28R
8/3/2025 23:35	3	73.8	80.5	15	N414RW	N414RW	C414	28R
8/4/2025 0:25	4	82.4	88.5	18	PXT96	N96PX	C25B	28R
8/4/2025 0:25	6	84.1	90.4	18	PXT96	N96PX	C25B	28R
8/4/2025 0:25	7	75.6	84.2	21	PXT96	N96PX	C25B	28R
8/5/2025 6:28	4	86.4	92.3	17	LXJ591	N591FX	CL35	28R
8/5/2025 6:28	5	80.4	86.8	14	LXJ591	N591FX	CL35	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
8/5/2025 6:28	6	74.8	82.2	13	LXJ591	N591FX	CL35	28R
8/5/2025 6:28	7	73.3	81.5	18	LXJ591	N591FX	CL35	28R
8/5/2025 23:24	4	82.8	88.5	23	N186Q	N186Q	BE35	28R
8/5/2025 23:25	8	77	83.8	12	N186Q	N186Q	BE35	28R
8/7/2025 6:19	4	85.8	91.5	17	N6144	N6144	LJ60	28R
8/7/2025 6:19	5	77.1	86	19	N6144	N6144	LJ60	28R
8/7/2025 6:19	6	78.4	86.6	19	N6144	N6144	LJ60	28R
8/7/2025 6:20	7	73.2	83.3	25	N6144	N6144	LJ60	28R
8/7/2025 6:48	4	86.7	91.2	13	EJA604	N604QS	C68A	28R
8/7/2025 6:48	7	72.6	80.7	13	EJA604	N604QS	C68A	28R
8/8/2025 6:35	4	89.4	94.8	17			GLF4	28R
8/8/2025 6:35	5	85.5	92.2	16			GLF4	28R
8/8/2025 6:35	6	82.1	88.4	16			GLF4	28R
8/8/2025 6:35	7	75.6	84.3	18			GLF4	28R
8/9/2025 0:26	4	82	89.9	23	XEN88	N887MM	GLF5	28R
8/9/2025 0:26	5	78.8	87.9	20	XEN88	N887MM	GLF5	28R
8/9/2025 0:26	6	79.5	86.7	17	XEN88	N887MM	GLF5	28R
8/9/2025 0:26	7	71.6	81	17	XEN88	N887MM	GLF5	28R
8/9/2025 23:52	4	79.7	86.5	17	JSX9330	N257JX	E135	28R
8/9/2025 23:52	5	75.7	84.3	14	JSX9330	N257JX	E135	28R
8/9/2025 23:52	6	76.2	84	16	JSX9330	N257JX	E135	28R
8/10/2025 6:27	4	82.8	89.9	29	TWY295	N295GG	PC24	28R
8/10/2025 6:28	5	81.1	88.5	20	TWY295	N295GG	PC24	28R
8/10/2025 6:28	6	76.7	84.8	16	TWY295	N295GG	PC24	28R
8/10/2025 6:28	7	71.2	80.7	16	TWY295	N295GG	PC24	28R
8/10/2025 22:39	4	76.8	86.9	32	N411SV	N411SV	PA34	28R
8/10/2025 22:39	5	71.7	80.3	11	N411SV	N411SV	PA34	28R
8/10/2025 23:30	5	84.5	90.9	17			GALX	28R
8/10/2025 23:30	7	77.3	84.8	17			GALX	28R
8/10/2025 23:30	6	76	80	7			GALX	28R
8/12/2025 6:16	4	74.2	80.1	10	PCM8709	N857FE	C208	28R
8/12/2025 6:44	7	65.4	81.1	68	PCM8711	N722FX	C208	28R
8/13/2025 5:08	4	81.5	88.5	18	LN174AA	N174AA	C25B	28R
8/13/2025 5:09	5	80.7	88.4	15	LN174AA	N174AA	C25B	28R
8/13/2025 5:09	6	78.7	85.7	14	LN174AA	N174AA	C25B	28R
8/14/2025 6:56	4	85.3	88.7	13	N588SA	N588SA	BE9L	28R
8/14/2025 6:56	5	76.9	81.9	10	N588SA	N588SA	BE9L	28R
8/14/2025 6:56	6	74.1	81.1	9	N588SA	N588SA	BE9L	28R
8/14/2025 6:57	3	71.6	80.4	17	N588SA	N588SA	BE9L	28R
8/15/2025 6:02	4	81.8	85.7	11			BE20	28R
8/15/2025 6:28	4	73.7	80.9	12	PCM8709	N744FX	C208	28R
8/15/2025 7:00	4	74.3	81.6	10	PCM8710	N969FE	C208	28R
8/15/2025 7:01	8	73.6	81.3	9	PCM8710	N969FE	C208	28R
8/16/2025 1:05	4	80.1	84.7	15	N588SA	N588SA	BE9L	28R
8/16/2025 1:05	5	74.2	80.2	7	N588SA	N588SA	BE9L	28R
8/16/2025 1:05	8	74.8	81.3	7	N588SA	N588SA	BE9L	28R
8/16/2025 2:00	4	75.5	81.3	13	N1273A	N1273A	PC12	28R
8/19/2025 6:26	4	74.5	80.4	9	PCM8711	N722FX	C208	28R
8/20/2025 6:40	4	74.8	83.5	36	PCM8711	N722FX	C208	28R
8/20/2025 23:31	4	73.8	80	11	N336LA	N336LA	BE9L	28R
8/21/2025 6:13	4	73.9	80.5	11	PCM8709	N886FE	C208	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
8/21/2025 22:09	4	72.8	80	18	N3117Q	N3117Q	P32R	28R
8/21/2025 22:33	4	82.4	88.7	23	N4169Z	N4169Z	DA50	28R
8/21/2025 22:33	5	73.1	81.6	13	N4169Z	N4169Z	DA50	28R
8/22/2025 3:47	3	76	85.1	22	CHP37		GA8	33
8/22/2025 6:19	4	75.7	81.4	9	PCM8709	N995FE	C208	28R
8/24/2025 1:52	4	77	81.9	14			BE20	28R
8/25/2025 2:39	4	82.6	90.9	49	Medevac	Medevac	C560	28R
8/25/2025 2:39	5	83.3	91.8	33	Medevac	Medevac	C560	28R
8/25/2025 2:40	6	73.8	81	16	Medevac	Medevac	C560	28R
8/25/2025 3:01	4	85	90.7	17	LN314CM	LN314CM	LJ60	28R
8/25/2025 3:01	5	78.9	86.6	15	LN314CM	LN314CM	LJ60	28R
8/25/2025 3:01	6	79.1	86.9	19	LN314CM	LN314CM	LJ60	28R
8/25/2025 22:16	4	77.3	87.4	36	LN561SR	N561SR	C560	28R
8/25/2025 22:16	5	76.3	86.4	23	LN561SR	N561SR	C560	28R
8/25/2025 22:16	6	74.8	84.4	30	LN561SR	N561SR	C560	28R
8/25/2025 22:17	7	69.2	80.9	24	LN561SR	N561SR	C560	28R
8/25/2025 22:18	4	82.5	90.4	24	LN810BE	N810BE	C560	28R
8/25/2025 22:18	5	85.2	92.5	25	LN810BE	N810BE	C560	28R
8/25/2025 22:18	6	82.7	90.5	24	LN810BE	N810BE	C560	28R
8/25/2025 22:18	7	74.1	84.2	27	LN810BE	N810BE	C560	28R
8/25/2025 23:17	4	80.6	84.7	13			BE20	28R
8/25/2025 23:17	8	76.7	82	9			BE20	28R
8/26/2025 6:44	4	82	90.1	23			GLF6	28R
8/26/2025 6:44	5	77.1	86.9	20			GLF6	28R
8/26/2025 6:44	6	78.5	86.5	24			GLF6	28R
8/26/2025 6:44	7	74.4	83.1	17			GLF6	28R
8/26/2025 22:57	4	78.9	85.8	18	N875JT	N875JT	S22T	28R
8/26/2025 22:57	8	75.8	82.6	10	N875JT	N875JT	S22T	28R
8/27/2025 5:08	4	81.9	86.2	13	REH50	N370CS	BE20	28R
8/28/2025 6:11	4	76.6	82.6	12			BE20	28R
8/28/2025 22:52	4	78.5	84.2	15	N588SA	N588SA	BE9L	28R
8/28/2025 22:53	8	74.1	80.6	6	N588SA	N588SA	BE9L	28R
8/29/2025 6:12	4	78.1	83.2	12			BE20	28R
8/30/2025 22:56	4	84	90.4	16			GLF5	28R
8/30/2025 22:56	5	81	86.9	13			GLF5	28R
8/30/2025 22:56	6	76	83.9	12			GLF5	28R
9/1/2025 22:15	4	84.5	93.5	31	LN968SR	N968SR	C560	28R
9/1/2025 22:15	5	77.1	87.5	28	LN968SR	N968SR	C560	28R
9/1/2025 22:15	6	77.6	87	27	LN968SR	N968SR	C560	28R
9/1/2025 22:15	8	71.3	81.5	17	LN968SR	N968SR	C560	28R
9/1/2025 22:15	7	74.6	84	27	LN968SR	N968SR	C560	28R
9/2/2025 3:21	4	76.5	81.8	11	CMD70	N911RX	BE20	28R
9/3/2025 23:46	4	76	82.8	12	N914DK	N914DK	BE9L	28R
9/3/2025 23:46	8	73.5	81	9	N914DK	N914DK	BE9L	28R
9/9/2025 6:13	4	73.2	80.9	12	PCM8709	N968FE	C208	28R
9/9/2025 6:35	4	75.6	81.6	10	PCM8711	N969FE	C208	28R
9/9/2025 6:41	4	75.4	80.8	11	PCM8710	N762FE	C208	28R
9/10/2025 6:55	4	74.7	81.7	10			PC12	28R
9/10/2025 22:54	4	81	84.9	12	N914DK	N914DK	BE9L	28R
9/10/2025 23:50	4	75.9	82.4	13	BXR494	N208TM	C208	28R
9/12/2025 6:54	4	75.9	81.7	10	PCM8711	N969FE	C208	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
9/12/2025 22:24	4	80.6	85.7	13			BE20	28R
9/12/2025 22:25	8	75.6	81.4	8			BE20	28R
9/12/2025 22:25	8	73.1	80.6	13			BE20	28R
9/12/2025 22:46	4	72.9	81	17	N1306C	N1306C	C172	28R
9/12/2025 23:49	4	78.4	83.6	11	N991GT	N991GT	BE9L	28R
9/13/2025 1:40	4	76.1	83.4	15	N377L	N377L	PC12	28R
9/13/2025 6:12	4	79.1	83.3	10	LN875DM	N875DM	BE20	28R
9/15/2025 3:01	4	80.4	85.5	12	REH50	N913RX	BE20	28R
9/15/2025 3:01	8	76.1	81.2	8	REH50	N913RX	BE20	28R
9/15/2025 5:28	4	92.1	97.7	27	SWA3123	N8562Z	B738	28L
9/15/2025 5:28	5	94.2	100.5	21	SWA3123	N8562Z	B738	28L
9/15/2025 5:28	6	90	97.7	28	SWA3123	N8562Z	B738	28L
9/15/2025 5:28	8	72.6	83.6	21	SWA3123	N8562Z	B738	28L
9/15/2025 5:28	7	82.7	91.7	32	SWA3123	N8562Z	B738	28L
9/15/2025 5:38	4	86.1	92.8	23	SWA3847	N8650F	B738	28L
9/15/2025 5:39	5	90	96.8	22	SWA3847	N8650F	B738	28L
9/15/2025 5:39	6	85.4	94	25	SWA3847	N8650F	B738	28L
9/15/2025 5:39	7	80.1	89.4	27	SWA3847	N8650F	B738	28L
9/15/2025 5:45	4	87.4	94.8	24	SWA2890	N570WN	B737	28L
9/15/2025 5:45	5	92	98.3	24	SWA2890	N570WN	B737	28L
9/15/2025 5:45	6	87.6	95.8	30	SWA2890	N570WN	B737	28L
9/15/2025 5:45	8	70.7	82.1	21	SWA2890	N570WN	B737	28L
9/15/2025 5:45	7	83.3	92.4	31	SWA2890	N570WN	B737	28L
9/15/2025 5:47	4	82.5	90.4	20	SWA868	N8837Q	B38M	28L
9/15/2025 5:47	5	87.7	94.8	18	SWA868	N8837Q	B38M	28L
9/15/2025 5:47	6	83.2	91.9	22	SWA868	N8837Q	B38M	28L
9/15/2025 5:47	7	78	87.6	23	SWA868	N8837Q	B38M	28L
9/15/2025 23:53	5	74.9	82.9	13	BXR494	N208TM	C208	28R
9/16/2025 5:17	4	76.2	83.7	15	N504YH	N504YH	HDJT	28L
9/16/2025 5:18	5	84.8	91	14	N504YH	N504YH	HDJT	28L
9/16/2025 5:18	6	81	87.3	16	N504YH	N504YH	HDJT	28L
9/16/2025 5:18	7	73.4	81.5	14	N504YH	N504YH	HDJT	28L
9/16/2025 6:39	8	74.2	80.5	11	PCM8711	N969FE	C208	28R
9/16/2025 6:39	4	78.5	83.2	11	PCM8711	N969FE	C208	28R
9/18/2025 6:11	4	74.2	80	10	PCM8709	N707FX	C208	28L
9/21/2025 6:35	4	78.5	84.7	17	N403KH	N403KH	COL4	28R
9/21/2025 6:36	5	73.9	81.2	11	N403KH	N403KH	COL4	28R
9/22/2025 5:26	4	83.4	90.6	21	SWA3123	N8939Q	B38M	28L
9/22/2025 5:26	5	89.6	95.7	17	SWA3123	N8939Q	B38M	28L
9/22/2025 5:26	6	84.6	92.8	24	SWA3123	N8939Q	B38M	28L
9/22/2025 5:27	7	78.5	88.1	25	SWA3123	N8939Q	B38M	28L
9/22/2025 5:35	4	78.3	87.5	19	SWA3847	N8814K	B38M	28L
9/22/2025 5:36	5	88.2	93.9	16	SWA3847	N8814K	B38M	28L
9/22/2025 5:36	6	81.3	90.1	19	SWA3847	N8814K	B38M	28L
9/22/2025 5:36	7	75.1	85.5	22	SWA3847	N8814K	B38M	28L
9/22/2025 5:39	4	88	95.2	28	SWA2890	N958WN	B737	28L
9/22/2025 5:39	5	92.4	98.6	25	SWA2890	N958WN	B737	28L
9/22/2025 5:39	6	88	96	30	SWA2890	N958WN	B737	28L
9/22/2025 5:39	8	72.1	83.3	22	SWA2890	N958WN	B737	28L
9/22/2025 5:39	7	84.1	93	33	SWA2890	N958WN	B737	28L
9/22/2025 22:23	4	76.2	83	12	N7ZT	N7ZT	PC12	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
9/23/2025 6:12	4	78.6	83.7	12	PCM8709	N920FE	C208	28L
9/24/2025 6:19	4	80.4	85.2	11	PCM8709	N772FE	C208	28L
9/24/2025 6:55	8	76	86.7	28	PCM8710	N844FE	C208	28R
9/25/2025 0:17	4	73.4	81.5	15			BE9T	28R
9/25/2025 22:59	4	81.7	89.2	23	N96G	N96G	C25B	28R
9/25/2025 22:59	5	80.5	89	19	N96G	N96G	C25B	28R
9/25/2025 22:59	6	79	87	21	N96G	N96G	C25B	28R
9/25/2025 22:59	7	75.3	83.9	21	N96G	N96G	C25B	28R
9/26/2025 6:10	4	75.4	81.7	14	PCM8709	N744FX	C208	28L
9/26/2025 23:07	4	74.1	80	13	N409FS	N409FS	EPIC	28R
9/26/2025 23:08	5	75.5	80.1	7	N409FS	N409FS	EPIC	28R
9/28/2025 5:55	4	77.2	82.3	11	LN875DM	N875DM	BE20	28R
9/30/2025 6:34	4	74	80.4	12	PCM8711	N987FE	C208	28L

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Runway 30 BFI Right Turn Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Airline	Aircraft Type	Aircraft Category	Comment	Excused
9/26/2025 10:00	AAY	AAY286	A319	J	N309NV	Air Traffic Conflict	Yes
9/26/2025 10:06	SWA	SWA1840	B38M	J	N8961K	Air Traffic Conflict	Yes
9/26/2025 10:03	QXE	QXE2079	E75L	R	N635QX	Air Traffic Conflict	Yes
				Air Traffic Conflict		3	
8/15/2025 10:30	TWY	TWY295	PC24	B	N295GG	Not Acceptable	No
9/15/2025 7:26			CL35	B		Not Acceptable	No
7/22/2025 13:25	FRG	FRG9542	SB20	R	N542FR	Not Acceptable	No
7/2/2025 17:08	WSN	WSN95	J328	J	N395MS	Not Acceptable	No
7/2/2025 17:06			GLF4	B		Not Acceptable	No
				Not Acceptable		5	
				Grand Count		8	

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Night Time Departure Procedure List for Calendar Quarter

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
9/26/2025 22:24	SWA	SWA716	B737	J	N7879A	Air Traffic Conflict	Yes
9/25/2025 6:16	UPS	UPS2945	MD11	J	N258UP	Air Traffic Conflict	Yes
7/22/2025 6:39	UPS	UPS2945	MD11	J	N264UP	Air Traffic Conflict	Yes
9/4/2025 5:39	SWA	SWA2890	B737	J	N7721E	Air Traffic Conflict	Yes
8/30/2025 6:20	UPS	UPS5839	B763	J	N355UP	Air Traffic Conflict	Yes
7/19/2025 6:22	SWA	SWA1747	B38M	J	N8868L	Air Traffic Conflict	Yes
8/28/2025 6:11	SWA	SWA2487	B737	J	N937WN	Air Traffic Conflict	Yes
9/30/2025 6:27	UPS	UPS2945	MD11	J	N292UP	Air Traffic Conflict	Yes
9/18/2025 6:03	TIV	TIV720	C700	B	N720VM	Air Traffic Conflict	Yes

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
8/22/2025 22:32	WSN	WSN92	J328	J	N334MS	Air Traffic Conflict	Yes
9/19/2025 5:48	SWA	SWA868	B38M	J	N8967Q	Air Traffic Conflict	Yes
9/18/2025 5:54	SWA	SWA868	B38M	J	N8863Q	Air Traffic Conflict	Yes
9/28/2025 6:02	SKW	SKW4061	E75L	R	N243SY	Air Traffic Conflict	Yes
8/17/2025 5:32	UPS	UPS947	MD11	J	N257UP	Air Traffic Conflict	Yes
9/25/2025 6:05	SKW	SKW4061	E75L	R	N240SY	Air Traffic Conflict	Yes
8/15/2025 22:39			GA6C	B		Air Traffic Conflict	Yes
7/24/2025 23:29	FDX	FDX1389	MD11	J	N643FE	Air Traffic Conflict	Yes
7/27/2025 6:00	UPS	UPS5839	B763	J	N379UP	Air Traffic Conflict	Yes
8/1/2025 6:31	SWA	SWA3625	B737	J	N297WN	Air Traffic Conflict	Yes
9/12/2025 6:17	UPS	UPS5839	MD11	J	N264UP	Air Traffic Conflict	Yes
8/7/2025 6:03	NKS	NKS1443	A320	J	N607NK	Air Traffic Conflict	Yes
8/9/2025 6:14	FDX	FDX3647	B763	J	N105FE	Air Traffic Conflict	Yes
8/9/2025 6:21	FDX	FDX3908	B763	J	N188FE	Air Traffic Conflict	Yes
8/11/2025 6:19	PXT	PXT750	C750	B	N750NG	Air Traffic Conflict	Yes
9/26/2025 5:28	SWA	SWA3123	B738	J	N8674B	Air Traffic Conflict	Yes
8/13/2025 6:32	PXT	PXT521	C25B	B	N521AA	Air Traffic Conflict	Yes
					Air Traffic Conflict	26	
9/15/2025 22:20		N167SC	H25B	B	N167SC	Not Acceptable	No
9/11/2025 23:30	VOI	VOI1773	A320	J	N519VL	Not Acceptable	No
8/28/2025 22:15	VOI	VOI771	A320	J	N526VL	Not Acceptable	No
8/26/2025 0:00	VOI	VOI7711	A320	J	N514VL	Not Acceptable	No
8/22/2025 5:27	SWA	SWA3123	B738	J	N8667D	Not Acceptable	No
9/19/2025 23:28	VOI	VOI1773	A20N	J	XAVRW	Not Acceptable	No
8/4/2025 23:59	VOI	VOI7791	A20N	J	XAVRF	Not Acceptable	No
7/18/2025 23:59			C25C	B		Not Acceptable	No
7/18/2025 22:58	LXJ	LXJ535	CL30	B	N535FX	Not Acceptable	No
9/29/2025 23:33	VOI	VOI1773	A320	J	N514VL	Not Acceptable	No
7/15/2025 5:33	SWA	SWA2276	B38M	J	N8793Q	Not Acceptable	No
7/13/2025 6:08	UPS	UPS5839	B763	J	N313UP	Not Acceptable	No
7/13/2025 4:38	FDX	FDX435	MD11	J	N596FE	Not Acceptable	No
7/12/2025 6:16	FDX	FDX3647	B763	J	N173FE	Not Acceptable	No
7/11/2025 22:12	SWA	SWA3867	B38M	J	N8911Q	Not Acceptable	No
7/6/2025 5:43	FDX	FDX881	B763	J	N151FE	Not Acceptable	No
7/10/2025 5:19	SWA	SWA2963	B38M	J	N8771D	Not Acceptable	No
					Not Acceptable	17	
8/22/2025 6:53	SWA	SWA8506	B38M	J	N8773Q	Time Buffer	Yes
8/25/2025 6:59	HAL	HAL23	A21N	J	N204HA	Time Buffer	Yes
9/20/2025 6:57	FDX	FDX3908	B763	J	N153FE	Time Buffer	Yes
9/22/2025 6:59	SWA	SWA993	B38M	J	N8732S	Time Buffer	Yes
8/16/2025 6:54	PXT	PXT415	C25B	B	N415PC	Time Buffer	Yes
8/14/2025 6:59	SWA	SWA3848	B38M	J	N8792Q	Time Buffer	Yes
8/12/2025 6:57	UPS	UPS2633	B763	J	N380UP	Time Buffer	Yes
7/24/2025 6:56	EJA	EJA624	C68A	B	N624QS	Time Buffer	Yes
7/18/2025 6:59	SWA	SWA384	B38M	J	N8723Q	Time Buffer	Yes
7/16/2025 6:58	UPS	UPS2941	A306	J	N143UP	Time Buffer	Yes
7/15/2025 6:56	UPS	UPS2945	MD11	J	N253UP	Time Buffer	Yes
9/30/2025 6:54	FDX	FDX3647	B763	J	N165FE	Time Buffer	Yes
9/30/2025 6:56	FDX	FDX3648	B77L	J	N882FD	Time Buffer	Yes
7/11/2025 6:59	SWA	SWA384	B38M	J	N1810U	Time Buffer	Yes
8/18/2025 6:58	PXT	PXT96	C25B	B	N96PX	Time Buffer	Yes

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
					Time Buffer	15	
					Grand Count	58	

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Runway 12 Night Departure List for Calendar Quarter

N/A

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Engine Run-up List for Calendar Quarter

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
7/2/2025	1514	PCJ	CL30	2	High	HG6	1520	N/A	N/A
7/7/2025	0137	SWA	B737	2	High	GRE	0130	NO	N/A
7/20/2025	0705	UPS	B767	2	High	GRE	0715	N/A	NO
7/25/2025	0425	NKS	A320	2	High	GRE	0520	NO	N/A
7/30/2025	0816	SKW	E120	2	High	HG6	0820	N/A	N/A
8/22/2025	0407	UPS	B767	2	High	GRE	0430	NO	N/A
8/26/2025	2202	FDX	B757	2	High	GRE	2230	NO	N/A
9/20/2025	0940	UPS	B767	2	High	GRE	0950	N/A	N/A
9/21/2025	1350	FDX	B767	2	High	GRE	1351	N/A	N/A
9/23/2025	1015	PCJ	C25A	2	Med	HG6	1020	N/A	N/A
9/27/2025	2215	SWA	B737	1	High	GRE	2230	NO	N/A

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Runway 30 East Turn Departures List for Calendar Quarter

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
9/27/2025 10:08	SWA	SWA148	B737	2270	Air Traffic Conflict	Yes
9/26/2025 10:06	SWA	SWA1840	B38M	2093	Air Traffic Conflict	Yes
9/11/2025 12:41	SWA	SWA2511	B38M	2729	Air Traffic Conflict	Yes
8/8/2025 15:46	SWA	SWA1933	B38M	2178	Air Traffic Conflict	Yes
8/22/2025 19:34	UPS	UPS945	B763	2427	Air Traffic Conflict	Yes
7/26/2025 15:03	SWA	SWA3254	B737	2526	Air Traffic Conflict	Yes
8/20/2025 13:21			GLF4	1991	Air Traffic Conflict	Yes
8/22/2025 19:21	SWA	SWA2308	B738	2395	Air Traffic Conflict	Yes
				Air Traffic Conflict	8	
9/10/2025 19:33	UPS	UPS945	B763	1978	Not Acceptable	No
9/5/2025 19:40	UPS	UPS945	B763	2598	Not Acceptable	No

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
8/14/2025 13:15	EJA	EJA820	C700	2680	Not Acceptable	No
8/14/2025 9:10	SWA	SWA744	B38M	2529	Not Acceptable	No
7/17/2025 18:54	FDX	FDX1645	B763	2532	Not Acceptable	No
7/22/2025 13:25	FRG	FRG9542	SB20	2851	Not Acceptable	No
				Not Acceptable	6	
				Grand Count	14	

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100 Degree Radial Turbojet Landing List for Calendar Quarter

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
7/4/2025 9:47	WSN95	J328	WSN	2608	Not Acceptable	No
7/4/2025 11:26	VOI7874	A20N	VOI	2565	Not Acceptable	No
8/19/2025 14:13	SWA4487	B738	SWA	2657	Not Acceptable	No
9/20/2025 13:08	ASA1330	B739	ASA	2870	Not Acceptable	No
9/24/2025 21:38	QXE2455	E75L	QXE	2624	Not Acceptable	No
				Not Acceptable	5	
9/17/2025 13:04	WSN92	J328	WSN	2890	System Error	Yes
				System Error	1	
				Grand Count	6	

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North Field Jet Departure Procedure
Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: aircraftowner/operator@bankofutah.com

January 8, 2025

Aircraft Owner/Operator
XXXXXXXXXX
XXXXXXXXXX

Dear Aircraft Owner/Operator:

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

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

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

Please use Runway 12/30 for turbojet aircraft departures.

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

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

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

North Field Jet Landing Procedure
Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: aircraftowner/operator@aircorp.com

February 9, 2025

Aircraft Owner/Operator
XXXXXXXXXX
XXXXXXXXXX

Dear Aircraft Owner/Operator:

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

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

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

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

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

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

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

North Field VFR Departure Procedure
Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: aircraftowner/operator@aircorp.com

March 23, 2025

Aircraft Owner/Operator
XXXXXXXXXX
XXXXXXXXXX

Dear Aircraft Owner/Operator:

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

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

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

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

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

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

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

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North Field Quiet Hours Procedure
Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: aircraftowner/operator@aircraft.com

January 15, 2025

Aircraft Owner/Operator
XXXXXXXXXX
XXXXXXXXXX

Dear Aircraft Owner/Operator:

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

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

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

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

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

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

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

Helicopter Flight Procedure
Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: helicopterowner/operator@aircraft.com

March 7, 2025

Helicopter Owner/Operator
XXXXXXXXXX
XXXXXXXXXX

Dear Helicopter Owner/Operator:

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

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

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

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

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

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

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

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

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