

Oakland Airport-Community Noise Management Forum Meeting Agenda

Wednesday, April 15, 2026, 6:30 – 8:30 PM

Virtual Meeting:

<https://us06web.zoom.us/j/85163407216>

Or Dial In: US: 1+(309) 205-3325, Webinar ID: 851 6340 7216



*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/>.

2026 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. Develop/discuss noise abatement materials for pilots and the public for the Super Bowl.
- b. Analyze noise and flight data from Super Bowl week and compare it to 2016 Super Bowl.
- c. Port to review and identify a path forward with CNDEL.
- d. Facilitator to resend SharePoint access to Forum members and confirm they can log into the Airport Noise Report site.
- e. *Attend and report out on SFO Roundtable meetings

North Field / South Field Research Group

- a. Meet with air traffic control to encourage a second reminder to encourage departures from Runway 30 instead of Runway 28L/R
- b. *Find incentives for North Field operators to comply with voluntary noise abatement procedures and attend meetings.
- c. *Meet/talk to North Field chronic violators.
- d. *Update on HUSSH/WNSDR Procedure.

* Standing Item

Oakland Airport-Community Noise Management Forum

DRAFT Meeting Minutes – January 21, 2026

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1. INTRODUCTIONS

The January 21, 2026, 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
Bart Loundsbury, Community Representative, Oakland
Eduardo Martinez, Mayor, City of Richmond
Co-Chair Benny Lee, Community Representative, San Leandro
Gopal Krishnan, Community Representative, County of Alameda
Craig Simon, Director of Aviation, Port of Oakland

Staff Members/Advisors/Officials Present

Doug Mansel, Acting Assistant Director of Aviation, Port of Oakland
Matt P. Davis, Airport Operations Manager, Port of Oakland
Jesse Richardson, Noise Abatement and Environmental Affairs Supervisor, Port of Oakland
Joan Zatopek, Manager, Planning and Development, Port of Oakland
Tracy Jensen, City of Alameda
Rhea Hanrahan, Noise Forum Facilitator, HMMH
Thann McLeod, Lean Technology
Matt Graber, Southwest Airlines
Carl Stallone, Spirit Airlines

FAA Representatives Present

Joseph Bert, Technical Systems Program Manager
Carlette Young, Supervisory Senior Advisor, Western-Pacific Regional Administrators Office

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. Airport Noise Reports on SharePoint

Facilitator Hanrahan opened the discussion by following up on the previous meeting's Action Item regarding access to the Airport Noise Report and the new SharePoint site. She asked members to confirm that they received the access email and were able to use the site, noting that new postings are added weekly. Facilitator Hanrahan encouraged members to report any technical difficulties to Jesse Richardson or herself. She explained that the SharePoint email may appear unusual because it comes from an HMMH address, which may cause email filters to flag it. She also confirmed that access will be updated as membership changes. Jon Hamilton then stated that he had not seen the access email but would look for it again and contact Mr. Richardson if needed. Benny Lee explained that he was likely unaware of the update because he missed the previous meeting and requested that the information be resent; he added that hosting the material on SharePoint was a positive step. Gopal Krishnan confirmed that he had successfully received and accessed the site. Facilitator Hanrahan concluded by noting she would follow up with Mr. Hamilton and Co-Chair Lee after the meeting to ensure they receive proper access.

B. Super Bowl LX and FIFA World Cup at Levi Stadium

Facilitator Hanrahan informed the group that the upcoming Super Bowl at Levi's Stadium will significantly increase air traffic throughout the Bay Area, including Oakland San Francisco Bay Airport (OAK). She invited Matt Davis to provide an update on related coordination efforts. Mr. Davis explained that the Super Bowl generates substantial corporate jet activity, with aircraft arriving from February 3–5, 2026 and continuing through February 9, 2026, though the heaviest impacts are expected immediately after the game on February 8, 2026 and into the morning of February 9, 2026. Because all regional airports, including Hayward, Palo Alto, San Francisco,

and OAK, will be managing overlapping departure times, air traffic control will require tightly choreographed movements across shared airspace. As a result, OAK may need to use the North Field during peak departure periods due to traffic volume and taxiing constraints. While many corporate jets will be present, Mr. Davis noted that noise abatement procedures are still expected to be followed, helping to minimize community impact. He concluded that the most significant noise and operational impacts will be limited to the period immediately following the game and into Monday morning.

Co-Chair Lee recalled that during the last Super Bowl hosted in the region, more than 2,000 aircraft were parked at OAK. He emphasized the importance of ensuring that all incoming operators receive clear, accessible materials on noise abatement procedures. Co-Chair Lee noted that relying solely on emails may not be effective, as pilots may overlook them, and suggested that physically handing out noise abatement information or otherwise ensuring direct distribution would make pilots more aware of the guidelines. He stated that improving how this information is delivered would help reduce noise impacts during the event.

Jim Nelson suggested that it would be useful to review noise monitoring data for the Super Bowl period to understand the actual noise impacts, if such an analysis is feasible. Facilitator Hanrahan acknowledged the request and stated they would consider it and report back at the next meeting with any findings or useful data that could be shared.

Tracy Jensen thanked Mr. Davis for his input and agreed with Co-Chair Lee's point about sharing noise abatement information with pilots. She suggested that, in addition to pilot outreach, the group should consider conducting community outreach in Alameda to inform residents about the potential for increased noise impacts on specific days following the Super Bowl. She proposed a public service announcement or similar communication to ensure the community is aware of the temporary changes.

Mr. Hamilton asked for clarification on how pilots obtain departure slots during the Super Bowl period, noting the description sounded like a reservation system and wondering whether the FAA or the tower assigns these times when a flight plan is filed. Facilitator Hanrahan noted that no tower staff were present; however, Mr. Davis offered an explanation based on his coordination experience. Mr. Davis confirmed that the process functions like a reservation system, with airports allotted a limited number of slots that operators request through their fixed-base operators (FBOs). These slots govern both arrivals and departures from February 4, 2026 through February 9, 2026. He emphasized that although aircraft must adhere to their assigned times, this should not force pilots to depart from the North Field due to lateness, as typical taxi times still allow them to reach the South Field unless they are departing during the immediate heavy push after the Super Bowl. Mr. Davis added that commercial carriers, such as Southwest Airlines, are not impacted by the slot program because their scheduled flights are already accounted for in slot allocation; the constraints mainly apply to general aviation. He concluded that North Field departures are expected to remain limited to the two peak periods surrounding the game, consistent with prior Super Bowl experience.

Facilitator Hanrahan acknowledged both Mr. Davis's earlier comments and Co-Chair Lee's related chat question about whether historical data from the previous Super Bowl is available. She noted that the airport does maintain historical information from the last event, and she will coordinate with airport staff to determine what data could be useful to compile or distribute for upcoming announcements. Facilitator Hanrahan emphasized that while the Super Bowl period is highly impactful, it is also very limited in duration. Co-Chair Lee added that it would be helpful to review the Day-Night Average Sound Level (DNL) specifically for that time window.

Facilitator Hanrahan noted that, following the Super Bowl, the region will also face impacts from the upcoming FIFA World Cup, another major global event that will bring additional operational complexity due to international attendees. She emphasized the importance of capturing lessons learned from the Super Bowl, such as effective communication materials or outreach strategies, to help prepare for World Cup-related aviation activity. Mr. Davis added that the first World Cup match at Levi's Stadium is scheduled for June 13, 2026, with several group-stage games and a quarterfinal on July 1, 2026. He explained that, unlike the Super Bowl, there is no historical data for predicting air traffic demand during World Cup events, and preliminary planning is still underway. He noted that Levi's Stadium will host six or seven matches before the tournament progresses eastward.

C. Third Quarter 2025 Noise Abatement Report

Facilitator Hanrahan noted that the Noise Abatement Report for the third quarter of 2025 was included in the preparation 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. Co-Chair Lee asked about increased flight activity and decreased compliance on Runways 28R/L, noting upcoming construction and commending staff for maintaining 100 percent compliance on the 16,000 flights in other categories. In response, Mr. Richardson explained that the rise in North Field jet departures followed the Taxiway Bravo and Runway 28L construction project, but outreach to operators successfully redirected traffic to Runway 30, resulting in a significant improvement to 94 percent compliance in the fourth quarter. Mr. Hamilton requested a future follow-up with staff regarding filtering methods used in sound exposure level (SEL) noise measurements, seeking clarification on how flights are captured and categorized in the reports. Mr. Richardson welcomed the follow-up, and the facilitator closed the item after confirming there were no additional questions.

3. APPROVAL OF MINUTES

A. October 15, 2025

Facilitator Hanrahan noted that the minutes from the fully in-person October 15, 2025 Noise Forum meeting had been emailed to all members for review and expressed appreciation for the successful turnout. Members were invited to provide comments or revisions before proceeding to a vote. Mr. Hamilton commended the minutes as exceptionally well written, and Co-Chair Lee, though not in attendance at the October meeting, concurred with this assessment, noting the clarity of the documentation. The facilitator thanked both members for their feedback and shared

that producing high-quality minutes is an important deliverable for the group, expressing appreciation for the positive remarks. Moved: Benny Lee, second: James Nelson.

4. RUNWAY 28 L/R AND TAXIWAY B PROJECT RECAP

Matt Davis reported that although major work had largely been completed earlier, additional cleanup and maintenance activities were required in August and September 2025, including an extended closure of Taxiway Bravo and scheduled maintenance on Runway 28L. He explained that these closures are part of routine surface maintenance performed approximately every 15 years and acknowledged the operational challenges during that period. Additional nighttime closures continued into October and November to finish remaining work while minimizing flight impacts. Mr. Davis noted that the primary civil work is now complete, along with safety enhancements such as improved lighting for taxiing crews. While minor punch list items may remain, the significant disruptions experienced during the summer and fall have concluded, and Runway 28L should not require major work again for some time. He added that Runway 28R underwent only a small rehabilitation to address short-term deficiencies, with a larger project planned in future years. With no questions from the group, Facilitator Hanrahan thanked Mr. Davis for the update.

5. PUBLIC COMMENT

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

- Sandra Harrison, Hayward – Ms. Harrison expressed ongoing concerns regarding aircraft noise over her home, noting that December and early January had been particularly disruptive based on her records. She shared that planes often fly very low and pass over her house every few minutes, including throughout the night and into the next day, creating both disturbance and fear for her household. Having raised these issues for more than 20 years, she questioned whether there was any way to prevent aircraft from flying over her residence and asked for clarification on the airport's procedures for managing constant overflight noise.

6. FAA REGIONAL ADMINISTRATOR'S UPDATE

FAA representative Joe Bert provided an update on the CNDEL departure request, reporting that the FAA had denied the proposal. He explained that the requested change would push OAK departures too close to San Francisco airspace, creating separation and safety concerns for air traffic controllers. Even alternative versions of the turn, including shallower variations, were tested but did not meet operational criteria. He also clarified earlier confusion in the FAA Gateway system: the community's request had been unintentionally merged with an unrelated FAA editorial update, making it appear as though the change had been approved when it had not. Facilitator Hanrahan apologized for any premature messaging that arose from this misunderstanding.

Dr. Matt Pourfarzanah questioned the FAA's explanation, stating he did not accept the reasoning and believed something else must be influencing the decision. He argued that the airspace dimensions and separation requirements did not technically support the FAA's conclusion and noted inconsistencies between earlier communications, the reported postponement, and the final denial. Mr. Bert took responsibility for any miscommunication but emphasized that no information was being withheld.

Mr. Hamilton encouraged the FAA to provide a visual presentation, like those given by San Francisco International Airport (SFO) representatives, to show flight paths and better explain the constraints. He suggested such transparency would improve community understanding of the denial. Facilitator Hanrahan declined, explaining that the Forum had not formally requested such a presentation and that FAA protocol requires materials to be submitted in writing 60 days in advance.

Mr. Nelson echoed support for a graphical presentation, saying visuals would significantly help illustrate what was analyzed and rejected. Mr. Davis added that although the request was denied, the airport would continue collaborating with the FAA to reassess whether any alternative adjustment could achieve the goals of the community request. He emphasized that communication remains open and that more information may become available at the next meeting.

Dr. Pourfarzanah asked for clarification about the FAA's presentation protocols, prompting Facilitator Hanrahan to explain that the 60-day rule applies to all FAA public-facing working groups to ensure consistent, prepared communication. The Forum intends to follow that protocol to maintain positive engagement with the FAA.

Co-Chair Lee acknowledged community frustration but expressed appreciation for the FAA's presence, noting that a decade ago the FAA did not attend these meetings at all. Carlette Young thanked the group for recognizing their engagement and reaffirmed the FAA's commitment to transparency and collaboration, asking that questions be submitted in writing so the agency can respond formally. The agenda item concluded with hope expressed by both the Forum and the FAA that continued dialogue would lead to improved outcomes in the future.

7. NEXTGEN UPDATE

Thann McLeod reported that a well-attended Ground-Based Augmentation System (GBAS) meeting was held earlier in the day with participation from FAA Flight Standards, FAA Flight Procedures, Honeywell, and industry representatives. Flight Standards continues to support GBAS installations, but Ms. McLeod noted growing differences between FAA processes on the East and West Coasts. East Coast airports such as LaGuardia and John F. Kennedy International Airport are moving forward with their systems and expect GBAS Landing System (GLS) procedures to be published in 2026, whereas SFO's procedures remain on hold due to FAA resource shortages and a significant backlog. Because of this, the FAA has suggested exploring private development options for Bay Area GLS procedures. Ms. McLeod also highlighted global

progress: Frankfurt recently commissioned the first Category II GLS for the A320, and Australia reports that about half of its instrument procedures are now GLS-based. During the discussion, Mr. Hamilton asked what “GLS” stands for, and Ms. McLeod explained that GBAS is the ground-based GPS system, while GLS refers to the approach procedures developed for GBAS, essentially the GPS-based equivalent of an Instrument Landing System (ILS) approach. She added that although SFO currently has Category I GLS overlays, future plans aim to develop more advanced GLS procedures with steeper approaches that could improve noise mitigation and fuel efficiency. However, because GBAS is not yet an FAA-owned system, further progress will require alternative pathways.

8. NOISE OFFICE REPORT

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

Mr. Davis reported that there were no major updates, but ongoing work continues with the control tower to strengthen the practice of issuing a second reminder to pilots regarding the airport’s preference for departures from Runway 30 for noise abatement. When pilots request Runway 28 L/R, controllers are encouraged to clearly restate the airport’s request for Runway 30. Although pilots may still choose Runway 28 L/R, this additional reminder provides another opportunity to reinforce noise abatement goals and inform pilots who may not have seen the airport’s guidance materials. Mr. Davis explained that the airport continues focusing on maintaining high participation rates in voluntary noise abatement procedures. This includes outreach to North Field operators, emphasizing community impacts and the importance of compliance. These engagement efforts helped improve participation rates following lower numbers in the third quarter of 2025, with much better results going into the fourth quarter.

Mr. Davis noted that the working group also reviewed updates to the CNDEL, HUSSH, and WNDSR procedures. There were no new developments to report, and CNDEL had already been discussed earlier in the meeting. No further procedural changes or updates were available at this time.

B. Update of Action Items from Noise Forum Meeting.

Mr. Davis discussed the SharePoint site referenced earlier by Facilitator Hanrahan, which provides access to the Airport Noise Report. The group expressed appreciation that the site is functioning well and easily accessible. Several attendees noted that the report is a valuable resource containing extensive and current information on noise-related issues, and many rely on it for up-to-date insights.

Mr. Davis discussed that the forum had also requested an FAA update on the CNDEL departure procedure. Appreciation was expressed to the FAA representatives for attending the meeting and providing the requested update. No additional items or follow-up actions were identified beyond the information already shared.

He concluded with the final action item that concerned the airport’s ongoing responsibility to attend and report on SFO Roundtable meetings. Mr. Richardson attended the most recent session and confirmed that while many topics were discussed, none involved updates to procedures or

issues that would impact OAK. He reported that no OAK-related developments or changes arose from that meeting.

9. NEW BUSINESS / CONFIRM NEXT MEETING DATE

Facilitator Hanrahan moved to address new business and the next meeting, which is scheduled for Wednesday, April 15, 2026 and will be held virtually. Mr. Hamilton thanked Mr. Richardson for sharing the one-hour vertiports and advanced air mobility presentation, noting that it was highly informative, and commented on observations from the recent SFO meeting where procedural limitations were highlighted. Facilitator Hanrahan clarified that the presentation Mr. Hamilton referenced was publicly available on the SFO Roundtable website and that Mr. Richardson had simply provided the link for easy access.

During the new-business portion of the meeting, a chat question introduced the idea of submitting research to the Transportation Research Board regarding aircraft noise impacts from major events such as the Super Bowl, FIFA tournaments, or the Olympics, which was identified as a potentially valuable and interesting topic.

Facilitator Hanrahan also reminded Mr. Hamilton of his dual roles, noting that while he often represents CLASS, he also serves as an appointed Forum Member representing Alameda. Mr. Hamilton acknowledged this and agreed to keep it in mind moving forward. He then shared two additional items: first, that CLASS had sent a letter to Southwest Airlines expressing concerns about scheduled Monday-morning flights prior to 6:00 a.m., given uncertainty about Runway 30 availability during maintenance periods; and second, that community members have reported noticeable reductions in nighttime noise that appear to correlate with the grounding of the MD-11. Mr. Hamilton suggested it may be useful to conduct a numerical analysis comparing noise levels over a month-long period from last year to this year to quantify the impact.

Co-Chair Lee offered a brief comment underscoring the need for stronger involvement from elected officials in addressing aircraft-noise issues. He noted that the National League of Cities will hold its congressional conference in March 2026, which includes an important noise-related working group, yet few city or county council members attend local noise meetings. He thanked Mayor Eduardo Martinez for participating and emphasized how valuable that engagement is for residents. Co-Chair Lee encouraged more elected representatives to take part so they can elevate these concerns at national forums such as the National League of Cities, the U.S. Conference of Mayors, and the National Association of Counties, where coordinated advocacy could help drive progress.

Co-Chair Greg Boller asked whether the CLASS letter regarding Southwest Airlines' early-morning departures could be shared with the full group, along with any response or correspondence received from Southwest Airlines before the next meeting, so it could be included in the next meeting packet. Facilitator Hanrahan agreed, noting that if Co-Chair Boller coordinated with Mr. Richardson and Facilitator Hanrahan, the materials could be distributed to all members.

Mr. Hamilton raised a follow-up question regarding aircraft classification, explaining that while researching Stage 5 aircraft he was surprised to find that the classification appeared to be based on aircraft weight rather than maximum noise levels, which he had expected. Facilitator Hanrahan clarified that the term “stage” can refer to different concepts depending on context. In noise modeling, “stage” sometimes represents departure stage length, which serves as a surrogate for aircraft weight due to fuel load, and therefore correlates with trip distance. This is separate from the FAA’s noise certification stages, which classify aircraft by certified noise limits. Facilitator Hanrahan noted that these two meanings are often confused and emphasized the importance of distinguishing them. Mr. Hamilton acknowledged the explanation and agreed to follow up as needed.

Mr. Nelson commented that modern turbofan engines, such as those used by Southwest Airlines, are significantly quieter than earlier engine stages. Facilitator Hanrahan agreed, noting that the newer 737 MAX series offers both reduced noise and improved fuel efficiency. Matt Graber, a Southwest Airlines chief pilot in Oakland, addressed the concerns raised about Southwest’s early-morning departures. While not speaking as an official representative for the airline’s headquarters, he explained that flight schedules are set three to five months in advance, meaning adjustments would require substantial lead time. He clarified that although aircraft may push back as early as 5:00 or 5:30 a.m., actual takeoff timing depends on when the control tower opens the runway, suggesting that coordination with tower operations would be necessary to address concerns. Mr. Graber also noted that Southwest Airlines is phasing out older 737-700 aircraft, equipped with Stage 3 and early Stage 4 engines, with newer 737 MAX models featuring quieter LEAP engines, entering the fleet later in the year, which should further support noise abatement improvements in the Bay Area.

10. ADJOURNMENT

Facilitator Hanrahan adjourned the meeting at 7:41 p.m.

NOISE FORUM SUMMARY

North/South Field Working Groups



NOISE ABATEMENT REPORT

FOURTH 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.

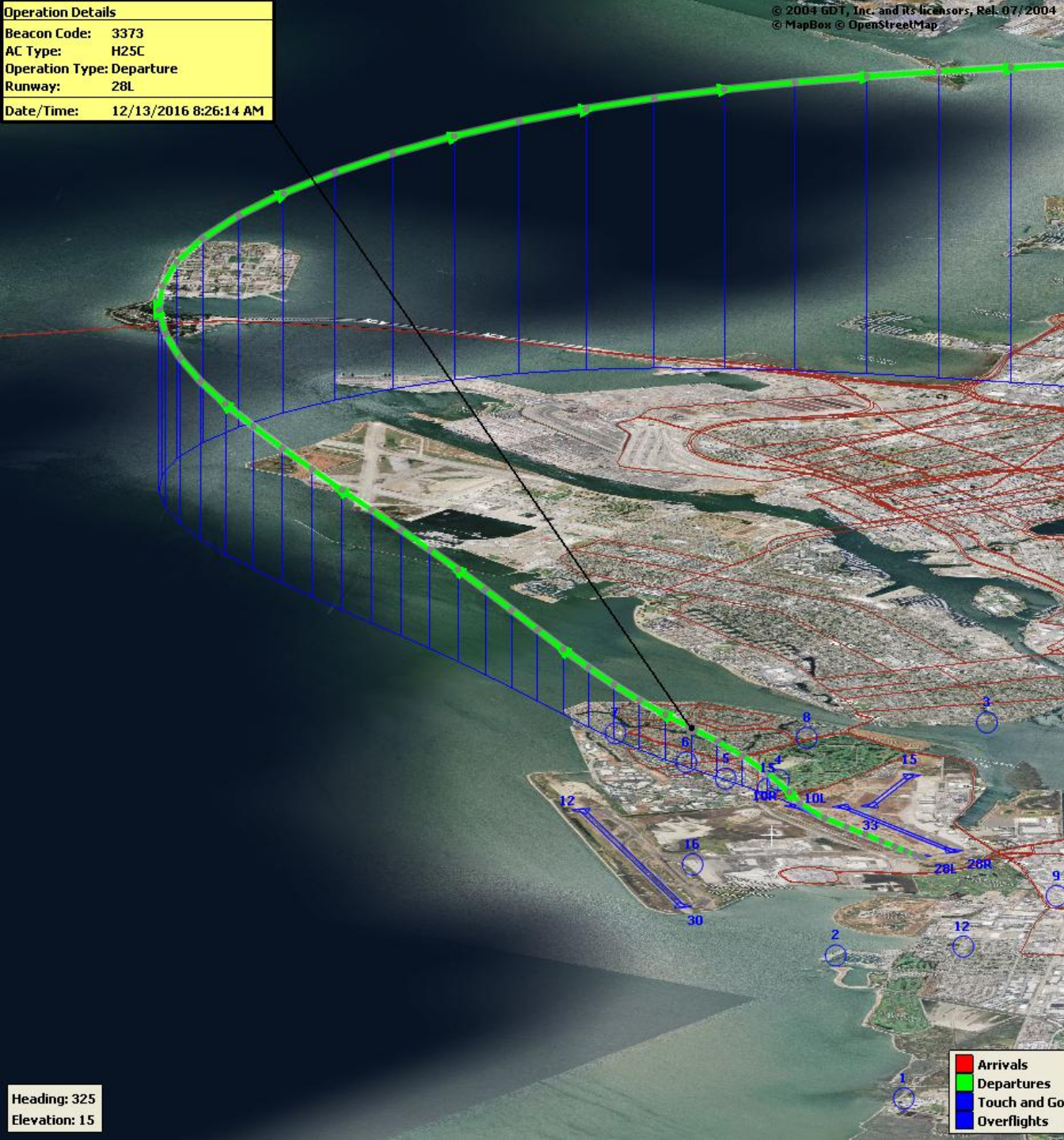
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**Compliance Monitoring Quarterly Summary Comparison
Fourth Quarter 2025**

	2024Q4		2025Q4	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	93%	7%	94%	6%
Total Airport-wide Corporate Jet Departures	2,306	165	2,539	168
Runway 10R/L Jet Landing Compliance	88%	12%	84%	16%
Total Southeast Plan Corporate Jet Landings	204	29	251	47
North Field VFR Departure Compliance	96%	4%	97%	3%
Total Runways 28R/L & 33 Departures	1,197	45	1,049	30
North Field Quiet Hours Compliance	86%	14%	88%	12%
Total North Field Quiet Hours Departures	226	36	261	36
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	14,696	9	13,062	2
Night Time Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	2,791	34	2,709	26
Runway 12 Night Departure Compliance	98%	2%	98%	2%
Total Runway 12 Night Turbojet Departures	131	2	207	4
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	3,434	0	3,049	1
100 Degree Radial Turbojet Landing Compliance	99%	1%	99%	1%
Total 100 Degree Radial Turbojet Landings	682	7	479	6
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	10	0	10	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

2025Q4
94% Compliance
(2,707 total departures)
(168 non-compliant)

2024Q4
93% Compliance
(2,471 total departures)
(165 non-compliant)

Heading: 325
 Elevation: 15

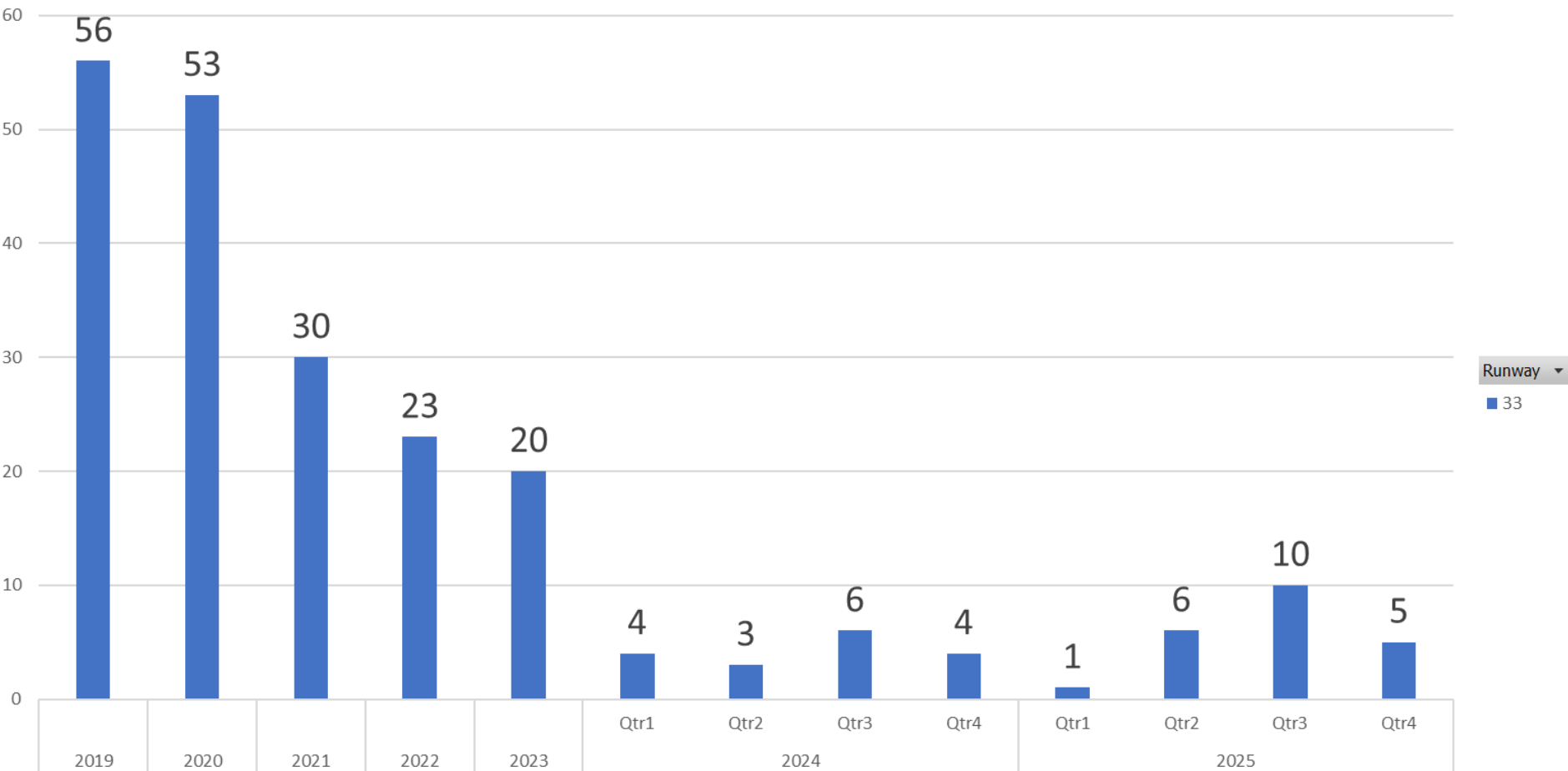
■	Arrivals
■	Departures
■	Touch and Go
■	Overflights

RUNWAY 33 JET DEPARTURES

Fourth Quarter 2025

Count of Aircraft Type

Runway 33 Jet Departure Trend Analysis



Years ▾ Quarters ▾ Date Time ▾

+ -

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

2025Q4
84% Compliance
(298 total landings)
(47 non-compliant)

2024Q4
88% Compliance
(233 total landings)
(29 non-compliant)

Heading: 325
 Elevation: 15

Red line	Arrivals
Green line	Departures
Blue line	Touch and Go
Blue circle	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

2025Q4
97% Compliance
(1,079 total departures)
(30 non-compliant)

2024Q4
96% Compliance
(1,242 total departures)
(45 non-compliant)

■	Arrivals
■	Departures
■	Touch and Go
■	Overflights

Heading: 338
Elevation: 29

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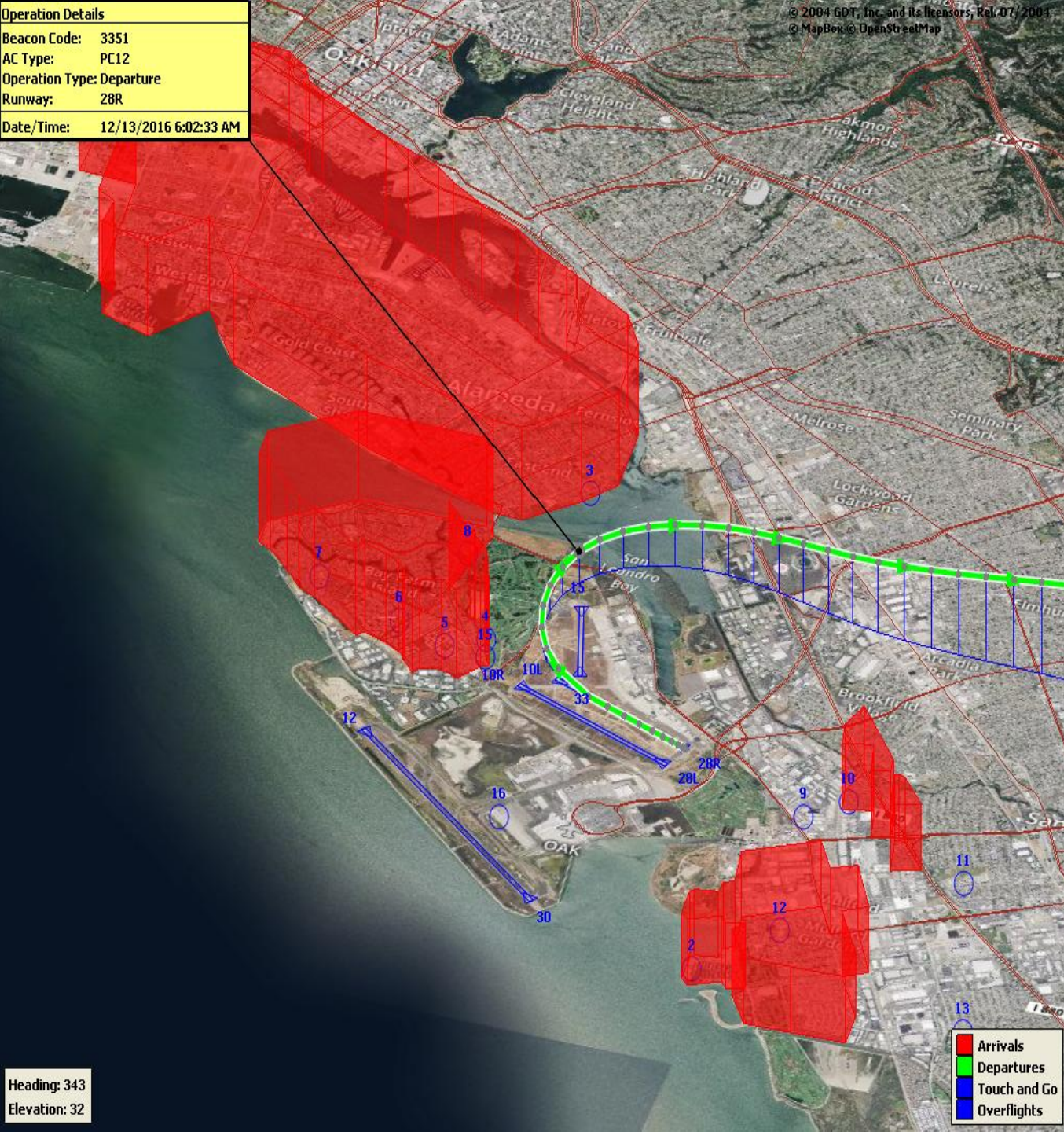
North Field Quiet Hours NAP 10:00 PM to 7:00 AM

2025Q4
88% Compliance
(297 total departures)
(36 non-compliant)

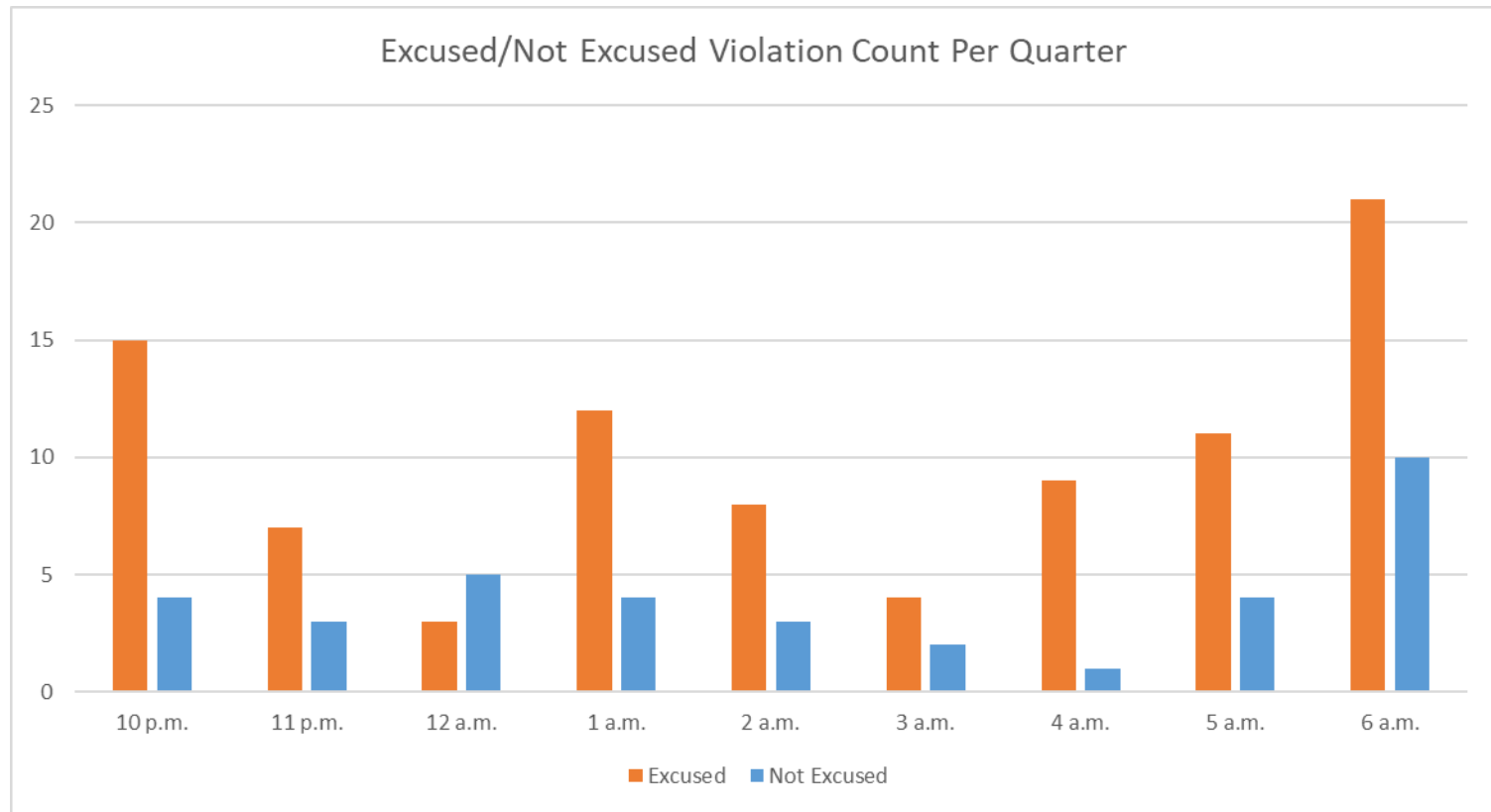
2024Q4
86% Compliance
(262 total departures)
(36 non-compliant)

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

2025Q4
99% Compliance
(2,735 total departures)
(26 non-compliant)

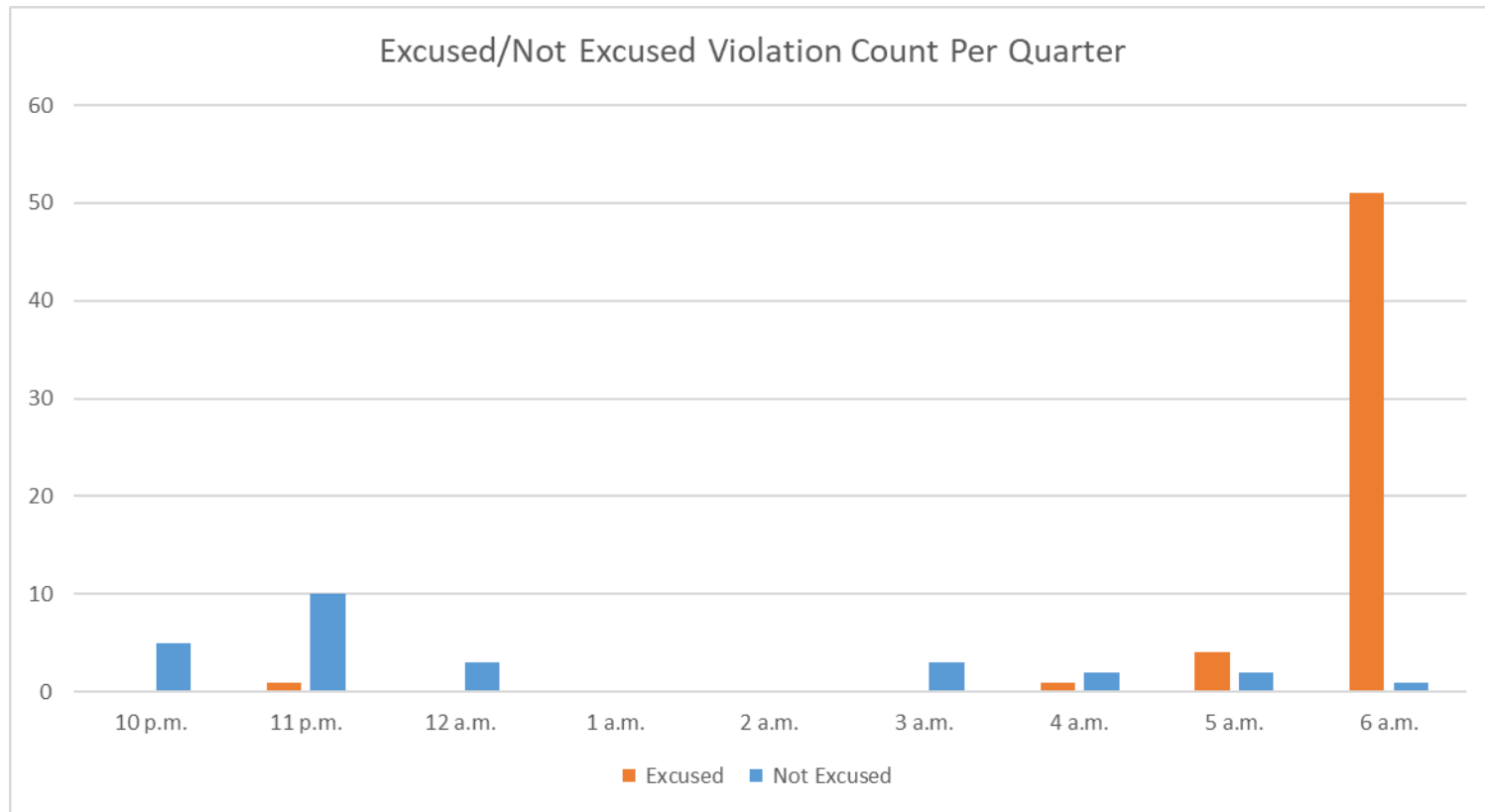
*REBAS Gate non-compliant = 25

2024Q4
99% Compliance
(2,825 total departures)
(34 non-compliant)

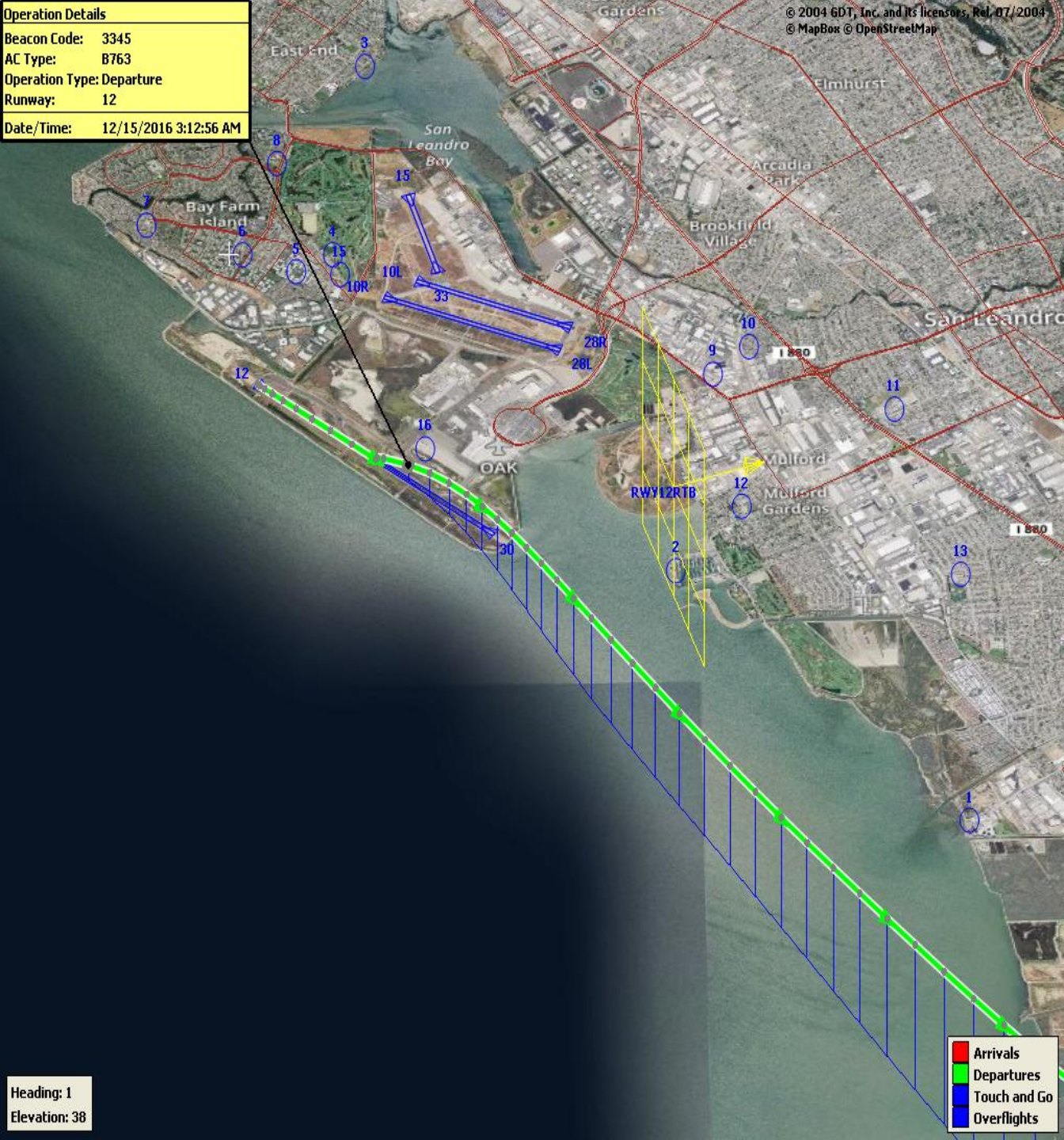
Heading: 349
 Elevation: 59

■ Arrivals
■ Departures
■ Touch and Go
■ Overflights

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



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

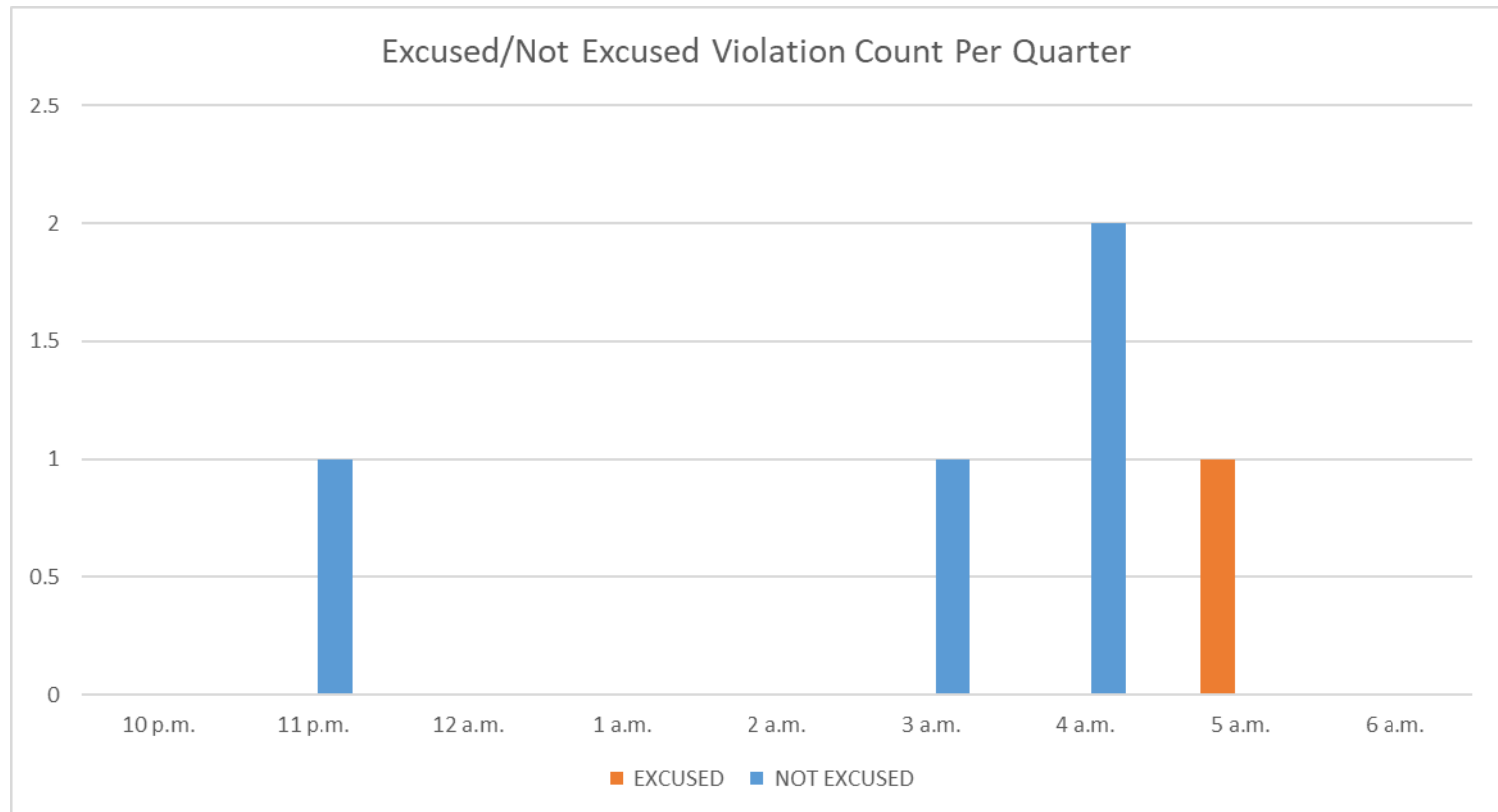
2025Q4
98% Compliance
(211 total departures)
(4 non-compliant)

2024Q4
98% Compliance
(133 total departures)
(2 non-compliant)

Heading: 1
Elevation: 38

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

2025Q4
100% Compliance
(13,064 total departures)
(2 non-compliant)

2024Q4
100% Compliance
(14,705 total departures)
(9 non-compliant)

Heading: 299
 Elevation: 36

■	Arrivals
■	Departures
■	Touch and Go
■	Overflights

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



Runway 30 East Turn NAP

2025Q4
100% Compliance
(3,050 total departures)
(1 non-compliant)

*Excused Departures = 15

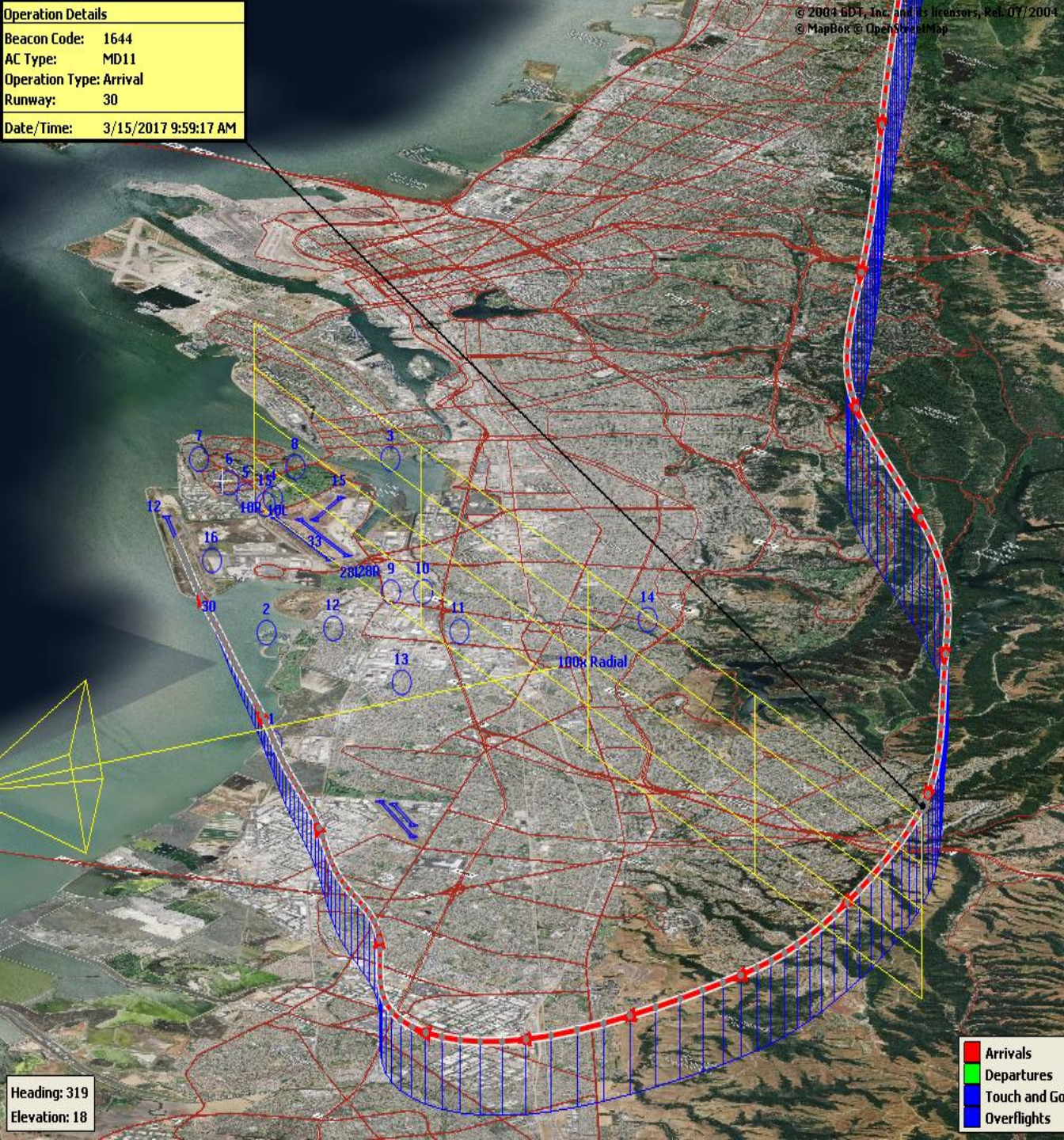
2024Q4
100% Compliance
(3,434 total departures)
(0 non-compliant)

Operation Mode
Arrivals
Departures
Overflights
Ground Operation
Touch and Go

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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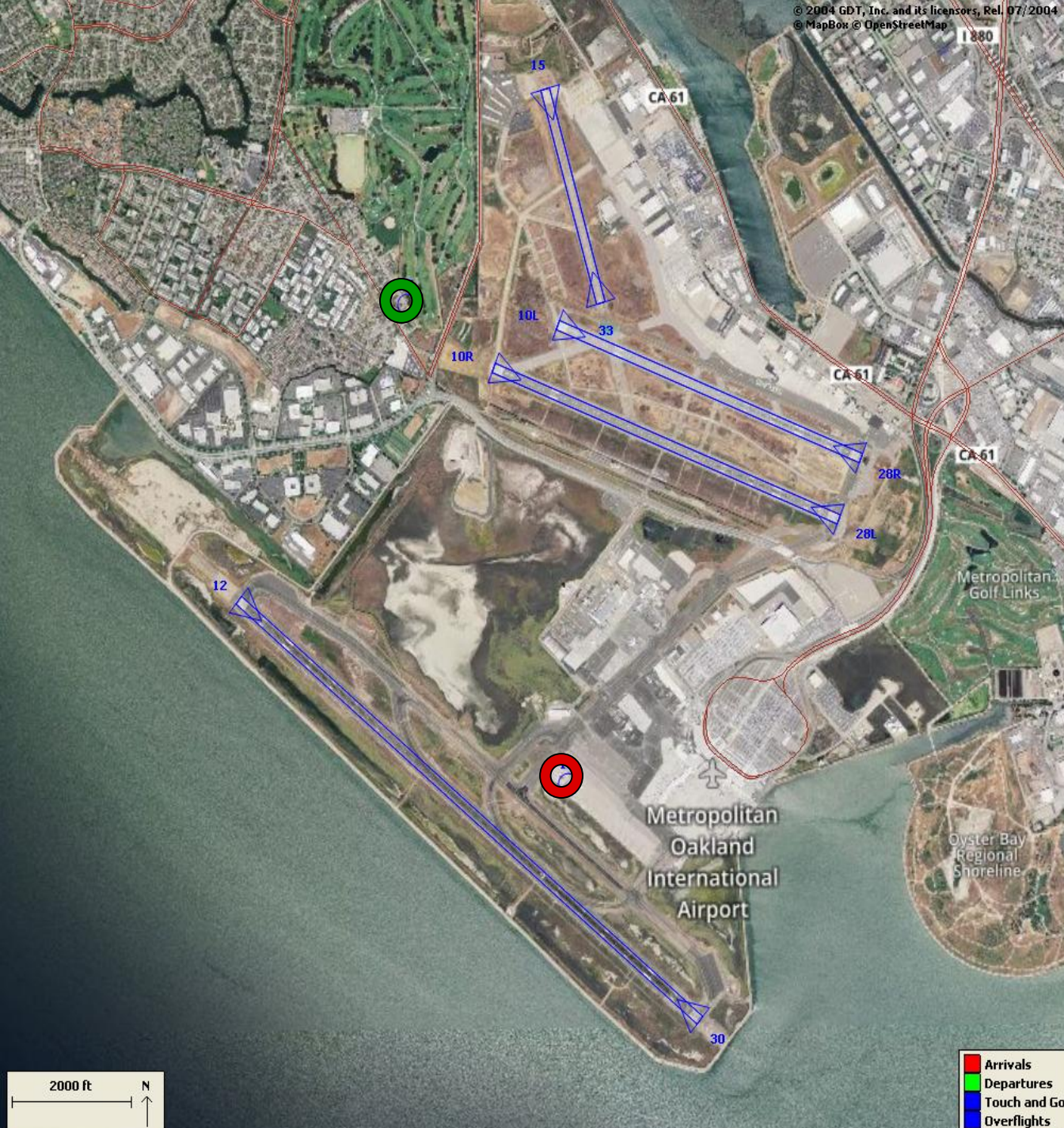
100 Degree Radial At 3,000 ft. NAP

2025Q4
99% Compliance
(485 total landings)
(6 non-compliant)

2024Q4
99% Compliance
(689 total landings)
(7 non-compliant)

Heading: 319
Elevation: 18

■ Arrivals
■ Departures
■ Touch and Go
■ Overflights



Engine Run-up NAP

2025Q4
100% Compliance
(10 engine run-ups)*
(0 non-compliant)

2024Q4
100% Compliance
(10 engine run-ups)
(0 non-compliant)

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

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

	2025Q3		2025Q4	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	92%	8%	94%	6%
Total Airport-wide Corporate Jet Departures	2,052	168	2,539	168
Runway 10R/L Jet Landing Compliance	71%	29%	84%	16%
Total Southeast Plan Corporate Jet Landings	5	2	251	47
North Field VFR Departure Compliance	96%	4%	97%	3%
Total Runways 28R/L & 33 Departures	1,302	48	1,049	30
North Field Quiet Hours Compliance	89%	11%	88%	12%
Total North Field Quiet Hours Departures	305	38	261	36
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	14,131	5	13,062	2
Night Time Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	2,807	17	2,709	26
Runway 12 Night Departure Compliance	100%	0%	98%	2%
Total Runway 12 Night Turbojet Departures	0	0	207	4
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	3,268	6	3,049	1
100 Degree Radial Turbojet Landing Compliance	99%	1%	99%	1%
Total 100 Degree Radial Turbojet Landings	566	5	479	6
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	5	0	10	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 = 297

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

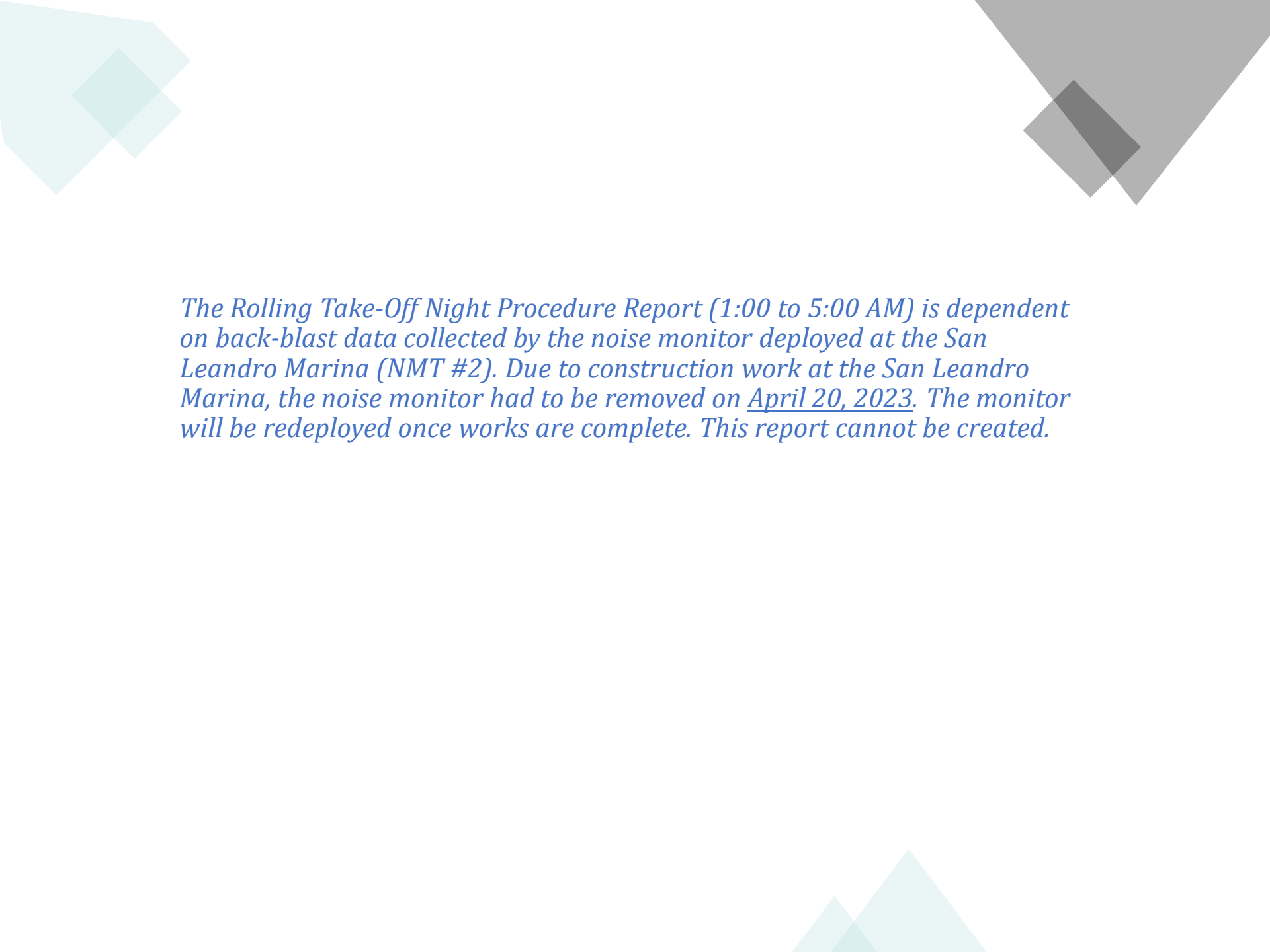
NMT Number	Aircraft Noise Events Below SEL 80 dBA	Aircraft Noise Events SEL 80 - 84.9 dBA			Aircraft Noise Events SEL 85 - 89.9 dBA			Aircraft Noise Events SEL ≥ 90 dBA			Total Aircraft Noise Events
		Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	
1	2	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	2
2	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
3	57	3	0.0	0.5%	0	0.0	0.0%	1	0.0	0.2%	61
4	108	74	0.8	13.1%	42	0.5	7.4%	39	0.4	6.9%	263
5	126	26	0.3	4.6%	22	0.2	3.9%	32	0.4	5.6%	206
6	29	7	0.1	1.2%	34	0.4	6.0%	14	0.2	2.5%	84
7	17	28	0.3	4.9%	24	0.3	4.2%	5	0.1	0.9%	74
8	67	23	0.3	4.1%	3	0.0	0.5%	2	0.0	0.4%	95
9	23	10	0.1	1.8%	5	0.1	0.9%	2	0.0	0.4%	40
10	118	32	0.4	5.6%	6	0.1	1.1%	0	0.0	0.0%	156
11	5	5	0.1	0.9%	0	0.0	0.0%	0	0.0	0.0%	10
12	7	7	0.1	1.2%	3	0.0	0.5%	2	0.0	0.4%	19
13	10	2	0.0	0.4%	0	0.0	0.0%	0	0.0	0.0%	12
14	86	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	87
All NMTs	655	218	2	0	139	2	0	97	1	0	1109

Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 265

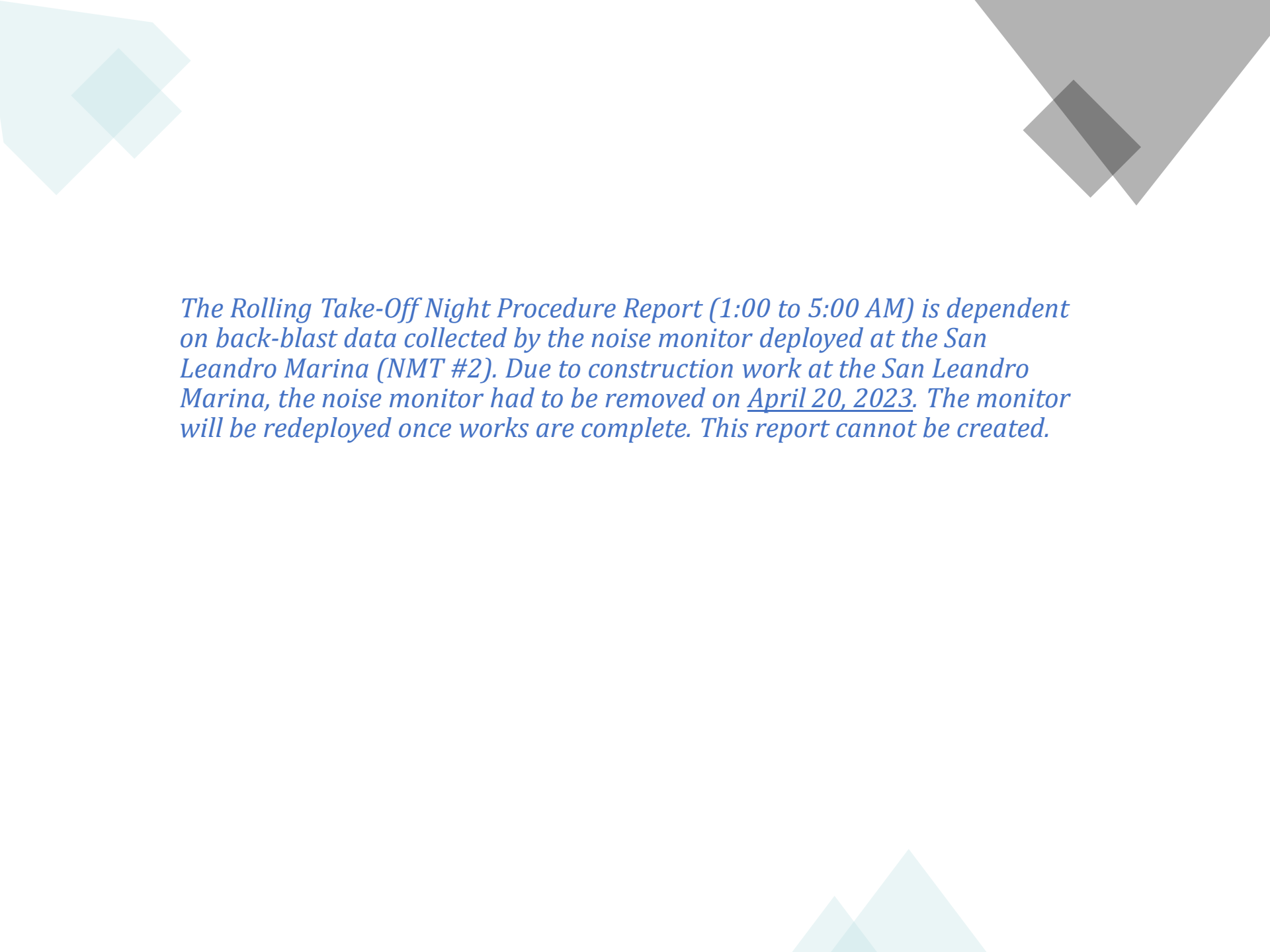
Fourth Quarter 2025 (10:00 p.m. to 7:00 a.m.)											
NMT Number	Aircraft Noise Events Below SEL 80 dBA	Aircraft Noise Events SEL 80 - 84.9 dBA			Aircraft Noise Events SEL 85 - 89.9 dBA			Aircraft Noise Events SEL ≥ 90 dBA			Total Aircraft Noise Events
		Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	
3	57	3	0.0	1.3%	0	0.0	0.0%	1	0.0	0.4%	61
4	108	74	0.8	31.0%	42	0.5	17.6%	39	0.4	16.3%	263
5	126	26	0.3	10.9%	22	0.2	9.2%	32	0.4	13.4%	206
6	29	7	0.1	2.9%	34	0.4	14.2%	14	0.2	5.9%	84
7	17	28	0.3	11.7%	24	0.3	10.0%	5	0.1	2.1%	74
8	67	23	0.3	9.6%	3	0.0	1.3%	2	0.0	0.8%	95
Total	404	161	1.8		125	1.4		93	1.0		783

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 32

Fourth 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	23	10	0.1	3.0%	5	0.1	1.5%	2	0.0	0.6%	40
10	118	32	0.4	9.8%	6	0.1	1.8%	0	0.0	0.0%	156
11	5	5	0.1	1.5%	0	0.0	0.0%	0	0.0	0.0%	10
12	7	7	0.1	2.1%	3	0.0	0.9%	2	0.0	0.6%	19
13	10	2	0.0	0.6%	0	0.0	0.0%	0	0.0	0.0%	12
14	86	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	87
Total	249	57	0.6		14	0.2		4	0.0		324



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.

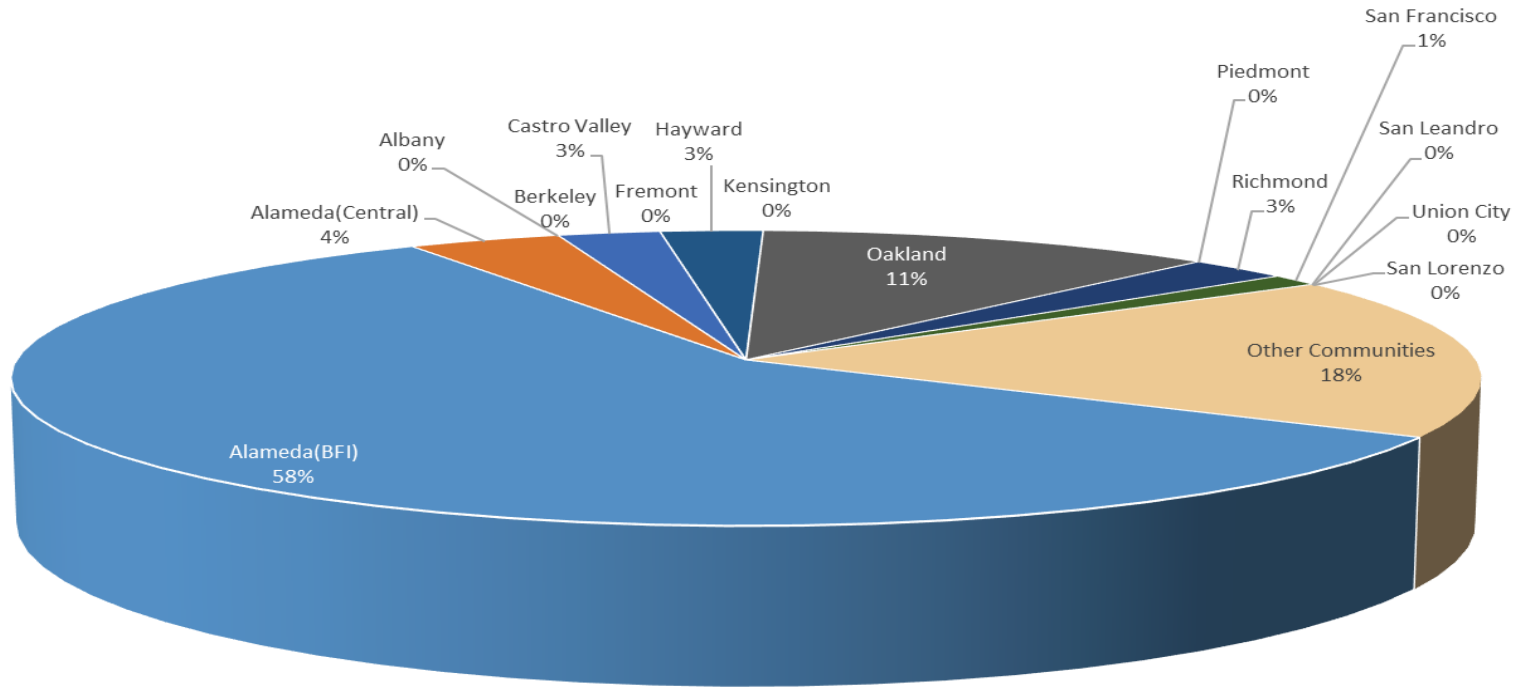
**Oakland Airport (OAK)
Noise Complaint Summary
October 2025**

Community	Callers	Complaints
Alameda(BFI)	46	774
Alameda(Central)	3	11
Albany	0	0
Berkeley	0	0
Castro Valley	2	73
Fremont	0	0
Hayward	2	4
Kensington	0	0
Oakland	9	2148
Piedmont	0	0
Richmond	2	162
San Francisco	1	1
San Leandro	0	0
Union City	0	0
San Lorenzo	0	0
Other Communities	14	287
Total	79	3460
Complaints by Type		
App		846
Telephone		38
Web		173
WebTrak		4
Email		2399
Complaints by Time of Day		
Day (0700 - 1900)		787
Evening (1900 - 2200)		543
Night (2200 - 0700)		2130
Complaints by Type of Operation		
Arrivals		1792
Departures		1247
Over-flights		333
Touch & Go		88
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		206
Helicopter		15
Jet		2584
Military		0
Not Reported (not linked to an aircraft)		0
Other (Type information not available)		40
Propeller		547
Turbo-prop		68

Number of Callers

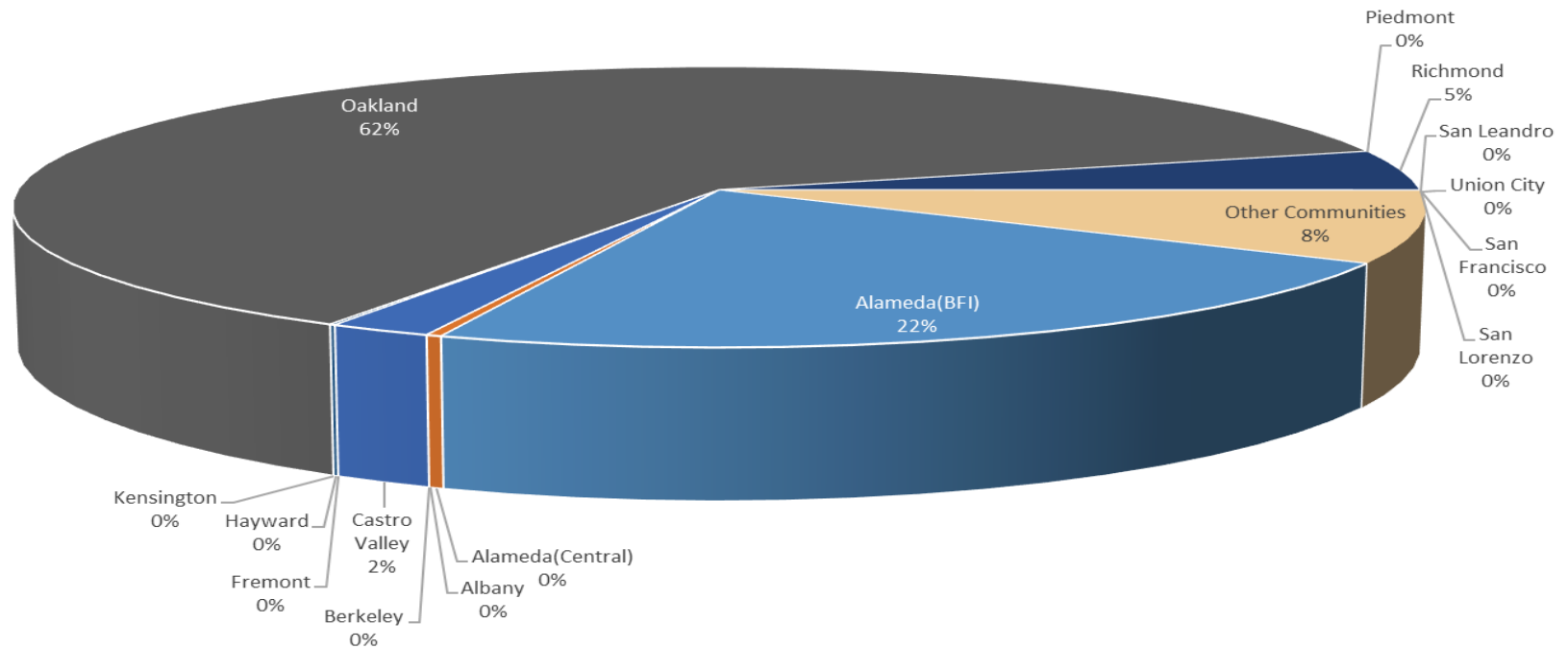
October 2025

Noise Complaints Summary by Number of Callers



Number of Complaints October 2025

Noise Complaints Summary by Number of Complaints



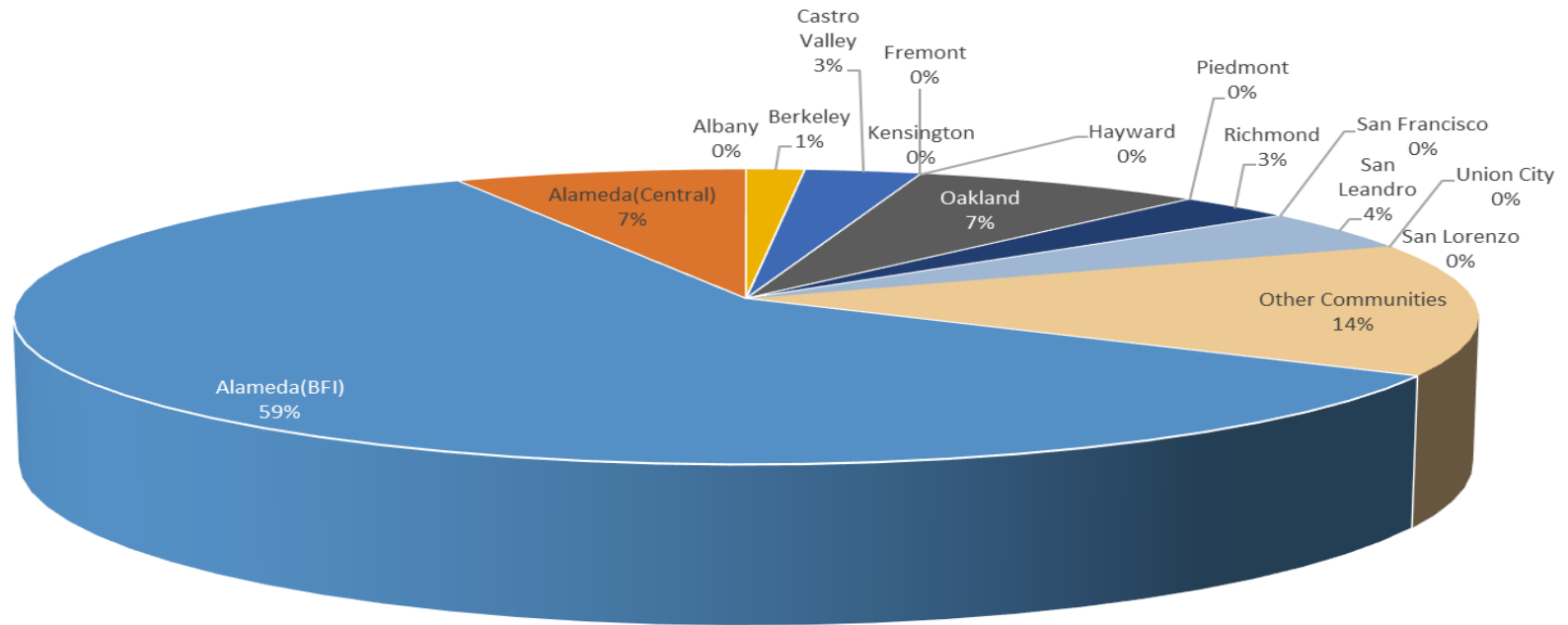
**Oakland Airport (OAK)
Noise Complaint Summary
November 2025**

Community	Callers	Complaints
Alameda(BFI)	41	325
Alameda(Central)	5	26
Albany	0	0
Berkeley	1	1
Castro Valley	2	36
Fremont	0	0
Hayward	0	0
Kensington	0	0
Oakland	5	2234
Piedmont	0	0
Richmond	2	81
San Francisco	0	0
San Leandro	3	4
Union City	0	0
San Lorenzo	0	0
Other Communities	10	184
Total	69	2891
Complaints by Type		
App		362
Telephone		43
Web		150
WebTrak		1
Email		2335
Complaints by Time of Day		
Day (0700 - 1900)		794
Evening (1900 - 2200)		572
Night (2200 - 0700)		1525
Complaints by Type of Operation		
Arrivals		2003
Departures		757
Over-flights		26
Touch & Go		105
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		277
Helicopter		42
Jet		2216
Military		0
Not Reported (not linked to an aircraft)		0
Other (Type information not available)		58
Propeller		253
Turbo-prop		45

Number of Callers

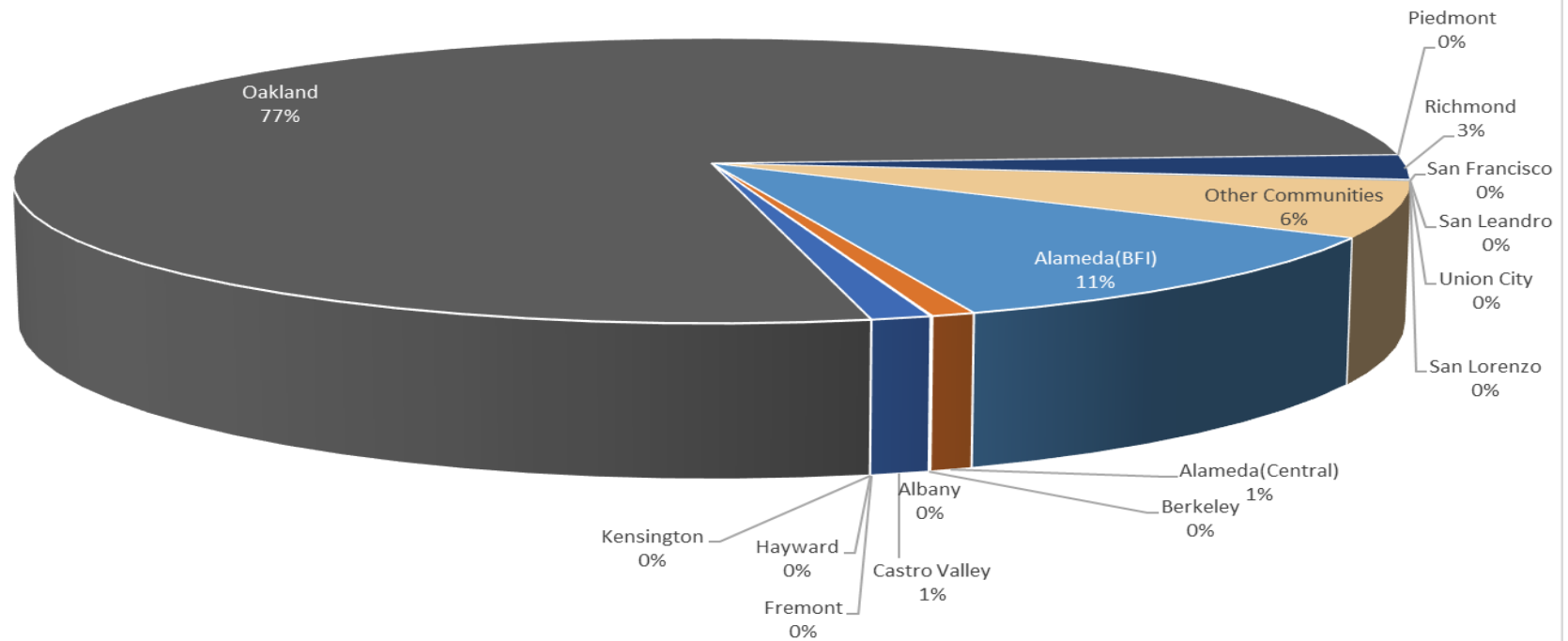
November 2025

Noise Complaints Summary by Number of Callers



Number of Complaints November 2025

Noise Complaints Summary by Number of Complaints

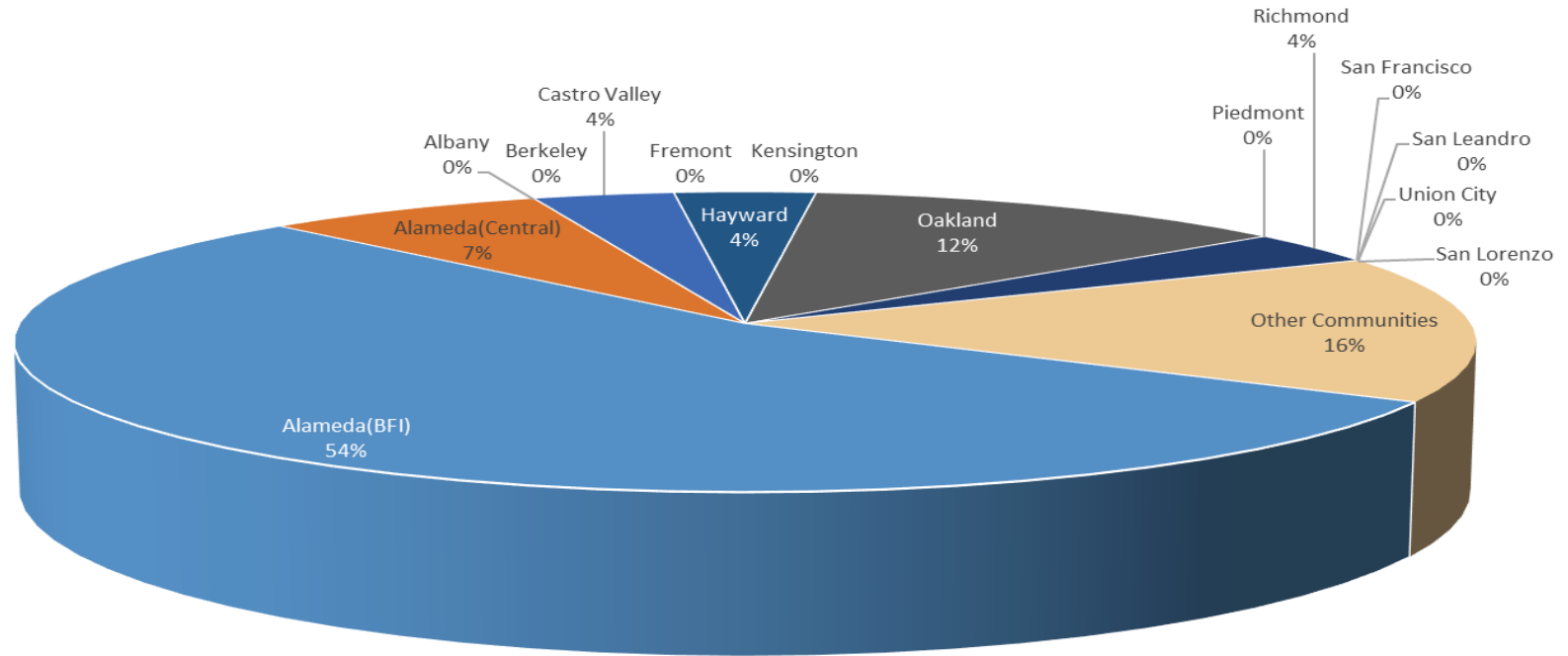


**Oakland Airport (OAK)
Noise Complaint Summary
December 2025**

Community	Callers	Complaints
Alameda(BFI)	31	308
Alameda(Central)	4	5
Albany	0	0
Berkeley	0	0
Castro Valley	2	16
Fremont	0	0
Hayward	2	2
Kensington	0	0
Oakland	7	2012
Piedmont	0	0
Richmond	2	127
San Francisco	0	0
San Leandro	0	0
Union City	0	0
San Lorenzo	0	0
Other Communities	9	139
Total	57	2609
Complaints by Type		
App		289
Telephone		60
Web		77
WebTrak		0
Email		2183
Complaints by Time of Day		
Day (0700 - 1900)		684
Evening (1900 - 2200)		715
Night (2200 - 0700)		1210
Complaints by Type of Operation		
Arrivals		1992
Departures		575
Over-flights		31
Touch & Go		11
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		336
Helicopter		16
Jet		2171
Military		0
Not Reported (not linked to an aircraft)		0
Other (Type information not available)		5
Propeller		18
Turbo-prop		63

Number of Callers December 2025

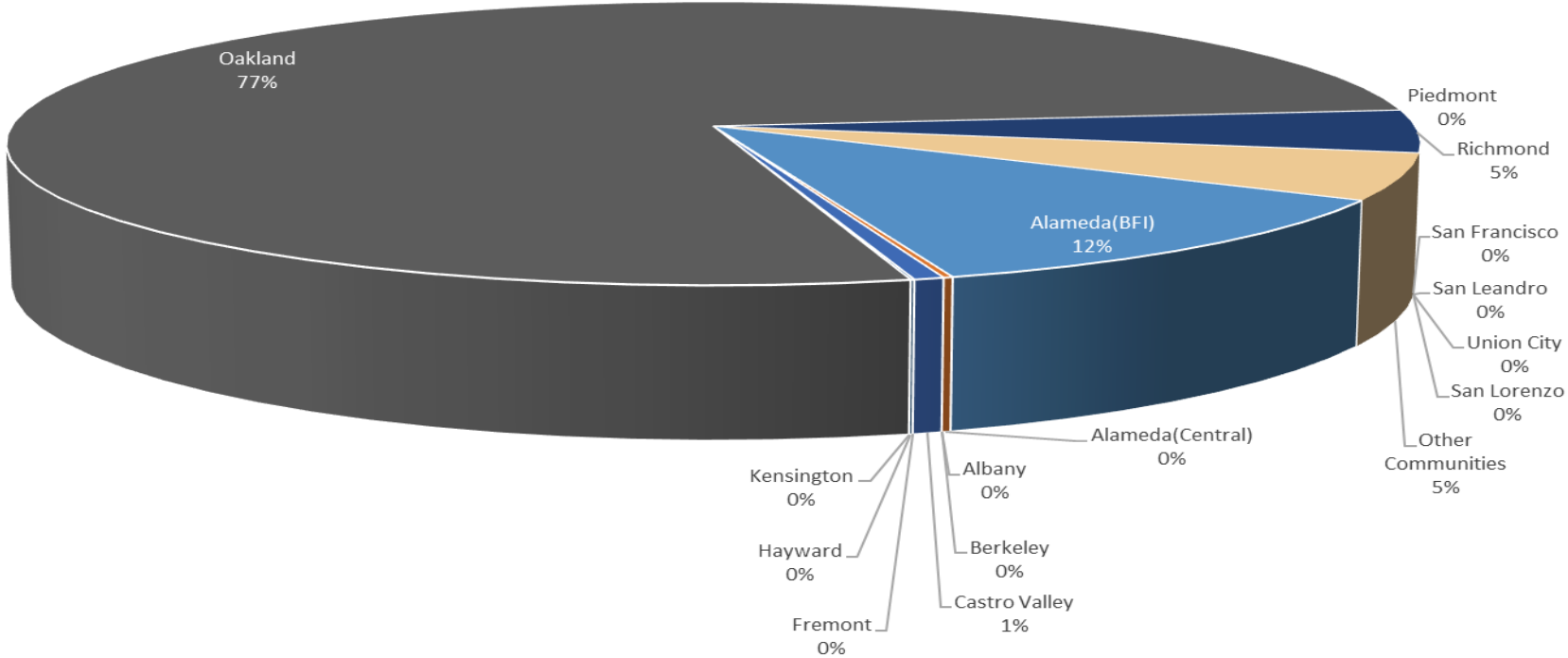
Noise Complaints Summary by Number of Callers

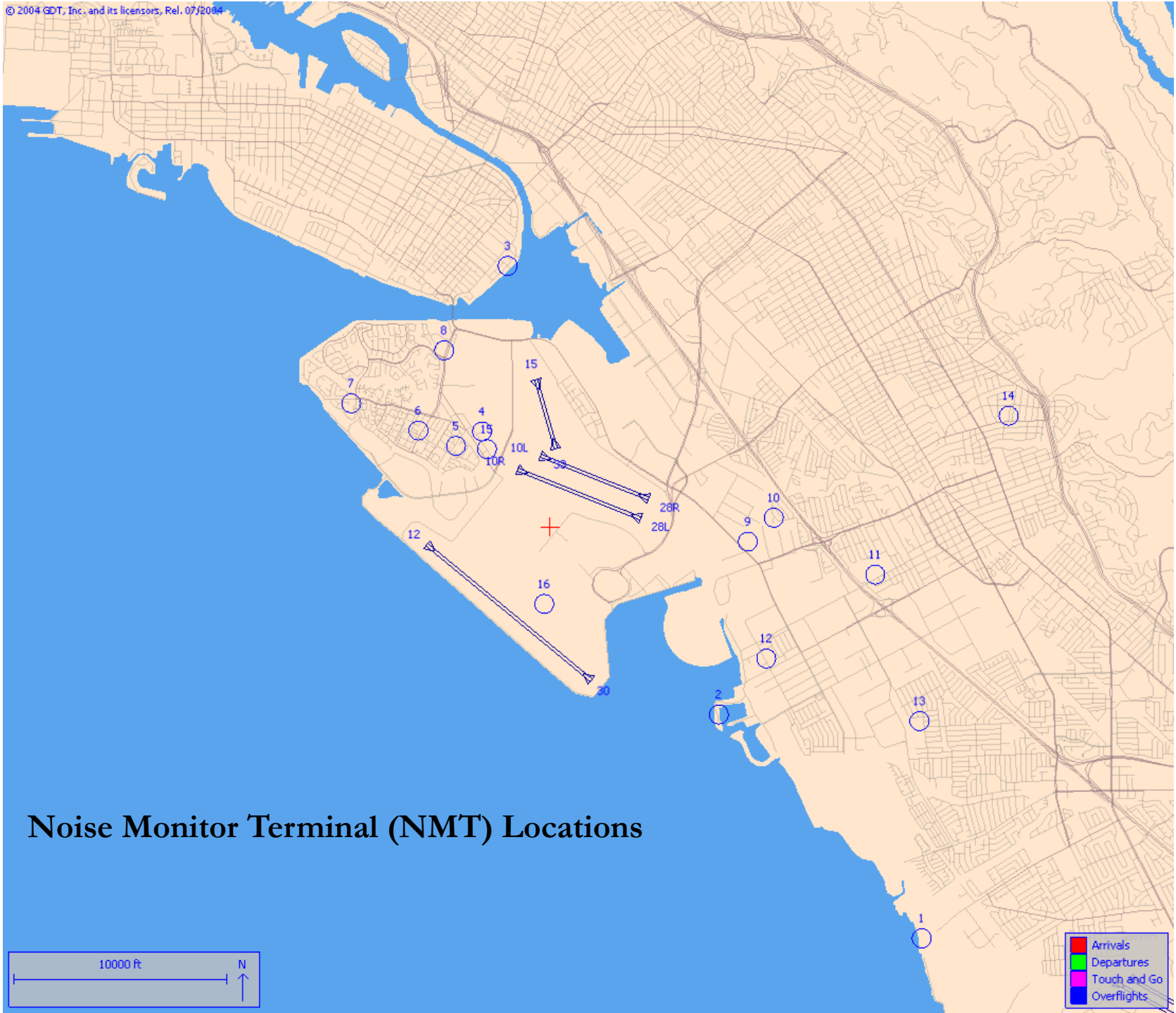


Number of Complaints

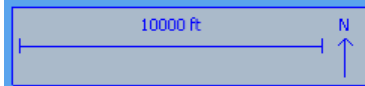
December 2025

Noise Complaints Summary by Number of Complaints





Noise Monitor Terminal (NMT) Locations





Quarterly Aircraft Noise Report

Fourth Quarter 2025



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

January 6, 2026

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• <u>Night Time Departure List for Calendar Quarter</u>	
• <u>Runway 12 Night Departure List for Calendar Quarter</u>	
• <u>Engine Runup List for Calendar Quarter</u>	

- [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 Fourth Quarter 2025				
	2024Q4		2025Q4	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	93%	7%	94%	6%
Total Airport-wide Corporate Jet Departures	2,306	165	2,539	168
Runway 10R/L Jet Landing Compliance	88%	12%	84%	16%
Total Southeast Plan Corporate Jet Landings	204	29	251	47
North Field VFR Departure Compliance	96%	4%	97%	3%
Total Runways 28R/L & 33 Departures	1,197	45	1,049	30
North Field Quiet Hours Compliance	86%	14%	88%	12%
Total North Field Quiet Hours Departures	226	36	261	36
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	14,696	9	13,062	2
Night Time Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	2,791	34	2,709	26
Runway 12 Night Departure Compliance	98%	2%	98%	2%
Total Runway 12 Night Turbojet Departures	131	2	207	4
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	3,434	0	3,049	1
100 Degree Radial Turbojet Landing Compliance	99%	1%	99%	1%
Total 100 Degree Radial Turbojet Landings	682	7	479	6
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	10	0	10	0
Note: N/C means non-compliant. Percentage values are rounded out.				

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NORTH FIELD REPORTS

NORTH FIELD PREFERENTIAL RUNWAY USE PROCEDURES

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

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

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

RUNWAY 28R/L JET AIRCRAFT DEPARTURE NOISE ABATEMENT PROCEDURE

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

Runway 28R/L Jet Departure Procedure Compliance Summary Fourth Quarter 2025				
	October	November	December	Quarterly
Airport-wide Corporate Jet Departures	881	899	927	2,707
Compliant Corporate Jet Departures	829	841	869	2,539
Non-compliant Corporate Jet Departures	52	58	58	168
Corporate Jet Departure Compliance Rate	94%	94%	94%	94%
Excused Jet Departures	166	52	28	246
The section below compares compliance performance to airport-wide jet departures.				
Airport-wide Jet Departures	5,013	4,772	5,032	14,817
Compliant Airport-wide Jet Departures	4,961	4,714	4,974	14,649
Non-compliant Airport-wide Jet Departures	52	58	58	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 Fourth Quarter 2025				
	October	November	December	Quarterly
Southeast (SE) Plan Corporate Jet Landings *	34	106	158	298
Compliant SE Plan Corporate Jet Landings	27	90	134	251
Non-compliant SE Plan Corporate Jet Landings	7	16	24	47
SE Plan Corporate Jet Landing Compliance Rate	79%	85%	85%	84%
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Airport-wide SE Plan Jet Landings	123	449	764	1,336
Airport-wide Compliant SE Plan Jet Landings	116	433	740	1,289
Airport-wide Non-compliant SE Plan Landings	7	16	24	47
Airport-wide Jet Landing SE Plan Compliance Rate	94%	96%	97%	96%
* 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 Fourth Quarter 2025				
	Oct-25	Nov-25	Dec-25	Quarter Total
Total VFR Departures	447	343	289	1,079
Total VFR Departures Over Alameda	49	49	57	155
Compliant Departures	438	331	280	1,049
Non-compliant Departures	9	12	9	30
Compliance Rate	98%	97%	97%	97%

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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.) Fourth Quarter 2025				
	October	November	December	Quarterly
Total Night Departures (10:00 p.m. to 7:00 a.m.)	108	95	94	297
Compliant Night Departures	99	83	79	261
Average Compliant Departures per Night	3.2	2.7	2.5	2.93
Non-Compliant Night Departures	9	12	15	36
Average Non-Compliant Departures per Night	0.3	0.4	0.5	0.4
Night Departure Compliance Rate	92%	87%	84%	88%

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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 = 297

Fourth 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	2	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	2
2	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
3	57	3	0.0	0.5%	0	0.0	0.0%	1	0.0	0.2%	61
4	108	74	0.8	13.1%	42	0.5	7.4%	39	0.4	6.9%	263
5	126	26	0.3	4.6%	22	0.2	3.9%	32	0.4	5.6%	206
6	29	7	0.1	1.2%	34	0.4	6.0%	14	0.2	2.5%	84
7	17	28	0.3	4.9%	24	0.3	4.2%	5	0.1	0.9%	74
8	67	23	0.3	4.1%	3	0.0	0.5%	2	0.0	0.4%	95
9	23	10	0.1	1.8%	5	0.1	0.9%	2	0.0	0.4%	40
10	118	32	0.4	5.6%	6	0.1	1.1%	0	0.0	0.0%	156
11	5	5	0.1	0.9%	0	0.0	0.0%	0	0.0	0.0%	10
12	7	7	0.1	1.2%	3	0.0	0.5%	2	0.0	0.4%	19
13	10	2	0.0	0.4%	0	0.0	0.0%	0	0.0	0.0%	12
14	86	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	87
All NMTs	655	218	2	0	139	2	0	97	1	0	1109

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Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 265

Fourth 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	57	3	0.0	1.3%	0	0.0	0.0%	1	0.0	0.4%	61
4	108	74	0.8	31.0%	42	0.5	17.6%	39	0.4	16.3%	263
5	126	26	0.3	10.9%	22	0.2	9.2%	32	0.4	13.4%	206
6	29	7	0.1	2.9%	34	0.4	14.2%	14	0.2	5.9%	84
7	17	28	0.3	11.7%	24	0.3	10.0%	5	0.1	2.1%	74
8	67	23	0.3	9.6%	3	0.0	1.3%	2	0.0	0.8%	95
Total	404	161	1.8		125	1.4		93	1.0		783

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 32

Fourth 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	23	10	0.1	3.0%	5	0.1	1.5%	2	0.0	0.6%	40
10	118	32	0.4	9.8%	6	0.1	1.8%	0	0.0	0.0%	156
11	5	5	0.1	1.5%	0	0.0	0.0%	0	0.0	0.0%	10
12	7	7	0.1	2.1%	3	0.0	0.9%	2	0.0	0.6%	19
13	10	2	0.0	0.6%	0	0.0	0.0%	0	0.0	0.0%	12
14	86	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	87
Total	249	57	0.6		14	0.2		4	0.0		324

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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 Fourth Quarter 2025				
	October	November	December	Quarterly
Runway 30 Turbojet Departures	4,671	4,224	4,169	13,064
Compliant Departures	4,670	4,223	4,169	13,062
Non-compliant Departures	1	1	0	2
Percentage of Non-compliance	0.0%	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 Fourth Quarter 2025				
	October	November	December	Quarterly
Runway 30 Nighttime Turbojet Departures	1,003	847	885	2,735
Buffer Time Departures	7	10	10	27
Compliant Departures	997	837	875	2,709
Non-compliant Departures	6	10	10	26
HUSSH gate misses	3	5	7	15
NITE gate misses	4	7	6	17
REBAS gate misses	5	10	10	25
Compliance Rate	99%	99%	99%	99%

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ROLLING TAKE-OFF NIGHT DEPARTURE PROCEDURE FOR FEDEX

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

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

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

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Summary of Calendar Quarter of Previous Year

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

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RUNWAY 12 NIGHT DEPARTURE PROCEDURE

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

Runway 12 Night Departure NAP Compliance Summary (10:00 PM to 7:00 AM) Fourth Quarter 2025				
	October	November	December	Quarterly
Jet Departures	0	70	141	211
Non-Compliant Departures	0	2	2	4
Compliant Departures	0	68	139	207
Compliance Rate	No SE Plan	97%	99%	98%
Note: The noise abatement procedure is officially implemented between 10:00 p.m. and 7:00 a.m. nightly.				

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ENGINE RUN-UP PROCEDURE PROGRAM

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

Engine Run-up Program Fourth Quarter 2024				
	October	November	December	Quarter
Runups - 7:00 PM to 10:00 PM	1	1	3	5
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	3	3	4	10
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 Fourth Quarter 2025				
	October	November	December	Quarterly
Total Runway 30 East Turn Turbojet Departures	1,076	935	1,039	3,050
Non-compliant Turbojet Departures	1	0	0	1
Total Turbojet Aircraft Above 2,900 Feet ASL*	1,075	935	1,039	3,049
Compliance Rate	100%	100%	100%	100%
Excused Turbojet Departures	11	1	3	15
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 Fourth Quarter 2025				
	October	November	December	Quarterly
Turbojets on Downwind RWY 30 Approach	188	148	149	485
Non-compliant Turbojets	3	2	1	6
Total Turbojet Aircraft Above 3K Feet ASL*	185	146	148	479
Compliance Rate	98%	99%	99%	99%
<p>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.</p>				

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

Community	Callers	Complaints
Alameda(BFI)	46	774
Alameda(Central)	3	11
Albany	0	0
Berkeley	0	0
Castro Valley	2	73
Fremont	0	0
Hayward	2	4
Kensington	0	0
Oakland	9	2148
Piedmont	0	0
Richmond	2	162
San Francisco	1	1
San Leandro	0	0
Union City	0	0
San Lorenzo	0	0
Other Communities	14	287
Total	79	3460
Complaints by Type		
App		846
Telephone		38
Web		173
WebTrak		4
Email		2399
Complaints by Time of Day		
Day (0700 - 1900)		787
Evening (1900 - 2200)		543
Night (2200 - 0700)		2130
Complaints by Type of Operation		
Arrivals		1792
Departures		1247
Over-flights		333
Touch & Go		88
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		206
Helicopter		15
Jet		2584
Military		0
Not Reported (not linked to an aircraft)		0
Other (Type information not available)		40
Propeller		547
Turbo-prop		68

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

Community	Callers	Complaints
Alameda(BFI)	41	325
Alameda(Central)	5	26
Albany	0	0
Berkeley	1	1
Castro Valley	2	36
Fremont	0	0
Hayward	0	0
Kensington	0	0
Oakland	5	2234
Piedmont	0	0
Richmond	2	81
San Francisco	0	0
San Leandro	3	4
Union City	0	0
San Lorenzo	0	0
Other Communities	10	184
Total	69	2891
Complaints by Type		
App		362
Telephone		43
Web		150
WebTrak		1
Email		2335
Complaints by Time of Day		
Day (0700 - 1900)		794
Evening (1900 - 2200)		572
Night (2200 - 0700)		1525
Complaints by Type of Operation		
Arrivals		2003
Departures		757
Over-flights		26
Touch & Go		105
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		277
Helicopter		42
Jet		2216
Military		0
Not Reported (not linked to an aircraft)		0
Other (Type information not available)		58
Propeller		253
Turbo-prop		45

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

Community	Callers	Complaints
Alameda(BFI)	31	308
Alameda(Central)	4	5
Albany	0	0
Berkeley	0	0
Castro Valley	2	16
Fremont	0	0
Hayward	2	2
Kensington	0	0
Oakland	7	2012
Piedmont	0	0
Richmond	2	127
San Francisco	0	0
San Leandro	0	0
Union City	0	0
San Lorenzo	0	0
Other Communities	9	139
Total	57	2609
Complaints by Type		
App		289
Telephone		60
Web		77
WebTrak		0
Email		2183
Complaints by Time of Day		
Day (0700 - 1900)		684
Evening (1900 - 2200)		715
Night (2200 - 0700)		1210
Complaints by Type of Operation		
Arrivals		1992
Departures		575
Over-flights		31
Touch & Go		11
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		336
Helicopter		16
Jet		2171
Military		0
Not Reported (not linked to an aircraft)		0
Other (Type information not available)		5
Propeller		18
Turbo-prop		63

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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.) Fourth Quarter 2025					
	October	November	December	Quarterly	Percentage
Runway 28L	8	5	4	17	9%
Runway 28R	53	47	42	142	78%
Runway 33	1	1	1	3	2%
Alameda Overflights	62	53	47	162	89%
Runway 10L	1	8	3	12	7%
Runway 10R	0	2	6	8	4%
Runway 15	0	0	0	0	0%
San Leandro Overflights	1	10	9	20	11%
Total Departures	63	63	56	182	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 Fourth Quarter 2025				
	October	November	December	2025
VFR Departures				
Runway 28L	13	13	34	60
Runway 28R	161	129	114	404
Runway 33	252	182	116	550
VFR Departures	426	324	264	1,014
IFR Departures				
Runway 28L	124	106	156	386
Runway 28R	380	274	254	908
Runway 33	35	23	19	77
IFR Departures	539	403	429	1,371
Total Departures	965	727	693	2,385

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Operations Table 3. Runway Use by Aircraft Category

	Aircraft Category	OAK Aircraft Operations by Category and Runway Fourth Quarter 2025											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Corporate Jets	216	130	-	-	1	13	69	353	1,908	-	2,344	2,344
	Helicopters	-	-	-	-	-	-	-	1	4	97	102	102
	Commercial Jets	916	9,825	10,741	-	-	1	-	31	9	-	41	10,782
	Military	-	-	-	-	-	-	-	-	-	-	-	-
	Propeller	2	2	4	18	61	20	3	146	866	-	1,114	1,118
	Regional Jets	119	539	658	-	-	2	-	48	590	-	640	1,298
	Turboprops	2	90	92	-	-	36	46	254	643	-	979	1,071
	Unknow n	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		1,255	10,586	11,495	18	62	72	118	833	4,020	97	5,220	16,715
Departures	Corporate Jets	46	2,030	2,076	-	5	35	217	113	261	-	631	2,707
	Helicopters	-	1	1	-	-	-	-	2	2	88	92	93
	Commercial Jets	912	9,889	10,801	-	-	1	-	4	3	-	8	10,809
	Military	-	-	-	-	-	-	-	-	-	-	-	-
	Propeller	-	6	6	56	607	23	2	38	408	-	1,134	1,140
	Regional Jets	114	1,145	1,259	-	-	2	7	1	32	-	42	1,301
	Turboprops	-	34	34	1	16	62	25	289	638	-	1,031	1,065
	Unknow n	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		1,072	13,105	14,177	57	628	123	251	447	1,344	88	2,938	17,115
Touch & Go Sub-totals		-	37	37	10	491	35	1	88	818	-	1,443	1,480
Grand Total		2,327	23,728	25,709	85	1,181	230	370	1,368	6,182	185	9,601	35,310

Operations Table 4. Runway Use by Jet Aircraft Category

	Aircraft Category	RUNWAYS Fourth Quarter 2025											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Commercial Jets	916	9,825	10,741	-	-	1	-	31	9	-	41	10,782
	Regional Jets	119	539	658	-	-	2	-	48	590	-	640	1,298
Commercial Jet Sub-totals		1,035	10,364	11,399	-	-	3	-	79	599	-	681	12,080
	Corporate Jets	216	130	346	-	1	13	69	353	1,908	-	2,344	2,690
All Jet Arrivals Sub-totals		1,251	10,494	11,745	-	1	16	69	432	2,507	-	3,025	14,770
Departures	Commercial Jets	912	9,889	10,801	-	-	1	-	4	3	-	8	10,809
	Regional Jets	114	1,145	1,259	-	-	2	7	1	32	-	42	1,301
Commercial Jet Sub-totals		1,026	11,034	12,060	-	-	3	7	5	35	-	50	12,110
	Corporate Jets	46	2,030	2,076	-	5	35	217	113	261	-	631	2,707
All Jet Departures Sub-totals		1,072	13,064	14,136	-	5	38	224	118	296	-	681	14,817
Grand Total		2,323	23,558	25,881	-	6	54	293	550	2,803	-	3,706	29,587

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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
12/19/2025 18:25	N272GX	N272GX	GLEX	1753	28R	B	ATC Instructions	No
12/20/2025 8:36	N113BD	N113BD	FA7X	4210	28R	B	ATC Instructions	No
12/18/2025 17:55	N272GX	N272GX	GLEX	6373	28R	B	ATC Instructions	No
10/18/2025 10:38	N272GX	N272GX	GLEX	3615	28R	B	ATC Instructions	No
						ATC Instructions	4	
10/14/2025 15:16			GLEX	4236	28L	B	Audio Not Available	No
						Audio Not Available	1	
10/4/2025 11:53	VJA578	N578XJ	CL30	4260	28R	B	Departure Timing	No
10/11/2025 12:46	N60NF	N60NF	E55P	6336	28L	B	Departure Timing	No
11/3/2025 11:09	VJA552	N552XJ	CL30	1706	28L	B	Departure Timing	No
11/4/2025 17:07	LXJ375	N375FX	E55P	1760	28L	B	Departure Timing	No
11/5/2025 21:54			CL60	3753	28L	B	Departure Timing	No
11/10/2025 10:49	RKJ792	N792XJ	C750	3343	28L	B	Departure Timing	No
11/21/2025 13:02			F2TH	3655	28R	B	Departure Timing	No
11/23/2025 11:11	EJA411	N411QS	E55P	1770	28L	B	Departure Timing	No
11/24/2025 18:43	CNS727	N502PS	PC24	3247	28L	B	Departure Timing	No
12/1/2025 12:59	EJA787	N787QS	CL35	4503	28R	B	Departure Timing	No
12/11/2025 11:22			GA6C	1705	28L	B	Departure Timing	No
12/18/2025 17:54			GLF6	3366	28L	B	Departure Timing	No
12/20/2025 18:05	LXJ306	N306FX	E55P	1733	28R	B	Departure Timing	No
12/22/2025 12:35	EJA479	N479QS	E55P	3654	28L	B	Departure Timing	No
12/30/2025 14:01	N121VM	N121VM	C525	3776	28L	B	Departure Timing	No
						Departure Timing	15	
10/10/2025 19:42	LJLG806	LN806GJ	H25B	6355	28R	B	Lifeguard Medical	Yes
						Law Enforcement	1	
12/2/2025 14:39	LN561SR	N561SR	C560	3731	28L	B	Lifeguard Medical	Yes
12/2/2025 22:14	LN54DD	N54DD	C560	3260	28R	B	Lifeguard Medical	Yes
12/4/2025 5:21	LN810BE	N810BE	C560	3244	28L	B	Lifeguard Medical	Yes
12/6/2025 14:21	LN561SR	N561SR	C560	4570	28L	B	Lifeguard Medical	Yes
12/10/2025 18:16	LYEL11		E55P	3323	28R	B	Lifeguard Medical	Yes
12/11/2025 12:15	LN810BE	N810BE	C560	3211	28L	B	Lifeguard Medical	Yes
12/14/2025 6:26	LN117AA	N117AA	CL60	3265	28L	B	Lifeguard Medical	Yes
12/15/2025 2:26	LN810BE	N810BE	C560	4255	28L	B	Lifeguard Medical	Yes
12/15/2025 11:51	Medevac	Medevac	CL5	3322	28R	B	Lifeguard Medical	Yes
12/16/2025 7:45	LN726MJ	N726MJ	LJ45	1764	28R	B	Lifeguard Medical	Yes
12/17/2025 2:45	Medevac	Medevac	C560	4513	28R	B	Lifeguard Medical	Yes
12/18/2025 10:35	KFS150	N870CK	LJ35	3366	28R	B	Lifeguard Medical	Yes
12/20/2025 8:06	LN150LR	N150LR	H25C	3667	28R	B	Lifeguard Medical	Yes
12/22/2025 16:31	Medevac	medevac	GALX	4243	28R	B	Lifeguard Medical	Yes
12/22/2025 18:17	LN345KM	LN345KM	F900	3760	28L	B	Lifeguard Medical	Yes
12/23/2025 1:29	LN54DD	N54DD	C560	3255	28R	B	Lifeguard Medical	Yes
12/26/2025 23:12	LSCM25	LN325ER	LJ60	3724	28L	B	Lifeguard Medical	Yes
12/26/2025 23:35			C25A	6327	28R	B	Lifeguard Medical	Yes
12/27/2025 11:20	LN561SR	N561SR	C560	4513	28R	B	Lifeguard Medical	Yes
12/27/2025 21:23	LN561SR	N561SR	C560	3231	28R	B	Lifeguard Medical	Yes
12/30/2025 12:48	Medevac	Medevac	GALX	4507	28L	B	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
12/30/2025 14:11	USC10	N35WL	LJ35	6344	28L	B	Lifeguard Medical	Yes
10/3/2025 19:08	SCM7	N74HT	LJ60	6330	28L	B	Lifeguard Medical	Yes
10/6/2025 20:37	LN125XP	N125XP	H25B	3262	28R	B	Lifeguard Medical	Yes
10/10/2025 12:10	LN810BE	N810BE	C560	3733	28L	B	Lifeguard Medical	Yes
10/15/2025 6:48	KFS134	N452CK	LJ45	3705	28R	B	Lifeguard Medical	Yes
10/15/2025 7:18	LN54DD	N54DD	C560	4574	28R	B	Lifeguard Medical	Yes
10/17/2025 13:35	JLG806	N806GJ	H25B	3304	28L	B	Lifeguard Medical	Yes
10/18/2025 4:58	LN236N	N236N	CL60	4236	28L	B	Lifeguard Medical	Yes
10/18/2025 12:28	LN236N	N236N	CL60	1740	28R	B	Lifeguard Medical	Yes
10/21/2025 12:28	LN123ED	N123ED	H25B	4234	28R	B	Lifeguard Medical	Yes
10/24/2025 21:33	LN561SR	N561SR	C560	4276	28R	B	Lifeguard Medical	Yes
10/24/2025 22:20	LN54DD	N54DD	C560	4577	28R	B	Lifeguard Medical	Yes
10/25/2025 5:48	LN561SR	N561SR	C560	3362	28R	B	Lifeguard Medical	Yes
10/25/2025 5:55	LN54DD	N54DD	C560	3350	28R	B	Lifeguard Medical	Yes
10/26/2025 18:06	Medevac	Medevac	FA50	6331	28R	B	Lifeguard Medical	Yes
10/27/2025 10:09	LN747CP	N747CP	LJ35	3624	28R	B	Lifeguard Medical	Yes
10/28/2025 17:25	LN54DD	N54DD	C560	4511	28R	B	Lifeguard Medical	Yes
10/28/2025 23:51	LN54DD	N54DD	C560	3330	28R	B	Lifeguard Medical	Yes
10/29/2025 13:08	Medevac	Medevac	LJ35	6357	28R	B	Lifeguard Medical	Yes
10/29/2025 18:44	LN81GJ	N81GJ	LJ35	1704	28R	B	Lifeguard Medical	Yes
10/31/2025 20:38	Medevac	Medevac	LJ45	3355	28R	B	Lifeguard Medical	Yes
11/1/2025 17:44	Medevac	Medevac	LJ35	3331	28R	B	Lifeguard Medical	Yes
11/3/2025 13:39	LN236N	N236N	CL60	4220	28L	B	Lifeguard Medical	Yes
11/3/2025 19:11	Medevac	Medevac	LJ35	3332	28R	B	Lifeguard Medical	Yes
11/3/2025 21:42	LN236N	N236N	CL60	3333	28R	B	Lifeguard Medical	Yes
11/6/2025 9:00	LN561SR	N561SR	C560	4577	28L	B	Lifeguard Medical	Yes
11/6/2025 14:38	LN51GJ	LN51GJ	LJ35	3612	28L	B	Lifeguard Medical	Yes
11/6/2025 19:13	LN561SR	N561SR	C560	6340	28R	B	Lifeguard Medical	Yes
11/7/2025 10:47	JLG806	N806GJ	H25B	1746	28L	B	Lifeguard Medical	Yes
11/7/2025 12:54	LN54DD	N54DD	C560	4226	28R	B	Lifeguard Medical	Yes
11/7/2025 20:26	LN54DD	N54DD	C560	1774	28L	B	Lifeguard Medical	Yes
11/8/2025 15:54	LN54DD	N54DD	C560	4276	28L	B	Lifeguard Medical	Yes
11/8/2025 23:42	Medevac	Medevac	LJ35	3225	28R	B	Lifeguard Medical	Yes
11/9/2025 1:15	LN54DD	N54DD	C560	3261	28L	B	Lifeguard Medical	Yes
11/9/2025 15:21	LN54DD	N54DD	C560	4240	28L	B	Lifeguard Medical	Yes
11/9/2025 21:09	LN54DD	N54DD	C560	3273	28R	B	Lifeguard Medical	Yes
11/11/2025 5:13	LUSC50	LN644CK	LJ35	3214	28R	B	Lifeguard Medical	Yes
11/13/2025 22:07			LJ70	3341	28R	B	Lifeguard Medical	Yes
11/16/2025 9:36	LN419LG	LN419LG	LJ45	1723	28R	B	Lifeguard Medical	Yes
11/16/2025 16:59	LN861CG	N861CG	C525	4501	28R	B	Lifeguard Medical	Yes
11/17/2025 17:15	LN810BE	N810BE	C560	4240	28R	B	Lifeguard Medical	Yes
11/18/2025 2:34	LN810BE	N810BE	C560	3337	28R	B	Lifeguard Medical	Yes
11/19/2025 22:12	LN968SR	N968SR	C560	4567	28R	B	Lifeguard Medical	Yes
11/19/2025 22:50	LN561SR	N561SR	C560	4510	28R	B	Lifeguard Medical	Yes
11/20/2025 5:21	LN561SR	N561SR	C560	3274	28R	B	Lifeguard Medical	Yes
11/20/2025 5:53	LN968SR	N968SR	C560	3347	28R	B	Lifeguard Medical	Yes
11/21/2025 22:52	LN904LR	N904LR	C560	3246	28R	B	Lifeguard Medical	Yes
11/23/2025 12:27	LN561SR	N561SR	C560	4245	28L	B	Lifeguard Medical	Yes
11/23/2025 14:22	Medevac	Medevac	C560	4555	28L	B	Lifeguard Medical	Yes
11/23/2025 19:13	LN561SR	N561SR	C560	3266	28L	B	Lifeguard Medical	Yes
11/24/2025 1:05	LN116AA	N116AA	C25B	3315	28R	B	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
11/24/2025 1:47	LNPCJ2	LN702GW	LJ31	3350	28R	B	Lifeguard Medical	Yes
11/24/2025 12:50	Medevac	Medevac	LJ35	3260	28R	B	Lifeguard Medical	Yes
11/24/2025 14:41	JLG806	N806GJ	H25B	3673	28L	B	Lifeguard Medical	Yes
11/25/2025 1:19	LSCM25	LN325ER	LJ60	3257	28R	B	Lifeguard Medical	Yes
11/25/2025 1:48	LN394CM	N394CM	C510	3343	28R	B	Lifeguard Medical	Yes
11/25/2025 13:55	LN968SR	LN968SR	C560	4534	28L	B	Lifeguard Medical	Yes
11/25/2025 15:43	JLG806	N806GJ	H25B	3270	28R	B	Lifeguard Medical	Yes
11/25/2025 21:08	LN968SR	LN968SR	C560	3310	28R	B	Lifeguard Medical	Yes
11/26/2025 13:37	LN968SR	N968SR	C560	1773	28R	B	Lifeguard Medical	Yes
11/26/2025 20:26	LN968SR	N968SR	C560	3342	28R	B	Lifeguard Medical	Yes
11/29/2025 12:29	LNJZ3	LN999NJ	GALX	4247	28R	B	Lifeguard Medical	Yes
12/2/2025 5:30	Medevac	Medevac	LJ45	3250	28R	B	Lifeguard Medical	Yes
12/2/2025 14:06	LN54DD	N54DD	C560	1706	28L	B	Lifeguard Medical	Yes
						Lifeguard Medical	85	
12/14/2025 12:51			GA6C	3315	28L	B	Pilot Requested	No
12/18/2025 13:16			F2TH	3617	28L	B	Pilot Requested	No
12/18/2025 15:15	N504YH	N504YH	HDJT	3361	28L	B	Pilot Requested	No
12/18/2025 15:20	LXJ416	N416FX	E545	3707	28L	B	Pilot Requested	No
12/18/2025 16:48	LXJ344	N344FX	E55P	3326	28R	B	Pilot Requested	No
12/19/2025 14:55	JRE810	N810JS	C56X	1763	28R	B	Pilot Requested	No
12/20/2025 9:05	HER18	N18TV	GLF4	3332	28L	B	Pilot Requested	No
12/22/2025 14:31	N22VK	N22VK	PRM1	3267	28L	B	Pilot Requested	No
12/22/2025 17:21	N654CP	N654CP	FA50	3223	28L	B	Pilot Requested	No
12/22/2025 18:33	N610RL	N610RL	F900	3260	28R	B	Pilot Requested	No
12/24/2025 10:40			CL60	4526	28R	B	Pilot Requested	No
12/24/2025 11:34	EJA404	N404QS	E55P	1731	28L	B	Pilot Requested	No
12/26/2025 17:11			F900	1775	28L	B	Pilot Requested	No
12/27/2025 9:15			C25B	3605	28R	B	Pilot Requested	No
12/27/2025 12:21			GLF4	3235	28L	B	Pilot Requested	No
12/27/2025 13:01	N450MB	N450MB	GLF4	3701	28L	B	Pilot Requested	No
12/28/2025 12:27			GLF6	3605	28L	B	Pilot Requested	No
12/28/2025 17:51			H25B	4252	28L	B	Pilot Requested	No
12/29/2025 14:42			C56X	3665	28R	B	Pilot Requested	No
12/30/2025 12:05	N130MH	N130MH	SF50	1737	28R	B	Pilot Requested	No
11/18/2025 13:33			LJ60	4241	28R	B	Pilot Requested	No
11/18/2025 14:33			CL60	3205	28R	B	Pilot Requested	No
11/18/2025 17:39	JRE867	N867JS	C56X	3236	28R	B	Pilot Requested	No
11/18/2025 18:34	PXT96	N96PX	C25B	3206	28R	B	Pilot Requested	No
11/19/2025 20:00			GLF4	3277	28R	B	Pilot Requested	No
11/20/2025 6:10	N504YH	N504YH	HDJT	3371	28R	B	Pilot Requested	No
11/20/2025 22:02	JUS627	N832US	MD88	3603	28R	J	Pilot Requested	No
11/21/2025 8:46			GLF5	3334	28R	B	Pilot Requested	No
11/21/2025 11:40	LXJ512	N512FX	CL35	4275	28R	B	Pilot Requested	No
11/22/2025 13:37	TWY206	N802BC	GL5T	3374	28L	B	Pilot Requested	No
11/22/2025 14:50			E50P	3655	28L	B	Pilot Requested	No
11/22/2025 19:51	EJA730	N730QS	CL35	4540	28R	B	Pilot Requested	No
11/23/2025 13:43	EJM949	N949QS	GLF5	3736	28L	B	Pilot Requested	No
11/23/2025 14:52	TWY206	N802BC	GL5T	3763	28L	B	Pilot Requested	No
11/24/2025 11:03	EJA800	N800QS	C700	3227	28R	B	Pilot Requested	No
11/24/2025 14:21			C750	1715	28L	B	Pilot Requested	No
11/25/2025 9:17	N300DG	N300DG	SF50	4510	28R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
11/25/2025 16:11	LXJ558	N558FX	CL35	3721	28L	B	Pilot Requested	No
11/26/2025 8:20	EJA551	N551QS	C68A	1771	28R	B	Pilot Requested	No
11/26/2025 10:37			C750	1733	28R	B	Pilot Requested	No
11/26/2025 11:37			C56X	3745	28R	B	Pilot Requested	No
11/26/2025 14:48			GA5C	3713	28L	B	Pilot Requested	No
11/28/2025 8:04			GLF6	1765	28L	B	Pilot Requested	No
11/28/2025 11:29	LXJ487	N487FX	GLF4	3612	28L	B	Pilot Requested	No
11/29/2025 13:05			C56X	4503	28L	B	Pilot Requested	No
11/29/2025 16:05	KOW25	N125DZ	C750	4545	28R	B	Pilot Requested	No
11/29/2025 16:19	EJA852	N852QS	C700	3231	28R	B	Pilot Requested	No
11/29/2025 21:01	LXJ665	N665FX	GLF6	4236	28R	B	Pilot Requested	No
11/30/2025 12:55			C525	3637	28L	B	Pilot Requested	No
11/30/2025 12:57	EJA738	N738QS	CL35	4571	28L	B	Pilot Requested	No
11/30/2025 13:47	TWY206	N802BC	GL5T	1742	28L	B	Pilot Requested	No
11/30/2025 13:59	PGR1969	N969RE	PRM1	3614	28R	B	Pilot Requested	No
11/30/2025 15:59	N703MD	N703MD	FA7X	6326	28L	B	Pilot Requested	No
11/30/2025 16:52			CL30	1704	28L	B	Pilot Requested	No
11/30/2025 16:55	N373CH	N373CH	C25B	3715	28L	B	Pilot Requested	No
12/1/2025 14:22	TWY206	N802BC	GL5T	3617	28L	B	Pilot Requested	No
12/1/2025 18:02			F2TH	3273	28L	B	Pilot Requested	No
12/2/2025 17:38			C56X	4270	28R	B	Pilot Requested	No
12/3/2025 13:12	PXT838	N838GD	C25B	4203	28R	B	Pilot Requested	No
12/3/2025 14:03	JRE836	N836JS	C56X	1722	28L	B	Pilot Requested	No
12/4/2025 9:10			E50P	6351	28L	B	Pilot Requested	No
12/4/2025 16:25			SF50	6350	28R	B	Pilot Requested	No
12/5/2025 9:56	WUP662	N662UP	E55P	6370	28R	B	Pilot Requested	No
12/5/2025 11:49	N227UH	N227UH	EA50	3742	28R	B	Pilot Requested	No
12/5/2025 13:19			GLF6	6343	28L	B	Pilot Requested	No
12/5/2025 20:01	N819AP	N819AP	GALX	4553	28L	B	Pilot Requested	No
12/7/2025 13:13	WUP662		E55P	3363	28R	B	Pilot Requested	No
12/7/2025 21:32	WUP659	N659UP	E55P	3211	28R	B	Pilot Requested	No
12/8/2025 8:30	N300DG	N300DG	SF50	3361	28L	B	Pilot Requested	No
12/9/2025 2:02	N819AP	N819AP	GALX	4565	28R	B	Pilot Requested	No
12/9/2025 13:15	N15SL	N15SL	C560	3630	28R	B	Pilot Requested	No
12/9/2025 19:14			GLF6	3722	28L	B	Pilot Requested	No
12/10/2025 10:16			C25A	4244	28R	B	Pilot Requested	No
12/10/2025 15:50			GLF6	6346	28L	B	Pilot Requested	No
12/11/2025 10:29	JRE872	N872JS	C56X	3775	28L	B	Pilot Requested	No
12/12/2025 9:36			GL5T	3315	28L	B	Pilot Requested	No
12/12/2025 13:53			GLF6	3722	28L	B	Pilot Requested	No
12/12/2025 15:26	EJA535	N535QS	C68A	6347	28L	B	Pilot Requested	No
12/12/2025 19:45	EJA838	N838QS	C700	3370	28R	B	Pilot Requested	No
12/12/2025 20:23	N327NM	N327NM	C510	3601	28R	B	Pilot Requested	No
12/13/2025 5:57	XBJST	XBJST	C650	3304	28R	B	Pilot Requested	No
12/13/2025 12:19			C560	4260	28L	B	Pilot Requested	No
12/13/2025 21:32			C560	4562	28R	B	Pilot Requested	No
12/14/2025 11:35	N204BG	N204BG	C560	6332	28R	B	Pilot Requested	No
10/1/2025 15:03			E35L	3342	28L	R	Pilot Requested	No
10/1/2025 15:07	N100J	N100J	PC24	4222	28R	B	Pilot Requested	No
10/1/2025 16:01			B752	3660	28L	J	Pilot Requested	No
10/2/2025 23:04			GLF5	3323	28L	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
10/4/2025 9:50			GLF5	4540	28L	B	Pilot Requested	No
10/5/2025 10:58	N272GX	N272GX	GLEX	3332	28R	B	Pilot Requested	No
10/5/2025 16:34	LXJ390	N390FX	E55P	4254	28R	B	Pilot Requested	No
10/5/2025 16:44	N272GX	N272GX	GLEX	3376	28R	B	Pilot Requested	No
10/5/2025 17:10			C56X	3622	28L	B	Pilot Requested	No
10/6/2025 4:46			GLF5	3263	28L	B	Pilot Requested	No
10/6/2025 8:32			GLF6	6320	28L	B	Pilot Requested	No
10/6/2025 19:00	N22VK	N22VK	PRM1	3362	28R	B	Pilot Requested	No
10/7/2025 11:22	N383KK	N383KK	GLF4	3604	28L	B	Pilot Requested	No
10/7/2025 12:35			GLF6	1713	28R	B	Pilot Requested	No
10/7/2025 17:38			GLF5	3737	28L	B	Pilot Requested	No
10/7/2025 19:50			GLF5	6350	28L	B	Pilot Requested	No
10/8/2025 13:29	N905VR	N905VR	C750	3632	28R	B	Pilot Requested	No
10/8/2025 19:27	PGR1368	N368CS	PRM1	3242	28R	B	Pilot Requested	No
10/9/2025 17:17	N721AZ	N721AZ	GLF5	1724	28L	B	Pilot Requested	No
10/10/2025 8:27	N337CM	N337CM	C510	3227	28R	B	Pilot Requested	No
10/10/2025 10:04			GLEX	6334	28L	B	Pilot Requested	No
10/10/2025 10:11	TWY206	N802BC	GL5T	1721	28L	B	Pilot Requested	No
10/10/2025 20:02	N819AP	N819AP	GALX	4512	28R	B	Pilot Requested	No
10/12/2025 16:17			C560	3736	28L	B	Pilot Requested	No
10/12/2025 17:25	N157TW	N157TW	C25B	4237	28R	B	Pilot Requested	No
10/13/2025 17:15	N680NX		C680	3277	28R	B	Pilot Requested	No
10/14/2025 9:48	N504YH	N504YH	HDJT	3316	28L	B	Pilot Requested	No
10/14/2025 21:53			GLF5	3312	28R	B	Pilot Requested	No
10/15/2025 12:11	VJT878	9HVJO	GLEX	3324	28L	B	Pilot Requested	No
10/15/2025 16:54			GL5T	3261	28L	B	Pilot Requested	No
10/16/2025 7:15	TWY206	N802BC	GL5T	3230	28L	B	Pilot Requested	No
10/16/2025 9:53	XBJLC	XBACS	C550	6316	28L	B	Pilot Requested	No
10/16/2025 12:49			GLEX	6316	28L	B	Pilot Requested	No
10/16/2025 14:51	N272GX		GLEX	4562	28L	B	Pilot Requested	No
10/18/2025 11:38	PXT862	N862LG	E55P	1726	28L	B	Pilot Requested	No
10/26/2025 13:34	N22VK	N22VK	PRM1	3763	28R	B	Pilot Requested	No
10/26/2025 16:59			C25A	4251	28R	B	Pilot Requested	No
10/27/2025 18:24	N168TY	N168TY	C510	3374	28R	B	Pilot Requested	No
10/28/2025 7:41	LXJ378	N378FX	E55P	3774	28R	B	Pilot Requested	No
10/28/2025 11:08	PGR1199	N199RM	PRM1	6373	28R	B	Pilot Requested	No
10/28/2025 14:25	KOW957	N957JS	C750	3606	28R	B	Pilot Requested	No
10/28/2025 16:05			GLF6	3726	28R	B	Pilot Requested	No
10/28/2025 20:16			GA6C	3317	28R	B	Pilot Requested	No
10/29/2025 14:24			GLF5	3632	28R	B	Pilot Requested	No
10/30/2025 14:47	LXJ383	N383FX	E55P	3764	28R	B	Pilot Requested	No
10/31/2025 4:45	PXT862	N862LG	E55P	3326	28R	B	Pilot Requested	No
10/31/2025 10:40	VET560	N560VS	C56X	3740	28R	B	Pilot Requested	No
10/31/2025 11:15	EJA953	N953QS	C68A	4546	28R	B	Pilot Requested	No
11/2/2025 10:53	KOW703	N703TX	C750	3660	28L	B	Pilot Requested	No
11/2/2025 12:20	N700FJ	N700FJ	GLF4	1732	28L	B	Pilot Requested	No
11/6/2025 13:15	N756CM	N756CM	CL60	3261	28L	B	Pilot Requested	No
11/7/2025 10:52	CY0711	N711SE	LJ60	6327	28L	B	Pilot Requested	No
11/7/2025 11:11	N550GB	N550GB	C501	3313	28R	B	Pilot Requested	No
11/8/2025 14:43			F900	1753	28R	B	Pilot Requested	No
11/8/2025 16:46	N747CP	N747CP	LJ35	3317	28R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
11/9/2025 9:16	EJA256	N256QS	CL60	4256	28R	B	Pilot Requested	No
11/9/2025 13:40	KOW955	N955GH	C750	6337	28R	B	Pilot Requested	No
11/11/2025 7:01	N571LB	N571LB	C525	3761	28R	B	Pilot Requested	No
11/13/2025 14:23	N218JC	N218JC	SF50	3772	28R	B	Pilot Requested	No
11/13/2025 16:06	TWY206	N802BC	GL5T	3266	28L	B	Pilot Requested	No
11/14/2025 8:19	PXT862	N862LG	E55P	3252	28R	B	Pilot Requested	No
11/14/2025 10:10	PGR1199	N199RM	PRM1	3715	28R	B	Pilot Requested	No
11/14/2025 12:36			GLF6	3377	28L	B	Pilot Requested	No
11/17/2025 13:16			F2TH	3324	28R	B	Pilot Requested	No
						Pilot Requested	148	
10/20/2025 3:40			CL60	3362	28L	B	RWY 30 Routine Closure	Yes
11/3/2025 1:59	VOI7791	N528VL	A20N	3311	28L	J	RWY 30 Routine Closure	Yes
11/3/2025 4:20	EJA946	N946QS	C68A	3227	28L	B	RWY 30 Routine Closure	Yes
11/10/2025 4:45	CBC871	N871CB	C25A	3357	28L	B	RWY 30 Routine Closure	Yes
11/24/2025 0:04			C560	4273	28R	B	RWY 30 Routine Closure	Yes
11/24/2025 1:53	VOI1810	XAVUV	A21N	3260	28L	J	RWY 30 Routine Closure	Yes
12/8/2025 0:17			CL30	3353	28R	B	RWY 30 Routine Closure	Yes
12/15/2025 1:38			CL30	3270	28R	B	RWY 30 Routine Closure	Yes
12/15/2025 2:37	VOI1773	XAVRX	A20N	3226	28L	J	RWY 30 Routine Closure	Yes
						RWY 30 Routine Closure	9	
10/22/2025 13:08	VJA301	N301JE	CL30	6315	28R	B	Runway Maintenance	Yes
						Runway Maintenance	1	
10/24/2025 13:03	N272QS		E545	6331	28R	B	Runway/Taxiway Maintenance	Yes
10/24/2025 13:58	JSX657	N949JX	E145	3250	28R	R	Runway/Taxiway Maintenance	Yes
10/24/2025 14:11	JSX177	N258JX	E135	3731	28R	R	Runway/Taxiway Maintenance	Yes
10/24/2025 14:21	N59VJ	A79CF2	SF50	3243	28R	B	Runway/Taxiway Maintenance	Yes
10/24/2025 14:56			GLF4	1743	28R	B	Runway/Taxiway Maintenance	Yes
10/24/2025 15:05	EJA505	N505QS	C68A	1711	28R	B	Runway/Taxiway Maintenance	Yes
10/24/2025 15:08	TWY85	N604PW	CL60	3342	28R	B	Runway/Taxiway Maintenance	Yes
10/24/2025 15:13	JLG806	N806GJ	H25B	6344	28R	B	Runway/Taxiway Maintenance	Yes
10/24/2025 15:14	LXJ580	N580FX	CL35	3626	28R	B	Runway/Taxiway Maintenance	Yes
10/24/2025 15:54	EJA640	N640QS	C68A	3346	28R	B	Runway/Taxiway Maintenance	Yes
10/24/2025 16:38	JSX651	N913JX	E145	3377	28R	R	Runway/Taxiway Maintenance	Yes
10/24/2025 17:01			GLF5	3663	28R	B	Runway/Taxiway Maintenance	Yes
10/24/2025 17:15			GLF5	3662	28R	B	Runway/Taxiway Maintenance	Yes
10/24/2025 17:54	JSX183	N949JX	E145	3372	28R	R	Runway/Taxiway Maintenance	Yes
10/24/2025 18:19			GLF6	1730	28R	B	Runway/Taxiway Maintenance	Yes
10/25/2025 18:20	EJA668	N668QS	C68A	3376	28R	B	Runway/Taxiway Maintenance	Yes
11/10/2025 21:42			E545	3332	28R	B	Runway/Taxiway Maintenance	Yes
11/10/2025 22:52			F900	4214	28R	B	Runway/Taxiway Maintenance	Yes
11/11/2025 22:32	KOW125	N125TH	C750	3347	28R	B	Runway/Taxiway Maintenance	Yes
11/14/2025 4:49			GL5T	3220	28R	B	Runway/Taxiway Maintenance	Yes
11/14/2025 4:51	PXT96	N96PX	C25B	3345	28R	B	Runway/Taxiway Maintenance	Yes
12/5/2025 6:00			F900	3245	28L	B	Runway/Taxiway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
10/23/2025 8:51	EJA818	N818QS	C700	3731	28R	B	Runway/Taxiway Maintenance	Yes
10/23/2025 9:01	JSX173		E135	6332	28R	R	Runway/Taxiway Maintenance	Yes
10/23/2025 9:30			LJ45	6353	28R	B	Runway/Taxiway Maintenance	Yes
10/23/2025 9:36	N790Z	N790Z	F2TH	3236	28R	B	Runway/Taxiway Maintenance	Yes
10/23/2025 10:06	LXJ590	N590FX	CL35	6322	28R	B	Runway/Taxiway Maintenance	Yes
10/23/2025 10:27	LXJ305	N305FX	E55P	1754	28R	B	Runway/Taxiway Maintenance	Yes
10/23/2025 10:30	JSX175	N258JX	E135	1737	28R	R	Runway/Taxiway Maintenance	Yes
10/23/2025 10:34	N227UH	N227UH	EA50	4523	28R	B	Runway/Taxiway Maintenance	Yes
10/23/2025 10:37	EJA886	N886QS	H25B	4514	28R	B	Runway/Taxiway Maintenance	Yes
10/23/2025 10:39			GLEX	3621	28R	B	Runway/Taxiway Maintenance	Yes
10/23/2025 11:14	JSX610	N245JX	E145	3735	28R	R	Runway/Taxiway Maintenance	Yes
10/23/2025 11:34	JSX655	N253JX	E135	3666	28R	R	Runway/Taxiway Maintenance	Yes
10/23/2025 11:36			C25B	3320	28R	B	Runway/Taxiway Maintenance	Yes
10/23/2025 11:50			F900	4265	28R	B	Runway/Taxiway Maintenance	Yes
10/23/2025 11:51	LXJ331	N331FX	E55P	6333	28R	B	Runway/Taxiway Maintenance	Yes
10/23/2025 12:15			F2TH	3245	28R	B	Runway/Taxiway Maintenance	Yes
10/23/2025 12:17	VJA535	N535XJ	CL30	3731	28R	B	Runway/Taxiway Maintenance	Yes
10/23/2025 12:21			GLF5	6332	28R	B	Runway/Taxiway Maintenance	Yes
10/23/2025 12:23	WUP905	N905UP	C750	3753	28R	B	Runway/Taxiway Maintenance	Yes
10/23/2025 12:26	EJA836	N836QS	C700	4524	28R	B	Runway/Taxiway Maintenance	Yes
10/23/2025 12:27			C25A	1741	28R	B	Runway/Taxiway Maintenance	Yes
10/23/2025 12:45	JSX657	A038C0	E135	3305	28R	R	Runway/Taxiway Maintenance	Yes
10/23/2025 12:48			GLF5	6312	28R	B	Runway/Taxiway Maintenance	Yes
10/23/2025 13:28			C560	1721	28R	B	Runway/Taxiway Maintenance	Yes
10/23/2025 14:19	JSX177	N258JX	E135	3257	28R	R	Runway/Taxiway Maintenance	Yes
10/23/2025 14:22	N264FX	N264FX	LJ60	4266	28R	B	Runway/Taxiway Maintenance	Yes
10/23/2025 14:23			F2TH	1762	28R	B	Runway/Taxiway Maintenance	Yes
10/23/2025 14:28			GLEX	1727	28R	B	Runway/Taxiway Maintenance	Yes
10/23/2025 15:30	JSX651	N253JX	E135	3673	28R	R	Runway/Taxiway Maintenance	Yes
10/23/2025 15:45			GLF4	1731	28R	B	Runway/Taxiway Maintenance	Yes
10/23/2025 17:10	JSX183	N264JX	E135	1706	28R	R	Runway/Taxiway Maintenance	Yes
10/23/2025 17:16	SIS918	N918JL	H25B	6356	28R	B	Runway/Taxiway Maintenance	Yes
10/23/2025 18:20			C25A	3234	28R	B	Runway/Taxiway Maintenance	Yes
10/23/2025 18:22			GLF4	3272	28R	B	Runway/Taxiway Maintenance	Yes
10/23/2025 19:19	N750NS	N750NS	GALX	3674	28R	B	Runway/Taxiway Maintenance	Yes
10/23/2025 19:25			GLF5	1776	28R	B	Runway/Taxiway Maintenance	Yes
10/23/2025 19:28	VJA535	N535XJ	CL30	3273	28R	B	Runway/Taxiway Maintenance	Yes
10/23/2025 19:40	PXT656	N656SM	C25B	3657	28R	B	Runway/Taxiway Maintenance	Yes
10/23/2025 20:11	JSX179	N958JX	E145	3233	28R	R	Runway/Taxiway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
10/23/2025 20:12			G280	4521	28R	B	Runway/Taxiway Maintenance	Yes
10/24/2025 4:25	N167QS	N167QS	GLEK	3210	28R	B	Runway/Taxiway Maintenance	Yes
10/24/2025 6:23			CL35	3273	28R	B	Runway/Taxiway Maintenance	Yes
10/24/2025 6:24	CNS2041	N282AF	PC24	3250	28R	B	Runway/Taxiway Maintenance	Yes
10/24/2025 7:08	EJA692	N692QS	C68A	3670	28R	B	Runway/Taxiway Maintenance	Yes
10/24/2025 7:18			CL30	6340	28R	B	Runway/Taxiway Maintenance	Yes
10/24/2025 8:06			GLF4	3741	28R	B	Runway/Taxiway Maintenance	Yes
10/24/2025 8:15	LXJ530	N530FX	CL30	3731	28R	B	Runway/Taxiway Maintenance	Yes
10/24/2025 8:20	N24YP	N24YP	E550	6372	28R	B	Runway/Taxiway Maintenance	Yes
10/24/2025 8:26			E55P	3777	28R	B	Runway/Taxiway Maintenance	Yes
10/24/2025 8:47	EJA878	N878QS	H25B	3647	28R	B	Runway/Taxiway Maintenance	Yes
10/24/2025 8:53			GA8C	3712	28R	B	Runway/Taxiway Maintenance	Yes
10/24/2025 9:08			C750	3621	28R	B	Runway/Taxiway Maintenance	Yes
10/24/2025 9:12	JSX173	N252JX	E135	3356	28R	R	Runway/Taxiway Maintenance	Yes
10/24/2025 9:41	PXT525	N525B	C25A	4226	28R	B	Runway/Taxiway Maintenance	Yes
10/24/2025 10:00	N770XJ	N770XJ	C750	3245	28R	B	Runway/Taxiway Maintenance	Yes
10/24/2025 10:24	N903JP	N903JP	C510	1722	28R	B	Runway/Taxiway Maintenance	Yes
10/24/2025 10:30	JSX175	N258JX	E135	3745	28R	R	Runway/Taxiway Maintenance	Yes
10/24/2025 10:41	XSR722	N722AS	CL35	3604	28R	B	Runway/Taxiway Maintenance	Yes
10/24/2025 11:10	TWY85	N604PW	CL60	1714	28R	B	Runway/Taxiway Maintenance	Yes
10/24/2025 11:18	JSX610	N245JX	E145	6355	28R	R	Runway/Taxiway Maintenance	Yes
10/24/2025 11:38			E50P	4536	28R	B	Runway/Taxiway Maintenance	Yes
10/24/2025 12:06	EJA433	N433QS	E55P	3712	28R	B	Runway/Taxiway Maintenance	Yes
10/24/2025 12:09	SIS918	N918JL	H25B	3240	28R	B	Runway/Taxiway Maintenance	Yes
10/24/2025 12:40	JSX655	N913JX	E145	3357	28R	R	Runway/Taxiway Maintenance	Yes
10/21/2025 8:00	EJA824	N824QS	C700	3333	28R	B	Runway/Taxiway Maintenance	Yes
10/21/2025 8:22	EJA302	N302QS	E55P	4203	28R	B	Runway/Taxiway Maintenance	Yes
10/21/2025 8:34			LJ60	4243	28R	B	Runway/Taxiway Maintenance	Yes
10/21/2025 8:55				3202	28R	B	Runway/Taxiway Maintenance	Yes
10/21/2025 9:10	KAI82	N232F	GLF4	4561	28R	B	Runway/Taxiway Maintenance	Yes
10/21/2025 9:32	LXJ372	N372FX	E55P	3337	28R	B	Runway/Taxiway Maintenance	Yes
10/21/2025 9:59	EJA127	N127QS	GL5T	4221	28R	B	Runway/Taxiway Maintenance	Yes
10/21/2025 10:10	USC50	N355CK	LJ35	3333	28R	B	Runway/Taxiway Maintenance	Yes
10/21/2025 10:11	JSX655	N264JX	E135	3316	28R	R	Runway/Taxiway Maintenance	Yes
10/21/2025 10:42	JSX175	N258JX	E135	1740	28R	R	Runway/Taxiway Maintenance	Yes
10/21/2025 11:05	JSX610	N950JX	E145	3602	28R	R	Runway/Taxiway Maintenance	Yes
10/21/2025 11:35	EJA761	N761QS	CL35	3343	28R	B	Runway/Taxiway Maintenance	Yes
10/21/2025 12:00			GLF4	3340	28R	B	Runway/Taxiway Maintenance	Yes
10/21/2025 13:54	EJM455	N455QS	GLF4	3235	28R	B	Runway/Taxiway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
10/21/2025 14:20	JSX9395	N252JX	E135	3340	28R	R	Runway/Taxiway Maintenance	Yes
10/21/2025 14:22	JSX177	N258JX	E135	6337	28R	R	Runway/Taxiway Maintenance	Yes
10/21/2025 14:31	JSX657	N264JX	E135	3315	28R	R	Runway/Taxiway Maintenance	Yes
10/21/2025 14:51	N770XJ	N770XJ	C750	6375	28R	B	Runway/Taxiway Maintenance	Yes
10/21/2025 15:42	EJA670	N670QS	C68A	3265	28R	B	Runway/Taxiway Maintenance	Yes
10/21/2025 15:58			ASTR	3726	28R	B	Runway/Taxiway Maintenance	Yes
10/21/2025 16:08	N248SE	N248SE	C25B	3245	28R	B	Runway/Taxiway Maintenance	Yes
10/21/2025 17:18	TWY707	N707MH	CL30	4570	28R	B	Runway/Taxiway Maintenance	Yes
10/21/2025 17:55			CL60	3736	28R	B	Runway/Taxiway Maintenance	Yes
10/21/2025 17:56	JSX179	N258JX	E135	3366	28R	R	Runway/Taxiway Maintenance	Yes
10/21/2025 18:51	JSX9409	N243JX	E145	3711	28R	R	Runway/Taxiway Maintenance	Yes
10/21/2025 19:13	N123ED	N123ED	H25B	4215	28R	B	Runway/Taxiway Maintenance	Yes
10/21/2025 21:27	PXT150	N150TG	C680	3343	28R	B	Runway/Taxiway Maintenance	Yes
10/22/2025 1:06			GLF4	3317	28R	B	Runway/Taxiway Maintenance	Yes
10/22/2025 4:26	N81ER	N81ER	C25B	3352	28R	B	Runway/Taxiway Maintenance	Yes
10/22/2025 5:47	N525B	N525B	C25A	3236	28R	B	Runway/Taxiway Maintenance	Yes
10/22/2025 7:10	JSX173	N258JX	E135	1764	28R	R	Runway/Taxiway Maintenance	Yes
10/22/2025 7:13	EJA777	N777QS	CL35	3235	28R	B	Runway/Taxiway Maintenance	Yes
10/22/2025 8:02	VJA551	N551XJ	CL30	1770	28R	B	Runway/Taxiway Maintenance	Yes
10/22/2025 8:55	LXJ333	N333FX	E55P	3246	28R	B	Runway/Taxiway Maintenance	Yes
10/22/2025 9:40			GL5T	3270	28R	B	Runway/Taxiway Maintenance	Yes
10/22/2025 10:16	PXT656	N656SM	C25B	3353	28R	B	Runway/Taxiway Maintenance	Yes
10/22/2025 10:20	JSX655	N264JX	E135	3767	28R	R	Runway/Taxiway Maintenance	Yes
10/22/2025 10:48	N15VX	N15VX	FA50	3235	28R	B	Runway/Taxiway Maintenance	Yes
10/22/2025 10:50	JSX175	N258JX	E135	3666	28R	R	Runway/Taxiway Maintenance	Yes
10/22/2025 10:55			C25A	1755	28R	B	Runway/Taxiway Maintenance	Yes
10/22/2025 11:02			GLF6	4503	28R	B	Runway/Taxiway Maintenance	Yes
10/22/2025 11:14	JSX610	N245JX	E145	3724	28R	R	Runway/Taxiway Maintenance	Yes
10/22/2025 11:30	N729HB		L39	1712	28R	J	Runway/Taxiway Maintenance	Yes
10/22/2025 11:59			CL35	3330	28R	B	Runway/Taxiway Maintenance	Yes
10/22/2025 13:14	N247PS	N247PS	G150	4507	28R	B	Runway/Taxiway Maintenance	Yes
10/22/2025 14:18	JSX177	N258JX	E135	3371	28R	R	Runway/Taxiway Maintenance	Yes
10/22/2025 14:32	JSX657	N264JX	E135	3263	28R	R	Runway/Taxiway Maintenance	Yes
10/22/2025 14:34	N125GG	N125GG	GLF4	3303	28R	B	Runway/Taxiway Maintenance	Yes
10/22/2025 14:54	N420TJ	N420TJ	E55P	3663	28R	B	Runway/Taxiway Maintenance	Yes
10/22/2025 16:00	EJA818	N818QS	C700	3205	28R	B	Runway/Taxiway Maintenance	Yes
10/22/2025 16:06			LJ45	3322	28R	B	Runway/Taxiway Maintenance	Yes
10/22/2025 16:38			C750	4251	28R	B	Runway/Taxiway Maintenance	Yes
10/22/2025 17:20	N3MM	N3MM	C25B	3752	28R	B	Runway/Taxiway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
10/22/2025 17:49	JSX179	N258JX	E135	3240	28R	R	Runway/Taxiway Maintenance	Yes
10/22/2025 18:06	N99FF	N99FF	CL60	6343	28R	B	Runway/Taxiway Maintenance	Yes
10/22/2025 22:30			GL5T	3301	28R	B	Runway/Taxiway Maintenance	Yes
10/22/2025 23:42	RAX123	N945W	LJ35	3331	28R	B	Runway/Taxiway Maintenance	Yes
10/23/2025 5:25	KAI61	N778MA	B738	3212	28R	J	Runway/Taxiway Maintenance	Yes
10/23/2025 5:58	PXT525	N525B	C25A	3377	28R	B	Runway/Taxiway Maintenance	Yes
10/23/2025 7:04	EJA856	N856QS	C700	3727	28R	B	Runway/Taxiway Maintenance	Yes
10/23/2025 7:07	LXJ577	N577FX	CL35	3254	28R	B	Runway/Taxiway Maintenance	Yes
10/23/2025 8:16	TWY85	N604PW	CL60	1716	28R	B	Runway/Taxiway Maintenance	Yes
10/23/2025 8:35	EJA254	N254QS	CL60	3735	28R	B	Runway/Taxiway Maintenance	Yes
						Runway/Taxiway Maintenance	149	
11/23/2025 10:11			GLF6	1734	28R	B	System Error	Yes
						System Error	1	
						Grand Count	414	

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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
12/3/2025 0:34			GLF6	1541	10R	B	ATC Instructions	No
						ATC Instructions	1	
11/5/2025 12:06			H25B	523	10R	B	Airspace Conflict Potential	Yes
11/5/2025 16:30			GLF6	3460	10R	B	Airspace Conflict Potential	Yes
11/5/2025 16:40			E50P	4545	10R	B	Airspace Conflict Potential	Yes
11/5/2025 17:27	EJA876	N876QS	H25B	6052	10R	B	Airspace Conflict Potential	Yes
11/5/2025 18:14	N243CX	N243CX	HDJT	3275	10R	B	Airspace Conflict Potential	Yes
11/5/2025 18:25	LXJ663	N663FX	GLF6	1652	10R	B	Airspace Conflict Potential	Yes
10/1/2025 12:51	KOW201	N201HR	C750	4263	10R	B	Airspace Conflict Potential	Yes
10/1/2025 11:52			C560	6073	10R	B	Airspace Conflict Potential	Yes
10/1/2025 12:41	TWY206	N802BC	GL5T	1705	10R	B	Airspace Conflict Potential	Yes
12/29/2025 12:10	N412RK	N412RK	PC24	6054	10R	B	Airspace Conflict Potential	Yes
12/26/2025 10:11	EJA334	N334QS	C680	1072	10R	B	Airspace Conflict Potential	Yes
12/25/2025 15:51	LXJ593	N593FX	CL35	4215	10R	B	Airspace Conflict Potential	Yes
12/25/2025 13:12	EJA925	N925QS	C68A	7636	10R	B	Airspace Conflict Potential	Yes
12/25/2025 11:56			GLF4	2073	10R	B	Airspace Conflict Potential	Yes
12/25/2025 11:50	TIV710	N710VM	C700	4517	10R	B	Airspace Conflict Potential	Yes
12/25/2025 11:46	EJA476	N476QS	E55P	4271	10R	B	Airspace Conflict Potential	Yes
12/25/2025 11:43	KFB43	N43HF	C56X	1053	10L	B	Airspace Conflict Potential	Yes
12/23/2025 13:35	PO1544	N555DH	C525	1544	10R	B	Airspace Conflict Potential	Yes
12/23/2025 10:26			CL30	6021	10R	B	Airspace Conflict Potential	Yes
12/23/2025 8:24	LXJ563	N563FX	CL35	4524	10R	B	Airspace Conflict Potential	Yes
11/12/2025 9:41			F900	1065	10R	B	Airspace Conflict Potential	Yes
11/12/2025 11:20			C25A	4275	10R	B	Airspace Conflict Potential	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
11/12/2025 11:38	N747JJ	N747JJ	C25A	4217	10R	B	Airspace Conflict Potential	Yes
11/12/2025 13:11	PXT521	N521AA	C25B	4243	10R	B	Airspace Conflict Potential	Yes
11/12/2025 19:14	PXT525	N525B	C25A	1034	10R	B	Airspace Conflict Potential	Yes
12/21/2025 17:04	ASP836		E550	2603	10R	B	Airspace Conflict Potential	Yes
12/22/2025 10:39	N555DH	N555DH	C525	7215	10L	B	Airspace Conflict Potential	Yes
						Airspace Conflict Potential	27	
11/12/2025 7:49	N740SC	N740SC	SF50	4562	10L	B	Audio Not Available	No
						Audio Not Available	1	
11/16/2025 19:01	Medevac	Medevac	LJ60	1022	10R	B	Lifeguard Medical	Yes
11/16/2025 18:54	USC240	N295CK	LJ35	6641	10R	B	Lifeguard Medical	Yes
11/16/2025 20:07	LN54DD	N54DD	C560	2356	10R	B	Lifeguard Medical	Yes
11/5/2025 16:02	JLG806	N806GJ	H25B	3106	10R	B	Lifeguard Medical	Yes
12/3/2025 2:49	LN174AA	N174AA	C25B	3501	10L	B	Lifeguard Medical	Yes
11/16/2025 18:27	USC102	N644CK	LJ35	7266	10R	B	Lifeguard Medical	Yes
12/23/2025 21:54	LN561SR	N561SR	C560	4263	10R	B	Lifeguard Medical	Yes
12/23/2025 14:25	LN561SR	N561SR	C560	7656	10R	B	Lifeguard Medical	Yes
						Lifeguard Medical	8	
10/1/2025 10:11	EJA656	N656QS	C56X	4275	10R	B	Pilot Requested	No
10/1/2025 13:24			CL30	4132	10R	B	Pilot Requested	No
10/1/2025 13:54	N729HB		L39	7730	10L	J	Pilot Requested	No
10/1/2025 14:01			GLF6	6721	10R	B	Pilot Requested	No
10/1/2025 14:48	N953PC	N953PC	C56X	4246	10R	B	Pilot Requested	No
10/25/2025 12:30			F2TH	1403	10L	B	Pilot Requested	No
10/25/2025 13:12	N268TS	N268TS	FA50	3621	10L	B	Pilot Requested	No
11/5/2025 11:47	N835CB	N835CB	C25B	7654	10R	B	Pilot Requested	No
11/5/2025 15:47			CL30	1672	10R	B	Pilot Requested	No
11/5/2025 16:07	PXT680	N680PC	C680	3527	10R	B	Pilot Requested	No
11/12/2025 11:07	N15VX	N15VX	FA50	5620	10R	B	Pilot Requested	No
11/12/2025 12:02	N345KM	N345KM	F900	1710	10R	B	Pilot Requested	No
11/12/2025 13:56	N671VJ	N671VJ	SF50	3125	10R	B	Pilot Requested	No
11/12/2025 16:23	JRE714	N714JS	C25B	6024	10R	B	Pilot Requested	No
11/12/2025 16:56	CBC871	N871CB	C25A	5617	10R	B	Pilot Requested	No
11/12/2025 17:12	LXJ355	N355FX	E55P	4562	10R	B	Pilot Requested	No
11/12/2025 18:07	PXT521	N521AA	C25B	4525	10R	B	Pilot Requested	No
11/12/2025 20:37			GLF5	2472	10R	B	Pilot Requested	No
11/13/2025 14:10	LXJ652	N652FX	GLF6	3564	10R	B	Pilot Requested	No
12/21/2025 8:04	PXT504	N504FM	C25A	4517	10R	B	Pilot Requested	No
12/21/2025 8:08	VJA141	N141JE	GLF4	6771	10R	B	Pilot Requested	No
12/21/2025 10:04	CNS2041	N556AF	GLF3	6010	10R	B	Pilot Requested	No
12/21/2025 14:18			GLF4	1315	10R	B	Pilot Requested	No
12/21/2025 14:31	N610RL	N610RL	F900	6004	10R	B	Pilot Requested	No
12/21/2025 14:58	DLX401	N401SY	LJ60	4546	10R	B	Pilot Requested	No
12/21/2025 16:08	JRE867	N867JS	C56X	653	10R	B	Pilot Requested	No
12/21/2025 17:24			CL30	3144	10R	B	Pilot Requested	No
12/21/2025 18:45	N862LG	N862LG	E55P	3220	10R	B	Pilot Requested	No
12/21/2025 19:47	PXT680	N680PC	C680	7302	10R	B	Pilot Requested	No
12/23/2025 8:28	JSX170	N259JX	E135	7221	10L	R	Pilot Requested	No
12/23/2025 11:37	N953PC	N953PC	C56X	3513	10R	B	Pilot Requested	No
12/23/2025 13:03	N79SC	N79SC	LJ60	2673	10R	B	Pilot Requested	No
12/23/2025 15:26	JRE864		C56X	7736	10R	B	Pilot Requested	No
12/23/2025 16:03	WUP94	N904TX	C750	2444	10R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
12/23/2025 18:52			GLF5	2055	10R	B	Pilot Requested	No
12/24/2025 15:21	N400FF	N400FF	BE40	1175	10R	B	Pilot Requested	No
12/25/2025 10:39	EJA801	N801QS	C700	6006	10L	B	Pilot Requested	No
12/25/2025 17:59	KOW998	N998CX	C750	3311	10L	B	Pilot Requested	No
12/26/2025 9:48	EJA237	N237QS	CL60	4251	10R	B	Pilot Requested	No
12/26/2025 9:53			CL60	6270	10R	B	Pilot Requested	No
12/26/2025 14:46			C56X	6061	10R	B	Pilot Requested	No
12/29/2025 12:50	N68AL	N68AL	GLF4	3656	10R	B	Pilot Requested	No
						Pilot Requested	42	
11/13/2025 0:09			GLF6	2446	10L	B	Runway/Taxiway Maintenance	Yes
11/13/2025 0:12	LXJ507	N507FX	CL35	2663	10L	B	Runway/Taxiway Maintenance	Yes
11/13/2025 0:15	N671VJ	N671VJ	SF50	4231	10L	B	Runway/Taxiway Maintenance	Yes
11/13/2025 2:59			GLF6	3613	10L	B	Runway/Taxiway Maintenance	Yes
11/13/2025 0:05	SCW4907	N447SW	CRJ2	6667	10L	R	Runway/Taxiway Maintenance	Yes
11/13/2025 1:24	T7VKS	T7VKS	GLF4	7303	10L	B	Runway/Taxiway Maintenance	Yes
						Runway/Taxiway Maintenance	6	
						Grand Count	85	

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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
10/3/2025 17:01	28R	N109LD	N109LD	P28A	5353	VFR Departure	No
10/11/2025 18:28	28R	N435CE	N435CE	C425	3707	VFR Departure	No
10/12/2025 15:49	28R	N922BC	N922BC	C82S	3756	VFR Departure	No
10/13/2025 8:40	28L	N51LW	N51LW	P51	5375	VFR Departure	No
10/17/2025 19:41	28R	N620J	N620J	P28A	4201	VFR Departure	No
10/21/2025 9:01	28R	PIP118	N71118	C182	5327	VFR Departure	No
10/23/2025 7:31	33	N7114Y	N7114Y	PA30	330	VFR Departure	No
10/30/2025 13:50	28R	N10DB	N10DB	C210	3735	VFR Departure	No
10/31/2025 21:08	33	N757PP	N757PP	C172	5303	VFR Departure	No
11/1/2025 12:23	28R	N733ZK	N733ZK	C172	5332	VFR Departure	No
11/3/2025 10:03	28R	N700FP	N700FP	TBM7	6363	VFR Departure	No
11/8/2025 15:07	28R	N671SH	N671SH	BE35	4552	VFR Departure	No
11/9/2025 7:45	28R	N345UW	N345UW	RV6	4541	VFR Departure	No
11/10/2025 17:40	33	N84DL	N84DL	C172	5315	VFR Departure	No
11/18/2025 10:23	28R	N5874C	N5874C	C421	4507	VFR Departure	No
11/18/2025 21:24	28R	N8157W	N8157W	P28A	356	VFR Departure	No
11/22/2025 15:47	33	N733ZK	N733ZK	C172	356	VFR Departure	No
11/23/2025 23:10	28R	N442EG	N442EG	S22T	4530	Not Acceptable	No
11/24/2025 11:40	28R			M20P	3251	VFR Departure	No

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
11/28/2025 15:43	33	N231NH	N231NH	M20T	4561	VFR Departure	No
11/30/2025 12:06	28R	N357PG	N357PG	S22T	1757	VFR Departure	No
12/3/2025 11:33	28R			C82T	371	VFR Departure	No
12/4/2025 7:29	33	N6605D	N6605D	C172	375	Touch & Go Training	No
12/14/2025 13:18	28R	N484BW	N484BW	BE9L	1735	VFR Departure	No
12/15/2025 15:33	28R	N19TR	N19TR	SR22	5306	VFR Departure	No
12/16/2025 13:57	28L	N553TP	N553TP	P28A	5342	VFR Departure	No
12/17/2025 16:47	28R	N553TP	N553TP	P28A	4215	VFR Departure	No
12/18/2025 14:00	28R	N368BW	N368BW	BE60	5373	VFR Departure	No
12/28/2025 15:04	33	N7517J	N7517J	P28R	5322	VFR Departure	No
12/28/2025 18:14	33	N49039	N49039	C152	4255	VFR Departure	No
10/2/2025 14:12	PAD1	CMD08	N838CS	EC35	5360	Lifeguard Medical	Yes
10/3/2025 16:09	33	N49004	N49004	C152	322	Air Traffic Conflict	Yes
10/5/2025 12:19	33	N734BN	N734BN	C172	4534	Air Traffic Conflict	Yes
10/5/2025 15:40	28R	N474J	N474J	BE20	4273	Air Traffic Conflict	Yes
10/6/2025 16:23	33	N93214	N93214	C152	357	Air Traffic Conflict	Yes
10/6/2025 17:26	PAD1	REH35	N892CS	EC35	5333	Air Traffic Conflict	Yes
10/6/2025 20:31	28R	N553TP	N553TP	P28A	5321	Air Traffic Conflict	Yes
10/7/2025 9:26	33	N24998	N24998	C152	5334	Air Traffic Conflict	Yes
10/8/2025 11:33	28R	N371CD	N371CD	SR22	3360	Air Traffic Conflict	Yes
10/8/2025 13:40	33	N619MC	N619MC	S22T	5363	Air Traffic Conflict	Yes
10/8/2025 16:13	33	N739UL	N739UL	C172	5353	Air Traffic Conflict	Yes
10/10/2025 16:58	28R	BXR8603	N106VE	C208	5364	Air Traffic Conflict	Yes
10/12/2025 18:06	28R	N227DH	N227DH	S22T	4226	Air Traffic Conflict	Yes
10/15/2025 11:00	33	N305PA	N305PA	SR20	4542	Air Traffic Conflict	Yes
10/15/2025 21:07	28R			PC12	5322	Air Traffic Conflict	Yes
10/16/2025 12:41	28L			SR22	1770	Air Traffic Conflict	Yes
10/16/2025 19:22	33	N49004	N49004	C152	4562	Air Traffic Conflict	Yes
10/16/2025 21:00	PAD1	CMD8	N838CS	EC35	5307	Lifeguard Medical	Yes
10/17/2025 10:55	28L	N615KE	N615KE	T206	3324	Air Traffic Conflict	Yes
10/17/2025 17:32	33	N733ZK	N733ZK	C172	5324	Air Traffic Conflict	Yes
10/18/2025 16:03	33	N52789	N52789	C172	5314	Air Traffic Conflict	Yes
10/18/2025 16:50	28R	N2881	N2881	SR20	5351	Air Traffic Conflict	Yes
10/19/2025 2:13	PAD1	REH1	N37RX	EC35	313	Lifeguard Medical	Yes
10/19/2025 12:13	33	N757PP	N757PP	C172	5337	Air Traffic Conflict	Yes
10/20/2025 5:40	PAD1	REH18		HELO	4510	Lifeguard Medical	Yes
10/20/2025 10:07	33	N739YE	N739YE	C172	347	Air Traffic Conflict	Yes
10/20/2025 14:58	28R	N49004	N49004	C152	5372	Air Traffic Conflict	Yes
10/20/2025 20:13	33	N733ZK	N733ZK	C172	4561	Air Traffic Conflict	Yes
10/21/2025 9:29	PAD1	CMD08	N838CS	EC35	4514	Air Traffic Conflict	Yes
10/21/2025 18:49	28R	XSN90	N905LB	PC12	5374	Air Traffic Conflict	Yes
10/21/2025 18:54	28R	N474J	N474J	BE20	4267	Air Traffic Conflict	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
10/22/2025 21:22	PAD1	REH1	N31RX	EC35	346	Lifeguard Medical	Yes
10/25/2025 15:05	PAD1	CMD08	N838CS	EC35	367	Lifeguard Medical	Yes
10/26/2025 12:52	PAD1	CMD08	N838CS	EC35	5337	Lifeguard Medical	Yes
10/28/2025 11:23	33	N7779K	N7779K	C180	5301	Air Traffic Conflict	Yes
10/28/2025 17:28	33	N6605D	N6605D	C172	350	Air Traffic Conflict	Yes
10/29/2025 18:38	PAD1	CMD08	N838CS	EC35	320	Air Traffic Conflict	Yes
10/30/2025 12:10	28R	N7114Y	N7114Y	PA30	6352	System Error	Yes
10/30/2025 22:40	28R	N3117Q	N3117Q	P32R	4204	Air Traffic Conflict	Yes
10/31/2025 19:39	33	N9150V	N9150V	M20P	341	Air Traffic Conflict	Yes
11/1/2025 8:21	28R	N553TP	N553TP	P28A	4231	System Error	Yes
11/2/2025 11:31	28R	N4830N	N4830N	C182	3324	System Error	Yes
11/2/2025 19:48	PAD1	REH35	N328RX	EC35	340	Lifeguard Medical	Yes
11/3/2025 12:51	28R	N473SA	N473SA	BE36	3660	Air Traffic Conflict	Yes
11/4/2025 15:11	28L	N18256	N18256	C182	4527	Air Traffic Conflict	Yes
11/6/2025 12:18	28R	N8151Y	N8151Y	SR22	3766	Air Traffic Conflict	Yes
11/6/2025 12:34	PAD1	CMD08	N838CS	EC35	5371	Air Traffic Conflict	Yes
11/6/2025 17:07	PAD1	CMD08	N838CS	EC35	5377	Air Traffic Conflict	Yes
11/7/2025 15:45	33	N739UL	N739UL	C172	5345	Air Traffic Conflict	Yes
11/7/2025 16:49	33	N331NH	N231NH	M20T	4553	Air Traffic Conflict	Yes
11/7/2025 17:28	28L	XSN40	N404TC	PC12	4232	Air Traffic Conflict	Yes
11/8/2025 14:48	28R	N4653Q	N4653Q	T210	4203	Air Traffic Conflict	Yes
11/8/2025 16:19	PAD1	CMD8	N838CS	EC35	333	Air Traffic Conflict	Yes
11/8/2025 17:07	28R	N553TP	N553TP	P28A	4225	Air Traffic Conflict	Yes
11/8/2025 18:16	33	N739YE	N739YE	C172	5310	Air Traffic Conflict	Yes
11/10/2025 13:52	33	N553TP	N553TP	P28A	344	Air Traffic Conflict	Yes
11/10/2025 15:50	33	N739YE	N739YE	C172	5323	Air Traffic Conflict	Yes
11/10/2025 15:56	33	N734BN	N734BN	C172	377	Air Traffic Conflict	Yes
11/11/2025 11:32	33	N739YE	N739YE	C172	377	Air Traffic Conflict	Yes
11/11/2025 18:06	28R	N553TP	N553TP	P28A	4572	Air Traffic Conflict	Yes
11/14/2025 20:20	33	N733ZK	N733ZK	C172	4564	System Error	Yes
11/15/2025 1:25	PAD1	REH1	N325RX	EC35	5355	Lifeguard Medical	Yes
11/19/2025 10:53	PAD1	CMD8	N30RX	EC35	4264	Air Traffic Conflict	Yes
11/20/2025 14:12	PAD1	CMD8	N30RX	EC35	325	Air Traffic Conflict	Yes
11/21/2025 10:33	28R	N703DR	N703DR	SR22	4505	Air Traffic Conflict	Yes
11/21/2025 15:06	28R	N617DC	N617DC	DA62	4204	Air Traffic Conflict	Yes
11/21/2025 15:12	28R	N93RJ	N93RJ	PA46	3235	Air Traffic Conflict	Yes
11/22/2025 20:06	PAD1	CMD08	N838CS	EC35	5346	Lifeguard Medical	Yes
11/24/2025 16:47	33	N93214	N93214	C152	5364	Air Traffic Conflict	Yes
11/26/2025 13:35	28R	N49004	N49004	C152	4276	Air Traffic Conflict	Yes
11/26/2025 15:12	28R	N3031Q	N3031Q	BE36	6332	Air Traffic Conflict	Yes
11/26/2025 16:29	28R	N109LD	N109LD	P28A	4543	Air Traffic Conflict	Yes
11/27/2025 13:10	33	N49004	N49004	C152	5340	Air Traffic Conflict	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
11/29/2025 12:38	PAD1	CMD8	N839CS	EC35	367	Air Traffic Conflict	Yes
11/29/2025 13:18	28R	N4030R	N4030R	PA32	3232	Air Traffic Conflict	Yes
11/29/2025 16:33	33	N22QT	N22QT	DA40	3667	Air Traffic Conflict	Yes
11/30/2025 22:29	PAD1	CMD08	N839CS	EC35	344	Lifeguard Medical	Yes
12/1/2025 14:54	33			P32R	5341	Air Traffic Conflict	Yes
12/1/2025 16:33	PAD1	CMD08	N839CS	EC35	5351	Air Traffic Conflict	Yes
12/1/2025 17:38	28R	N9095R	N9095R	C82S	4255	Air Traffic Conflict	Yes
12/2/2025 15:02	28R	NGF7805	N925LR	BE36	3365	Air Traffic Conflict	Yes
12/3/2025 10:17	28R	N6605D	N6605D	C172	4277	Air Traffic Conflict	Yes
12/3/2025 14:17	28L	N18256	N18256	C182	342	Air Traffic Conflict	Yes
12/3/2025 14:38	28R	N6732Z	N6732Z	BE36	1723	Air Traffic Conflict	Yes
12/3/2025 14:41	28R	BYF30	N6198N	C172	5303	Air Traffic Conflict	Yes
12/4/2025 12:01	28R	N68459	N68459	C152	5373	Air Traffic Conflict	Yes
12/4/2025 13:10	28R	XSN40	N404TC	PC12	4522	Air Traffic Conflict	Yes
12/4/2025 14:26	33	N6605D	N6605D	C172	4212	Air Traffic Conflict	Yes
12/4/2025 15:35	28R	N190BM	N190BM	SR20	3707	Air Traffic Conflict	Yes
12/4/2025 15:36	33	N49004	N49004	C152	5377	Air Traffic Conflict	Yes
12/4/2025 18:39	28R			BE20	4566	Air Traffic Conflict	Yes
12/5/2025 7:44	PAD1	CMD8	N839CS	EC35	341	Lifeguard Medical	Yes
12/5/2025 13:40	PAD1	CMD8	N839CS	EC35	314	Air Traffic Conflict	Yes
12/5/2025 20:04	PAD1	CMD8	N839CS	EC35	323	Lifeguard Medical	Yes
12/6/2025 15:02	28L	N4653Q	N4653Q	T210	3276	Air Traffic Conflict	Yes
12/6/2025 15:44	28R	N52275	N52275	C172	5301	Air Traffic Conflict	Yes
12/7/2025 14:04	28R	N301EF	N301EF	VELO	5367	Air Traffic Conflict	Yes
12/8/2025 2:57	PAD1	REH18	N31RX	EC35	4577	Lifeguard Medical	Yes
12/8/2025 6:10	PAD1	REH03	N319RX	EC35	4533	Lifeguard Medical	Yes
12/9/2025 11:59	28L	N359DG	N359DG	B350	4515	Air Traffic Conflict	Yes
12/11/2025 13:13	28L	NGF6325	N8255E	BE33	4575	Air Traffic Conflict	Yes
12/11/2025 15:00	28R	XSN06	N61RJ	PC12	5312	Air Traffic Conflict	Yes
12/12/2025 9:05	PAD1	REH18	N31RX	EC35	5360	Lifeguard Medical	Yes
12/13/2025 12:06	28R	N886LM		P46T	5356	Air Traffic Conflict	Yes
12/13/2025 12:57	33	N739YE	N739YE	C172	4514	Air Traffic Conflict	Yes
12/13/2025 14:55	28R	N49004	N49004	C152	332	Air Traffic Conflict	Yes
12/13/2025 15:13	PAD1	N839CS	N839CS	EC35	353	Air Traffic Conflict	Yes
12/15/2025 12:12	PAD1	CMD08	N839CS	EC35	5316	Air Traffic Conflict	Yes
12/17/2025 15:42	PAD1	CMD08	N839CS	EC35	315	Lifeguard Medical	Yes
12/23/2025 0:26	PAD1	CMD08	N839CS	EC35	366	Lifeguard Medical	Yes
12/23/2025 8:45	PAD1	CMD8	N839CS	EC35	5376	Lifeguard Medical	Yes
12/27/2025 13:20	PAD1	CMD8	N839CS	EC35	5377	Air Traffic Conflict	Yes
12/27/2025 14:16	33	N4826T	N4826T	P28A	5321	Air Traffic Conflict	Yes
12/27/2025 14:41	33	N727NG	N727NG	BE33	4512	Air Traffic Conflict	Yes
12/27/2025 21:50	PAD1	CMD8	N839CS	EC35	352	Lifeguard Medical	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
12/28/2025 10:35	33	N66970	N66970	C152	5333	Air Traffic Conflict	Yes
12/28/2025 13:06	33	N92049	N92049	C182	5347	Air Traffic Conflict	Yes
12/28/2025 15:22	28R	N41459	N41459	P28A	327	Air Traffic Conflict	Yes
12/28/2025 18:00	28R	N553TP	N553TP	P28A	4555	Air Traffic Conflict	Yes
12/29/2025 7:48	PAD1	CMD08	N838CS	EC35	5314	Lifeguard Medical	Yes
12/29/2025 13:51	PAD1	N838CS	N838CS	EC35	363	Lifeguard Medical	Yes
12/29/2025 15:07	28R	N109LD	N109LD	P28A	323	Air Traffic Conflict	Yes
12/30/2025 11:10	33	N24998	N24998	C152	5346	Air Traffic Conflict	Yes
12/30/2025 11:59	28R	N294NG	N294NG	PC12	4547	Air Traffic Conflict	Yes
12/31/2025 9:23	33	N734BN	N734BN	C172	5347	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
11/1/2025 22:15	N911CA	N911CA	B350	4571	28R	Law Enforcement	Yes
					Law Enforcement	1	
10/19/2025 2:13	REH1	N37RX	EC35	313	PAD1	Lifeguard Medical	Yes
10/20/2025 5:40	REH18		HELO	4510	PAD1	Lifeguard Medical	Yes
10/23/2025 4:08	CMD13	N321RX	EC35	4527	PAD1	Lifeguard Medical	Yes
10/24/2025 22:20	LN54DD	N54DD	C560	4577	28R	Lifeguard Medical	Yes
10/25/2025 5:48	LN561SR	N561SR	C560	3362	28R	Lifeguard Medical	Yes
10/25/2025 5:55	LN54DD	N54DD	C560	3350	28R	Lifeguard Medical	Yes
10/28/2025 23:51	LN54DD	N54DD	C560	3330	28R	Lifeguard Medical	Yes
11/3/2025 2:42	CMD70	N911RX	BE20	4221	28R	Lifeguard Medical	Yes
11/8/2025 23:42	Medevac	Medevac	LJ35	3225	28R	Lifeguard Medical	Yes
11/9/2025 1:15	LN54DD	N54DD	C560	3261	28L	Lifeguard Medical	Yes
11/11/2025 5:13	LUSC50	LN644CK	LJ35	3214	28R	Lifeguard Medical	Yes
11/15/2025 1:25	REH1	N325RX	EC35	5355	PAD1	Lifeguard Medical	Yes
11/16/2025 23:43	LN54DD	N54DD	C560	4554	10R	Lifeguard Medical	Yes
11/18/2025 2:34	LN810BE	N810BE	C560	3337	28R	Lifeguard Medical	Yes
11/19/2025 22:12	LN968SR	N968SR	C560	4567	28R	Lifeguard Medical	Yes
11/19/2025 22:50	LN561SR	N561SR	C560	4510	28R	Lifeguard Medical	Yes
11/20/2025 5:21	LN561SR	N561SR	C560	3274	28R	Lifeguard Medical	Yes
11/20/2025 5:53	LN968SR	N968SR	C560	3347	28R	Lifeguard Medical	Yes
11/21/2025 22:52	LN904LR	N904LR	C560	3246	28R	Lifeguard Medical	Yes
11/22/2025 6:00	Medevac	Medevac	BE20	4526	28R	Lifeguard Medical	Yes
11/24/2025 1:05	LN116AA	N116AA	C25B	3315	28R	Lifeguard Medical	Yes
11/24/2025 1:47	LNPCJ2	LN702GW	LJ31	3350	28R	Lifeguard Medical	Yes
11/25/2025 1:19	LSCM25	LN325ER	LJ60	3257	28R	Lifeguard Medical	Yes
11/25/2025 1:48	LN394CM	N394CM	C510	3343	28R	Lifeguard Medical	Yes
11/30/2025 22:29	CMD08	N839CS	EC35	344	PAD1	Lifeguard Medical	Yes
12/2/2025 3:09	REH17	N316RX	EC35	4571	PAD1	Lifeguard Medical	Yes
12/2/2025 5:30	Medevac	Medevac	LJ45	3250	28R	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
12/2/2025 6:26	Medevac	Medevac	BE20	4553	28R	Lifeguard Medical	Yes
12/2/2025 22:14	LN54DD	N54DD	C560	3260	28R	Lifeguard Medical	Yes
12/4/2025 5:21	LN810BE	N810BE	C560	3244	28L	Lifeguard Medical	Yes
12/8/2025 2:57	REH18	N31RX	EC35	4577	PAD1	Lifeguard Medical	Yes
12/8/2025 6:10	REH03	N319RX	EC35	4533	PAD1	Lifeguard Medical	Yes
12/14/2025 6:26	LN117AA	N117AA	CL60	3265	28L	Lifeguard Medical	Yes
12/15/2025 2:26	LN810BE	N810BE	C560	4255	28L	Lifeguard Medical	Yes
12/17/2025 2:45	Medevac	Medevac	C560	4513	28R	Lifeguard Medical	Yes
12/17/2025 3:29	CMD70	N370CS	BE20	4240	28R	Lifeguard Medical	Yes
12/18/2025 6:39	Medevac	Medevac	BE20	4226	28R	Lifeguard Medical	Yes
12/23/2025 0:26	CMD08	N839CS	EC35	366	PAD1	Lifeguard Medical	Yes
12/23/2025 1:29	LN54DD	N54DD	C560	3255	28R	Lifeguard Medical	Yes
12/26/2025 23:12	LSCM25	LN325ER	LJ60	3724	28L	Lifeguard Medical	Yes
12/26/2025 23:35			C25A	6327	28R	Lifeguard Medical	Yes
12/28/2025 23:44	CMD12	N323RX	EC35	5357	PAD1	Lifeguard Medical	Yes
10/18/2025 4:58	LN236N	N236N	CL60	4236	28L	Lifeguard Medical	Yes
10/6/2025 3:05	CMD70	N911RX	BE20	4234	28R	Lifeguard Medical	Yes
10/15/2025 6:48	KFS134	N452CK	LJ45	3705	28R	Lifeguard Medical	Yes
					Lifeguard Medical	45	
11/5/2025 0:00	BXR494	N4662B	C208	3243	10L	Not Acceptable	No
11/5/2025 6:15	PCM8709	N798FE	C208	4501	10R	Not Acceptable	No
11/12/2025 22:15	XEN89	N789JC	F2TH	3340	10L	Not Acceptable	No
11/13/2025 0:01	FGR313	N313TT	FA50	3203	10L	Not Acceptable	No
11/13/2025 0:06	BXR494	N208PG	C208	3274	10L	Not Acceptable	No
11/13/2025 1:53	N24998	N24998	C152	1200	28R	Not Acceptable	No
11/13/2025 6:08	N345KM	N345KM	F900	3301	10R	Not Acceptable	No
12/3/2025 6:15	N92049	N92049	C182	4504	33	Not Acceptable	No
12/6/2025 6:19	N312LL	N312LL	T18	3321	33	Not Acceptable	No
12/24/2025 1:49			CRJ2	3277	10R	Not Acceptable	No
12/24/2025 2:44	BXR494	N932C	C208	3226	10L	Not Acceptable	No
12/24/2025 6:41	PCM8697	N872FE	C208	4571	10L	Not Acceptable	No
					Not Acceptable	12	
10/2/2025 23:04			GLF5	3323	28L	Pilot Requested	No
11/20/2025 6:10	N504YH	N504YH	HDJT	3371	28R	Pilot Requested	No
					Pilot Requested	2	
10/6/2025 4:46			GLF5	3263	28L	RWY 30 Routine Closure	Yes
10/20/2025 3:40			CL60	3362	28L	RWY 30 Routine Closure	Yes
12/15/2025 2:37	VOI1773	XAVRX	A20N	3226	28L	RWY 30 Routine Closure	Yes
12/15/2025 1:38			CL30	3270	28R	RWY 30 Routine Closure	Yes
12/8/2025 0:17			CL30	3353	28R	RWY 30 Routine Closure	Yes
11/24/2025 1:53	VOI1810	XAVUV	A21N	3260	28L	RWY 30 Routine Closure	Yes
11/24/2025 0:04			C560	4273	28R	RWY 30 Routine Closure	Yes
11/10/2025 4:45	CBC871	N871CB	C25A	3357	28L	RWY 30 Routine Closure	Yes
11/3/2025 4:20	EJA946	N946QS	C68A	3227	28L	RWY 30 Routine Closure	Yes
11/3/2025 1:59	VOI7791	N528VL	A20N	3311	28L	RWY 30 Routine Closure	Yes
					RWY 30 Routine Closure	10	
10/24/2025 6:24	CNS2041	N282AF	PC24	3250	28R	Runway/Taxiway Maintenance	Yes
11/14/2025 4:51	PXT96	N96PX	C25B	3345	28R	Runway/Taxiway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
12/5/2025 6:00			F900	3245	28L	Runway/Taxiway Maintenance	Yes
10/24/2025 4:25	N167QS	N167QS	GLEX	3210	28R	Runway/Taxiway Maintenance	Yes
10/24/2025 6:23			CL35	3273	28R	Runway/Taxiway Maintenance	Yes
11/10/2025 22:52			F900	4214	28R	Runway/Taxiway Maintenance	Yes
11/11/2025 22:32	KOW125	N125TH	C750	3347	28R	Runway/Taxiway Maintenance	Yes
11/14/2025 4:49			GL5T	3220	28R	Runway/Taxiway Maintenance	Yes
10/23/2025 5:58	PXT525	N525B	C25A	3377	28R	Runway/Taxiway Maintenance	Yes
10/23/2025 5:25	KAI61	N778MA	B738	3212	28R	Runway/Taxiway Maintenance	Yes
10/22/2025 23:42	RAX123	N945W	LJ35	3331	28R	Runway/Taxiway Maintenance	Yes
10/22/2025 22:30			GL5T	3301	28R	Runway/Taxiway Maintenance	Yes
10/22/2025 5:47	N525B	N525B	C25A	3236	28R	Runway/Taxiway Maintenance	Yes
10/22/2025 4:26	N81ER	N81ER	C25B	3352	28R	Runway/Taxiway Maintenance	Yes
10/22/2025 2:47	CMD13	N321RX	EC35	4256	PAD1	Runway/Taxiway Maintenance	Yes
10/22/2025 1:06			GLF4	3317	28R	Runway/Taxiway Maintenance	Yes
					Runway/Taxiway Maintenance	16	
10/15/2025 23:05	SUB1033	N159SF	B190	3357	28L	Straight-out Departure	No
10/31/2025 4:45	PXT862	N862LG	E55P	3326	28R	Straight-out Departure	No
12/9/2025 2:02	N819AP	N819AP	GALX	4565	28R	Straight-out Departure	No
12/13/2025 5:57	XBJST	XBJST	C650	3304	28R	Straight-out Departure	No
					Straight-out Departure	4	
12/22/2025 6:18			BE20	4211	10L	System Error	Yes
12/4/2025 6:30	PCM8711	N867FE	C208	4517	28L	System Error	Yes
11/13/2025 6:24	PCM8709	N879FE	C208	4225	10R	System Error	Yes
11/4/2025 22:31			BE20	4566	10L	System Error	Yes
12/23/2025 6:17	PXT795	N795MM	PC12	3304	10L	System Error	Yes
12/26/2025 1:42	AIP1242	N208GL	B190	3263	10R	System Error	Yes
12/26/2025 6:11	PCM8709	N867FE	C208	4242	10R	System Error	Yes
					System Error	7	
11/28/2025 6:50	PCM8711	N985FE	C208	4514	28L	Time Buffer	Yes
11/20/2025 22:02	JUS627	N832US	MD88	3603	28R	Time Buffer	Yes
12/21/2025 22:09			BE20	4526	10L	Time Buffer	Yes
11/13/2025 6:56	PCM8711	N846FE	C208	4207	10R	Time Buffer	Yes
11/15/2025 6:52			BE20	4520	28R	Time Buffer	Yes
11/13/2025 22:07			LJ70	3341	28R	Time Buffer	Yes
10/1/2025 22:08			SW4	3317	28L	Time Buffer	Yes
10/9/2025 6:53	PCM8710	N987FE	C208	4240	28L	Time Buffer	Yes
10/8/2025 6:53	PCM8710	N987FE	C208	4263	28L	Time Buffer	Yes
11/18/2025 6:57	PXT656	N656SM	C25B	3362	33	Time Buffer	Yes
12/23/2025 6:53	JRE867	N867JS	C56X	3643	10R	Time Buffer	Yes
					Time Buffer	11	
12/1/2025 5:07	N852AL	N852AL	PC12	3211	28R	Wide Salad	No
11/26/2025 1:17	N982SB	N982SB	BE9L	3340	28R	Wide Salad	No
11/23/2025 23:10	N442EG	N442EG	S22T	4530	28R	Wide Salad	No
12/12/2025 6:29	PCM8709	N969FE	C208	4217	28L	Wide Salad	No
12/14/2025 0:11			BE20	4533	28R	Wide Salad	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
12/19/2025 22:35	N61AP	N61AP	BE20	3713	28R	Wide Salad	No
11/20/2025 22:20	N991GT	N991GT	BE9L	3222	28R	Wide Salad	No
11/3/2025 3:38	CBC515	N515RP	PC12	3232	28R	Wide Salad	No
12/23/2025 2:37			BE20	4207	28R	Wide Salad	No
10/30/2025 22:40	N3117Q	N3117Q	P32R	4204	28R	Wide Salad	No
10/29/2025 5:39	N246PH	N246PH	BE20	4245	28R	Wide Salad	No
10/24/2025 6:25	N875DM	N875DM	BE20	4506	28R	Wide Salad	No
10/17/2025 6:48	PCM8710	N744FX	C208	4573	28L	Wide Salad	No
12/29/2025 3:18			PC12	4523	28R	Wide Salad	No
12/31/2025 5:57			BE20	4216	28R	Wide Salad	No
12/4/2025 1:36			SW4	3261	28R	Wide Salad	No
10/7/2025 6:20			BE20	4507	28R	Wide Salad	No
10/13/2025 0:10	N350PA	N350PA	B350	4254	28R	Wide Salad	No
					Wide Salad	18	
					Grand Count	126	

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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
10/1/2025 6:28	4	80.9	86.1	13	PCM8709	N744FX	C208	28L
10/1/2025 22:09	5	76.3	80.7	9			SW4	28L
10/2/2025 0:35	4	82.5	87.3	14	N914DK	N914DK	BE9L	28R
10/2/2025 0:35	5	73.5	80.6	10	N914DK	N914DK	BE9L	28R
10/2/2025 0:35	8	75.4	80.8	7	N914DK	N914DK	BE9L	28R
10/2/2025 0:36	3	76.1	81.9	10	N914DK	N914DK	BE9L	28R
10/2/2025 23:04	4	79	87.1	23			GLF5	28L
10/2/2025 23:04	5	79.5	88.2	20			GLF5	28L
10/2/2025 23:04	6	76.4	85.5	21			GLF5	28L
10/2/2025 23:05	7	71.1	81.6	22			GLF5	28L
10/5/2025 0:35	4	79	84.1	14	N3117Q	N3117Q	P32R	28R
10/7/2025 6:21	4	81.1	85.1	11			BE20	28R
10/7/2025 6:21	5	74.4	80.4	12			BE20	28R
10/7/2025 6:32	4	73.8	80	9	PCM8709	N968FE	C208	28L
10/7/2025 6:33	10	76.8	88.3	61	PCM8709	N968FE	C208	28L
10/8/2025 3:59	4	86.8	90.9	16	N914DK	N914DK	BE9L	28R
10/8/2025 3:59	5	77.5	82.7	10	N914DK	N914DK	BE9L	28R
10/8/2025 4:00	3	73.7	80.7	13	N914DK	N914DK	BE9L	28R
10/8/2025 6:49	4	73.2	80.3	14	N801JC	N801JC	S22T	28R
10/8/2025 6:54	4	80.7	84.8	12	PCM8710	N987FE	C208	28L
10/8/2025 6:54	5	77.4	82.9	11	PCM8710	N987FE	C208	28L
10/8/2025 6:55	8	75.5	81.3	8	PCM8710	N987FE	C208	28L
10/8/2025 6:55	3	75.4	81.4	12	PCM8710	N987FE	C208	28L
10/9/2025 6:54	4	73.1	82.2	27	PCM8710	N987FE	C208	28L
10/9/2025 6:54	8	76.1	83.4	16	PCM8710	N987FE	C208	28L
10/13/2025 0:10	4	77.7	82.5	10	N350PA	N350PA	B350	28R
10/13/2025 5:31	4	74.5	81.9	13			PC12	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
10/14/2025 6:08	7	73.3	91.4	80	PCM8709	N985FE	C208	28L
10/14/2025 6:09	4	79.3	84.2	12	PCM8709	N985FE	C208	28L
10/14/2025 6:10	10	63.2	80.7	80	PCM8709	N985FE	C208	28L
10/14/2025 6:44	10	65.6	80.6	80	PCM8711	N987FE	C208	28R
10/15/2025 6:25	4	76.6	83.4	11	PCM8709	N985FE	C208	28L
10/15/2025 6:48	4	87	90.4	16	KFS134	N452CK	LJ45	28R
10/15/2025 6:48	5	74.3	81.4	13	KFS134	N452CK	LJ45	28R
10/15/2025 6:48	6	76	82.6	12	KFS134	N452CK	LJ45	28R
10/15/2025 6:48	7	73.7	81.4	14	KFS134	N452CK	LJ45	28R
10/15/2025 6:57	4	76.8	82.3	10	PCM8710	N744FX	C208	28L
10/15/2025 23:06	5	76.7	82.4	14	SUB1033	N159SF	B190	28L
10/16/2025 6:58	4	80.3	85.7	11	PCM8710	N744FX	C208	28L
10/17/2025 6:19	4	78.4	84.1	12	PCM8709	N920FE	C208	28L
10/17/2025 6:49	4	78.7	84.6	13	PCM8710	N744FX	C208	28L
10/17/2025 6:49	5	74.2	80.9	12	PCM8710	N744FX	C208	28L
10/17/2025 6:50	8	77.3	83.2	8	PCM8710	N744FX	C208	28L
10/18/2025 4:58	4	74.1	82.1	18	LN236N	N236N	CL60	28L
10/18/2025 4:58	5	78.6	85.9	20	LN236N	N236N	CL60	28L
10/18/2025 4:58	6	72.7	81.7	16	LN236N	N236N	CL60	28L
10/20/2025 3:40	4	72.3	80.9	14			CL60	28L
10/20/2025 3:40	5	86.9	91.5	18			CL60	28L
10/20/2025 3:40	6	81.5	87.2	13			CL60	28L
10/20/2025 3:41	7	73.6	81	13			CL60	28L
10/22/2025 1:07	4	91	96	24			GLF4	28R
10/22/2025 1:07	5	86.3	93	22			GLF4	28R
10/22/2025 1:07	6	83.3	89.8	20			GLF4	28R
10/22/2025 1:07	7	78.7	86.8	23			GLF4	28R
10/22/2025 4:27	4	80.4	88.6	21	N81ER	N81ER	C25B	28R
10/22/2025 4:27	5	83.2	89.8	22	N81ER	N81ER	C25B	28R
10/22/2025 4:27	6	80.8	87.8	19	N81ER	N81ER	C25B	28R
10/22/2025 4:27	7	75.1	84.7	19	N81ER	N81ER	C25B	28R
10/22/2025 5:47	4	79.7	88	26	N525B	N525B	C25A	28R
10/22/2025 5:47	5	80.8	88.1	24	N525B	N525B	C25A	28R
10/22/2025 5:48	6	76.6	85	22	N525B	N525B	C25A	28R
10/22/2025 5:48	7	71.9	81.2	21	N525B	N525B	C25A	28R
10/22/2025 22:31	4	76.5	85.6	26			GL5T	28R
10/22/2025 22:31	5	73.6	83.4	26			GL5T	28R
10/22/2025 22:31	6	71.3	81.6	21			GL5T	28R
10/22/2025 22:31	7	69.8	80.4	22			GL5T	28R
10/22/2025 23:42	4	83.5	91.2	23	RAX123	N945W	LJ35	28R
10/22/2025 23:42	5	83.6	91.1	26	RAX123	N945W	LJ35	28R
10/22/2025 23:42	6	82.5	90.3	29	RAX123	N945W	LJ35	28R
10/22/2025 23:43	7	74.6	84.3	21	RAX123	N945W	LJ35	28R
10/23/2025 5:25	4	95.7	100.7	32	KAI61	N778MA	B738	28R
10/23/2025 5:25	5	86	95	50	KAI61	N778MA	B738	28R
10/23/2025 5:25	6	86.4	95.6	32	KAI61	N778MA	B738	28R
10/23/2025 5:25	8	79.6	91.1	33	KAI61	N778MA	B738	28R
10/23/2025 5:25	7	82.4	93.3	39	KAI61	N778MA	B738	28R
10/23/2025 5:59	4	85.7	92	19	PXT525	N525B	C25A	28R
10/23/2025 5:59	5	82.4	89.8	21	PXT525	N525B	C25A	28R
10/23/2025 5:59	6	83.1	89.8	21	PXT525	N525B	C25A	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
10/23/2025 5:59	7	77.3	85.7	21	PXT525	N525B	C25A	28R
10/24/2025 0:10	4	78.4	83.1	12	BXR494	N90GL	C208	28R
10/24/2025 4:25	4	87.9	94.2	26	N167QS	N167QS	GLEX	28R
10/24/2025 4:25	5	83.2	91.6	23	N167QS	N167QS	GLEX	28R
10/24/2025 4:25	6	83.6	90.8	21	N167QS	N167QS	GLEX	28R
10/24/2025 4:25	8	72.1	80.5	13	N167QS	N167QS	GLEX	28R
10/24/2025 4:25	7	81.7	89.4	22	N167QS	N167QS	GLEX	28R
10/24/2025 6:24	4	88.1	93.6	20			CL35	28R
10/24/2025 6:24	5	83.7	91	23			CL35	28R
10/24/2025 6:24	6	83.6	89.9	21			CL35	28R
10/24/2025 6:24	7	78.2	85.9	26			CL35	28R
10/24/2025 6:25	4	86.1	93.4	28	CNS2041	N282AF	PC24	28R
10/24/2025 6:25	5	81.3	89.7	27	CNS2041	N282AF	PC24	28R
10/24/2025 6:25	6	80.7	89.4	21	CNS2041	N282AF	PC24	28R
10/24/2025 6:25	7	76.2	85	22	CNS2041	N282AF	PC24	28R
10/24/2025 6:26	4	76.9	82.3	10	N875DM	N875DM	BE20	28R
10/24/2025 22:21	4	86.6	93.7	30	LN54DD	N54DD	C560	28R
10/24/2025 22:21	5	87.1	94.5	27	LN54DD	N54DD	C560	28R
10/24/2025 22:21	6	84.9	92.7	28	LN54DD	N54DD	C560	28R
10/24/2025 22:21	7	77.2	87	30	LN54DD	N54DD	C560	28R
10/25/2025 5:48	4	84.1	92.7	27	LN561SR	N561SR	C560	28R
10/25/2025 5:48	5	82.4	91.4	27	LN561SR	N561SR	C560	28R
10/25/2025 5:48	6	80.8	89.3	26	LN561SR	N561SR	C560	28R
10/25/2025 5:49	7	75.9	85.3	34	LN561SR	N561SR	C560	28R
10/25/2025 5:55	4	85.1	93.8	28	LN54DD	N54DD	C560	28R
10/25/2025 5:55	5	81.4	91.1	32	LN54DD	N54DD	C560	28R
10/25/2025 5:56	6	80	89.4	32	LN54DD	N54DD	C560	28R
10/25/2025 5:56	7	74.6	85.9	33	LN54DD	N54DD	C560	28R
10/27/2025 2:08	9	78.5	88.6	31	DAL8838	N652DL	B752	10L
10/27/2025 2:08	10	75.1	87	35	DAL8838	N652DL	B752	10L
10/27/2025 2:08	11	73.7	83.3	15	DAL8838	N652DL	B752	10L
10/27/2025 2:10	4	81.2	86.1	13	REH50	N913RX	BE20	28R
10/27/2025 2:11	8	75.7	81.1	8	REH50	N913RX	BE20	28R
10/28/2025 6:54	14	69.7	82.1	44	PCM8709	N722FX	C208	28R
10/28/2025 23:51	4	82.5	90.3	26	LN54DD	N54DD	C560	28R
10/28/2025 23:51	5	82.2	90.4	26	LN54DD	N54DD	C560	28R
10/28/2025 23:51	6	80.3	88.9	28	LN54DD	N54DD	C560	28R
10/28/2025 23:51	7	72.5	82.8	24	LN54DD	N54DD	C560	28R
10/29/2025 5:38	10	64.7	81.7	80	N246PH	N246PH	BE20	28R
10/29/2025 5:40	4	84	88	14	N246PH	N246PH	BE20	28R
10/29/2025 5:40	5	78.7	84.4	12	N246PH	N246PH	BE20	28R
10/29/2025 5:40	6	80.2	83.9	9	N246PH	N246PH	BE20	28R
10/29/2025 5:40	8	71	80.6	19	N246PH	N246PH	BE20	28R
10/29/2025 6:22	10	64.1	81.3	80	PCM8709	N726FX	C208	28R
10/29/2025 6:24	4	75.4	81.9	11	PCM8709	N726FX	C208	28R
10/29/2025 6:25	10	63.3	80.9	80	PCM8709	N726FX	C208	28R
10/29/2025 6:29	10	64.1	80.9	80	PCM8711	N744FX	C208	28R
10/29/2025 6:32	10	64.1	81.8	80	PCM8711	N744FX	C208	28R
10/29/2025 6:49	4	76.3	81.5	11	PCM8710	N985FE	C208	28R
10/30/2025 5:36	4	77.4	82.3	10			BE20	28R
10/30/2025 6:54	4	75.8	81.9	11	PCM8711	N744FX	C208	28L

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10/30/2025 22:41	4	72.9	80	12	N3117Q	N3117Q	P32R	28R
10/30/2025 22:42	8	73.3	80.8	11	N3117Q	N3117Q	P32R	28R
10/31/2025 4:45	4	84.5	90.7	22	PXT862	N862LG	E55P	28R
10/31/2025 4:45	5	80.6	88	19	PXT862	N862LG	E55P	28R
10/31/2025 4:45	6	80.7	87.3	17	PXT862	N862LG	E55P	28R
10/31/2025 4:46	7	76	84.1	22	PXT862	N862LG	E55P	28R
10/31/2025 6:47	4	79.5	84.2	10	PCM8709	N995FE	C208	28L
11/1/2025 6:34	4	78.7	83.4	9	N875DM	N875DM	BE20	28R
11/1/2025 22:16	4	75	80.9	10	N911CA	N911CA	B350	28R
11/1/2025 22:28	4	79.9	85.1	11	N914DK	N914DK	BE9L	28R
11/1/2025 22:29	8	74.9	81	7	N914DK	N914DK	BE9L	28R
11/3/2025 1:59	4	84.8	90.5	21	VOI7791	N528VL	A20N	28L
11/3/2025 1:59	5	87.2	93.2	20	VOI7791	N528VL	A20N	28L
11/3/2025 1:59	6	81.2	89.4	23	VOI7791	N528VL	A20N	28L
11/3/2025 2:00	7	79.1	87	21	VOI7791	N528VL	A20N	28L
11/3/2025 2:43	4	79.6	84.7	11	CMD70	N911RX	BE20	28R
11/3/2025 2:43	5	76.7	82.2	10	CMD70	N911RX	BE20	28R
11/3/2025 3:39	4	78.4	84.2	16	CBC515	N515RP	PC12	28R
11/3/2025 4:20	4	80.9	86.9	17	EJA946	N946QS	C68A	28L
11/3/2025 4:20	5	84.2	90.5	18	EJA946	N946QS	C68A	28L
11/3/2025 4:20	6	77.8	85.6	20	EJA946	N946QS	C68A	28L
11/3/2025 4:21	7	74.7	82.3	17	EJA946	N946QS	C68A	28L
11/4/2025 6:24	7	86.6	91.4	80	PCM8709	N798FE	C208	28R
11/4/2025 6:24	4	75.9	82.4	14	PCM8709	N798FE	C208	28R
11/5/2025 6:16	10	69.2	82.3	80	PCM8709	N798FE	C208	10R
11/6/2025 6:42	4	75.8	81.8	11	PCM8709	N744FX	C208	28R
11/8/2025 23:43	4	86.8	92.5	19	Medevac	Medevac	LJ35	28R
11/8/2025 23:43	5	80	88.6	21	Medevac	Medevac	LJ35	28R
11/8/2025 23:43	6	81.8	89.5	20	Medevac	Medevac	LJ35	28R
11/8/2025 23:43	7	76	84.7	18	Medevac	Medevac	LJ35	28R
11/9/2025 1:16	4	77.2	85.4	26	LN54DD	N54DD	C560	28L
11/9/2025 1:16	5	83	90.4	23	LN54DD	N54DD	C560	28L
11/9/2025 1:16	6	77.5	87.2	25	LN54DD	N54DD	C560	28L
11/9/2025 1:17	7	70.5	81.1	22	LN54DD	N54DD	C560	28L
11/10/2025 4:45	10	68.4	82.2	76	CBC871	N871CB	C25A	28L
11/10/2025 4:45	4	79	86.2	18	CBC871	N871CB	C25A	28L
11/10/2025 4:45	5	84.8	92	21	CBC871	N871CB	C25A	28L
11/10/2025 4:45	6	82.3	89.6	21	CBC871	N871CB	C25A	28L
11/10/2025 4:46	7	75.4	84.7	19	CBC871	N871CB	C25A	28L
11/10/2025 22:52	4	85.6	91.5	19			F900	28R
11/10/2025 22:52	5	82.5	88.4	19			F900	28R
11/10/2025 22:52	6	80.8	87.6	17			F900	28R
11/10/2025 22:52	7	76.2	84.5	20			F900	28R
11/11/2025 5:14	4	82	87.7	15	LUSC50	LN644CK	LJ35	28R
11/11/2025 5:14	5	77.6	84.4	15	LUSC50	LN644CK	LJ35	28R
11/11/2025 5:14	6	78.2	85.4	13	LUSC50	LN644CK	LJ35	28R
11/11/2025 5:14	7	75.3	82.9	15	LUSC50	LN644CK	LJ35	28R
11/11/2025 6:23	4	72.8	80.3	11	PCM8709	N744FX	C208	28R
11/11/2025 6:24	10	63.7	80.4	80	PCM8709	N744FX	C208	28R
11/11/2025 22:33	4	79.5	86.2	16	KOW125	N125TH	C750	28R
11/11/2025 22:33	5	75.4	82.8	15	KOW125	N125TH	C750	28R

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11/11/2025 22:33	6	72.7	80.9	13	KOW125	N125TH	C750	28R
11/12/2025 6:32	4	74.7	80.9	15	PCM8709	N891FE	C208	28L
11/12/2025 22:16	10	78.6	85.8	24	XEN89	N789JC	F2TH	10L
11/12/2025 22:16	9	85.6	92.1	20	XEN89	N789JC	F2TH	10L
11/12/2025 22:16	12	71.6	81.6	25	XEN89	N789JC	F2TH	10L
11/12/2025 22:16	13	71.6	81.2	41	XEN89	N789JC	F2TH	10L
11/12/2025 22:51	10	80.7	86.2	26			F900	10L
11/12/2025 22:51	9	81.4	89.2	20			F900	10L
11/12/2025 22:51	12	71.6	80.7	22			F900	10L
11/13/2025 0:02	9	84.6	93.7	37	FGR313	N313TT	FA50	10L
11/13/2025 0:02	10	77.3	85.8	46	FGR313	N313TT	FA50	10L
11/13/2025 0:02	12	83.7	93.3	45	FGR313	N313TT	FA50	10L
11/13/2025 0:03	13	72.8	82.9	44	FGR313	N313TT	FA50	10L
11/13/2025 5:39	4	70.5	80.6	21	N700FJ	N700FJ	GLF4	10R
11/13/2025 5:39	10	71.3	82.8	77	N700FJ	N700FJ	GLF4	10R
11/13/2025 5:40	8	74.2	81.4	14	N700FJ	N700FJ	GLF4	10R
11/13/2025 5:40	9	76.1	84.9	24	N700FJ	N700FJ	GLF4	10R
11/13/2025 5:40	12	75.5	85.2	37	N700FJ	N700FJ	GLF4	10R
11/13/2025 6:09	10	74.5	83.7	79	N345KM	N345KM	F900	10R
11/13/2025 6:09	9	80.5	88.3	20	N345KM	N345KM	F900	10R
11/13/2025 6:09	12	84.6	92.9	31	N345KM	N345KM	F900	10R
11/13/2025 6:24	10	72.1	83.3	76	PCM8709	N879FE	C208	10R
11/13/2025 6:27	4	69	80.5	28	JRE714	N714JS	C25B	10R
11/13/2025 6:27	10	69.9	80.8	53	JRE714	N714JS	C25B	10R
11/13/2025 6:28	9	75.9	83.9	20	JRE714	N714JS	C25B	10R
11/13/2025 6:28	12	75.8	86.5	40	JRE714	N714JS	C25B	10R
11/13/2025 6:48	4	79.1	86	24			E55P	10R
11/13/2025 6:48	5	70.2	80	23			E55P	10R
11/13/2025 6:48	8	74.1	82.4	13			E55P	10R
11/13/2025 6:48	10	73.7	84.7	80			E55P	10R
11/13/2025 6:48	9	78.3	86.4	35			E55P	10R
11/13/2025 6:49	11	75	84	23			E55P	10R
11/13/2025 6:56	8	69.8	81.5	23	PCM8711	N846FE	C208	10R
11/13/2025 6:57	10	76.2	84.8	79	PCM8711	N846FE	C208	10R
11/13/2025 6:58	11	69.2	82	34	PCM8711	N846FE	C208	10R
11/13/2025 22:07	4	82.4	89.3	21			LJ70	28R
11/13/2025 22:07	5	78.1	87.3	24			LJ70	28R
11/13/2025 22:08	6	78.2	86.6	22			LJ70	28R
11/13/2025 22:08	7	73.5	83	22			LJ70	28R
11/14/2025 4:49	4	85.5	92.6	22			GL5T	28R
11/14/2025 4:50	5	86.5	93.5	26			GL5T	28R
11/14/2025 4:50	6	76.7	85.5	19			GL5T	28R
11/14/2025 4:51	4	86.3	92.2	22	PXT96	N96PX	C25B	28R
11/14/2025 4:52	5	81.9	88.7	22	PXT96	N96PX	C25B	28R
11/14/2025 4:52	6	80.9	88.8	18	PXT96	N96PX	C25B	28R
11/15/2025 6:53	4	77.2	81.7	9			BE20	28R
11/16/2025 23:43	4	74.6	84.4	30	LN54DD	N54DD	C560	10R
11/16/2025 23:44	8	72.2	80.6	14	LN54DD	N54DD	C560	10R
11/16/2025 23:44	9	72.1	80.5	15	LN54DD	N54DD	C560	10R
11/16/2025 23:44	12	74.6	84.5	30	LN54DD	N54DD	C560	10R
11/18/2025 2:34	4	87.1	96.3	37	LN810BE	N810BE	C560	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
11/18/2025 2:35	5	83.3	94	41	LN810BE	N810BE	C560	28R
11/18/2025 2:35	6	82	92.4	47	LN810BE	N810BE	C560	28R
11/18/2025 2:35	7	76.1	88.8	45	LN810BE	N810BE	C560	28R
11/18/2025 2:35	8	71.8	83.4	30	LN810BE	N810BE	C560	28R
11/18/2025 6:15	4	75.7	81.6	12	PCM8709	N892FE	C208	28R
11/18/2025 6:56	4	69.8	82.8	47	PXT656	N656SM	C25B	33
11/18/2025 6:57	8	79.4	88.6	27	PXT656	N656SM	C25B	33
11/19/2025 6:36	4	74.8	82.5	11	PCM8709	N886FE	C208	28R
11/19/2025 6:56	4	76	82	12	PCM8711	N985FE	C208	28R
11/19/2025 22:12	4	87.1	96.3	38	LN968SR	N968SR	C560	28R
11/19/2025 22:12	5	81.2	92.6	45	LN968SR	N968SR	C560	28R
11/19/2025 22:13	8	75.4	86.8	41	LN968SR	N968SR	C560	28R
11/19/2025 22:13	7	79.7	89.1	45	LN968SR	N968SR	C560	28R
11/19/2025 22:51	4	88.8	96	28	LN561SR	N561SR	C560	28R
11/19/2025 22:51	5	78.8	88.2	30	LN561SR	N561SR	C560	28R
11/19/2025 22:52	7	76	86.6	36	LN561SR	N561SR	C560	28R
11/19/2025 23:58	4	73	80.5	20	BXR494	N208PG	C208	28R
11/20/2025 5:22	4	86.1	94.8	32	LN561SR	N561SR	C560	28R
11/20/2025 5:22	5	80.6	90.9	35	LN561SR	N561SR	C560	28R
11/20/2025 5:22	8	70.7	81.3	18	LN561SR	N561SR	C560	28R
11/20/2025 5:22	7	78.1	87	27	LN561SR	N561SR	C560	28R
11/20/2025 5:53	4	85.1	96.1	39	LN968SR	N968SR	C560	28R
11/20/2025 5:53	5	83.6	94.1	52	LN968SR	N968SR	C560	28R
11/20/2025 5:54	8	74.5	86.1	30	LN968SR	N968SR	C560	28R
11/20/2025 5:54	7	79	90.7	52	LN968SR	N968SR	C560	28R
11/20/2025 6:11	4	85.9	91.6	19	N504YH	N504YH	HDJT	28R
11/20/2025 6:11	5	77.7	86.1	19	N504YH	N504YH	HDJT	28R
11/20/2025 6:11	7	75.9	84.1	19	N504YH	N504YH	HDJT	28R
11/20/2025 22:03	4	96.1	103	42	JUS627	N832US	MD88	28R
11/20/2025 22:03	5	92.4	100.5	47	JUS627	N832US	MD88	28R
11/20/2025 22:03	6	91	99.7	50	JUS627	N832US	MD88	28R
11/20/2025 22:03	8	80.5	92.6	49	JUS627	N832US	MD88	28R
11/20/2025 22:03	7	87.4	96.7	48	JUS627	N832US	MD88	28R
11/20/2025 22:21	4	77.1	82.8	14	N991GT	N991GT	BE9L	28R
11/21/2025 22:53	4	82.4	91.4	35	LN904LR	N904LR	C560	28R
11/21/2025 22:53	5	83.5	92.4	32	LN904LR	N904LR	C560	28R
11/21/2025 22:53	6	82.6	91.1	34	LN904LR	N904LR	C560	28R
11/21/2025 22:53	7	75.2	85.8	32	LN904LR	N904LR	C560	28R
11/22/2025 0:02	4	74.6	80.3	9	BXR494	N208PG	C208	28R
11/22/2025 6:01	4	82.8	86.3	12	Medevac	Medevac	BE20	28R
11/22/2025 6:01	5	74.5	80	8	Medevac	Medevac	BE20	28R
11/22/2025 6:01	8	79.1	84.8	9	Medevac	Medevac	BE20	28R
11/23/2025 23:11	4	82	87	16	N442EG	N442EG	S22T	28R
11/23/2025 23:11	5	75.2	81.9	15	N442EG	N442EG	S22T	28R
11/24/2025 0:05	4	85.9	94.9	41			C560	28R
11/24/2025 0:05	5	86.7	95.8	33			C560	28R
11/24/2025 0:05	6	85.1	94	38			C560	28R
11/24/2025 0:05	8	71.3	81.4	23			C560	28R
11/24/2025 0:05	7	78.2	88.1	34			C560	28R
11/24/2025 1:05	4	85.4	91.6	22	LN116AA	N116AA	C25B	28R
11/24/2025 1:05	5	77.5	86.5	22	LN116AA	N116AA	C25B	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
11/24/2025 1:06	6	79	86.7	23	LN116AA	N116AA	C25B	28R
11/24/2025 1:06	7	77.4	85.6	23	LN116AA	N116AA	C25B	28R
11/24/2025 1:48	4	87.9	94.2	33	LNPCJ2	LN702GW	LJ31	28R
11/24/2025 1:48	5	83.7	91.3	30	LNPCJ2	LN702GW	LJ31	28R
11/24/2025 1:48	6	82.2	91.3	28	LNPCJ2	LN702GW	LJ31	28R
11/24/2025 1:48	7	72.4	81.7	20	LNPCJ2	LN702GW	LJ31	28R
11/24/2025 1:53	4	84.3	89.6	19	VOI1810	XAVUV	A21N	28L
11/24/2025 1:54	5	86.6	92.5	17	VOI1810	XAVUV	A21N	28L
11/24/2025 1:54	6	80.6	88.4	19	VOI1810	XAVUV	A21N	28L
11/24/2025 1:54	7	73.7	82	18	VOI1810	XAVUV	A21N	28L
11/25/2025 1:20	4	87.6	92.2	16	LSCM25	LN325ER	LJ60	28R
11/25/2025 1:20	5	77.9	85.9	18	LSCM25	LN325ER	LJ60	28R
11/25/2025 1:20	6	80.9	88	19	LSCM25	LN325ER	LJ60	28R
11/25/2025 1:20	7	77.8	86	20	LSCM25	LN325ER	LJ60	28R
11/25/2025 1:49	4	80.6	86.9	15	LN394CM	N394CM	C510	28R
11/25/2025 1:49	5	82.2	89	17	LN394CM	N394CM	C510	28R
11/25/2025 1:49	6	79.9	86.8	19	LN394CM	N394CM	C510	28R
11/25/2025 1:49	7	75	83.1	14	LN394CM	N394CM	C510	28R
11/25/2025 6:55	4	72.4	81	15	PCM8709	N892FE	C208	28R
11/26/2025 1:18	4	78.7	83.6	9	N982SB	N982SB	BE9L	28R
11/26/2025 6:23	10	63.3	80.8	80	PCM8709	N857FE	C208	28L
11/26/2025 6:25	10	63.7	80.6	80	PCM8709	N857FE	C208	28L
11/28/2025 6:19	4	73.7	80.6	10	PCM8709	N969FE	C208	28L
11/28/2025 6:51	4	78.5	83.8	14	PCM8711	N985FE	C208	28L
11/28/2025 6:51	5	75.8	81.2	10	PCM8711	N985FE	C208	28L
11/28/2025 6:52	8	73.7	81.3	11	PCM8711	N985FE	C208	28L
12/1/2025 5:08	4	78.7	84.3	14	N852AL	N852AL	PC12	28R
12/2/2025 0:03	4	76	81.2	10	BXR494	N208PG	C208	28R
12/2/2025 1:46	4	77.5	80.6	8			BE20	28R
12/2/2025 5:31	4	81.2	87.5	18	Medevac	Medevac	LJ45	28R
12/2/2025 5:31	5	75	83.4	16	Medevac	Medevac	LJ45	28R
12/2/2025 5:31	6	76.9	84.1	16	Medevac	Medevac	LJ45	28R
12/2/2025 5:31	7	73.7	81.8	17	Medevac	Medevac	LJ45	28R
12/2/2025 22:14	4	85.1	92.6	26	LN54DD	N54DD	C560	28R
12/2/2025 22:14	5	77.1	86.4	26	LN54DD	N54DD	C560	28R
12/2/2025 22:14	6	79.3	87.8	31	LN54DD	N54DD	C560	28R
12/2/2025 22:15	7	76.1	86.4	28	LN54DD	N54DD	C560	28R
12/3/2025 3:18	9	72.8	80.9	15	N174AA	N174AA	C25B	10R
12/3/2025 3:18	12	74.5	82.8	23	N174AA	N174AA	C25B	10R
12/3/2025 6:15	4	78	87.3	28	N92049	N92049	C182	33
12/3/2025 6:16	3	89.5	93.4	5	N92049	N92049	C182	33
12/3/2025 6:46	4	81.7	86.8	15	PCM8709	N846FE	C208	28L
12/3/2025 6:46	5	73	81.1	18	PCM8709	N846FE	C208	28L
12/4/2025 1:36	10	79.1	85.2	29			SW4	28R
12/4/2025 1:37	4	80.2	84.2	10			SW4	28R
12/4/2025 5:21	4	79.6	88.9	39	LN810BE	N810BE	C560	28L
12/4/2025 5:21	5	81.5	91.6	38	LN810BE	N810BE	C560	28L
12/4/2025 5:22	6	78.3	88.5	36	LN810BE	N810BE	C560	28L
12/4/2025 5:22	7	70.1	81.2	30	LN810BE	N810BE	C560	28L
12/4/2025 6:31	10	72.5	81.4	50	PCM8711	N867FE	C208	28L
12/4/2025 6:38	10	65.2	80.3	80	PCM8709	N846FE	C208	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
12/4/2025 6:40	4	82	87.4	14	PCM8709	N846FE	C208	28L
12/4/2025 6:40	5	75.1	80.7	10	PCM8709	N846FE	C208	28L
12/5/2025 6:01	4	84.2	89.7	19			F900	28L
12/5/2025 6:01	5	90.3	95.6	22			F900	28L
12/5/2025 6:01	6	86	93	23			F900	28L
12/5/2025 6:01	7	81.1	89	22			F900	28L
12/5/2025 6:22	10	63.6	80	80	PXT494	N494KC	PC12	28R
12/5/2025 6:24	4	73.2	81.3	14	PXT494	N494KC	PC12	28R
12/5/2025 6:33	10	64	80.1	80	PCM8709	N844FE	C208	28L
12/8/2025 0:18	4	84.7	91.4	24			CL30	28R
12/8/2025 0:18	5	80.6	89.3	24			CL30	28R
12/8/2025 0:18	6	77.8	86.7	26			CL30	28R
12/8/2025 0:18	7	71.2	81.6	22			CL30	28R
12/9/2025 0:01	4	73.5	80	9	BXR494	N208PG	C208	28R
12/9/2025 2:02	4	86.3	91.9	20	N819AP	N819AP	GALX	28R
12/9/2025 2:03	5	82.3	89.3	18	N819AP	N819AP	GALX	28R
12/9/2025 2:03	6	83.2	89.6	16	N819AP	N819AP	GALX	28R
12/9/2025 2:03	7	74.6	83.7	18	N819AP	N819AP	GALX	28R
12/9/2025 6:01	4	78.2	84.7	18	PXT795	N795MM	PC12	28R
12/9/2025 6:19	4	84.5	87.9	12	PCM8709	N969FE	C208	28L
12/9/2025 6:44	4	76.4	82.3	11	PCM8711	N867FE	C208	28L
12/10/2025 6:47	4	84.1	87.7	12	PCM8709	N969FE	C208	28L
12/11/2025 0:03	7	72.2	85.5	47	BXR494	N208PG	C208	28R
12/11/2025 6:18	4	84.7	88.5	13	PCM8709	N969FE	C208	28L
12/11/2025 6:36	4	78.3	84.5	11	PCM8711	N867FE	C208	28L
12/11/2025 6:50	4	76.9	83.8	13	PCM8710	N886FE	C208	28L
12/11/2025 6:50	7	72.1	85.4	80	PCM8710	N886FE	C208	28L
12/12/2025 6:31	4	81.7	86.7	14	PCM8709	N969FE	C208	28L
12/12/2025 6:31	5	73.8	80.8	11	PCM8709	N969FE	C208	28L
12/12/2025 6:36	4	75.9	81.5	11	PCM8711	N867FE	C208	28L
12/12/2025 6:57	4	76.8	83.3	10	PCM8710	N886FE	C208	28R
12/12/2025 6:58	10	63.9	80.1	80	PCM8710	N886FE	C208	28R
12/13/2025 5:58	4	87	94.2	26	XBJST	XBJST	C650	28R
12/13/2025 5:58	5	83.7	92.1	28	XBJST	XBJST	C650	28R
12/13/2025 5:58	6	81.2	90.3	26	XBJST	XBJST	C650	28R
12/13/2025 5:58	7	72.4	83	22	XBJST	XBJST	C650	28R
12/14/2025 0:11	4	81.7	86	13			BE20	28R
12/14/2025 6:26	4	74.2	82.1	15	LN117AA	N117AA	CL60	28L
12/14/2025 6:26	5	82.1	88.2	18	LN117AA	N117AA	CL60	28L
12/14/2025 6:26	6	75.7	83.8	17	LN117AA	N117AA	CL60	28L
12/15/2025 1:38	4	86.2	92.2	20			CL30	28R
12/15/2025 1:39	5	81.7	89.4	20			CL30	28R
12/15/2025 1:39	6	83.1	89.5	18			CL30	28R
12/15/2025 1:39	7	77.6	86.5	20			CL30	28R
12/15/2025 2:26	4	80.7	90.5	36	LN810BE	N810BE	C560	28L
12/15/2025 2:26	5	84.8	93	37	LN810BE	N810BE	C560	28L
12/15/2025 2:27	6	80.3	90.4	33	LN810BE	N810BE	C560	28L
12/15/2025 2:27	7	73.8	84.5	29	LN810BE	N810BE	C560	28L
12/15/2025 2:38	4	83.4	89.7	22	VOI1773	XAVRX	A20N	28L
12/15/2025 2:38	5	87.6	93.3	21	VOI1773	XAVRX	A20N	28L
12/15/2025 2:38	6	83.3	90.6	18	VOI1773	XAVRX	A20N	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
12/15/2025 2:38	7	77	85.2	20	VOI1773	XAVRX	A20N	28L
12/16/2025 0:08	8	73.3	80.1	10	BXR494	N208PG	C208	28R
12/16/2025 6:40	4	76.5	82.6	12	PCM8709	N886FE	C208	28L
12/17/2025 2:46	4	83.2	95.6	73	Medevac	Medevac	C560	28R
12/17/2025 2:46	5	82.5	94.7	76	Medevac	Medevac	C560	28R
12/17/2025 2:46	6	80	91.2	55	Medevac	Medevac	C560	28R
12/17/2025 2:46	8	74.4	84.3	32	Medevac	Medevac	C560	28R
12/17/2025 2:46	7	79.6	87.9	43	Medevac	Medevac	C560	28R
12/17/2025 3:30	4	77.4	84.3	15	CMD70	N370CS	BE20	28R
12/17/2025 6:42	4	81.9	86.2	11	PCM8709	N872FE	C208	28L
12/17/2025 6:53	4	74.3	80.3	10	PCM8711	N867FE	C208	28L
12/18/2025 6:40	4	81.9	86.9	13	Medevac	Medevac	BE20	28R
12/18/2025 6:40	5	76	81.2	9	Medevac	Medevac	BE20	28R
12/18/2025 6:40	8	76.9	83.3	10	Medevac	Medevac	BE20	28R
12/18/2025 6:50	4	79.4	84	10	PCM8709	N762FE	C208	28L
12/19/2025 6:54	4	79.6	83.4	12	CMD70	N370CS	BE20	28R
12/19/2025 6:54	8	70.9	80.2	16	CMD70	N370CS	BE20	28R
12/19/2025 6:58	5	72.4	83.1	36	PCM8709	N886FE	C208	28L
12/19/2025 6:58	4	81.4	86.8	14	PCM8709	N886FE	C208	28L
12/19/2025 22:36	4	78.6	83.2	9	N61AP	N61AP	BE20	28R
12/20/2025 0:03	4	74.2	80.1	10	BXR494	N208PG	C208	28R
12/21/2025 22:10	9	75.3	81.7	9			BE20	10L
12/21/2025 22:10	10	74.3	81.4	16			BE20	10L

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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
10/10/2025 9:20	SWA	SWA1891	B737	J	N495WN	Fleet Week	Yes
10/10/2025 11:56	TWY	TWY295	PC24	B	N295GG	Fleet Week	Yes
10/12/2025 14:46	ASA	ASA1247	B739	J	N296AK	Fleet Week	Yes
10/12/2025 14:19		N92ER	C25B	B	N92ER	Fleet Week	Yes
10/12/2025 14:09	SWA	SWA2790	B38M	J	N8879Q	Fleet Week	Yes
10/12/2025 13:57		N23EE	E55P	B	N23EE	Fleet Week	Yes
10/10/2025 11:58	QXE	QXE2021	E75L	R	N667QX	Fleet Week	Yes
10/10/2025 12:40	SWA	SWA546	B737	J	N277WN	Fleet Week	Yes
10/10/2025 12:42	SKW	SKW4134	E75L	R	N241SY	Fleet Week	Yes
10/10/2025 12:46	SWA	SWA3571	B737	J	N296WN	Fleet Week	Yes
10/10/2025 13:05	WSN	WSN95	J328	J	N395MS	Fleet Week	Yes
10/10/2025 13:24	SWA	SWA2156	B738	J	N8532S	Fleet Week	Yes
10/10/2025 13:39	SWA	SWA2790	B38M	J	N8850Q	Fleet Week	Yes
10/10/2025 14:06			F2TH	B		Fleet Week	Yes
10/10/2025 14:45	ASA	ASA1247	B739	J	N270AK	Fleet Week	Yes
10/10/2025 14:53			C25B	B		Fleet Week	Yes
10/10/2025 14:54	SWA	SWA1564	B737	J	N268WN	Fleet Week	Yes
10/10/2025 15:01	EJA	EJA970	C750	B	N970QS	Fleet Week	Yes
10/11/2025 12:15		N278LN	C25A	B	N278LN	Fleet Week	Yes
10/11/2025 12:23	SWA	SWA1564	B38M	J	N8718Q	Fleet Week	Yes

Date/Time	Flight Number	Tail Number	Airline	Aircraft Type	Aircraft Category	Comment	Excused
10/11/2025 12:51	SKW	SKW4134	E75L	R	N295SY	Fleet Week	Yes
10/11/2025 14:04	SWA	SWA1220	B38M	J	N8844Q	Fleet Week	Yes
10/11/2025 14:10	SWA	SWA1310	B737	J	N7826B	Fleet Week	Yes
10/11/2025 14:19	SWA	SWA8501	B738	J	N8647A	Fleet Week	Yes
10/11/2025 14:32	FDX	FDX5286	B77L	J	N890FD	Fleet Week	Yes
10/12/2025 12:21		N250HM	GALX	B	N250HM	Fleet Week	Yes
10/12/2025 12:33			GLF5	B		Fleet Week	Yes
10/12/2025 12:42	SKW	SKW4134	E75L	R	N320SY	Fleet Week	Yes
10/12/2025 12:44	SWA	SWA4708	B38M	J	N8806Q	Fleet Week	Yes
10/12/2025 12:55	SWA	SWA2637	B737	J	N7820L	Fleet Week	Yes
10/12/2025 13:04	JTL	JTL400	C56X	B	N400CP	Fleet Week	Yes
10/12/2025 13:29			GLF5	B		Fleet Week	Yes
10/12/2025 13:48	PXT	PXT680	C680	B	N680PC	Fleet Week	Yes
				Fleet Week		33	
10/27/2025 16:58	WSN	WSN95	J328	J	N395MS	Not Acceptable	No
12/5/2025 16:55		N776PJ	EA50	B	N776PJ	Not Acceptable	No
				Not Acceptable		2	
				Grand Count		35	

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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
10/2/2025 6:39	TIV	TIV685	C680	B	N685VM	Air Traffic Conflict	Yes
10/5/2025 4:01	FDX	FDX411	B763	J	N280FE	Air Traffic Conflict	Yes
10/6/2025 6:45	SWA	SWA4013	B38M	J	N8750Q	Air Traffic Conflict	Yes
10/12/2025 6:27	SWA	SWA3620	B38M	J	N8800L	Air Traffic Conflict	Yes
10/17/2025 6:18	SWA	SWA1218	B38M	J	N8862Q	Air Traffic Conflict	Yes
10/17/2025 6:40	UPS	UPS5943	A306	J	N165UP	Air Traffic Conflict	Yes
10/18/2025 6:00	SKW	SKW4061	E75L	R	N241SY	Air Traffic Conflict	Yes
10/21/2025 6:23	UPS	UPS2945	MD11	J	N293UP	Air Traffic Conflict	Yes
10/23/2025 6:02	UPS	UPS2945	MD11	J	N276UP	Air Traffic Conflict	Yes
10/26/2025 5:17	FDX	FDX435	B763	J	N267FE	Air Traffic Conflict	Yes
10/29/2025 6:13	PXT	PXT578	C25B	B	N578CJ	Air Traffic Conflict	Yes
10/31/2025 6:03	UPS	UPS5839	MD11	J	N275UP	Air Traffic Conflict	Yes
11/2/2025 6:02	UPS	UPS5839	B763	J	N342UP	Air Traffic Conflict	Yes
11/2/2025 6:34	ASA	ASA717	B737	J	N609AS	Air Traffic Conflict	Yes
11/8/2025 6:10	SWA	SWA3003	B38M	J	N8883Q	Air Traffic Conflict	Yes
11/14/2025 6:19	SWA	SWA3900	B738	J	N8619F	Air Traffic Conflict	Yes
11/16/2025 6:08	UPS	UPS5839	B763	J	N344UP	Air Traffic Conflict	Yes
11/20/2025 23:29	EJA	EJA669	C56X	B	N669QS	Air Traffic Conflict	Yes
11/21/2025 5:31	SWA	SWA2363	B38M	J	N8821S	Air Traffic Conflict	Yes
11/22/2025 6:03	FDX	FDX3908	B763	J	N180FE	Air Traffic Conflict	Yes
11/27/2025 6:28	SWA	SWA1297	B38M	J	N8730Q	Air Traffic Conflict	Yes
12/1/2025 6:21	UPS	UPS4955	A306	J	N137UP	Air Traffic Conflict	Yes
12/5/2025 5:38	UPS	UPS958	B763	J	N320UP	Air Traffic Conflict	Yes

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
12/5/2025 6:02	SWA	SWA1266	B38M	J	N8924Q	Air Traffic Conflict	Yes
12/8/2025 6:02	FDX	FDX474	B763	J	N163FE	Air Traffic Conflict	Yes
12/14/2025 6:09	SKW	SKW4061	E75L	R	N300SY	Air Traffic Conflict	Yes
12/27/2025 6:11	SKW	SKW4061	E75L	R	N273SY	Air Traffic Conflict	Yes
12/27/2025 6:27	SWA	SWA4592	B38M	J	N8819L	Air Traffic Conflict	Yes
12/28/2025 5:40	SWA	SWA3808	B38M	J	N8716B	Air Traffic Conflict	Yes
12/29/2025 6:12	SWA	SWA3510	B737	J	N968WN	Air Traffic Conflict	Yes
					Air Traffic Conflict	30	
10/6/2025 0:31	VIV	VIV587	A320	J	XAVAT	Not Acceptable	No
10/11/2025 22:44			GA6C	B		Not Acceptable	No
10/25/2025 3:15	FDX	FDX20	MD11	J	N613FE	Not Acceptable	No
10/25/2025 23:34	VOI	VOI1773	A20N	J	N552VL	Not Acceptable	No
10/27/2025 23:45			GA6C	B		Not Acceptable	No
10/29/2025 22:15		N641TW	CL60	B	N641TW	Not Acceptable	No
11/2/2025 0:11	VIV	VIV589	A320	J	XAVAI	Not Acceptable	No
11/6/2025 23:38	VOI	VOI7711	A20N	J	XAVRV	Not Acceptable	No
11/7/2025 6:38	UPS	UPS5943	A306	J	N153UP	Not Acceptable	No
11/9/2025 4:01	FDX	FDX411	B763	J	N281FE	Not Acceptable	No
11/14/2025 23:33	VOI	VOI7711	A21N	J	XAVSG	Not Acceptable	No
11/19/2025 22:42			GA6C	B		Not Acceptable	No
11/19/2025 23:32	FRG	FRG134	SB20	R	N542FR	Not Acceptable	No
11/22/2025 23:40	VIV	VIV587	A320	J	XAVAO	Not Acceptable	No
11/23/2025 23:04			GLF4	B		Not Acceptable	No
11/26/2025 23:32	VOI	VOI1773	A21N	J	XAVSX	Not Acceptable	No
12/3/2025 23:43	VOI	VOI7711	A20N	J	N552VL	Not Acceptable	No
12/4/2025 3:57	UPS	UPS5943	B763	J	N320UP	Not Acceptable	No
12/13/2025 4:36	FDX	FDX3807	A306	J	N730FD	Not Acceptable	No
12/15/2025 22:41	VIV	VIV741	A20N	J	XAVIQ	Not Acceptable	No
12/16/2025 5:58	PXT	PXT680	C680	B	N680PC	Not Acceptable	No
12/20/2025 0:17	VOI	VOI7711	A320	J	XAVVD	Not Acceptable	No
12/22/2025 23:23	VIV	VIV587	A320	J	XAVYE	Not Acceptable	No
12/26/2025 22:32	VIV	VIV741	A320	J	XAVDH	Not Acceptable	No
12/29/2025 5:51	SWA	SWA3866	B737	J	N263WN	Not Acceptable	No
12/31/2025 3:35	UPS	UPS5943	B763	J	N308UP	Not Acceptable	No
					Not Acceptable	26	
10/7/2025 6:57	UPS	UPS2941	A306	J	N139UP	Time Buffer	Yes
10/9/2025 6:57	UPS	UPS2633	B763	J	N912UP	Time Buffer	Yes
10/21/2025 6:57	FDX	FDX3647	B763	J	N166FE	Time Buffer	Yes
10/23/2025 6:52	FDX	FDX411	B77L	J	N850FD	Time Buffer	Yes
10/24/2025 6:56	UPS	UPS5943	A306	J	N169UP	Time Buffer	Yes
11/2/2025 6:58	SWA	SWA3859	B38M	J	N8744B	Time Buffer	Yes
11/4/2025 6:57	FDX	FDX3647	B763	J	N189FE	Time Buffer	Yes
11/8/2025 6:50		N68HA	C68A	B	N68HA	Time Buffer	Yes
11/8/2025 6:57	UPS	UPS5947	B763	J	N388UP	Time Buffer	Yes
11/17/2025 6:58	SWA	SWA3003	B38M	J	N8705Q	Time Buffer	Yes
11/17/2025 6:59	SWA	SWA290	B738	J	N8680C	Time Buffer	Yes
11/18/2025 6:58	SWA	SWA290	B738	J	N8538V	Time Buffer	Yes
11/18/2025 6:59	UPS	UPS2633	B763	J	N375UP	Time Buffer	Yes
11/20/2025 6:57	UPS	UPS2941	A306	J	N168UP	Time Buffer	Yes
11/22/2025 6:59	SWA	SWA1493	B737	J	N966WN	Time Buffer	Yes
12/2/2025 6:57	FDX	FDX606	B763	J	N149FE	Time Buffer	Yes

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
12/3/2025 6:57	FDX	FDX864	B763	J	N294FE	Time Buffer	Yes
12/7/2025 6:57	SWA	SWA3859	B738	J	N8630B	Time Buffer	Yes
12/11/2025 6:57	UPS	UPS2633	B763	J	N352UP	Time Buffer	Yes
12/16/2025 6:56	UPS	UPS2941	B763	J	N351UP	Time Buffer	Yes
12/17/2025 6:57	SWA	SWA290	B38M	J	N8918Q	Time Buffer	Yes
12/18/2025 6:55	UPS	UPS2941	B763	J	N367UP	Time Buffer	Yes
12/18/2025 6:58	FDX	FDX3648	B763	J	N292FE	Time Buffer	Yes
12/19/2025 6:59	FDX	FDX3650	B763	J	N148FE	Time Buffer	Yes
12/24/2025 6:59	SWA	SWA290	B38M	J	N8886C	Time Buffer	Yes
10/2/2025 6:58	UPS	UPS2633	B763	J	N385UP	Time Buffer	Yes
10/6/2025 6:50	SWA	SWA3184	B38M	J	N8872Q	Time Buffer	Yes
					Time Buffer	27	
					Grand Count	83	

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Runway 12 Night Departure List for Calendar Quarter

Date/Time	Airline	Flight No	Aircraft Type	Aircraft Category	Tail No	Comment	Excused
11/4/2025 23:29	VOI	VOI1773	A20N	J	XAVRY	Not Acceptable	No
11/5/2025 3:36	FDX	FDX169	B77L	J	N892FD	Not Acceptable	No
12/24/2025 4:03	FDX	FDX37	B77L	J	N889FD	Not Acceptable	No
12/24/2025 4:37	FDX	FDX169	B77L	J	N847FD	Not Acceptable	No
					Not Acceptable	4	
12/26/2025 5:58	SWA	SWA3866	B738	J	N8561Z	Time Buffer	Yes
					Time Buffer	1	
					Grand Count	5	

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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
10/5/2025	1345	UPS	B767	2	High	GRE	1350	N/A	N/A
10/19/2025	0905	TWY	C25A	2	High	GRE	0930	N/A	N/A
10/21/2025	0727	USC	C56X	2	High	HG6	0740	N/A	N/A
10/21/2025	1322	FDX	B777	1	High	GRE	1325	N/A	N/A
10/22/2025	1942	USC	C25A	2	High	HG6	1235	N/A	N/A
10/23/2025	1557	FDX	B767	2	High	GRE	1600	N/A	N/A
10/23/2025	1753	GCC	C56X	1	High	HG6	1830	N/A	N/A
10/30/2025	1425	PCJ	C525	2	Med	HG6	1430	N/A	N/A
11/7/2025	1945	UPS	B767	2	High	GRE	1950	N/A	NO
11/7/2025	2026	HAL	A321	2	High	GRE	2130	N/A	NO

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
11/8/2025	1940	UPS	B767	2	High	GRE	1950	N/A	NO
11/14/2025	0930	XNA	E135	2	High	HG6	0945	N/A	N/A
11/15/2025	2226	UPS	B767	2	High	GRE	2230	NO	N/A
11/15/2025	1820	UPS	B767	2	High	GRE	1830	N/A	N/A
11/17/2025	1006	PCJ	C525	2	Med	HG6	1010	N/A	N/A
11/19/2025	1211	GRO	E120	2	High	GRE	1215	N/A	N/A
11/26/2025	1030	HAL	A321	2	High	GRE	1035	N/A	N/A
11/27/2025	1133	PCJ	C25A	2	High	HG6	1150	N/A	N/A
11/29/2025	2245	UPS	B767	2	High	GRE	2250	NO	N/A
12/7/2025	1018	FDX	B767	2	High	GRE	1030	N/A	N/A
12/11/2025	1642	PCJ	C500	2	High	HG6	1720	N/A	N/A
12/15/2025	2355	FDX	B767	2	High	GRE	0000	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
12/19/2025 16:57	SKW	SKW3903	E75L	2132	Air Traffic Conflict	Yes
12/19/2025 7:01	FDX	FDX435	B763	2834	Air Traffic Conflict	Yes
12/17/2025 12:46	SKW	SKW4134	E75L	2798	Air Traffic Conflict	Yes
11/15/2025 13:36	SCW	SCW3013	CRJ2	2201	Air Traffic Conflict	Yes
10/30/2025 16:56	SKW	SKW3903	E75L	2208	Air Traffic Conflict	Yes
10/29/2025 13:09	SWA	SWA1220	B738	2598	Air Traffic Conflict	Yes
10/3/2025 17:07	SKW	SKW3903	E75L	2536	Air Traffic Conflict	Yes
				Air Traffic Conflict	7	
10/12/2025 14:09	SWA	SWA2790	B38M	1732	Fleet Week	Yes
10/12/2025 12:44	SWA	SWA4708	B38M	1925	Fleet Week	Yes
10/12/2025 12:42	SKW	SKW4134	E75L	1998	Fleet Week	Yes
10/11/2025 14:04	SWA	SWA1220	B38M	1853	Fleet Week	Yes
10/11/2025 12:51	SKW	SKW4134	E75L	1843	Fleet Week	Yes
10/10/2025 13:39	SWA	SWA2790	B38M	1893	Fleet Week	Yes
10/10/2025 12:46	SWA	SWA3571	B737	2017	Fleet Week	Yes
10/10/2025 12:42	SKW	SKW4134	E75L	2171	Fleet Week	Yes
				Fleet Week	8	
12/19/2025 13:29	SWA	SWA4858	B738	2585	Not Acceptable	No
				Not Acceptable	1	
				Grand Count	16	

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100 Degree Radial Turbojet Landing List for Calendar Quarter

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
10/4/2025 17:16	SWA3981	B737	SWA	2060	Not Acceptable	No
10/6/2025 20:26	SWA1678	B737	SWA	2896	Not Acceptable	No
11/13/2025 17:00	WSN92	J328	WSN	2798	Not Acceptable	No
12/24/2025 14:35	ASA1328	B739	ASA	2788	Not Acceptable	No
11/15/2025 11:00	SWA3906	B738	SWA	2618	Not Acceptable	No
10/19/2025 11:59	SWA2936	B737	SWA	2486	Not Acceptable	No
				Not Acceptable	6	
10/29/2025 13:27	SWA2936	B737	SWA	2854	System Error	Yes
10/12/2025 12:05	SWA4634	B737	SWA	2887	System Error	Yes
				System Error	2	
				Grand Count	8	

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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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