

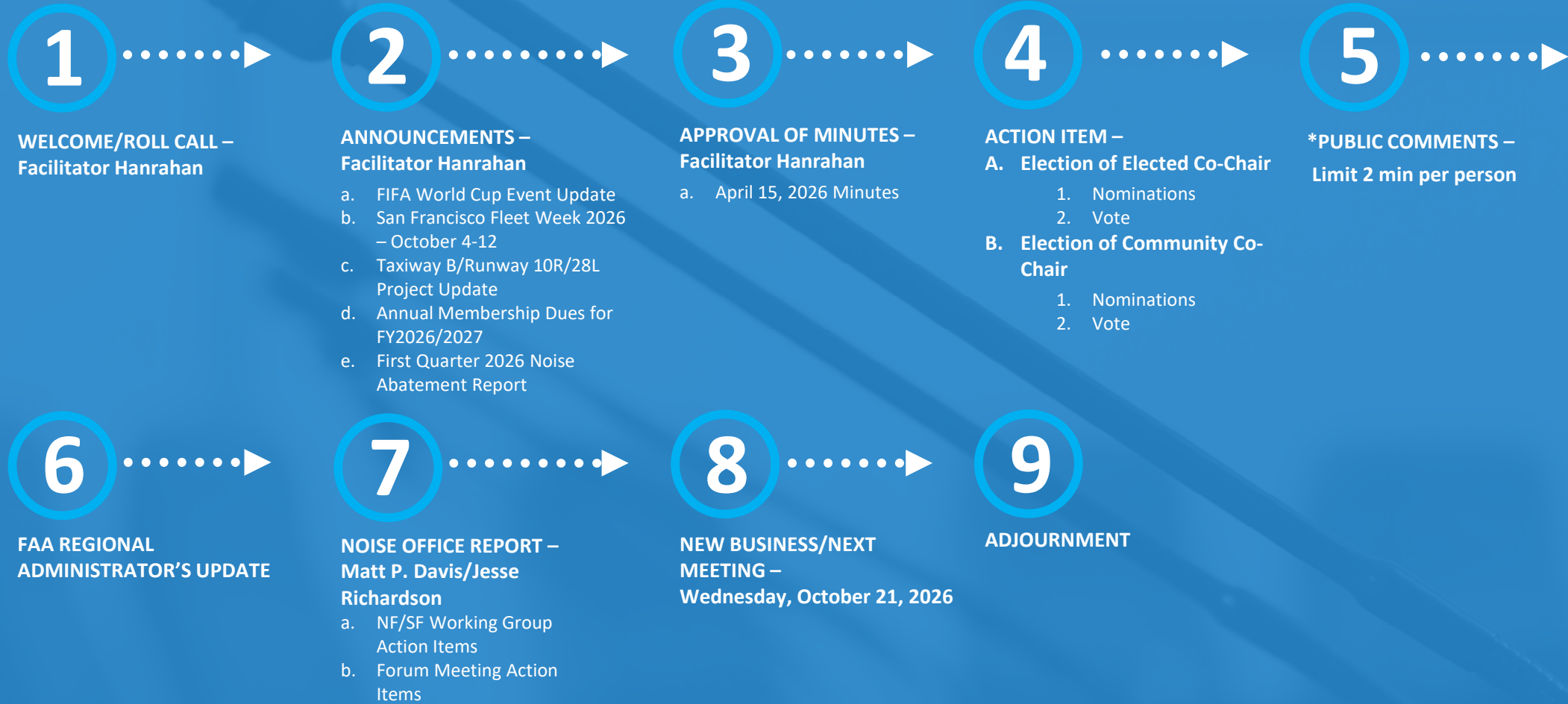
Oakland Airport-Community Noise Management Forum Meeting Agenda

Wednesday, July 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. *Attend and report out on SFO Roundtable meetings

North Field / South Field Research Group

- a. Confirm whether non-compliant flights entering No-Fly Zones are included in the quarterly report. If they are not currently tracked, develop and implement a method to ensure these flights are captured and reported moving forward.
- b. Provide the data for the 3-year rolling average for 2024 and 2025.
- c. *Find incentives for North Field operators to comply with voluntary noise abatement procedures and attend meetings.
- d. *Meet/talk to North Field chronic violators.
- e. *Update on HUSSH/WNSDR Procedure.

* Standing Item

Oakland Airport-Community Noise Management Forum

DRAFT Meeting Minutes – April 15, 2026

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1. INTRODUCTIONS

The April 15, 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
Ken Houston, Councilmember, Oakland
Bart Loundsbury, Community Representative, Oakland
Co-Chair Benny Lee, Community Representative, San Leandro
Gopal Krishnan, Community Representative, County of Alameda

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

Diego Gonzalez, Government Affairs, Port of Oakland
Marjon Saulon, Government Affairs, Port of Oakland
Bert Ganoung, SFO
Rhea Hanrahan, Noise Forum Facilitator, HMMH
Doreen Stockdale, HMMH
Jason Stoddard, HMMH
Thann McLeod, Lean Technology

FAA Representatives Present

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. FIFA World Cup at Levi Stadium

Facilitator Hanrahan introduced Matt Davis to provide an update on preparations related to the upcoming FIFA World Cup and its potential impacts on operations at Oakland San Francisco Bay Airport (OAK). Mr. Davis reported that there was minimal new information but emphasized that Port of Oakland (Port) staff continue to monitor the event. He noted that, based on discussions with the FAA, there has not been a significant increase in anticipated activity at Oakland, and at this time, no notable surge in traffic is expected. Mr. Davis explained that, unlike the Super Bowl, the World Cup is not projected to generate similar levels of operational impact. He acknowledged a potential for slight increases in activity associated with matches at Levi's Stadium, including several round-robin games and one knockout game expected in late June. He added that if high-profile teams participate in the knockout stage, there could be some localized increase in traffic, but current indicators do not suggest a substantial effect.

Mr. Davis also referenced the successful coordination with the FAA during the Super Bowl, which helped minimize impacts to the North Field, but reiterated that similar conditions are not anticipated for the World Cup. He concluded by stating that Port staff will continue monitoring the situation and will notify stakeholders if there are any changes or increases in activity that could affect the community.

B. Fourth Quarter 2025 Noise Abatement Report

Facilitator Hanrahan noted that the Fourth Quarter 2025 Noise Abatement Report was included in the meeting materials and is posted on the flyquietoak.com website. She clarified that no approval vote for the report was required at the meeting but invited questions or comments and confirmed that staff, including Jesse Richardson, were available to respond.

Benny Lee raised questions regarding Runway 28R/L, observing that while overall compliance percentages had improved and flight activity had increased, there were still 168 noncompliant flights. He asked what actions were being taken to reduce this number. Mr. Richardson responded

and explained that efforts include sending letters to all noncompliant operators and directly contacting repeat offenders, including owners and CEOs, to encourage use of primary runways. He noted that compliance levels have improved slightly (from 93% to 94%) and have remained steady into the first quarter of 2026 and emphasized that outreach efforts are ongoing. Mr. Lee commended staff's work, highlighting that Runway 28R/L was the only one with noncompliance in the triple digits, while other runways showed strong performance with mostly double- or single-digit noncompliance counts and several achieving near or full compliance. He acknowledged overall improvement compared to prior years and encouraged continued efforts to further reduce noncompliance into lower ranges. Mr. Richardson agreed, reiterating that reducing noncompliance remains a key goal.

Jon Hamilton commended staff performance during the Super Bowl. He added that particularly for jets departing the North Field, total daily flight counts may be more meaningful to the public than percentage metrics and suggested greater focus on absolute numbers in addition to percentages.

3. APPROVAL OF MINUTES

A. January 21, 2026

Facilitator Hanrahan noted that the minutes from the January 21, 2026 meeting had been emailed to all members for review. Members were invited to provide comments or revisions before proceeding to a vote. No comments were provided. Moved: Mr. Lee, seconded: Mr. Hamilton.

4. 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 about aircraft flying over her neighborhood throughout both day and night, noting that activity has recently increased after a brief decline. She described the situation as disruptive and unsafe, and stated that her primary concern remains the frequency of overflights. She urged consideration of reducing the number of flights or rerouting them to avoid residential areas, particularly during nighttime hours, and indicated she will continue to raise this issue.

5. FAA REGIONAL ADMINISTRATOR'S UPDATE

FAA representative Carlette Young reported that the FAA launched a new air traffic control hiring campaign, opening at midnight and remaining open until 8,000 applications are received. She noted that the FAA is targeting approximately 2,400 hires and plans to hold additional hiring campaigns later in the year. She also shared that a nationwide live event would be held to assist applicants with the application process and provide more information about the position. Mr. Lee asked for clarification on the number of open positions versus the number of applicants. He expressed support for the initiative and encouraged broader community outreach to raise

awareness of these job opportunities. In response to a follow-up question from Mr. Lee, Ms. Young advised that interested applicants can apply through USAJobs.gov or the FAA website, where additional information and event details are available.

Mr. Hamilton inquired about the status of a proposed six-degree turn adjustment to the CNDEL procedure. Ms. Young indicated she did not have new technical updates and noted that further information would likely come from other staff more directly involved in the analysis. Mr. Hamilton acknowledged the response and expressed appreciation that the issue remains under review.

6. NEXTGEN UPDATE

Thann McLeod stated that her update related closely to the CNDEL item and indicated that she would defer detailed remarks to Mr. Davis. She reported that progress had been made on the CNDEL procedure and expressed appreciation to Ms. Young and FAA staff for their support. She noted that, following an initial denial, outreach efforts were made to the FAA facility, including a visit to approach control to discuss potential solutions. She also acknowledged additional assistance from staff, which contributed to advancing the effort. Ms. McLeod concluded by deferring to Mr. Davis for a more detailed update and offered to assist with any follow-up questions.

Mr. Davis reported that, following prior discussions, the FAA has reopened evaluation of the CNDEL proposal after it was previously considered infeasible. He credited ongoing collaboration and outreach, particularly efforts by Ms. McLeod and FAA staff, for advancing reconsideration. He noted that the proposal remains under review with no confirmed implementation date but emphasized that progress has been made as the FAA is again actively evaluating the option.

Ms. McLeod added that earlier concerns from air traffic personnel had been addressed through modifications to the approach, resulting in renewed support from operations staff. The proposal is now under technical evaluation to determine whether it meets required criteria, which has contributed to the extended timeline. She emphasized that, at present, the proposal has not been rejected and remains under active consideration.

Mr. Hamilton commented on the broader impact of airport growth on surrounding communities, noting significant increases in passenger and cargo traffic over time and stressing the importance of even modest noise reductions.

Bart Loundsbury asked about potential updates to other NextGen procedures, including WNDSR and HUSSH. Mr. Davis explained that while these remain areas of concern, there are currently no viable solutions, despite prior analysis and consultant review. He noted that the group may revisit other proposals while continuing to monitor opportunities for progress on these more complex procedures.

Mr. Lee inquired about residential sound insulation efforts related to airport expansion. Mr. Davis indicated there is no active insulation program and limited information on current efforts. Mr. Lee suggested that further inquiry by elected officials may be appropriate. Facilitator Hanrahan added

that, under current federal standards, eligibility for sound insulation funding is generally based on a 65 CNEL threshold, which does not currently apply to nearby homes.

Matt Pourfarzanah sought clarification regarding a previously discussed CNDEL implementation timeline of February 2027. Mr. Davis confirmed that while such a date has been discussed, it is not final, as FAA evaluation is ongoing and subject to change. He reiterated that no implementation is confirmed until formal publication and expressed hope that the proposal will ultimately move forward.

7. NOISE OFFICE REPORT

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

Mr. Davis reported that several ongoing efforts are focused on improving compliance with runway usage, particularly encouraging departures from Runway 30 instead of Runway 28 R/L. He noted that air traffic controllers continue to provide reminders to pilots, when workload permits, to encourage use of the preferred runway, especially when pilots request alternatives. He emphasized that this remains an active, ongoing effort, with staff continuing to monitor communications and coordinate with air traffic control.

Mr. Davis explained that these efforts are part of a broader strategy to maintain and incrementally improve compliance rates, with a long-term goal of reaching 100 percent compliance. He stressed the importance of at least maintaining current performance levels while identifying additional ways to incentivize use of the South Field. He also noted continued outreach efforts with North Field operators, including direct engagement with chief pilots and ongoing dialogue to reinforce compliance. While chronic violators appear to be limited at present, Port staff continue to monitor and work directly with any repeat offenders, particularly those based in Oakland. Mr. Davis concluded that these items remain active work in progress and indicated that future working group discussions will also revisit unresolved issues related to procedures such as WNSDR and HUSSH to determine next steps.

B. Update on Action Items from Noise Forum Meeting.

Mr. Davis provided an overview of Forum action items, highlighting significant progress related to Super Bowl operations. He reported a substantial reduction in North Field departures during the 2026 Super Bowl period compared to 2016, with departures decreasing from 151 to 15 despite similar overall traffic levels. He attributed this improvement to extensive outreach, effective coordination with air traffic control, and a strong operational emphasis on using the South Field. He noted that many of the remaining North Field departures were due to pilot requests rather than controller decisions. Mr. Davis described the effort as a positive model for managing future large-scale events. Mr. Lee and Mr. Hamilton both commended the results, emphasizing the effectiveness of early coordination and encouraging continued application of these strategies for future events.

Mr. Davis also confirmed completion of prior action items related to CNDEL updates and distribution of SharePoint access to noise reporting resources. He encouraged members to utilize

the available weekly noise data publications. He added that recent San Francisco International Airport (SFO) roundtable meetings did not identify new procedures affecting Oakland.

Mr. Hamilton raised a request to extend WebTrak data availability beyond three months to better align with reporting cycles. It was confirmed by Mr. Richardson that this will be extended to four months at no additional cost. He also shared analysis indicating that MD-11 (Stage 3) cargo aircraft are significantly louder than other aircraft types and noted community feedback that nighttime noise has decreased in their absence. He raised concerns about potential reintroduction of these aircraft. Mr. Davis acknowledged the analysis and indicated that staff would continue monitoring aircraft operations and fleet changes. He noted that quieter aircraft such as Boeing 777s are increasingly used for long-haul cargo operations, though fleet decisions remain outside airport control.

Mr. Lee highlighted the availability of additional historical data through the airport's Power BI dashboards, which provide approximately two years of data, and emphasized the importance of accessible long-term datasets. Mr. Hamilton reiterated the value of detailed, visualized data such as WebTrak for analyzing flight patterns and identifying potential noise mitigation opportunities.

The facilitator noted limitations on the airport's authority over airline fleet decisions but emphasized ongoing efforts to communicate noise concerns to operators.

Mr. Richardson concluded by thanking the Port's Government Affairs Office for supporting public outreach during the Super Bowl, noting that coordinated communication helped inform local communities.

8. NEW BUSINESS / CONFIRM NEXT MEETING DATE

Facilitator Hanrahan moved to addressing new business and the next meeting, which is scheduled for Wednesday, July 15, 2026 and will be held virtually.

Gopal Krishnan raised concerns about a recurring public commenter, noting that her concerns may fall outside the Forum's scope. He suggested that she may benefit from guidance toward appropriate local or elected representatives who could better address her situation. Mr. Richardson responded that the Airport has engaged extensively with the individual and her household, including conducting noise monitoring and providing FAA contact resources for formal complaints. He explained that the residence is directly aligned with a primary flight path, limiting available mitigation options, though staff will continue to assist. Mr. Lee emphasized the importance of broader advocacy through elected officials at the national level, noting that aviation noise issues are governed federally. He encouraged coordination through organizations such as the National Association of Counties and the National League of Cities. He also reiterated the value of expanding access to historical noise data for analysis.

Mr. Hamilton raised two items. First, he highlighted concerns about disparities in FAA funding contributions between business jets and commercial aircraft, suggesting it may warrant further consideration. Second, he asked about development of the forum's annual work plan. Facilitator

Hanrahan confirmed that a 2026 work plan is in progress in collaboration with co-chairs and airport staff, though no timeline for completion was provided.

9. ADJOURNMENT

Facilitator Hanrahan adjourned the meeting at 7:39 p.m.

DRAFT

NOISE FORUM SUMMARY

North/South Field Working Groups



NOISE ABATEMENT REPORT

FIRST QUARTER 2026

Disclaimer

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

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**Compliance Monitoring Quarterly Summary Comparison
First Quarter 2026**

	2025Q1		2026Q1	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	93%	7%	94%	6%
Total Airport-wide Corporate Jet Departures	2,321	169	2,718	173
Runway 10R/L Jet Landing Compliance	89%	11%	82%	18%
Total Southeast Plan Corporate Jet Landings	321	39	235	51
North Field VFR Departure Compliance	96%	4%	97%	3%
Total Runways 28R/L & 33 Departures	1,263	54	1,332	44
North Field Quiet Hours Compliance	81%	19%	80%	20%
Total North Field Quiet Hours Departures	248	60	213	54
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	13,048	3	12,185	7
Night Time Departure Compliance	99%	1%	97%	3%
Total Runway 30 Night Turbojet Departures	2,534	13	2,419	64
Runway 12 Night Departure Compliance	97%	3%	100%	0%
Total Runway 12 Night Turbojet Departures	265	9	294	1
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	3,009	4	2,951	3
100 Degree Radial Turbojet Landing Compliance	99%	1%	98%	2%
Total 100 Degree Radial Turbojet Landings	594	4	557	11
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	1	0	6	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

2026Q1
94% Compliance
(2,891 total departures)
(173 non-compliant)

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

Heading: 325
 Elevation: 15

■	Arrivals
■	Departures
■	Touch and Go
■	Overflights

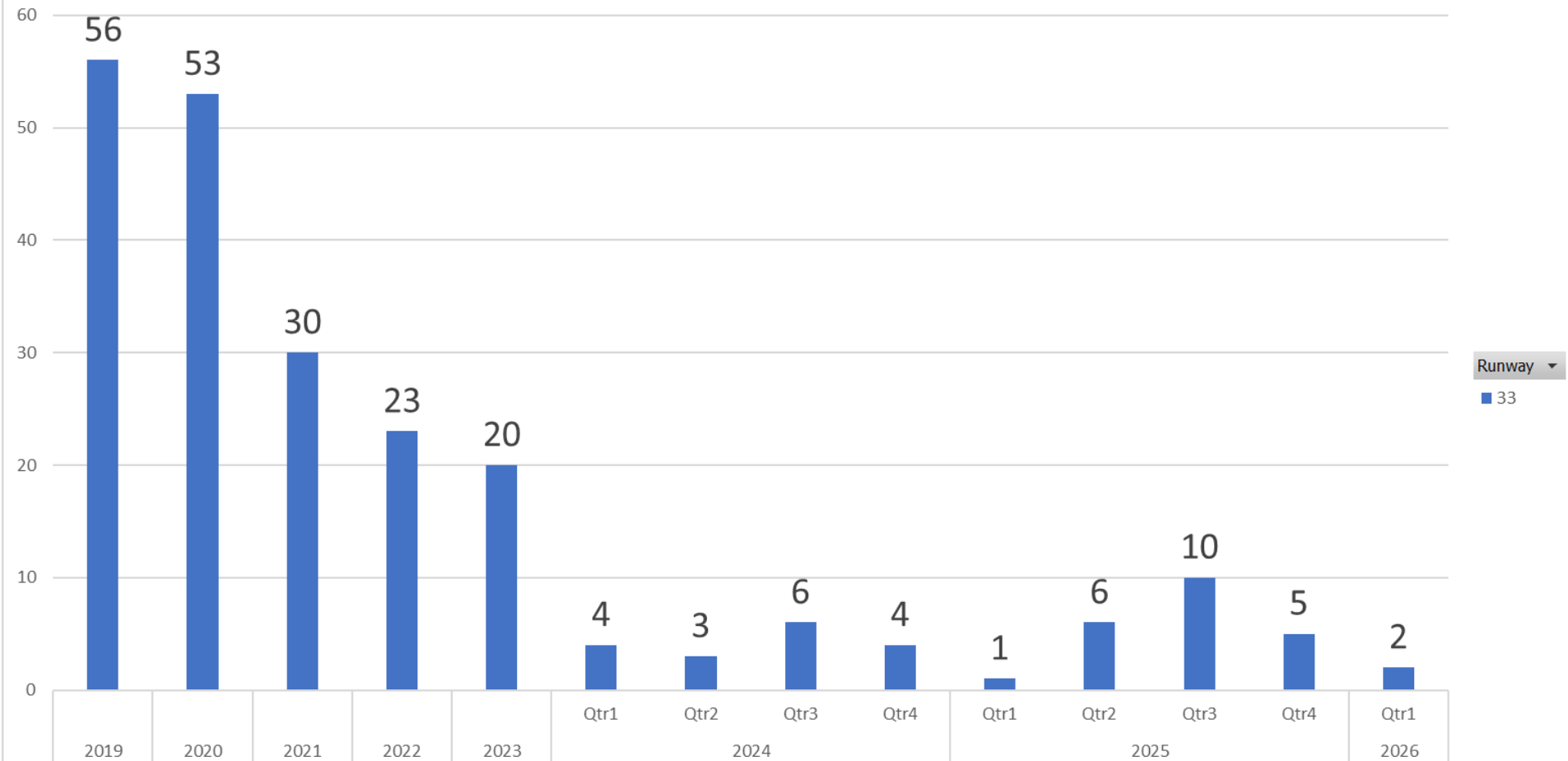


RUNWAY 33 JET DEPARTURES

First Quarter 2026

Count of Aircraft Type

Runway 33 Jet Departure Trend Analysis



Runway
33

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

2026Q1
82% Compliance
(286 total landings)
(51 non-compliant)

2025Q1
89% Compliance
(360 total landings)
(39 non-compliant)

Heading: 325
 Elevation: 15

Arrivals	Red dashed line
Departures	Green dashed line
Touch and Go	Blue dashed line
Overflights	Blue dashed line with arrow



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

2026Q1
97% Compliance
(1,376 total departures)
(44 non-compliant)

2025Q1
96% Compliance
(1,317 total departures)
(54 non-compliant)

Heading: 338
 Elevation: 29

■	Arrivals
■	Departures
■	Touch and Go
■	Overflights



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

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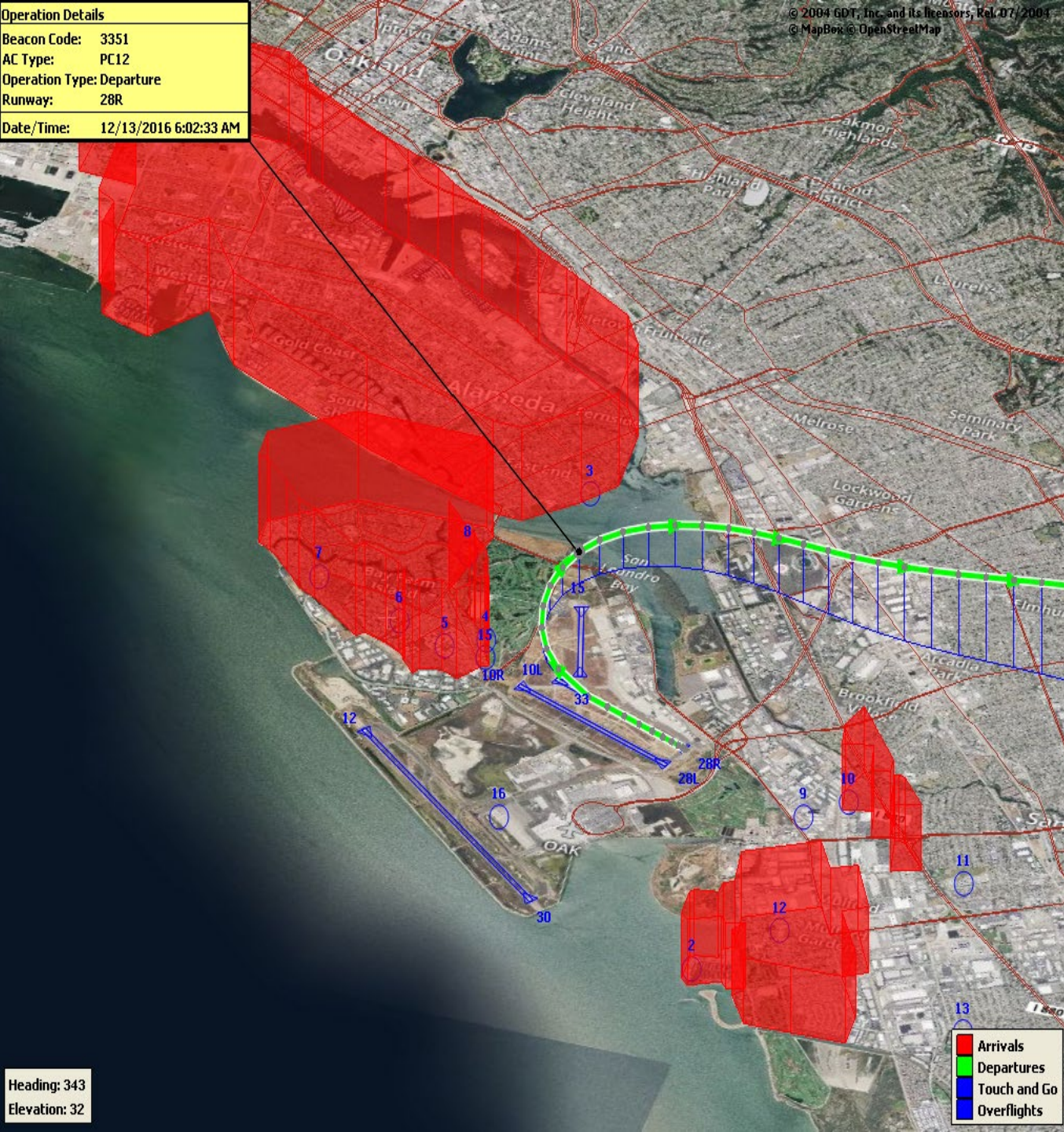
North Field Quiet Hours NAP 10:00 PM to 7:00 AM

2026Q1
80% Compliance
(267 total departures)
(54 non-compliant)

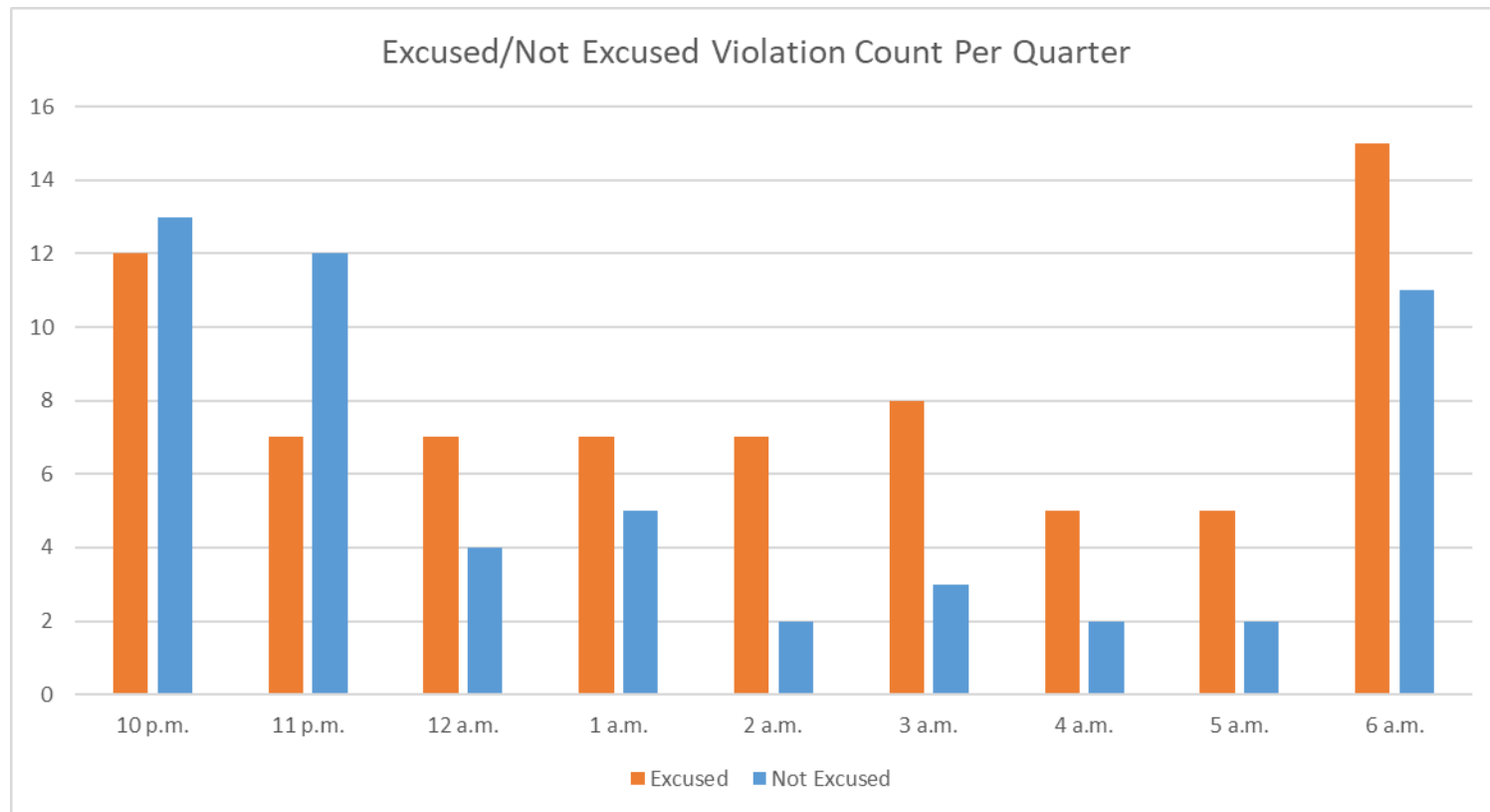
2025Q1
81% Compliance
(308 total departures)
(60 non-compliant)

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**

**2026Q1
 97% Compliance
 (2,483 total departures)
 (64 non-compliant)**

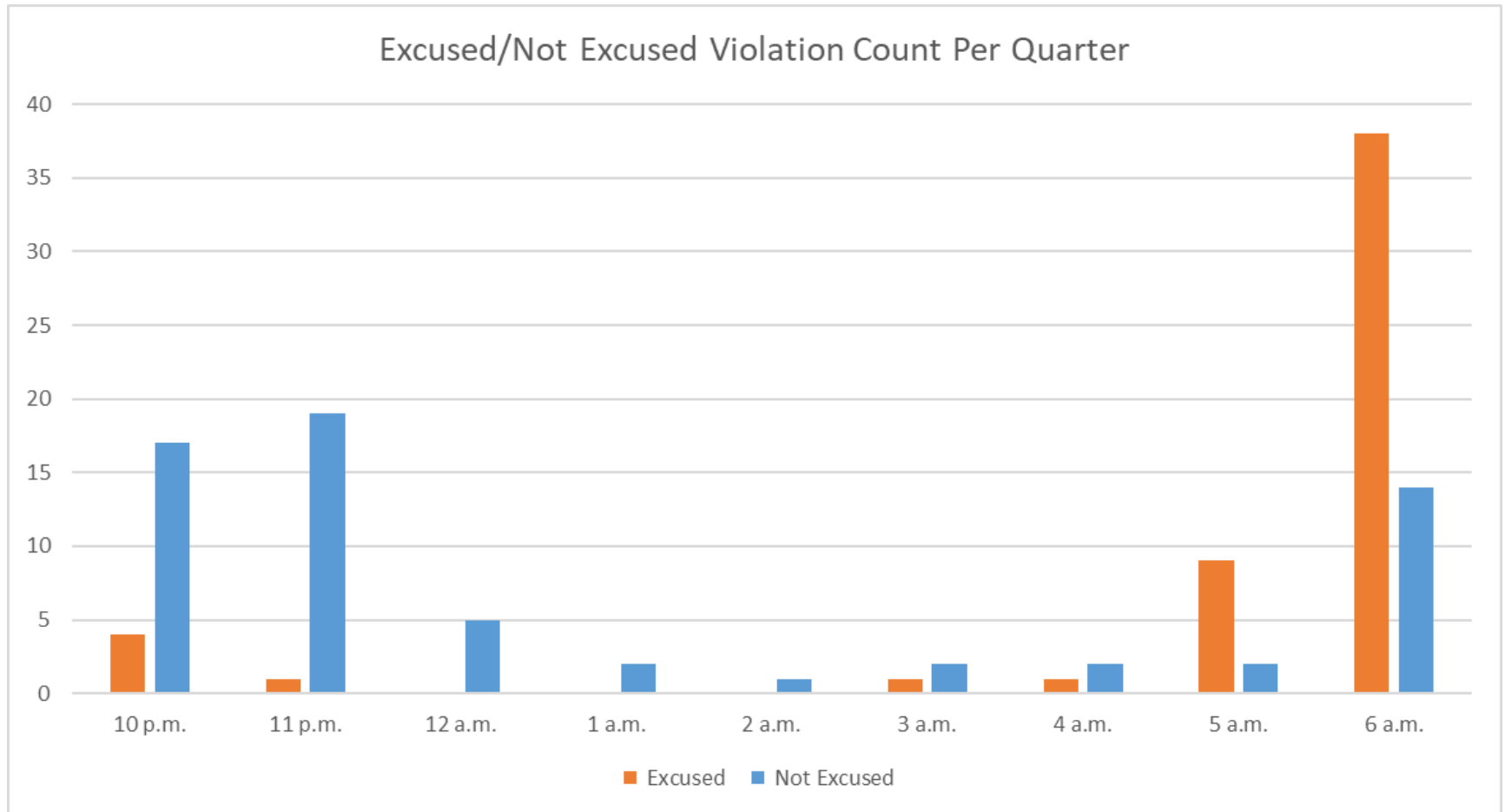
*REBAS Gate non-compliant = 63

**2025Q1
 99% Compliance
 (2,547 total departures)
 (13 non-compliant)**

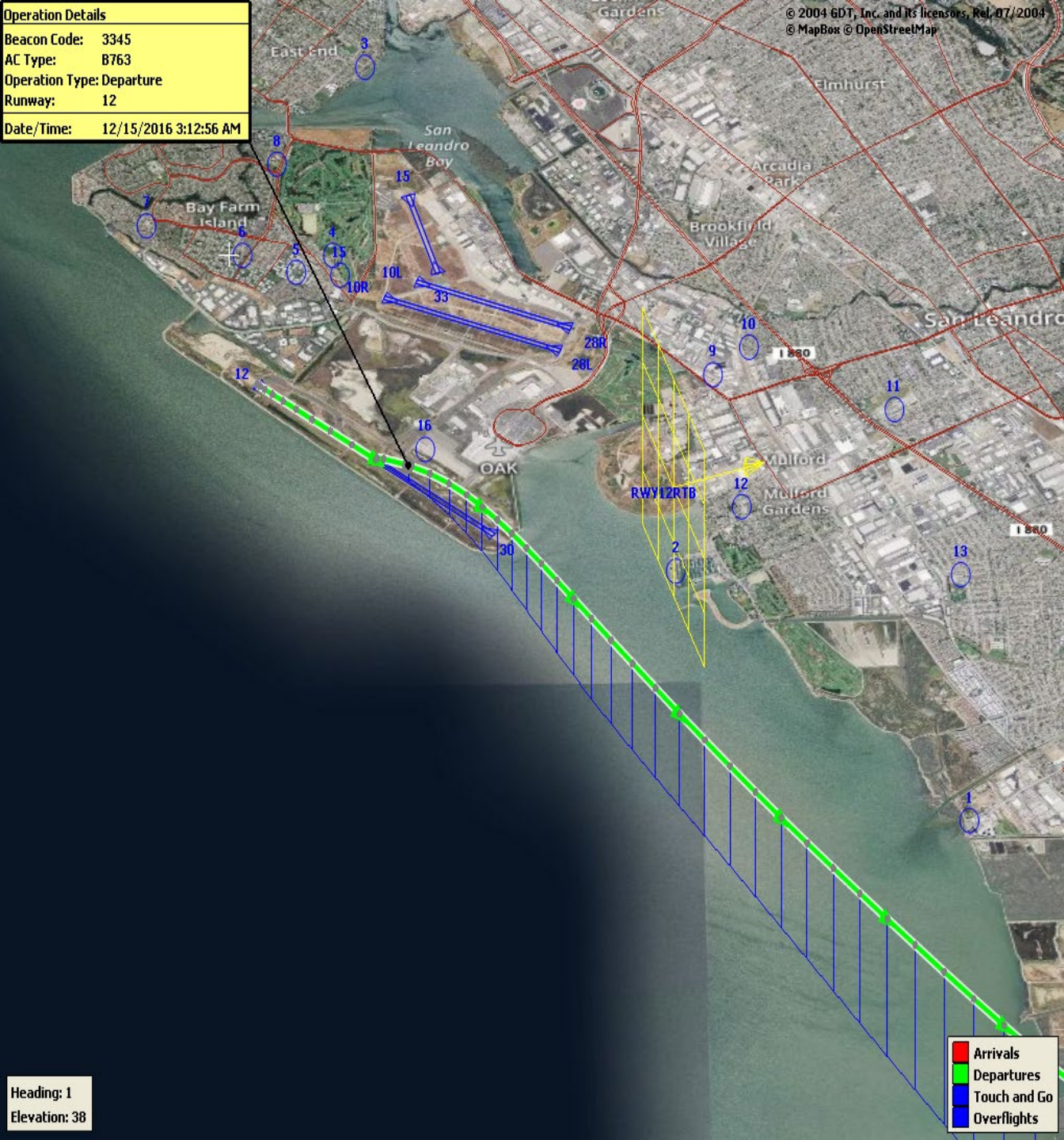
Heading: 349
 Elevation: 59

■ 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

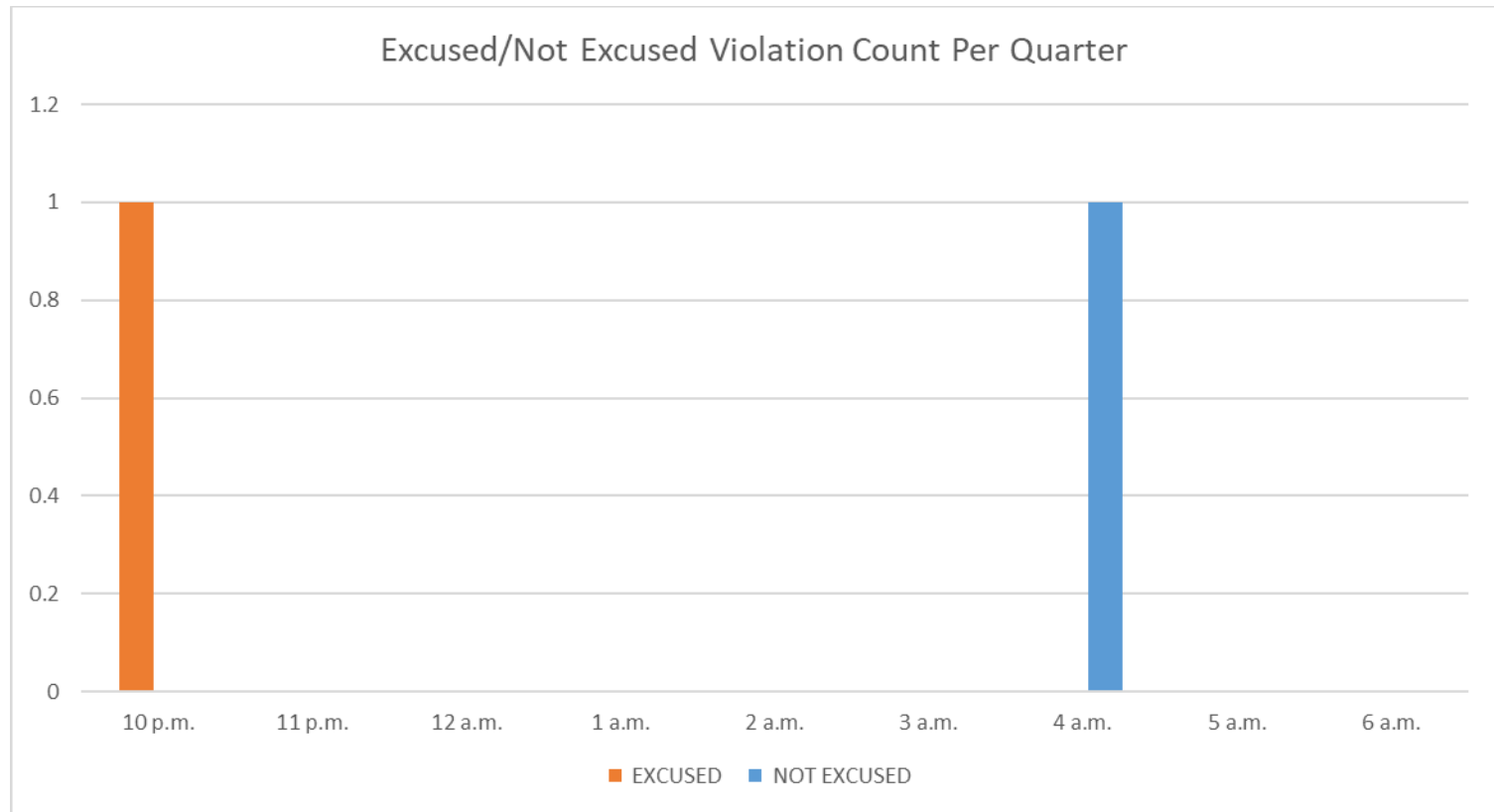
2026Q1
100% Compliance
(295 total departures)
(1 non-compliant)

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

Arrivals
Departures
Touch and Go
Overflights

Heading: 1
Elevation: 38

Quarterly 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



2026Q1
100% Compliance
(12,192 total departures)
(7 non-compliant)

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

2026Q1
100% Compliance
(2,954 total departures)
(3 non-compliant)

*Excused Departures = 15

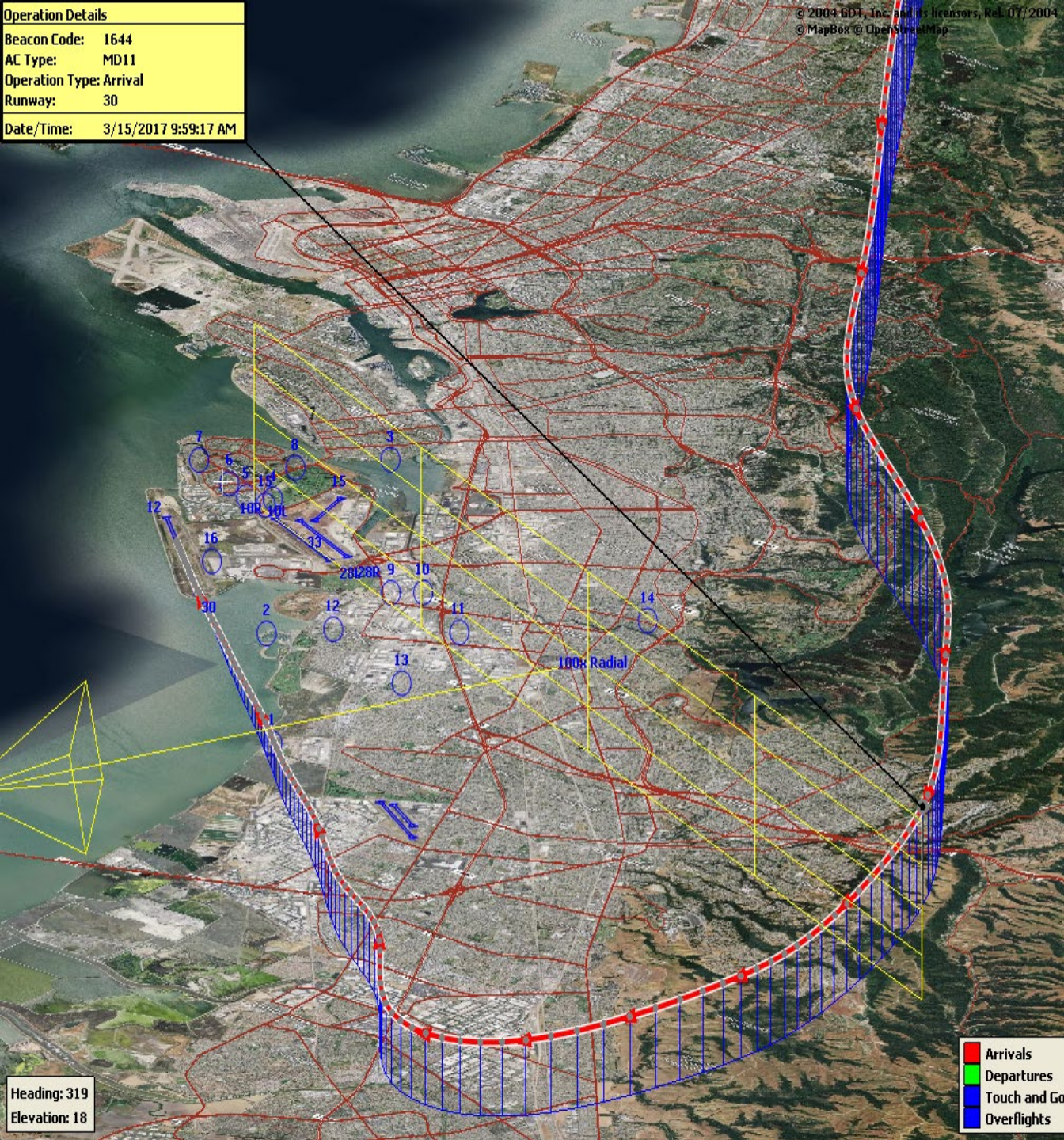
2025Q1
100% Compliance
(3,013 total departures)
(4 non-compliant)

Heading 310°
Elevation 24°

Operation Mode
Arrivals
Departures
Overflights
Ground Operation
Touch and Go

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

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100 Degree Radial At 3,000 ft. NAP

2026Q1
98% Compliance
(568 total landings)
(11 non-compliant)

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



Engine Run-up NAP

2026Q1
100% Compliance
(6 engine run-ups)*
(0 non-compliant)

2025Q1
100% Compliance
(1 engine run-ups)
(0 non-compliant)

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

	Arrivals
	Departures
	Touch and Go
	Overflights

2000 ft

N

**Compliance Monitoring Quarterly Summary Comparison
First Quarter 2026 - Quarter-to-Quarter**

	2025Q4		2026Q1	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	94%	6%	94%	6%
Total Airport-wide Corporate Jet Departures	2,539	168	2,718	173
Runway 10R/L Jet Landing Compliance	84%	16%	82%	18%
Total Southeast Plan Corporate Jet Landings	251	47	235	51
North Field VFR Departure Compliance	97%	3%	97%	3%
Total Runways 28R/L & 33 Departures	1,049	30	1,332	44
North Field Quiet Hours Compliance	88%	12%	80%	20%
Total North Field Quiet Hours Departures	261	36	213	54
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	13,062	2	12,185	7
Night Time Departure Compliance	99%	1%	97%	3%
Total Runway 30 Night Turbojet Departures	2,709	26	2,419	64
Runway 12 Night Departure Compliance	98%	2%	100%	0%
Total Runway 12 Night Turbojet Departures	207	4	294	1
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	3,049	1	2,951	3
100 Degree Radial Turbojet Landing Compliance	99%	1%	98%	2%
Total 100 Degree Radial Turbojet Landings	479	6	557	11
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	10	0	6	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 = 267

First Quarter 2026 (10:00 p.m. to 7:00 a.m.)

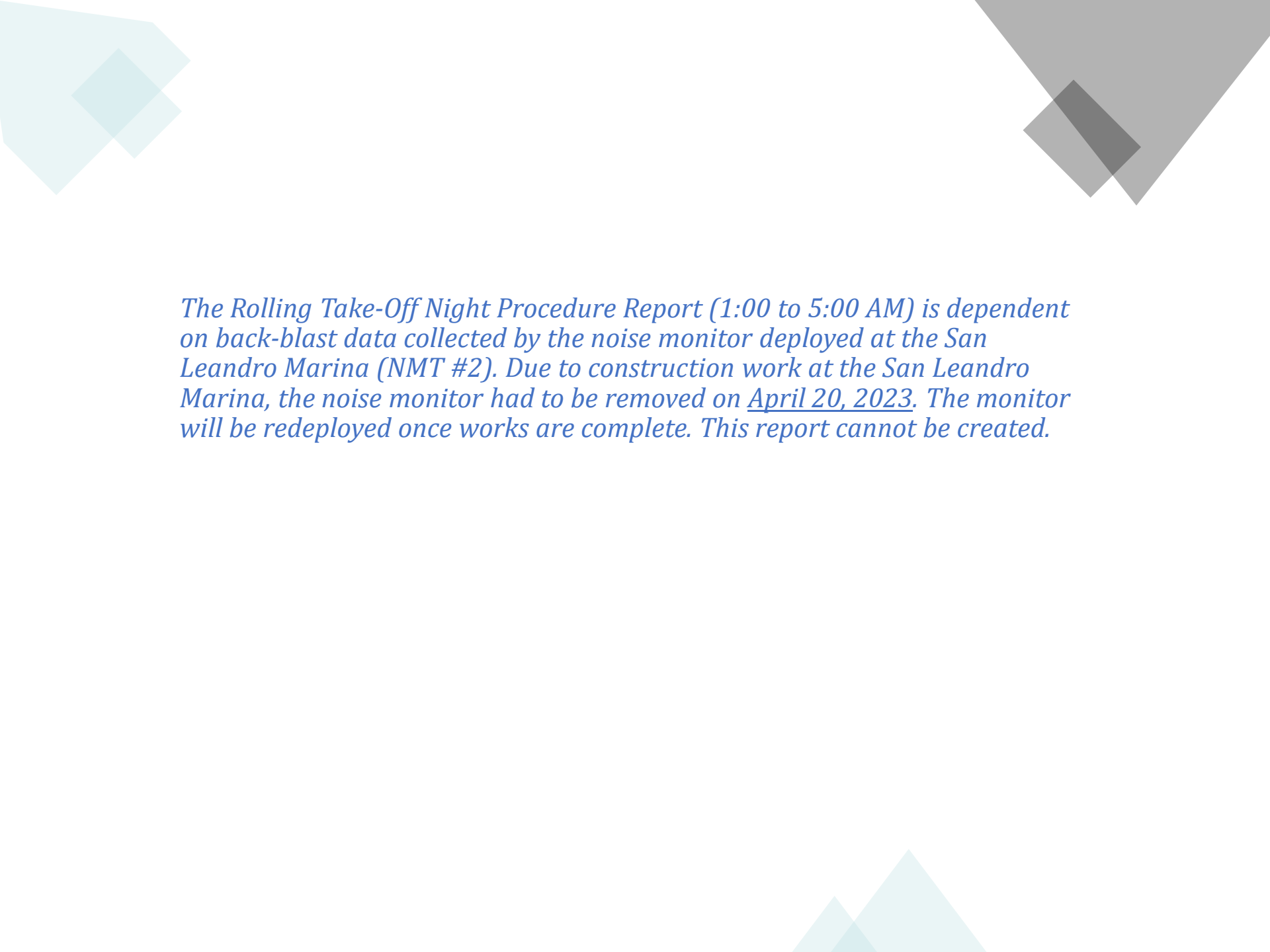
NMT Number	Aircraft Noise Events Below SEL 80 dBA	Aircraft Noise Events SEL 80 - 84.9 dBA			Aircraft Noise Events SEL 85 - 89.9 dBA			Aircraft Noise Events SEL ≥ 90 dBA			Total Aircraft Noise Events
		Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	
1	8	3	0.0	0.5%	1	0.0	0.2%	0	0.0	0.0%	12
2	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
3	50	3	0.0	0.5%	0	0.0	0.0%	0	0.0	0.0%	53
4	109	84	0.9	14.8%	24	0.3	4.2%	21	0.2	3.7%	238
5	109	19	0.2	3.4%	10	0.1	1.8%	24	0.3	4.2%	162
6	23	10	0.1	1.8%	19	0.2	3.4%	11	0.1	1.9%	63
7	19	13	0.1	2.3%	13	0.1	2.3%	1	0.0	0.2%	46
8	64	13	0.1	2.3%	3	0.0	0.5%	0	0.0	0.0%	80
9	22	17	0.2	3.0%	9	0.1	1.6%	4	0.0	0.7%	52
10	124	42	0.5	7.4%	9	0.1	1.6%	1	0.0	0.2%	176
11	10	2	0.0	0.4%	1	0.0	0.2%	0	0.0	0.0%	13
12	23	9	0.1	1.6%	4	0.0	0.7%	2	0.0	0.4%	38
13	17	5	0.1	0.9%	0	0.0	0.0%	0	0.0	0.0%	22
14	63	3	0.0	0.5%	0	0.0	0.0%	0	0.0	0.0%	66
All NMTs	641	223	2	0	93	1	0	64	1	0	1021

Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 216

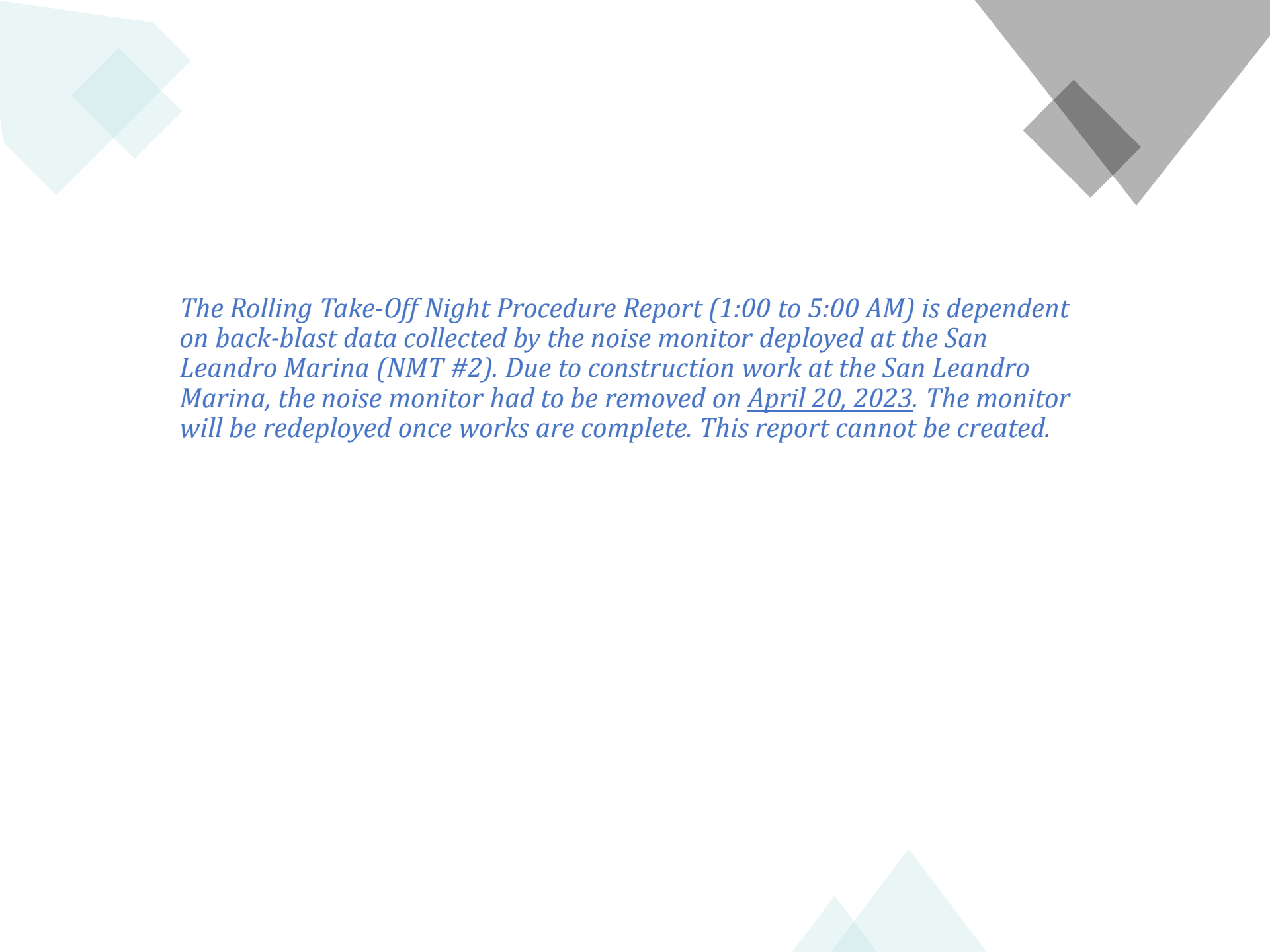
First Quarter 2026 (10:00 p.m. to 7:00 a.m.)											
NMT Number	Aircraft Noise Events Below SEL 80 dBA	Aircraft Noise Events SEL 80 - 84.9 dBA			Aircraft Noise Events SEL 85 - 89.9 dBA			Aircraft Noise Events SEL ≥ 90 dBA			Total Aircraft Noise Events
		Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	
3	50	3	0.0	1.3%	0	0.0	0.0%	0	0.0	0.0%	53
4	109	84	0.9	35.1%	24	0.3	10.0%	21	0.2	8.8%	238
5	109	19	0.2	7.9%	10	0.1	4.2%	24	0.3	10.0%	162
6	23	10	0.1	4.2%	19	0.2	7.9%	11	0.1	4.6%	63
7	19	13	0.1	5.4%	13	0.1	5.4%	1	0.0	0.4%	46
8	64	13	0.1	5.4%	3	0.0	1.3%	0	0.0	0.0%	80
Total	374	142	1.6		69	0.8		57	0.6		642

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 51

First Quarter 2026 (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	22	17	0.2	5.2%	9	0.1	2.7%	4	0.0	1.2%	52
10	124	42	0.5	12.8%	9	0.1	2.7%	1	0.0	0.3%	176
11	10	2	0.0	0.6%	1	0.0	0.3%	0	0.0	0.0%	13
12	23	9	0.1	2.7%	4	0.0	1.2%	2	0.0	0.6%	38
13	17	5	0.1	1.5%	0	0.0	0.0%	0	0.0	0.0%	22
14	63	3	0.0	0.9%	0	0.0	0.0%	0	0.0	0.0%	66
Total	259	78	0.9		23	0.3		7	0.1		367



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.

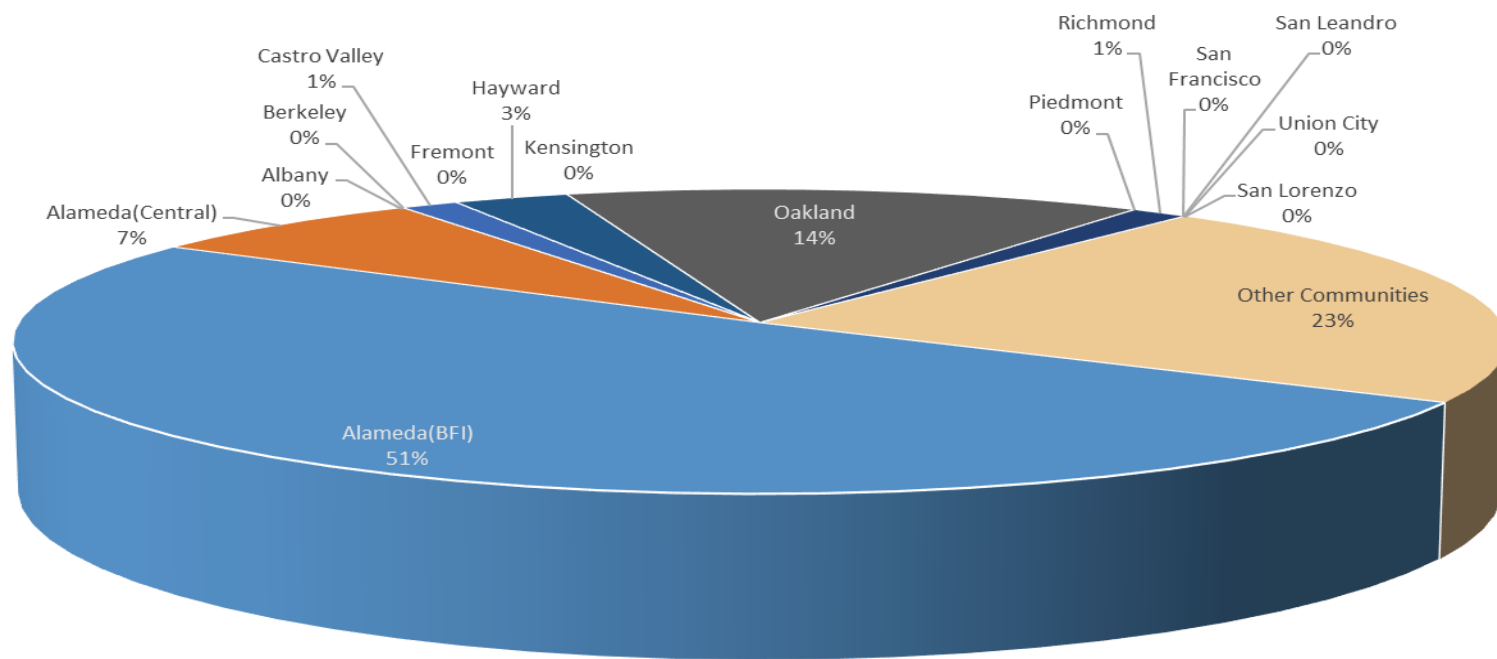
**Oakland Airport (OAK)
Noise Complaint Summary
January 2026**

Community	Callers	Complaints
Alameda(BFI)	36	492
Alameda(Central)	5	15
Albany	0	0
Berkeley	0	0
Castro Valley	1	34
Fremont	0	0
Hayward	2	7
Kensington	0	0
Oakland	10	1198
Piedmont	0	0
Richmond	1	15
San Francisco	0	0
San Leandro	0	0
Union City	0	0
San Lorenzo	0	0
Other Communities	16	125
Total	71	1886
Complaints by Type		
App		418
Telephone		51
Web		144
WebTrak		1
Email		1272
Complaints by Time of Day		
Day (0700 - 1900)		776
Evening (1900 - 2200)		636
Night (2200 - 0700)		474
Complaints by Type of Operation		
Arrivals		681
Departures		1112
Over-flights		12
Touch & Go		81
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		147
Helicopter		16
Jet		1485
Military		0
Not Reported (not linked to an aircraft)		0
Other (Type information not available)		13
Propeller		159
Turbo-prop		66

Number of Callers

January 2026

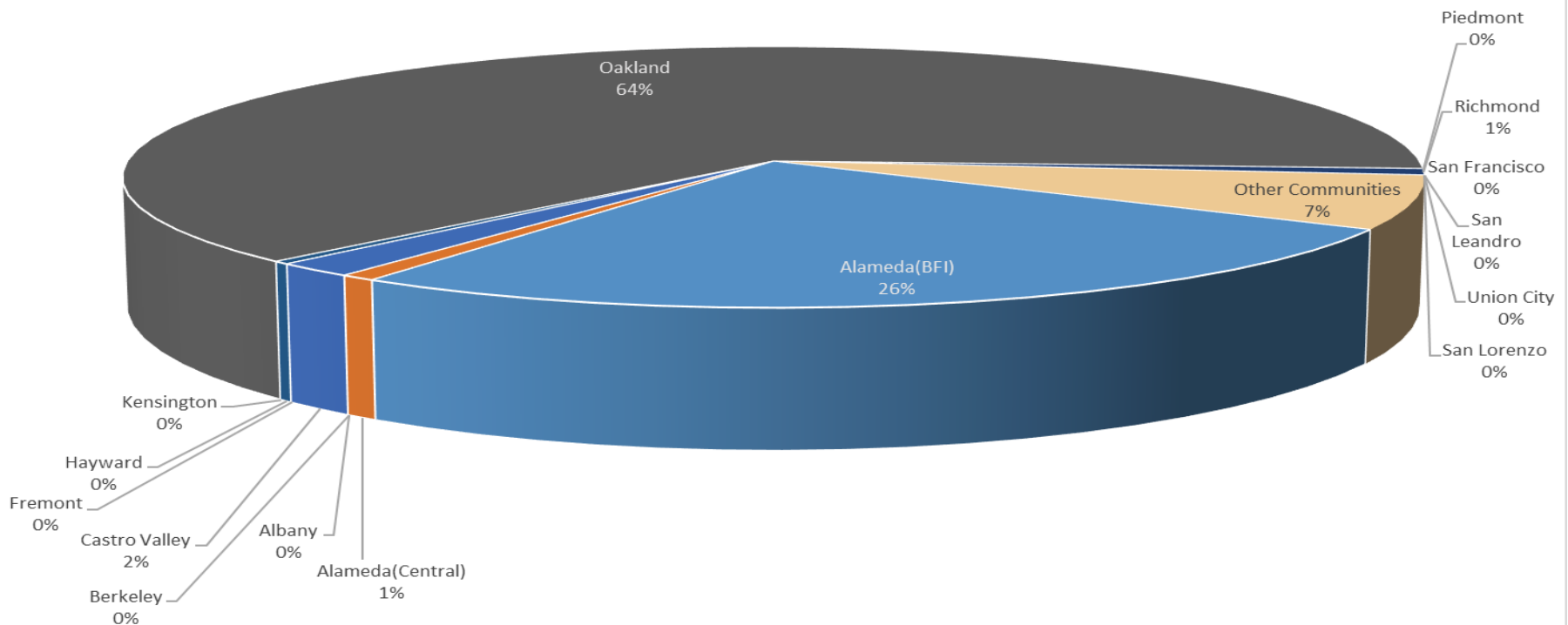
Noise Complaints Summary by Number of Callers



Number of Complaints

January 2026

Noise Complaints Summary by Number of Complaints



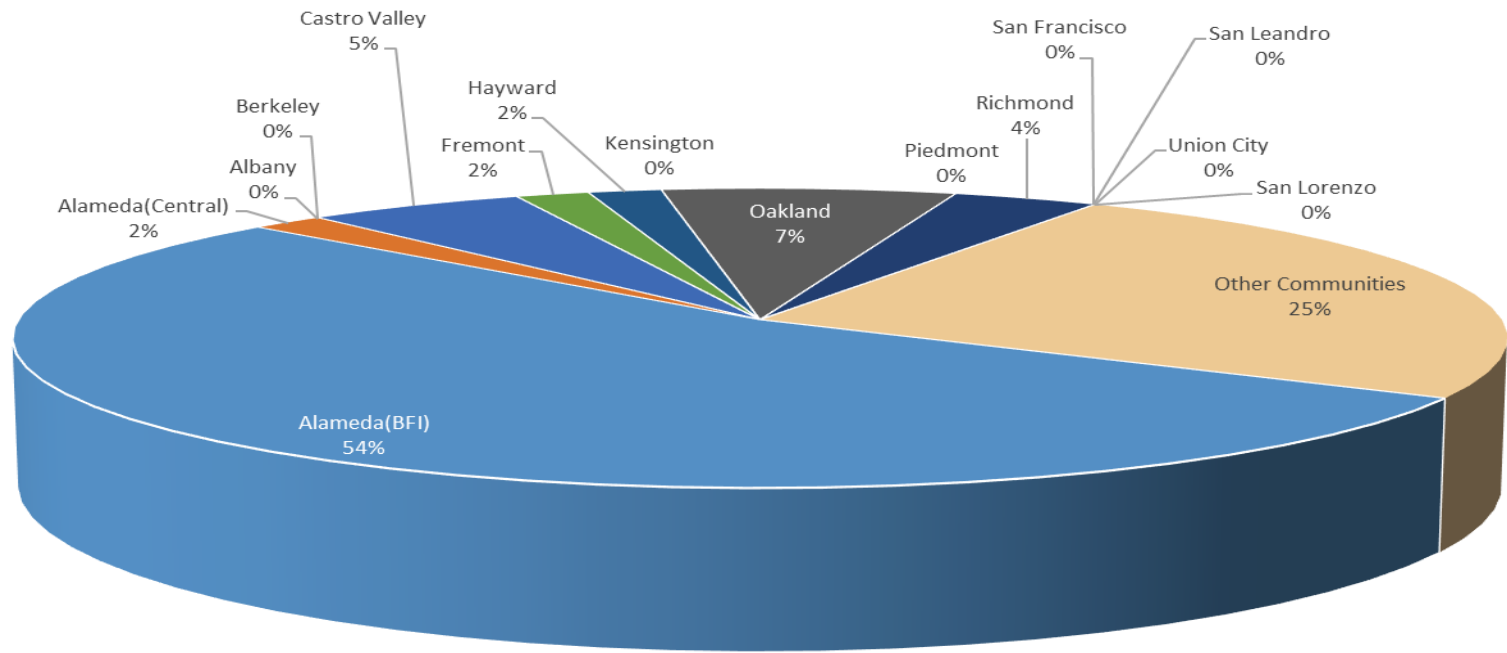
**Oakland Airport (OAK)
Noise Complaint Summary
February 2026**

Community	Callers	Complaints
Alameda(BFI)	30	512
Alameda(Central)	1	1
Albany	0	0
Berkeley	0	0
Castro Valley	3	9
Fremont	1	1
Hayward	1	1
Kensington	0	0
Oakland	4	1851
Piedmont	0	0
Richmond	2	112
San Francisco	0	0
San Leandro	0	0
Union City	0	0
San Lorenzo	0	0
Other Communities	14	110
Total	56	2597
Complaints by Type		
App		473
Telephone		30
Web		81
WebTrak		0
Email		2013
Complaints by Time of Day		
Day (0700 - 1900)		1178
Evening (1900 - 2200)		571
Night (2200 - 0700)		848
Complaints by Type of Operation		
Arrivals		1738
Departures		800
Over-flights		21
Touch & Go		38
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		180
Helicopter		101
Jet		2163
Military		0
Not Reported (not linked to an aircraft)		0
Other (Type information not available)		45
Propeller		62
Turbo-prop		46

Number of Callers

February 2026

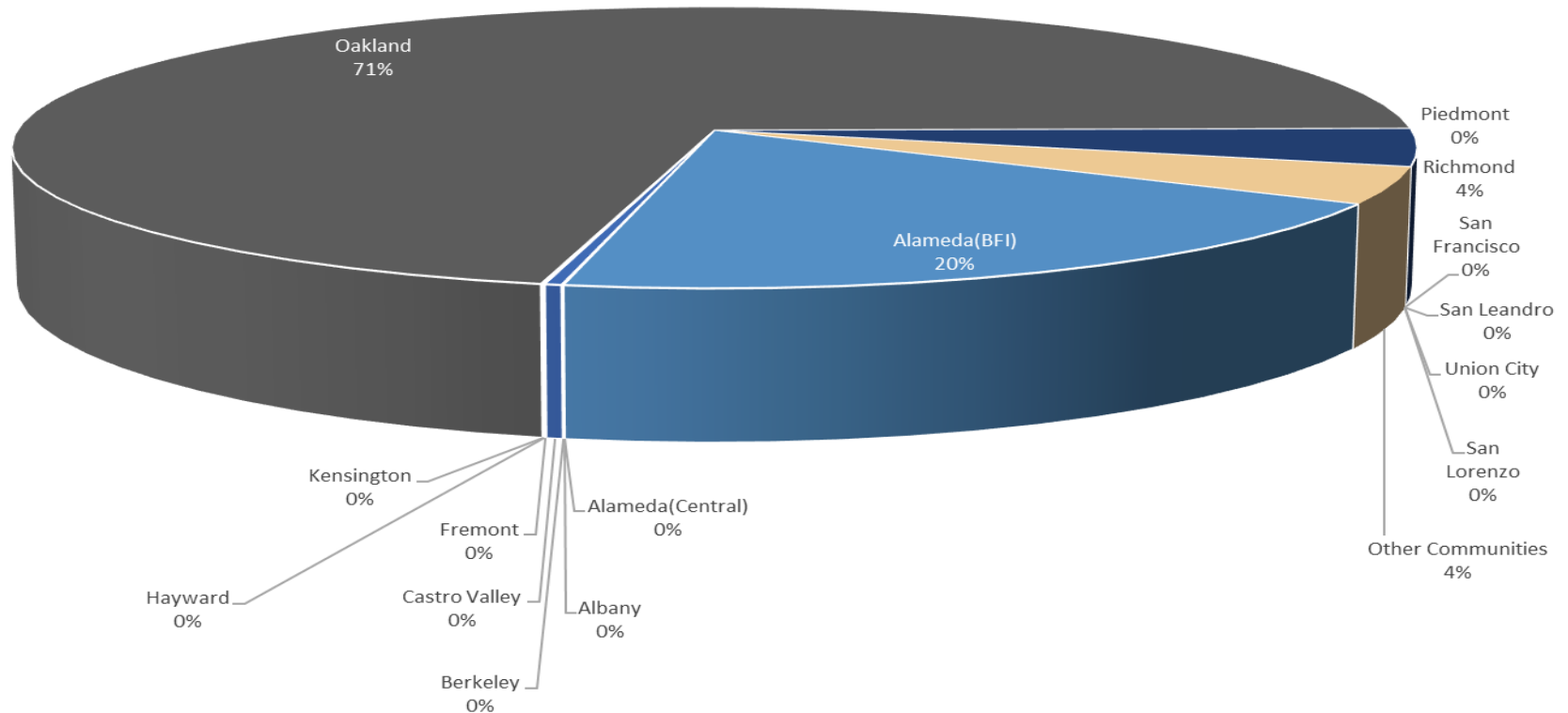
Noise Complaints Summary by Number of Callers



Number of Complaints

February 2026

Noise Complaints Summary by Number of Complaints



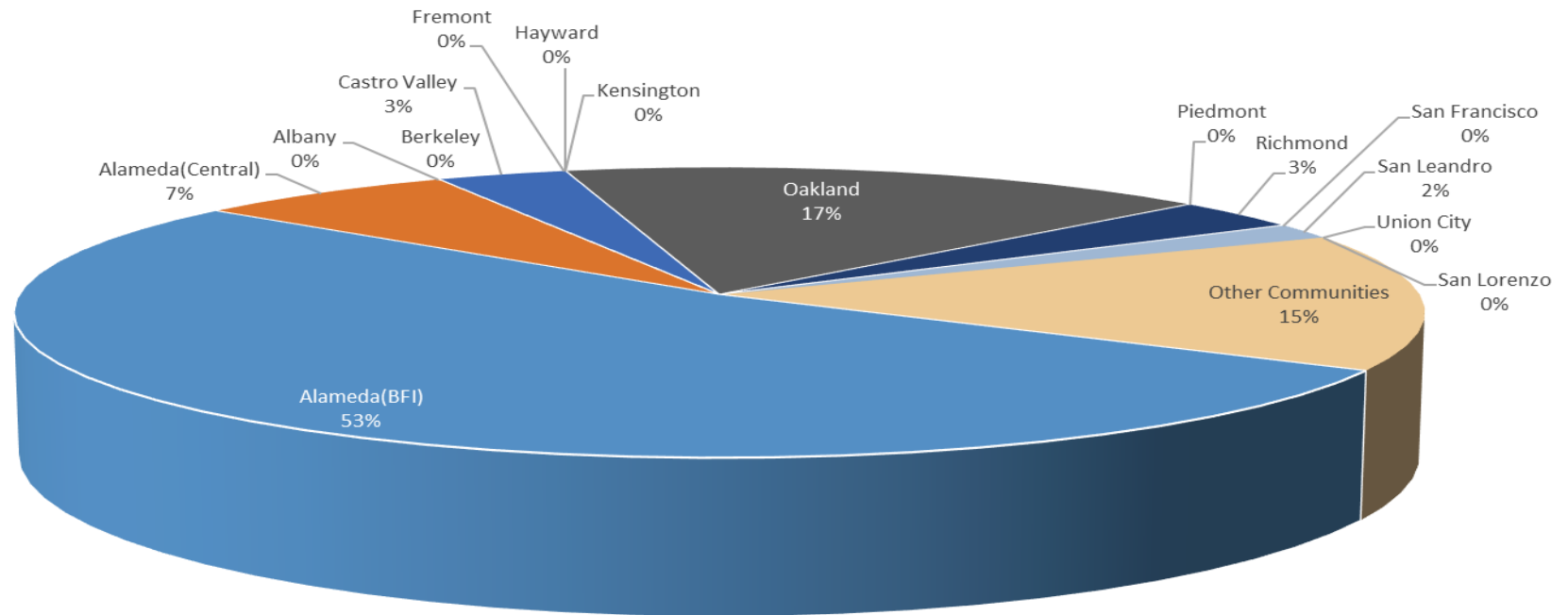
**Oakland Airport (OAK)
Noise Complaint Summary
March 2026**

Community	Callers	Complaints
Alameda(BFI)	31	494
Alameda(Central)	4	5
Albany	0	0
Berkeley	0	0
Castro Valley	2	62
Fremont	0	0
Hayw ard	0	0
Kensington	0	0
Oakland	10	1495
Piedmont	0	0
Richmond	2	164
San Francisco	0	0
San Leandro	1	67
Union City	0	0
San Lorenzo	0	0
Other Communities	9	127
Total	59	2414
Complaints by Type		
App		485
Telephone		8
Web		125
WebTrak		0
Email		1796
Complaints by Time of Day		
Day (0700 - 1900)		972
Evening (1900 - 2200)		771
Night (2200 - 0700)		671
Complaints by Type of Operation		
Arrivals		1130
Departures		1090
Over-flights		148
Touch & Go		46
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		325
Helicopter		9
Jet		1527
Military		0
Not Reported (not linked to an aircraft)		0
Other (Type information not available)		26
Propeller		296
Turbo-prop		231

Number of Callers

March 2026

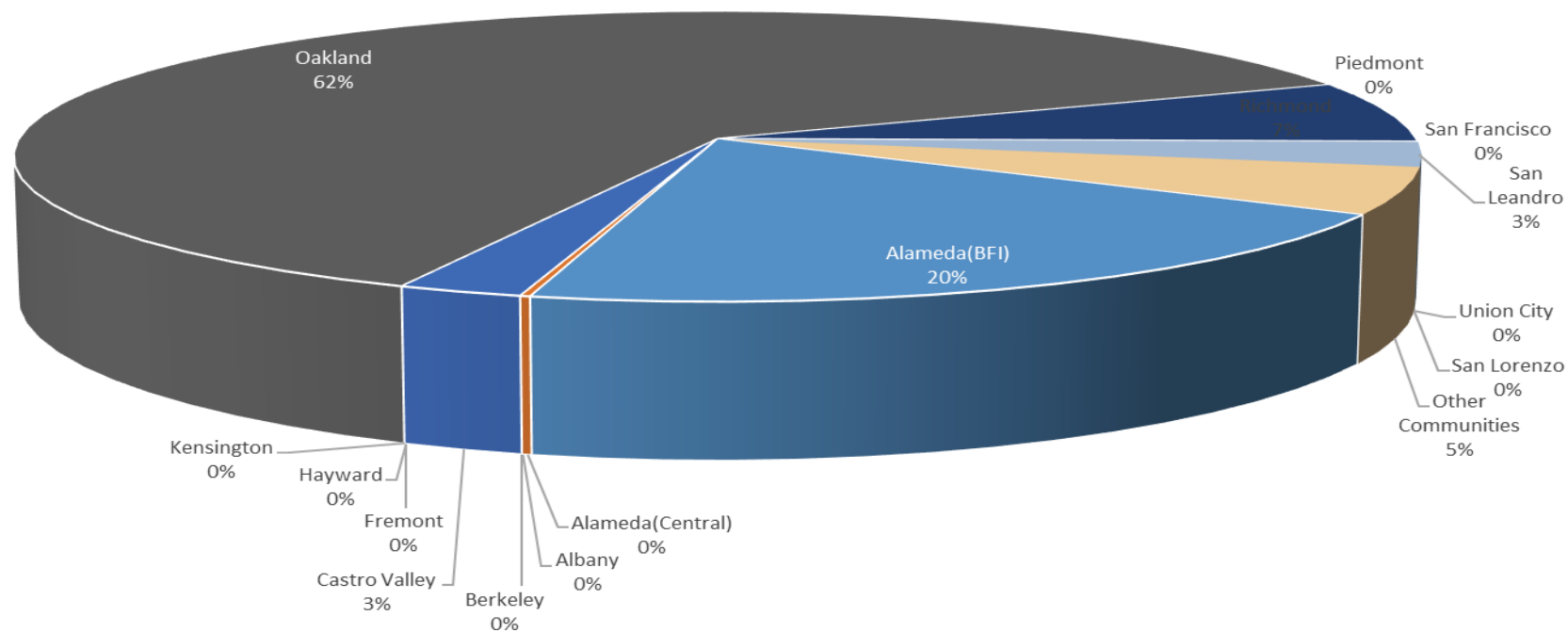
Noise Complaints Summary by Number of Callers

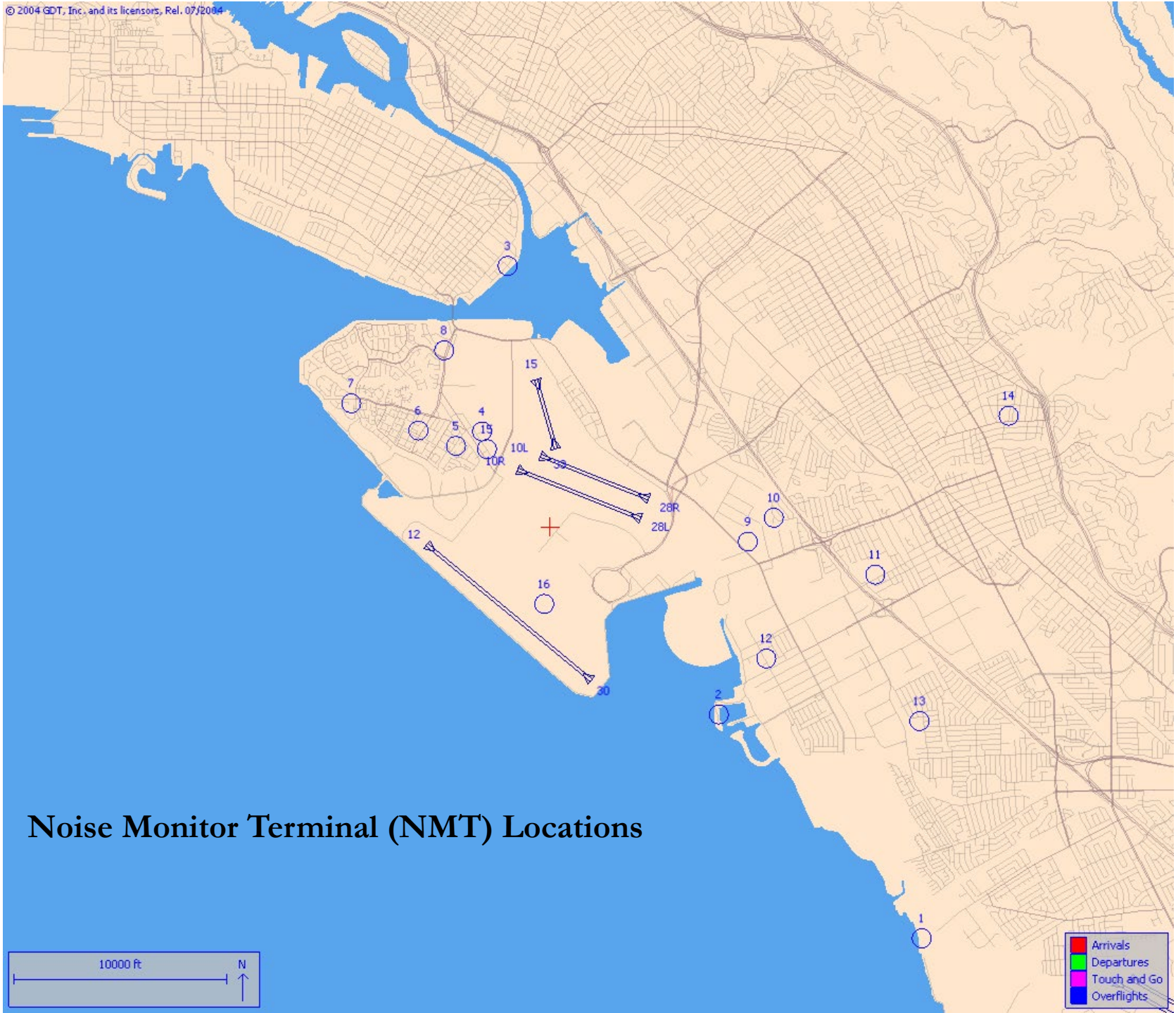


Number of Complaints

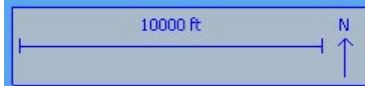
March 2026

Noise Complaints Summary by Number of Complaints





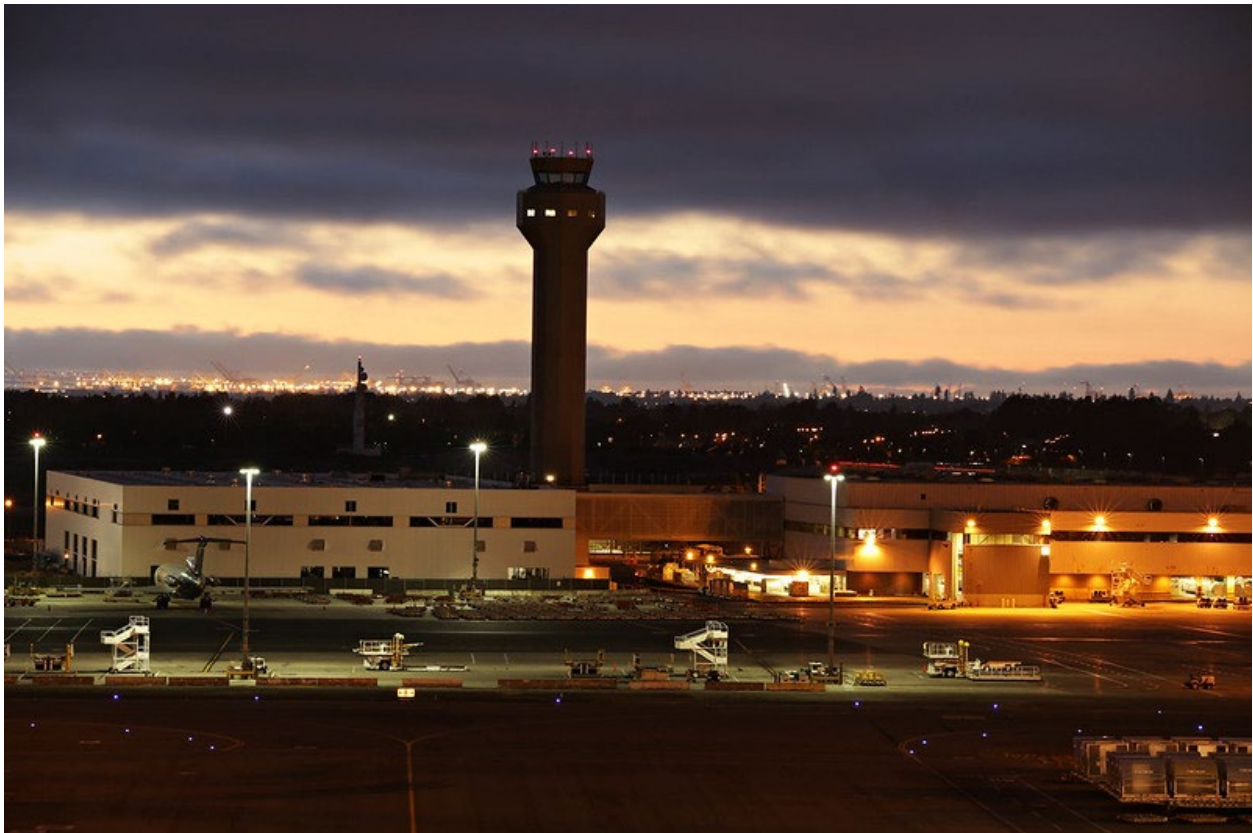
Noise Monitor Terminal (NMT) Locations





Quarterly Aircraft Noise Report

First Quarter 2026



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

April 7, 2026

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• <u>North Field Quiet Hours Departure List for Calendar Quarter</u>	
• <u>North Field Quiet Hours SEL List for Calendar Quarter</u>	
• <u>Runway 30 BFI Right Turn Departure List for Calendar Quarter</u>	
• <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 First Quarter 2026				
	2025Q1		2026Q1	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	93%	7%	94%	6%
Total Airport-wide Corporate Jet Departures	2,321	169	2,718	173
Runway 10R/L Jet Landing Compliance	89%	11%	82%	18%
Total Southeast Plan Corporate Jet Landings	321	39	235	51
North Field VFR Departure Compliance	96%	4%	97%	3%
Total Runways 28R/L & 33 Departures	1,263	54	1,332	44
North Field Quiet Hours Compliance	81%	19%	80%	20%
Total North Field Quiet Hours Departures	248	60	213	54
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	13,048	3	12,185	7
Night Time Departure Compliance	99%	1%	97%	3%
Total Runway 30 Night Turbojet Departures	2,534	13	2,419	64
Runway 12 Night Departure Compliance	97%	3%	100%	0%
Total Runway 12 Night Turbojet Departures	265	9	294	1
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	3,009	4	2,951	3
100 Degree Radial Turbojet Landing Compliance	99%	1%	98%	2%
Total 100 Degree Radial Turbojet Landings	594	4	557	11
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	1	0	6	0
Note: N/C means non-compliant. Percentage values are rounded out.				

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NORTH FIELD REPORTS

NORTH FIELD PREFERENTIAL RUNWAY USE PROCEDURES

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

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

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

RUNWAY 28R/L JET AIRCRAFT DEPARTURE NOISE ABATEMENT PROCEDURE

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

Runway 28R/L Jet Departure Procedure Compliance Summary First Quarter 2026				
	January	February	March	Quarterly
Airport-wide Corporate Jet Departures	905	1,077	909	2,891
Compliant Corporate Jet Departures	847	1,010	861	2,718
Non-compliant Corporate Jet Departures	58	67	48	173
Corporate Jet Departure Compliance Rate	94%	94%	95%	94%
Excused Jet Departures	39	24	30	93
The section below compares compliance performance to airport-wide jet departures.				
Airport-wide Jet Departures	4,613	4,583	4,726	13,922
Compliant Airport-wide Jet Departures	4,555	4,516	4,678	13,749
Non-compliant Airport-wide Jet Departures	58	67	48	173
Airport-wide Jet Departure Compliance Rate	99%	99%	99%	99%

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RUNWAY 10R/L JET AIRCRAFT LANDING NOISE ABATEMENT PROCEDURE

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

Jet Aircraft Landing NAP for Runway 10R/L Compliance Summary First Quarter 2026				
	January	February	March	Quarterly
Southeast (SE) Plan Corporate Jet Landings *	133	151	2	286
Compliant SE Plan Corporate Jet Landings	110	123	2	235
Non-compliant SE Plan Corporate Jet Landings	23	28	0	51
SE Plan Corporate Jet Landing Compliance Rate	83%	81%	100%	82%
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Airport-wide SE Plan Jet Landings	704	822	11	1,537
Airport-wide Compliant SE Plan Jet Landings	681	794	11	1,486
Airport-wide Non-compliant SE Plan Landings	23	28	0	51
Airport-wide Jet Landing SE Plan Compliance Rate	97%	97%	100%	97%
* Note: During Southeast Plan, business jets may land on Runways 10R/L and 12.				

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NORTH FIELD VFR AIRCRAFT DEPARTURE PROCEDURE

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

North Field VFR Aircraft Departure NAP Compliance Summary First Quarter 2026				
	Jan-26	Feb-26	Mar-26	Quarter Total
Total VFR Departures	478	303	595	1,376
Total VFR Departures Over Alameda	75	40	86	201
Compliant Departures	460	292	580	1,332
Non-compliant Departures	18	11	15	44
Compliance Rate	96%	96%	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.) First Quarter 2026				
	January	February	March	Quarterly
Total Night Departures (10:00 p.m. to 7:00 a.m.)	87	95	85	267
Compliant Night Departures	66	71	76	213
Average Compliant Departures per Night	2.1	2.3	2.5	2.32
Non-Compliant Night Departures	21	24	9	54
Average Non-Compliant Departures per Night	0.7	0.8	0.3	0.6
Night Departure Compliance Rate	76%	75%	89%	80%

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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 = 267

First Quarter 2026 (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	8	3	0.0	0.5%	1	0.0	0.2%	0	0.0	0.0%	12
2	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
3	50	3	0.0	0.5%	0	0.0	0.0%	0	0.0	0.0%	53
4	109	84	0.9	14.8%	24	0.3	4.2%	21	0.2	3.7%	238
5	109	19	0.2	3.4%	10	0.1	1.8%	24	0.3	4.2%	162
6	23	10	0.1	1.8%	19	0.2	3.4%	11	0.1	1.9%	63
7	19	13	0.1	2.3%	13	0.1	2.3%	1	0.0	0.2%	46
8	64	13	0.1	2.3%	3	0.0	0.5%	0	0.0	0.0%	80
9	22	17	0.2	3.0%	9	0.1	1.6%	4	0.0	0.7%	52
10	124	42	0.5	7.4%	9	0.1	1.6%	1	0.0	0.2%	176
11	10	2	0.0	0.4%	1	0.0	0.2%	0	0.0	0.0%	13
12	23	9	0.1	1.6%	4	0.0	0.7%	2	0.0	0.4%	38
13	17	5	0.1	0.9%	0	0.0	0.0%	0	0.0	0.0%	22
14	63	3	0.0	0.5%	0	0.0	0.0%	0	0.0	0.0%	66
All NMTs	641	223	2	0	93	1	0	64	1	0	1021

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Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 216

First Quarter 2026 (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	50	3	0.0	1.3%	0	0.0	0.0%	0	0.0	0.0%	53
4	109	84	0.9	35.1%	24	0.3	10.0%	21	0.2	8.8%	238
5	109	19	0.2	7.9%	10	0.1	4.2%	24	0.3	10.0%	162
6	23	10	0.1	4.2%	19	0.2	7.9%	11	0.1	4.6%	63
7	19	13	0.1	5.4%	13	0.1	5.4%	1	0.0	0.4%	46
8	64	13	0.1	5.4%	3	0.0	1.3%	0	0.0	0.0%	80
Total	374	142	1.6		69	0.8		57	0.6		642

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 51

First Quarter 2026 (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	22	17	0.2	5.2%	9	0.1	2.7%	4	0.0	1.2%	52
10	124	42	0.5	12.8%	9	0.1	2.7%	1	0.0	0.3%	176
11	10	2	0.0	0.6%	1	0.0	0.3%	0	0.0	0.0%	13
12	23	9	0.1	2.7%	4	0.0	1.2%	2	0.0	0.6%	38
13	17	5	0.1	1.5%	0	0.0	0.0%	0	0.0	0.0%	22
14	63	3	0.0	0.9%	0	0.0	0.0%	0	0.0	0.0%	66
Total	259	78	0.9		23	0.3		7	0.1		367

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SOUTH FIELD REPORTS

RUNWAY 30 BFI RIGHT TURN DEPARTURE PROCEDURE

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

Runway 30 Bay Farm Right Turn Departure Procedure Compliance Summary First Quarter 2026				
	January	February	March	Quarterly
Runway 30 Turbojet Departures	3,828	3,730	4,634	12,192
Compliant Departures	3,826	3,729	4,630	12,185
Non-compliant Departures	2	1	4	7
Percentage of Non-compliance	0.1%	0.0%	0.1%	0.1%
Compliance Rate	100%	100%	100%	100%

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NIGHT TIME DEPARTURE PROCEDURE

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

Night Time Procedure Departure NAP Compliance Summary 10:00 pm - 7:00 am First Quarter 2026				
	January	February	March	Quarterly
Runway 30 Nighttime Turbojet Departures	662	734	1,087	2,483
Buffer Time Departures	9	13	2	24
Compliant Departures	662	683	1,074	2,419
Non-compliant Departures	0	51	13	64
HUSSH gate misses	0	48	7	55
NIITE gate misses	0	46	10	56
REBAS gate misses	0	51	12	63
Compliance Rate	100%	93%	99%	97%

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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) First Quarter 2026				
	January	February	March	Quarterly
Jet Departures	153	142	0	295
Non-Compliant Departures	1	0	0	1
Compliant Departures	152	142	0	294
Compliance Rate	99%	100%	No SE Plan	100%
Note: The noise abatement procedure is officially implemented between 10:00 p.m. and 7:00 a.m. nightly.				

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ENGINE RUN-UP PROCEDURE PROGRAM

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

Engine Run-up Program First Quarter 2026				
	January	February	March	Quarter
Runups - 7:00 PM to 10:00 PM	0	0	0	0
Runups Greater Than 75 dBA	0	0	0	0
Runups - 10:00 PM to 7:00 AM	3	1	2	6
Runups Greater Than 70 dBA	0	0	0	0
Total Evening and Nighttime Runups	3	1	2	6
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 First Quarter 2026				
	January	February	March	Quarterly
Total Runway 30 East Turn Turbojet Departures	912	978	1,064	2,954
Non-compliant Turbojet Departures	3	0	0	3
Total Turbojet Aircraft Above 2,900 Feet ASL*	909	978	1,064	2,951
Compliance Rate	100%	100%	100%	100%
Excused Turbojet Departures	1	0	0	1
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet are to be flagged as non-compliant.				

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100 DEGREE RADIAL TURBOJET LANDING PROCEDURE

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

Cross Over 100 Degree Radial at 3,000 Feet Procedure Compliance Summary First Quarter 2026				
	January	February	March	Quarterly
Turbojets on Downwind RWY 30 Approach	202	165	201	568
Non-compliant Turbojets	6	5	0	11
Total Turbojet Aircraft Above 3K Feet ASL*	196	160	201	557
Compliance Rate	97%	97%	100%	98%
<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
January 2026**

Community	Callers	Complaints
Alameda(BFI)	36	492
Alameda(Central)	5	15
Albany	0	0
Berkeley	0	0
Castro Valley	1	34
Fremont	0	0
Hayward	2	7
Kensington	0	0
Oakland	10	1198
Piedmont	0	0
Richmond	1	15
San Francisco	0	0
San Leandro	0	0
Union City	0	0
San Lorenzo	0	0
Other Communities	16	125
Total	71	1886
Complaints by Type		
App		418
Telephone		51
Web		144
WebTrak		1
Email		1272
Complaints by Time of Day		
Day (0700 - 1900)		776
Evening (1900 - 2200)		636
Night (2200 - 0700)		474
Complaints by Type of Operation		
Arrivals		681
Departures		1112
Over-flights		12
Touch & Go		81
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		147
Helicopter		16
Jet		1485
Military		0
Not Reported (not linked to an aircraft)		0
Other (Type information not available)		13
Propeller		159
Turbo-prop		66

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**Oakland Airport (OAK)
Noise Complaint Summary
February 2026**

Community	Callers	Complaints
Alameda(BFI)	30	512
Alameda(Central)	1	1
Albany	0	0
Berkeley	0	0
Castro Valley	3	9
Fremont	1	1
Hayward	1	1
Kensington	0	0
Oakland	4	1851
Piedmont	0	0
Richmond	2	112
San Francisco	0	0
San Leandro	0	0
Union City	0	0
San Lorenzo	0	0
Other Communities	14	110
Total	56	2597
Complaints by Type		
App		473
Telephone		30
Web		81
WebTrak		0
Email		2013
Complaints by Time of Day		
Day (0700 - 1900)		1178
Evening (1900 - 2200)		571
Night (2200 - 0700)		848
Complaints by Type of Operation		
Arrivals		1738
Departures		800
Over-flights		21
Touch & Go		38
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		180
Helicopter		101
Jet		2163
Military		0
Not Reported (not linked to an aircraft)		0
Other (Type information not available)		45
Propeller		62
Turbo-prop		46

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**Oakland Airport (OAK)
Noise Complaint Summary
March 2026**

Community	Callers	Complaints
Alameda(BFI)	31	494
Alameda(Central)	4	5
Albany	0	0
Berkeley	0	0
Castro Valley	2	62
Fremont	0	0
Hayward	0	0
Kensington	0	0
Oakland	10	1495
Piedmont	0	0
Richmond	2	164
San Francisco	0	0
San Leandro	1	67
Union City	0	0
San Lorenzo	0	0
Other Communities	9	127
Total	59	2414
Complaints by Type		
App		485
Telephone		8
Web		125
WebTrak		0
Email		1796
Complaints by Time of Day		
Day (0700 - 1900)		972
Evening (1900 - 2200)		771
Night (2200 - 0700)		671
Complaints by Type of Operation		
Arrivals		1130
Departures		1090
Over-flights		148
Touch & Go		46
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		325
Helicopter		9
Jet		1527
Military		0
Not Reported (not linked to an aircraft)		0
Other (Type information not available)		26
Propeller		296
Turbo-prop		231

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AIRPORT OPERATIONS SUMMARY TABLES

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

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

North Field Night Departures by Runway (10:00 p.m. to 7:00 a.m.) First Quarter 2026					
	January	February	March	Quarterly	Percentage
Runway 28L	4	10	6	20	11%
Runway 28R	40	37	43	120	66%
Runway 33	0	0	3	3	2%
Alameda Overflights	44	47	52	143	79%
Runway 10L	7	7	0	14	8%
Runway 10R	8	16	0	24	13%
Runway 15	0	0	0	0	0%
San Leandro Overflights	15	23	0	38	21%
Total Departures	59	70	52	181	100%

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

North Field VFR/IFR Departures by Runway First Quarter 2026				
	January	February	March	2026
VFR Departures				
Runway 28L	25	13	22	60
Runway 28R	161	126	223	510
Runway 33	262	131	307	700
VFR Departures	448	270	552	1,270
IFR Departures				
Runway 28L	163	131	168	462
Runway 28R	202	209	204	615
Runway 33	24	15	26	65
IFR Departures	389	355	398	1,142
Total Departures	837	625	950	2,412

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Operations Table 3. Runway Use by Aircraft Category

	Aircraft Category	OAK Aircraft Operations by Category and Runway First Quarter 2026											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Corporate Jets	184	159	-	-	-	8	94	486	1,965	-	2,553	2,553
	Helicopters	-	-	-	-	-	-	-	-	-	143	143	143
	Commercial Jets	1,135	8,734	9,869	-	-	-	-	26	2	-	28	9,897
	Military	-	-	-	-	-	-	-	-	-	-	-	-
	Propeller	-	-	-	28	45	21	13	168	986	-	1,261	1,261
	Regional Jets	111	466	577	-	-	-	5	52	478	-	535	1,112
	Turboprops	2	60	62	-	-	30	63	348	506	-	947	1,009
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		1,432	9,419	10,508	28	45	59	175	1,080	3,937	143	5,467	15,975
Departures	Corporate Jets	25	2,361	2,386	-	2	18	232	129	124	-	505	2,891
	Helicopters	-	-	-	-	-	-	-	-	1	135	136	136
	Commercial Jets	1,069	8,835	9,904	-	-	-	6	9	-	-	15	9,919
	Military	-	-	-	-	-	-	-	-	-	-	-	-
	Propeller	1	-	1	55	754	39	1	41	447	-	1,337	1,338
	Regional Jets	104	996	1,100	-	-	1	7	3	1	-	12	1,112
	Turboprops	4	14	18	-	9	68	11	343	554	-	985	1,003
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		1,203	12,206	13,409	55	765	126	257	525	1,127	135	2,990	16,399
Touch & Go Sub-totals		-	12	12	5	534	59	-	68	683	-	1,349	1,361
Grand Total		2,635	21,637	23,929	88	1,344	244	432	1,673	5,747	278	9,806	33,735

Operations Table 4. Runway Use by Jet Aircraft Category

	Aircraft Category	RUNWAYS											Grand Total
		First Quarter 2026											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	
Arrivals	Commercial Jets	1,135	8,734	9,869	-	-	-	-	26	2	-	28	9,897
	Regional Jets	111	466	577	-	-	-	5	52	478	-	535	1,112
Commercial Jet Sub-totals		1,246	9,200	10,446	-	-	-	5	78	480	-	563	11,009
	Corporate Jets	184	159	343	-	-	8	94	486	1,965	-	2,553	2,896
All Jet Arrivals Sub-totals		1,430	9,359	10,789	-	-	8	99	564	2,445	-	3,116	13,905
Departures	Commercial Jets	1,069	8,835	9,904	-	-	-	6	9	-	-	15	9,919
	Regional Jets	104	996	1,100	-	-	1	7	3	1	-	12	1,112
Commercial Jet Sub-totals		1,173	9,831	11,004	-	-	1	13	12	1	-	27	11,031
	Corporate Jets	25	2,361	2,386	-	2	18	232	129	124	-	505	2,891
All Jet Departures Sub-totals		1,198	12,192	13,390	-	2	19	245	141	125	-	532	13,922
Grand Total		2,628	21,551	24,179	-	2	27	344	705	2,570	-	3,648	27,827

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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 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 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
2/19/2026 16:28			F2TH	4577	28L	B	ATC Instructions	No
2/8/2026 22:43	N621MD	N621MD	F900	3203	28L	B	ATC Instructions	No
2/8/2026 23:14			GLF4	3210	28R	B	ATC Instructions	No
2/19/2026 18:45	EJA783	N783QS	CL35	4530	28R	B	ATC Instructions	No
2/8/2026 22:17	N512CC	N512CC	GLF4	6324	28L	B	ATC Instructions	No
2/8/2026 22:09			CL60	3227	28L	B	ATC Instructions	No
2/8/2026 21:58	KPO5	N5GF	GLF4	3237	28L	B	ATC Instructions	No
2/8/2026 20:49	N637AS	N637AS	E50P	6356	28R	B	ATC Instructions	No
2/8/2026 19:59	LXJ454	N454FX	GLF4	4276	28R	B	ATC Instructions	No
3/6/2026 14:27			C25A	3606	28R	B	ATC Instructions	No
2/9/2026 7:48			GLF6	6371	28R	B	ATC Instructions	No
2/9/2026 1:18	VJT337J	9HVIC	GL7T	3216	28L	B	ATC Instructions	No
2/8/2026 23:35			F2TH	3266	28R	B	ATC Instructions	No
						ATC Instructions	13	
1/20/2026 17:30	EJA392	N392QS	E55P	1752	28R	B	Audio Not Available	No
						Audio Not Available	1	
2/23/2026 12:27	N15VX	N15VX	FA50	6340	28R	B	Departure Timing	No
2/25/2026 13:44	LXJ367	N367FX	E55P	3651	28L	B	Departure Timing	No
2/25/2026 19:47	N800XM	N800XM	H25B	6332	28R	B	Departure Timing	No
3/2/2026 19:02			Jet	3257	28L	J	Departure Timing	No
3/4/2026 10:10	VTE782	N16511	E135	3740	28R	R	Departure Timing	No
3/7/2026 13:32	WUP654		E55P	3336	28R	B	Departure Timing	No
3/12/2026 8:47	EJA142	N142QS	GLEK	3320	28R	B	Departure Timing	No
3/20/2026 12:12	N974AJ		C550	3301	28R	B	Departure Timing	No
3/22/2026 8:57	N721AZ	N721AZ	GLF5	3271	28L	B	Departure Timing	No
3/22/2026 12:11	N819AP	N819AP	GALX	4217	28R	B	Departure Timing	No
3/27/2026 9:18	PXT903	N903JP	C510	5371	28R	B	Departure Timing	No
3/27/2026 17:19	EJA872	N872QS	H25B	1754	28R	B	Departure Timing	No
2/22/2026 15:22	LXJ319	N319FX	E545	3243	28R	B	Departure Timing	No
2/18/2026 15:53	EJA418	N418QS	E55P	4270	28R	B	Departure Timing	No
2/17/2026 9:41	JSX655	N256JX	E135	3331	28L	R	Departure Timing	No
2/17/2026 9:38	KOW998	N998CX	C750	3253	28R	B	Departure Timing	No
2/14/2026 11:03	EJA928	N928QS	C68A	3677	28R	B	Departure Timing	No
2/14/2026 10:00			GLF6	3310	28L	B	Departure Timing	No
2/13/2026 14:22	LXJ431	N431FX	E545	6341	28L	B	Departure Timing	No
2/10/2026 13:41	EJA409	N409QS	E55P	4254	28R	B	Departure Timing	No
1/31/2026 12:37	EJA835	N835QS	C700	4205	28R	B	Departure Timing	No
1/31/2026 11:01	LXJ476	N476FX	E545	3755	28R	B	Departure Timing	No
1/19/2026 17:15	XBJST	XBJST	C650	3306	28R	B	Departure Timing	No
1/19/2026 15:14	EJA681	N681QS	C68A	6325	28R	B	Departure Timing	No
1/16/2026 14:46	JRE855	N855JS	C56X	6333	28L	B	Departure Timing	No
1/16/2026 13:18	EJA522	N522QS	C68A	633	28R	B	Departure Timing	No
1/14/2026 11:32	N372BW	N372BW	PRM1	3766	28L	B	Departure Timing	No
1/10/2026 11:49	EJA390	N390QS	E55P	3743	28R	B	Departure Timing	No
1/14/2026 10:45			GLF6	3674	28L	B	Departure Timing	No
						Departure Timing	29	

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
1/1/2026 13:51	LN54DD	N54DD	C560	1761	28L	B	Lifeguard Medical	Yes
1/7/2026 12:32	Medevac	Medevac	G150	4245	28R	B	Lifeguard Medical	Yes
1/8/2026 12:59	Medevac	Medevac	G150	4557	28L	B	Lifeguard Medical	Yes
1/9/2026 0:18	Medevac	Medevac	G150	4245	28R	B	Lifeguard Medical	Yes
1/9/2026 11:51	LN51GJ	LN51GJ	LJ35	3316	28L	B	Lifeguard Medical	Yes
1/9/2026 12:36	LN54DD	N54DD	C560	4244	28R	B	Lifeguard Medical	Yes
1/9/2026 21:04	LN54DD	N54DD	C560	3226	28R	B	Lifeguard Medical	Yes
1/10/2026 13:10	LN561SR	N561SR	C560	4527	28L	B	Lifeguard Medical	Yes
1/10/2026 19:54	LN561SR	N561SR	C560	3223	28L	B	Lifeguard Medical	Yes
1/11/2026 18:13	LN51GJ	LN51GJ	LJ35	1730	28R	B	Lifeguard Medical	Yes
1/12/2026 8:46	Medevac	Medevac	FA50	3702	28R	B	Lifeguard Medical	Yes
1/14/2026 6:10	LUSC15	LN352CK	LJ35	3265	28R	B	Lifeguard Medical	Yes
1/15/2026 0:30	LN464EG	N464EG	C25C	3343	28L	B	Lifeguard Medical	Yes
1/15/2026 21:55	N510KA	N510KA	C510	3203	28L	B	Lifeguard Medical	Yes
1/16/2026 13:52	LN54DD	N54DD	C560	4542	28R	B	Lifeguard Medical	Yes
1/16/2026 13:53	LN810BE	N810BE	C560	4261	28R	B	Lifeguard Medical	Yes
1/16/2026 20:59	LN810BE	N810BE	C560	1726	28R	B	Lifeguard Medical	Yes
1/16/2026 21:13	LN54DD	N54DD	C560	1752	28R	B	Lifeguard Medical	Yes
1/17/2026 12:13	LN810BE	N810BE	C560	4262	28L	B	Lifeguard Medical	Yes
1/17/2026 12:27	LN54DD	N54DD	C560	4247	28R	B	Lifeguard Medical	Yes
1/17/2026 20:12	LN54DD	N54DD	C560	3373	28R	B	Lifeguard Medical	Yes
1/17/2026 20:20	LN810BE	N810BE	C560	3245	28L	B	Lifeguard Medical	Yes
1/18/2026 18:03	LN51GJ	LN51GJ	LJ35	3333	28L	B	Lifeguard Medical	Yes
1/19/2026 18:13	LUSC10	LN220CK	LJ35	3366	28R	B	Lifeguard Medical	Yes
1/20/2026 13:33	LKFS134	LN452CK	LJ45	1757	28R	B	Lifeguard Medical	Yes
1/20/2026 19:58	Medevac	Medevac	E55P	4273	28R	B	Lifeguard Medical	Yes
1/21/2026 10:39	LN51GJ	LN51GJ	LJ35	3215	28L	B	Lifeguard Medical	Yes
1/22/2026 6:31	LN54DD	N54DD	C560	4241	28L	B	Lifeguard Medical	Yes
1/23/2026 1:23	LN561SR	N561SR	C560	3204	28R	B	Lifeguard Medical	Yes
1/23/2026 8:11	LN80LJ	N80LJ	LJ60	3234	28L	B	Lifeguard Medical	Yes
1/23/2026 9:15	LN561SR	N561SR	C560	6361	28L	B	Lifeguard Medical	Yes
1/23/2026 12:09	Medevac	Medevac	G150	4201	28L	B	Lifeguard Medical	Yes
1/23/2026 17:45	LN80LJ	N80LJ	LJ60	3207	28L	B	Lifeguard Medical	Yes
1/29/2026 15:05	JLG806	N806GJ	H25B	3376	28L	B	Lifeguard Medical	Yes
1/30/2026 10:12	LKFS194	LN452CK	LJ45	3637	28R	B	Lifeguard Medical	Yes
1/30/2026 11:17	LN904LR	N904LR	C560	1726	28R	B	Lifeguard Medical	Yes
1/31/2026 8:31	LSCM46	LN469MR	C56X	3207	28R	B	Lifeguard Medical	Yes
1/31/2026 14:18	LKFS123	LN298CK	LJ35	3266	28R	B	Lifeguard Medical	Yes
2/2/2026 9:21	LKFS123	LN298CK	LJ35	3657	28R	B	Lifeguard Medical	Yes
2/3/2026 9:59	Medevac	Medevac	LJ35	3365	28R	B	Lifeguard Medical	Yes
2/3/2026 11:56	Medevac	Medevac	GALX	4533	28L	B	Lifeguard Medical	Yes
2/4/2026 0:23	LN116AA	N116AA	C25B	3373	28R	B	Lifeguard Medical	Yes
2/8/2026 10:32	LN561SR	N561SR	C560	4554	28R	B	Lifeguard Medical	Yes
2/8/2026 19:15	LN561SR	N561SR	C560	6353	28R	B	Lifeguard Medical	Yes
2/9/2026 10:50	LN561SR	N561SR	C560	4516	28R	B	Lifeguard Medical	Yes
2/9/2026 21:19	LN561SR	N561SR	C560	6311	28R	B	Lifeguard Medical	Yes
2/13/2026 13:36	LN904LR	N904LR	C560	4520	28R	B	Lifeguard Medical	Yes
2/13/2026 21:33	LN904LR	N904LR	C560	6313	28R	B	Lifeguard Medical	Yes
2/18/2026 4:55	LN810BE	N810BE	C560	4541	28R	B	Lifeguard Medical	Yes
2/18/2026 15:10	LN561SR	N561SR	C560	4517	28R	B	Lifeguard Medical	Yes
2/19/2026 6:27	LN810BE	N810BE	C560	3307	28R	B	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
2/19/2026 7:24	LKFS177	LN452CK	LJ45	3770	28L	B	Lifeguard Medical	Yes
2/20/2026 11:40	LN904LR	N904LR	C560	4266	28L	B	Lifeguard Medical	Yes
2/20/2026 20:34	LN904LR	N904LR	C560	3775	28R	B	Lifeguard Medical	Yes
2/24/2026 9:57	Medevac	Medevac	FA50	6372	28R	B	Lifeguard Medical	Yes
2/28/2026 20:05	LN904LR	N904LR	C560	4536	28R	B	Lifeguard Medical	Yes
3/1/2026 3:07	LN904LR	N904LR	C560	3276	28R	B	Lifeguard Medical	Yes
3/2/2026 21:01	Medevac	Medevac	LJ35	6322	28L	B	Lifeguard Medical	Yes
3/3/2026 11:11	Medevac	Medevac	LJ35	6373	28L	B	Lifeguard Medical	Yes
3/6/2026 20:42	Medevac	Medevac	LJ35	3366	28L	B	Lifeguard Medical	Yes
3/7/2026 4:54	LN561SR	N561SR	C560	3336	28L	B	Lifeguard Medical	Yes
3/7/2026 19:47	LN561SR	N561SR	C560	4275	28R	B	Lifeguard Medical	Yes
3/8/2026 1:43	LN561SR	N561SR	C560	3251	28L	B	Lifeguard Medical	Yes
3/8/2026 8:58	Medevac	Medevac	GALX	3735	28L	B	Lifeguard Medical	Yes
3/9/2026 22:08	LN810BE	N810BE	C560	3247	28R	B	Lifeguard Medical	Yes
3/11/2026 14:57	Medevac	Medevac	G150	4244	28R	B	Lifeguard Medical	Yes
3/12/2026 12:43	Medevac	Medevac	LJ60	1744	28L	B	Lifeguard Medical	Yes
3/16/2026 9:03	LN312LG	N312LG	LJ35	3722	28R	B	Lifeguard Medical	Yes
3/16/2026 11:59	Medevac	Medevac	LJ35	1741	28R	B	Lifeguard Medical	Yes
3/17/2026 3:35	LN561SR	N561SR	C560	3225	28R	B	Lifeguard Medical	Yes
3/17/2026 19:06	LN810BE	N810BE	C560	6332	28R	B	Lifeguard Medical	Yes
3/19/2026 21:43	JLG806	LN806GJ	H25B	3344	28L	B	Lifeguard Medical	Yes
3/20/2026 15:51	LN561SR	N561SR	C560	4514	28R	B	Lifeguard Medical	Yes
3/20/2026 16:52	LN810BE	N810BE	C560	4507	28R	B	Lifeguard Medical	Yes
3/21/2026 0:10	LN149WW	N149WW	C25B	3377	28R	B	Lifeguard Medical	Yes
3/21/2026 1:24	LN810BE	N810BE	C560	3340	28R	B	Lifeguard Medical	Yes
3/21/2026 2:01	LN561SR	N561SR	C560	3231	28R	B	Lifeguard Medical	Yes
3/23/2026 9:30			C550	3224	28L	B	Lifeguard Medical	Yes
3/25/2026 9:05	Medevac	Medevac	GALX	4551	28L	B	Lifeguard Medical	Yes
3/28/2026 15:09	LN236N	N236N	CL60	4212	28L	B	Lifeguard Medical	Yes
3/28/2026 21:50	Medevac	Medevac	G150	4202	28R	B	Lifeguard Medical	Yes
3/28/2026 23:16	LN236N	N236N	CL60	3213	28L	B	Lifeguard Medical	Yes
3/29/2026 4:59	Medevac	Medevac	G150	4245	28R	B	Lifeguard Medical	Yes
						Lifeguard Medical	83	
3/26/2026 13:47			CL30	3243	28L	B	Pilot Requested	No
3/27/2026 11:50	LHTT103	CGBSW	ASTR	3260	28R	B	Pilot Requested	No
2/9/2026 14:22			A320	6334	28L	J	Pilot Requested	No
2/9/2026 16:23			GL7T	4557	28R	B	Pilot Requested	No
2/12/2026 14:54			F2TH	3274	28L	B	Pilot Requested	No
2/13/2026 15:45			GLF5	6320	28L	B	Pilot Requested	No
2/14/2026 9:50	N554QS	N554QS	C68A	1721	28R	B	Pilot Requested	No
2/14/2026 12:05	N504YH	N504YH	HDJT	3320	28L	B	Pilot Requested	No
2/17/2026 12:35			GALX	4521	28L	B	Pilot Requested	No
2/19/2026 14:42	JRE860	N860JS	C56X	6327	28R	B	Pilot Requested	No
2/19/2026 15:50			C750	3763	28L	B	Pilot Requested	No
2/20/2026 13:51			C56X	6374	28L	B	Pilot Requested	No
2/20/2026 15:31			C560	3610	28L	B	Pilot Requested	No
2/22/2026 12:27			F2TH	4214	28L	B	Pilot Requested	No
2/22/2026 13:53			FA50	1701	28L	B	Pilot Requested	No
2/22/2026 16:50	JRE751	N751JS	C25B	1707	28R	B	Pilot Requested	No
2/24/2026 13:05			GLF6	1702	28L	B	Pilot Requested	No
2/25/2026 9:12	POD1	N971MC	CL30	3355	28L	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
2/25/2026 10:04			GLF6	4515	28L	B	Pilot Requested	No
2/25/2026 10:46			F900	1710	28L	B	Pilot Requested	No
2/25/2026 17:08	KOW955	N955GH	C750	4531	28R	B	Pilot Requested	No
2/25/2026 17:36			G280	6356	28L	B	Pilot Requested	No
2/25/2026 22:06	PRG1199	N199RM	PRM1	3205	28R	B	Pilot Requested	No
2/26/2026 18:07	N300DG	N300DG	SF50	1762	28R	B	Pilot Requested	No
2/27/2026 7:29			GLF5	3356	28L	B	Pilot Requested	No
2/27/2026 8:16	POD4	N575MW	CL30	1737	28L	B	Pilot Requested	No
2/27/2026 13:39	RAX951	N804TF	LJ35	3364	28L	B	Pilot Requested	No
2/27/2026 15:50			GLF5	6323	28L	B	Pilot Requested	No
2/28/2026 16:42	RKJ750	N750GM	C750	3245	28L	B	Pilot Requested	No
2/28/2026 17:57	N510KA		C510	3232	28R	B	Pilot Requested	No
3/1/2026 14:12			C560	1772	28L	B	Pilot Requested	No
3/2/2026 9:01	VTM575	XAURL	CRJ2	3363	28L	R	Pilot Requested	No
3/3/2026 8:13			GLF5	3725	28L	B	Pilot Requested	No
3/3/2026 12:27	CNS5	N158AF	PC24	1774	28L	B	Pilot Requested	No
3/4/2026 13:41			GLEX	6325	28L	B	Pilot Requested	No
3/4/2026 15:30	XBJST	XBJST	C650	4272	28R	B	Pilot Requested	No
3/5/2026 6:50	HER950	N950BA	C56X	3264	28R	B	Pilot Requested	No
3/6/2026 10:56			C56X	3645	28L	B	Pilot Requested	No
3/6/2026 11:15	JRE872		C56X	3756	28R	B	Pilot Requested	No
3/6/2026 19:30	N29PF	N29PF	E550	4243	28R	B	Pilot Requested	No
3/8/2026 9:35	PGR1969	N969RE	PRM1	3701	28R	B	Pilot Requested	No
3/8/2026 16:43	N345KM	N345KM	F900	6324	28L	B	Pilot Requested	No
3/9/2026 16:43	ASP609	CGFSX	C25B	3276	28R	B	Pilot Requested	No
3/12/2026 11:52			C25A	3301	28R	B	Pilot Requested	No
3/12/2026 15:00	N680NX	N680NX	C680	3777	28L	B	Pilot Requested	No
3/13/2026 20:25	AJI636	N285TW	FA20	6324	28L	B	Pilot Requested	No
3/14/2026 13:37	N525JN	N525JN	C25A	4224	28L	B	Pilot Requested	No
3/15/2026 17:39			C56X	3273	28R	B	Pilot Requested	No
3/16/2026 7:27	XBJST	XBJST	C650	3271	28R	B	Pilot Requested	No
3/17/2026 9:39	N404PG	N404PG	C25B	1742	28R	B	Pilot Requested	No
3/18/2026 8:16			FA50	3642	28L	B	Pilot Requested	No
3/18/2026 11:11			G150	3730	28L	B	Pilot Requested	No
3/18/2026 14:31	RKJ16	N16PR	C750	4543	28L	B	Pilot Requested	No
3/19/2026 14:29			GLF4	3254	28L	B	Pilot Requested	No
3/19/2026 16:03			CL35	3206	28L	B	Pilot Requested	No
3/20/2026 10:05	KOW513	N513JB	C750	3777	28R	B	Pilot Requested	No
3/20/2026 15:03	LXJ365	N365FX	E55P	3330	28L	B	Pilot Requested	No
3/21/2026 16:36			C560	3317	28R	B	Pilot Requested	No
3/22/2026 9:03	KOW939	N939TX	C750	3263	28L	B	Pilot Requested	No
3/22/2026 10:11			E50P	3772	28R	B	Pilot Requested	No
3/23/2026 8:11	JRE846	N846JS	C56X	3737	28R	B	Pilot Requested	No
3/24/2026 6:22	N504YH	N504YH	HDJT	3353	28L	B	Pilot Requested	No
3/24/2026 9:49			C750	3635	28L	B	Pilot Requested	No
3/24/2026 13:57	RKJ16	N16PR	C750	4522	28L	B	Pilot Requested	No
3/25/2026 13:05			F2TH	3645	28L	B	Pilot Requested	No
3/26/2026 9:22	N654CP	N654CP	FA50	6335	28R	B	Pilot Requested	No
1/6/2026 8:04			A320	6326	28L	J	Pilot Requested	No
1/6/2026 17:18			G280	3643	28R	B	Pilot Requested	No
1/8/2026 11:56			F2TH	4251	28L	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
1/8/2026 15:40	HTT102		ASTR	3256	28L	B	Pilot Requested	No
1/8/2026 22:07	JTL89	N89BC	C750	3272	28L	B	Pilot Requested	No
1/9/2026 12:03			GLF5	3231	28L	B	Pilot Requested	No
1/9/2026 18:00	HTT103	CGBSW	ASTR	1706	28L	B	Pilot Requested	No
1/11/2026 12:50	KOW860	N860TX	C750	3326	28L	B	Pilot Requested	No
1/11/2026 14:01			F2TH	3631	28L	B	Pilot Requested	No
1/14/2026 8:20			GLF5	1720	28L	B	Pilot Requested	No
1/14/2026 9:56	EJA976	N976QS	C68A	3632	28L	B	Pilot Requested	No
1/14/2026 10:52	EJA852	N852QS	C700	3745	28L	B	Pilot Requested	No
1/14/2026 11:34			GLF6	3226	28L	B	Pilot Requested	No
1/14/2026 14:35			CL60	3715	28L	B	Pilot Requested	No
1/14/2026 14:41	N734DJ	N734DJ	C750	3352	28L	B	Pilot Requested	No
1/14/2026 17:39	HER950	N950BA	C56X	3236	28L	B	Pilot Requested	No
1/14/2026 18:13			CL30	3605	28L	B	Pilot Requested	No
1/14/2026 20:42	LXJ588	N588FX	CL35	3241	28L	B	Pilot Requested	No
1/15/2026 8:09			GLEX	3340	28L	B	Pilot Requested	No
1/15/2026 21:57			GLF4	3205	28R	B	Pilot Requested	No
1/17/2026 16:59	N550GZ	N550GZ	C550	3267	28L	B	Pilot Requested	No
1/18/2026 8:50	N510KA	N510KA	C510	3316	28R	B	Pilot Requested	No
1/19/2026 12:17			E50P	3364	28R	B	Pilot Requested	No
1/19/2026 13:46	N121VM	N121VM	C525	3273	28L	B	Pilot Requested	No
1/20/2026 13:26	LXJ399	N399FX	E55P	4240	28L	B	Pilot Requested	No
1/20/2026 18:34	PXT774	N774JT	C525	3705	28R	B	Pilot Requested	No
1/21/2026 8:11	XAGJC	XAGJC	C650	6332	28R	B	Pilot Requested	No
1/22/2026 7:13	N53NJ	N53NJ	F2TH	3317	28R	B	Pilot Requested	No
1/22/2026 16:32	N300DG	N300DG	SF50	4540	28R	B	Pilot Requested	No
1/22/2026 21:32	N51GJ	N51GJ	LJ35	3346	28L	B	Pilot Requested	No
1/22/2026 22:25			GLF4	3353	28R	B	Pilot Requested	No
1/24/2026 13:28			GALX	4520	28R	B	Pilot Requested	No
1/24/2026 14:19			C56X	3240	28R	B	Pilot Requested	No
1/25/2026 7:48			GLF5	3266	28L	B	Pilot Requested	No
1/25/2026 14:08			C56X	4504	28L	B	Pilot Requested	No
1/25/2026 19:18	PXT525	N525B	C25A	3316	28R	B	Pilot Requested	No
1/26/2026 10:28	N504YH	N504YH	HDJT	4514	28L	B	Pilot Requested	No
1/26/2026 15:44			G280	3655	28R	B	Pilot Requested	No
1/26/2026 15:48	N5CS	N5CS	SF50	3325	28L	B	Pilot Requested	No
1/27/2026 21:20	AAY4762	N254NV	A320	3276	28L	J	Pilot Requested	No
1/28/2026 9:20	CYO602	N600SJ	LJ60	3323	28L	B	Pilot Requested	No
1/28/2026 15:57			F2TH	3273	28L	B	Pilot Requested	No
1/28/2026 20:24			C25A	321	28L	B	Pilot Requested	No
1/29/2026 13:18			GLEX	3637	28L	B	Pilot Requested	No
1/29/2026 14:06	EJA989	N989QS	C750	4211	28L	B	Pilot Requested	No
1/29/2026 15:55	N300DG	N300DG	SF50	4520	28R	B	Pilot Requested	No
1/29/2026 16:12			F900	3772	28L	B	Pilot Requested	No
1/29/2026 18:11	TWY21		GLF5	3354	28L	B	Pilot Requested	No
2/1/2026 14:57	LXJ559	N559FX	CL35	4252	28R	B	Pilot Requested	No
2/1/2026 15:56	EJA640	N640QS	C68A	3651	28L	B	Pilot Requested	No
2/2/2026 14:46			GLEX	3201	28L	B	Pilot Requested	No
2/3/2026 9:35	N300DG	N300DG	SF50	4577	28R	B	Pilot Requested	No
2/4/2026 9:11	N8341C	N8341C	C525	6337	28R	B	Pilot Requested	No
2/4/2026 16:25			FA7X	3767	28L	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
2/4/2026 16:44			CL60	6356	28L	B	Pilot Requested	No
2/4/2026 19:45			GLF5	1766	28L	B	Pilot Requested	No
2/5/2026 15:15	PGR1390	N390ML	PRM1	3253	28R	B	Pilot Requested	No
2/6/2026 14:09			GLF4	6311	28R	B	Pilot Requested	No
2/6/2026 14:14			GL7T	3675	28L	B	Pilot Requested	No
2/6/2026 15:38			GL5T	3661	28L	B	Pilot Requested	No
2/6/2026 19:40			GLF6	3372	28R	B	Pilot Requested	No
2/7/2026 12:37			GLF4	1701	28L	B	Pilot Requested	No
2/7/2026 18:58			CL35	3337	28L	B	Pilot Requested	No
2/7/2026 19:14			GLF5	3355	28L	B	Pilot Requested	No
						Pilot Requested	130	
1/12/2026 5:30	SWA2940	N8779Q	B38M	3212	28L	J	RWY 30 Routine Closure	Yes
2/2/2026 2:12			LJ35	3313	28L	B	RWY 30 Routine Closure	Yes
2/2/2026 3:22	EJA960	N960QS	C750	3345	28L	B	RWY 30 Routine Closure	Yes
2/2/2026 22:09	N818AD	N818AD	SF50	3352	28R	B	RWY 30 Routine Closure	Yes
2/23/2026 2:16	VOI1773	XAVSH	A21N	3364	28L	J	RWY 30 Routine Closure	Yes
2/23/2026 3:48	T7VRS	T7VRS	E35L	3260	28L	R	RWY 30 Routine Closure	Yes
2/23/2026 5:23	SWA2939	N8886C	B38M	3353	28L	J	RWY 30 Routine Closure	Yes
3/9/2026 5:02	SWA3375	N8619F	B738	3216	28L	J	RWY 30 Routine Closure	Yes
3/9/2026 5:25	SWA3531	N8901Q	B38M	3352	28L	J	RWY 30 Routine Closure	Yes
						RWY 30 Routine Closure	9	
3/27/2026 17:48			C82T	323	28R	B	System Error	Yes
						System Error	1	
						Grand Count	266	

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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
1/1/2026 16:56	N777QS	N777QS	CL35	2412	10R	B	Airspace Conflict Potential	Yes
1/2/2026 12:07	N771PM	N771PM	C56X	4251	10R	B	Airspace Conflict Potential	Yes
2/24/2026 17:42	POD1	N971MC	CL30	4211	10R	B	Airspace Conflict Potential	Yes
2/24/2026 16:42	PXT466	N466F	C25B	7277	10R	B	Airspace Conflict Potential	Yes
2/22/2026 10:25	N551SJ	N551SJ	C551	1035	10R	B	Airspace Conflict Potential	Yes
2/22/2026 7:53	EJA908	N908QS	C68A	4560	10R	B	Airspace Conflict Potential	Yes
2/21/2026 21:37			GL5T	1107	10R	B	Airspace Conflict Potential	Yes
2/21/2026 21:35	EJA312	N312QS	E55P	4552	10R	B	Airspace Conflict Potential	Yes
1/2/2026 12:48			C56X	6543	10R	B	Airspace Conflict Potential	Yes
1/2/2026 13:33			C56X	7773	10R	B	Airspace Conflict Potential	Yes
1/2/2026 13:54			GLF4	1633	10R	B	Airspace Conflict Potential	Yes
1/2/2026 17:03	N68AL	N68AL	GLF4	3242	10R	B	Airspace Conflict Potential	Yes
1/2/2026 17:11			C25A	610	10R	B	Airspace Conflict Potential	Yes
1/3/2026 11:55	N78VH	N78VH	PC24	2762	10R	B	Airspace Conflict Potential	Yes
1/3/2026 12:14			F900	4053	10R	B	Airspace Conflict Potential	Yes
1/3/2026 12:15	N862LG	N862LG	E55P	2133	10L	B	Airspace Conflict Potential	Yes
1/3/2026 13:43	PXT680	N680PC	C680	635	10R	B	Airspace Conflict Potential	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
1/3/2026 14:19	N953PC	N953PC	C56X	3171	10R	B	Airspace Conflict Potential	Yes
1/3/2026 14:30	LXJ376	N376FX	E55P	7670	10R	B	Airspace Conflict Potential	Yes
1/3/2026 16:09	CYO601	N601CN	LJ60	1603	10R	B	Airspace Conflict Potential	Yes
1/3/2026 16:19	PXT150	N150TG	C680	7306	10R	B	Airspace Conflict Potential	Yes
1/3/2026 16:32			GLEX	2454	10R	B	Airspace Conflict Potential	Yes
1/4/2026 14:38			GLEX	3604	10R	B	Airspace Conflict Potential	Yes
1/4/2026 14:42			F2TH	2144	10R	B	Airspace Conflict Potential	Yes
1/4/2026 14:44			BE40	2177	10R	B	Airspace Conflict Potential	Yes
1/4/2026 18:47	CNS27	N502PS	PC24	4231	10R	B	Airspace Conflict Potential	Yes
1/5/2026 8:34	TWY822		GLF5	3476	10R	B	Airspace Conflict Potential	Yes
1/5/2026 10:55	EJA486	N486QS	GLF4	4223	10R	B	Airspace Conflict Potential	Yes
1/5/2026 11:24			GA6C	5646	10R	B	Airspace Conflict Potential	Yes
2/11/2026 13:46	PXT504	N504FM	C25A	2015	10L	B	Airspace Conflict Potential	Yes
2/11/2026 17:51	LXJ514	N514FX	CL30	1722	10R	B	Airspace Conflict Potential	Yes
2/11/2026 18:08	N365CJ	N365CJ	GLEX	5663	10R	B	Airspace Conflict Potential	Yes
2/11/2026 18:14	EJA262	N262QS	CL60	1012	10R	B	Airspace Conflict Potential	Yes
2/11/2026 18:31			C560	4215	10L	B	Airspace Conflict Potential	Yes
2/14/2026 17:38	EJM134	N134FM	C56X	1043	10R	B	Airspace Conflict Potential	Yes
2/15/2026 10:19	EJA838	N838QS	C700	7640	10R	B	Airspace Conflict Potential	Yes
2/15/2026 16:49			F2TH	1753	10R	B	Airspace Conflict Potential	Yes
2/15/2026 17:22	JSX178	N259JX	E135	7273	10R	R	Airspace Conflict Potential	Yes
2/15/2026 17:32	N25LZ	N25LZ	C25A	3142	10R	B	Airspace Conflict Potential	Yes
2/15/2026 17:45	USC102	N264CK	LJ35	734	10R	B	Airspace Conflict Potential	Yes
2/15/2026 18:19			C25B	1151	10R	B	Airspace Conflict Potential	Yes
2/15/2026 20:10			CL30	3461	10R	B	Airspace Conflict Potential	Yes
2/18/2026 10:00	N900RL	N900RL	F900	3166	10R	B	Airspace Conflict Potential	Yes
2/18/2026 10:07	PXT415	N415PC	C25B	6022	10R	B	Airspace Conflict Potential	Yes
2/18/2026 10:32			C56X	2431	10R	B	Airspace Conflict Potential	Yes
2/21/2026 14:10	N550GZ	N550GZ	C550	6740	10R	B	Airspace Conflict Potential	Yes
2/21/2026 15:55			F900	575	10R	B	Airspace Conflict Potential	Yes
2/21/2026 16:12	TWY206	N802BC	GL5T	2037	10R	B	Airspace Conflict Potential	Yes
2/21/2026 16:35			GLF5	7236	10R	B	Airspace Conflict Potential	Yes
2/21/2026 16:42	JRE943	N943JS	C680	2756	10R	B	Airspace Conflict Potential	Yes
2/21/2026 20:22	EJM250	N3250N	CL60	1076	10R	B	Airspace Conflict Potential	Yes
2/21/2026 20:52			GLF4	732	10R	B	Airspace Conflict Potential	Yes
						Airspace Conflict Potential	52	
2/12/2026 4:50	USC76	N220CK	LJ35	3524	10R	B	Lifeguard Medical	Yes
2/18/2026 22:32	LN561SR	N561SR	C560	4275	10R	B	Lifeguard Medical	Yes
2/21/2026 14:30			GLF4	1723	10R	B	Lifeguard Medical	Yes
2/11/2026 18:04	LN561SR	N561SR	C560	1354	10L	B	Lifeguard Medical	Yes
1/4/2026 19:18	LUSC240	LN354CK	LJ35	3566	10R	B	Lifeguard Medical	Yes
						Lifeguard Medical	5	
1/2/2026 10:29			GLF5	6574	10R	B	Pilot Requested	No
1/2/2026 13:46	PXT680	N680PC	C680	706	10R	B	Pilot Requested	No
1/2/2026 14:44	N377PL	N377PL	C25B	6360	10R	B	Pilot Requested	No
1/2/2026 15:16	CBC871	N871CB	C25A	6025	10R	B	Pilot Requested	No
1/2/2026 15:22			GALX	3123	10R	B	Pilot Requested	No
1/2/2026 16:37			C56X	6235	10R	B	Pilot Requested	No
1/2/2026 17:00	JSX658	N264JX	E135	2450	10R	R	Pilot Requested	No
1/2/2026 18:34			C25B	3536	10R	B	Pilot Requested	No
1/2/2026 18:50	N504YH	N504YH	HDJT	3456	10R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
1/3/2026 12:45	N204BG	N204BG	C560	7622	10L	B	Pilot Requested	No
1/3/2026 21:32	PHX303	CFXDP	WW24	1730	10R	B	Pilot Requested	No
1/3/2026 21:56			E135	1013	10R	R	Pilot Requested	No
1/3/2026 22:14			GLEX	3707	10R	B	Pilot Requested	No
1/4/2026 7:05	N984SB	N984SB	C510	1004	10R	B	Pilot Requested	No
1/4/2026 7:12			GA6C	4571	10R	B	Pilot Requested	No
1/4/2026 8:32	N672HG		GLF6	2240	10R	B	Pilot Requested	No
1/4/2026 12:04			H25B	7455	10R	B	Pilot Requested	No
1/4/2026 12:07	N459RY		GA5C	7770	10R	B	Pilot Requested	No
1/4/2026 16:02	PXT150	N150TG	C680	523	10R	B	Pilot Requested	No
1/4/2026 16:07			H25B	1666	10R	B	Pilot Requested	No
1/4/2026 17:54	TTE520	N520DF	C525	6032	10R	B	Pilot Requested	No
1/5/2026 8:25			GLF5	3271	10L	B	Pilot Requested	No
1/5/2026 10:05	N76GP	N76GP	C25M	4225	10R	B	Pilot Requested	No
2/10/2026 15:36	LXJ398	N398FX	E55P	1031	10R	B	Pilot Requested	No
2/10/2026 16:05	N717JJ	N717JJ	CL30	3545	10R	B	Pilot Requested	No
2/10/2026 16:47			GLF6	6701	10R	B	Pilot Requested	No
2/10/2026 18:40	EJA378	N378QS	C680	4510	10R	B	Pilot Requested	No
2/10/2026 20:28	PXT838	N838GD	C25B	7321	10R	B	Pilot Requested	No
2/10/2026 23:29	EJA262	N262QS	CL60	7230	10R	B	Pilot Requested	No
2/11/2026 8:52	N250HM	N250HM	GALX	6026	10R	B	Pilot Requested	No
2/11/2026 9:01			C750	6743	10R	B	Pilot Requested	No
2/11/2026 9:50			F900	3743	10R	B	Pilot Requested	No
2/11/2026 13:56	TWY206	N802BC	GL5T	3275	10R	B	Pilot Requested	No
2/12/2026 2:46	N561SR	N561SR	C560	4237	10L	B	Pilot Requested	No
2/15/2026 12:08	LXJ382	N382FX	E55P	1311	10R	B	Pilot Requested	No
2/15/2026 14:08			LJ35	2061	10R	B	Pilot Requested	No
2/15/2026 19:47			E190	2176	10R	R	Pilot Requested	No
2/15/2026 19:50	ASP836	CFSDO	E550	3772	10R	B	Pilot Requested	No
2/15/2026 20:35	LXJ665	N665FX	GLF6	3563	10R	B	Pilot Requested	No
2/18/2026 11:26			GLF5	2114	10R	B	Pilot Requested	No
2/21/2026 9:00			GLF4	1072	10R	B	Pilot Requested	No
2/21/2026 10:41			C56X	4250	10R	B	Pilot Requested	No
2/21/2026 11:40	LXJ584	N584FX	CL35	3554	10R	B	Pilot Requested	No
2/21/2026 12:28	LXJ596	N596FX	CL35	564	10R	B	Pilot Requested	No
2/21/2026 15:07			C750	2064	10R	B	Pilot Requested	No
2/21/2026 17:25			GA5C	7350	10R	B	Pilot Requested	No
2/22/2026 10:43	JSX654	N256JX	E135	1320	10R	R	Pilot Requested	No
2/22/2026 12:04	LXJ331	N331FX	E55P	6734	10R	B	Pilot Requested	No
2/24/2026 20:49			FA50	2425	10L	B	Pilot Requested	No
2/24/2026 21:36			GLEX	6007	10R	B	Pilot Requested	No
						Pilot Requested	50	
						Grand Count	107	

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North Field VFR Departure List for Calendar Quarter

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
1/6/2026 14:40	33	N734BN	N734BN	C172	334	VFR Departure	No
1/9/2026 7:52	28R	N1325D	N1325D	C82S	3263	VFR Departure	No
1/9/2026 14:26	28R	NGF7113	N7346R	BE36	4563	VFR Departure	No
1/9/2026 15:13	28R	N240BR	N240BR	C240	3311	VFR Departure	No
1/10/2026 17:13	28R			SR22	3221	VFR Departure	No
1/11/2026 19:34	28R			PC12	4206	VFR Departure	No
1/12/2026 13:21	33	N739UL	N739UL	C172	4237	VFR Departure	No
1/16/2026 17:25	28R	N474JT	N474J	BE20	4562	VFR Departure	No
1/17/2026 9:55	33	N8542M	N8542M	BE35	5306	Pilot Requested	No
1/17/2026 12:15	33	N734BN	N734BN	C172	4234	Pilot Requested	No
1/18/2026 8:30	28R	N5094T	N5094T	BE23	1735	VFR Departure	No
1/18/2026 13:01	33	N52789	N52789	C172	4244	VFR Departure	No
1/24/2026 13:15	28R	N6MB	N6MB	C172	5321	VFR Departure	No
1/28/2026 16:54	33	N446SP	N446SP	C172	353	VFR Departure	No
1/28/2026 17:45	28L	N784CE	N784CE	SR22	4251	Audio Not Available	No
1/29/2026 19:18	28R	N41459	N41459	P28A	332	VFR Departure	No
1/31/2026 10:19	33	N5009Q	N5009Q	C310	1764	VFR Departure	No
1/31/2026 20:13	33	N784DS	N784DS	SR20	4531	VFR Departure	No
2/1/2026 1:15	28R	N222CF	N222CF	SR22	3243	Wide Salad	No
2/1/2026 18:51	28L	XSN82	N82NG	PC12	4243	VFR Departure	No
2/2/2026 13:16	33	N739UL	N739UL	C172	4211	VFR Departure	No
2/3/2026 18:53	33	N52789	N52789	C172	5357	VFR Departure	No
2/4/2026 11:31	28R	N52789	N52789	C172	4245	VFR Departure	No
2/4/2026 11:32	28R	N49039	N49039	C152	6315	VFR Departure	No
2/4/2026 22:13	28R			BE20	4274	VFR Departure	No
2/10/2026 15:59	33			P32R	4273	VFR Departure	No
2/14/2026 12:42	28R	N733ZK	N733ZK	C172	5336	VFR Departure	No
2/21/2026 7:47	28R	PXT795	N795MM	PC12	4515	VFR Departure	No
2/27/2026 12:37	33	N252GB	N252GB	M20T	344	VFR Departure	No
3/6/2026 16:45	28R	N553TP	N553TP	P28A	4240	VFR Departure	No
3/6/2026 17:56	28R	N474J	N474J	BE20	4524	VFR Departure	No
3/7/2026 16:04	28R	N93214	N93214	C152	4541	VFR Departure	No
3/8/2026 11:55	33	N44PF	N44PF	P28A	4504	VFR Departure	No
3/8/2026 15:02	33	N44PF	N44PF	P28A	5362	VFR Departure	No
3/11/2026 15:00	28R	N49004	N49004	C152	5317	VFR Departure	No
3/17/2026 7:14	28R	PXT795	N795MM	PC12	4205	VFR Departure	No
3/17/2026 19:48	33	N662EZ	N662EZ	RV10	4242	VFR Departure	No
3/18/2026 10:24	28R	N427LJ	N427LJ	SR20	4576	VFR Departure	No
3/18/2026 16:17	33	N4826T	N4826T	P28A	4535	VFR Departure	No
3/18/2026 22:15	28R	N7670F	N7670F	P28A	3232	VFR Departure	No

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
3/19/2026 13:11	28L	N808ET	N808ET	DA40	5343	VFR Departure	No
3/21/2026 15:28	28R	N465AS	N465AS	DA42	6314	VFR Departure	No
3/25/2026 12:51	33	N479KS	N479KS	BE36	374	VFR Departure	No
3/26/2026 13:48	28R	N8312H	N8312H	P28A	347	VFR Departure	No
1/6/2026 12:07	28R	XSN40	N404TC	PC12	4561	Air Traffic Conflict	Yes
1/6/2026 19:55	33	N6605D	N6605D	C172	5353	Air Traffic Conflict	Yes
1/7/2026 18:19	PAD1	REH3	N319RX	EC35	317	Lifeguard Medical	Yes
1/8/2026 9:19	PAD1	CMD08	N838CS	EC35	5375	Lifeguard Medical	Yes
1/9/2026 3:35	PAD1	REH18	N328RX	EC35	353	Lifeguard Medical	Yes
1/9/2026 15:04	28R	N1685D	N1685D	C170	4271	Air Traffic Conflict	Yes
1/9/2026 17:43	28R	N49004	N49004	C152	4241	Air Traffic Conflict	Yes
1/10/2026 8:16	33	N109LD	N109LD	P28A	5372	Air Traffic Conflict	Yes
1/10/2026 9:56	28R	N733ZK	N733ZK	C172	5354	Air Traffic Conflict	Yes
1/10/2026 13:51	28R	N68459	N68459	C152	4223	Air Traffic Conflict	Yes
1/10/2026 14:53	33	N49004	N49004	C152	4215	Air Traffic Conflict	Yes
1/11/2026 10:54	28L	N359DG	N359DG	B350	4552	Air Traffic Conflict	Yes
1/11/2026 12:41	33	N28641	N28641	AA5	4227	Air Traffic Conflict	Yes
1/11/2026 14:14	28R	N4826T	N4826T	P28A	4502	Air Traffic Conflict	Yes
1/12/2026 14:19	PAD1	CMD8	N838CS	EC35	5314	Air Traffic Conflict	Yes
1/12/2026 16:51	28R	BXR8603	N208PG	C208	356	Air Traffic Conflict	Yes
1/13/2026 7:40	PAD1	REH18		EC35	356	Lifeguard Medical	Yes
1/15/2026 11:30	PAD1	CMD8	N838CS	EC35	5351	Air Traffic Conflict	Yes
1/15/2026 13:40	33	N618SL	N618SL	SR22	4544	Air Traffic Conflict	Yes
1/15/2026 15:06	28R	N68459	N68459	C152	5367	Air Traffic Conflict	Yes
1/15/2026 15:43	33			PC12	1754	Air Traffic Conflict	Yes
1/15/2026 20:06	28R	N257CD	N257CD	SR20	3374	Air Traffic Conflict	Yes
1/16/2026 12:29	33	N6MB	N6MB	C172	357	Air Traffic Conflict	Yes
1/16/2026 14:22	28R	N868RS	N868RS	TB20	334	Air Traffic Conflict	Yes
1/16/2026 14:39	28L	N49004	N49004	C152	4530	Air Traffic Conflict	Yes
1/16/2026 15:53	33	N7374P	N7374P	PA24	4260	Air Traffic Conflict	Yes
1/16/2026 20:48	PAD1	CMD8	N838CS	EC35	5342	Lifeguard Medical	Yes
1/17/2026 6:16	28R	N733ZK	N733ZK	C172	5301	Air Traffic Conflict	Yes
1/17/2026 9:54	PAD1	CMD08	N838CS	EC35	4224	Lifeguard Medical	Yes
1/17/2026 11:03	33	N93214	N93214	C152	5312	Air Traffic Conflict	Yes
1/17/2026 14:15	33	N553TP	N553TP	P28A	4210	Air Traffic Conflict	Yes
1/17/2026 14:26	28R	N345UW	N345UW	RV6	5334	Air Traffic Conflict	Yes
1/17/2026 14:48	33			P32R	325	Air Traffic Conflict	Yes
1/18/2026 11:19	28R	N425DC	N425DC	C425	4240	Air Traffic Conflict	Yes
1/18/2026 13:51	33	N6605D	N6605D	C172	355	Air Traffic Conflict	Yes
1/19/2026 13:39	PAD1	CMD08	N838CS	EC35	5341	Air Traffic Conflict	Yes
1/19/2026 17:13	28R	N474J	N474J	BE20	4553	Air Traffic Conflict	Yes
1/20/2026 13:13	33	N690PL		TLEG	3242	Air Traffic Conflict	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
1/20/2026 13:36	33	N4910A	N4910A	C180	4532	Air Traffic Conflict	Yes
1/22/2026 6:10	28R	PXT494	N494KC	PC12	321	Air Traffic Conflict	Yes
1/22/2026 15:04	33	N739UL	N739UL	C172	4234	Air Traffic Conflict	Yes
1/23/2026 16:26	28R			PC12	4213	Air Traffic Conflict	Yes
1/24/2026 11:28	33	N44PF	N44PF	P28A	4506	Air Traffic Conflict	Yes
1/24/2026 23:02	28R	N8040E	N8040E	M20P	4275	Air Traffic Conflict	Yes
1/25/2026 13:12	28R	N3117Q	N3117Q	P32R	4257	Air Traffic Conflict	Yes
1/26/2026 14:46	33	N20506	N20506	M20T	5372	Air Traffic Conflict	Yes
1/27/2026 12:47	33	N84DL	N84DL	C172	4511	Air Traffic Conflict	Yes
1/27/2026 13:17	28L	N4609U	N4609U	T206	4232	Air Traffic Conflict	Yes
1/28/2026 9:13	PAD1	CMD8	N838CS	EC35	5306	Lifeguard Medical	Yes
1/28/2026 14:25	33	N6605D	N6605D	C172	4224	Air Traffic Conflict	Yes
1/29/2026 14:52	28R	N359DG	N359DG	B350	4256	Air Traffic Conflict	Yes
1/30/2026 9:34	28R	N6MB	N6MB	C172	4264	Air Traffic Conflict	Yes
1/30/2026 11:48	33	N8542M	N8542M	BE35	4261	Air Traffic Conflict	Yes
1/30/2026 15:42	33	N49004	N49004	C152	327	Air Traffic Conflict	Yes
1/31/2026 11:05	33	N821MS	N821MS	SR22	1763	Air Traffic Conflict	Yes
1/31/2026 14:50	28R	N24998	N24998	C152	340	Air Traffic Conflict	Yes
1/31/2026 16:23	PAD1	CMD8	N838CS	EC35	5377	Air Traffic Conflict	Yes
2/1/2026 12:52	28R	N227DH	N227DH	S22T	3770	Air Traffic Conflict	Yes
2/1/2026 13:20	28R	N93214	N93214	C152	4264	Air Traffic Conflict	Yes
2/1/2026 15:04	28R	N44PF	N44PF	P28A	5312	Air Traffic Conflict	Yes
2/2/2026 15:45	33	N24998	N24998	C152	362	Air Traffic Conflict	Yes
2/4/2026 10:35	28R	BXR8603	N9766B	C208	5324	Air Traffic Conflict	Yes
2/4/2026 12:06	28R	N24998	N24998	C152	326	Air Traffic Conflict	Yes
2/4/2026 12:08	PAD1	EGLAW	N821PD	AS50	345	Air Traffic Conflict	Yes
2/5/2026 7:17	PAD1	REH1	N124AH	EC35	4560	Lifeguard Medical	Yes
2/5/2026 9:30	PAD1	REH35	N328RX	EC35	377	Air Traffic Conflict	Yes
2/6/2026 12:06	28R	N662EZ	N662EZ	RV10	4532	Air Traffic Conflict	Yes
2/7/2026 12:35	28R	N733ZK	N733ZK	C172	4550	Air Traffic Conflict	Yes
2/7/2026 17:55	28R	N24998	N24998	C152	4261	Air Traffic Conflict	Yes
2/10/2026 7:22	PAD1	REH3	N319RX	EC35	5340	Lifeguard Medical	Yes
2/12/2026 14:24	33	N739UL	N739UL	C172	5315	Air Traffic Conflict	Yes
2/20/2026 16:37	33	N4826T	N4826T	P28A	4214	Air Traffic Conflict	Yes
2/21/2026 7:48	PAD1	CMD8	N838CS	EC35	343	Lifeguard Medical	Yes
2/22/2026 16:35	28R	N1001J	N1001J	M20P	3202	Air Traffic Conflict	Yes
2/22/2026 16:42	28L	N36MY	N36MY	BE36	4513	Air Traffic Conflict	Yes
2/24/2026 11:31	PAD1	CMD08	N838CS	EC35	332	Air Traffic Conflict	Yes
2/24/2026 13:27	33	N84DL	N84DL	C172	374	Air Traffic Conflict	Yes
2/25/2026 9:52	PAD1	CMD08	N838CS	EC35	5320	Lifeguard Medical	Yes
2/25/2026 20:35	PAD1	CMD8	N838CS	EC35	5310	Lifeguard Medical	Yes
2/26/2026 13:03	33	N52789	N52789	C172	372	Air Traffic Conflict	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
2/26/2026 16:47	28L			PC12	364	Air Traffic Conflict	Yes
2/26/2026 21:28	PAD1	CMD8	N838CS	EC35	5355	Air Traffic Conflict	Yes
2/27/2026 4:09	PAD1	REH1	N325RX	EC35	346	Lifeguard Medical	Yes
2/27/2026 14:27	33	N8312H	N8312H	P28A	5360	Air Traffic Conflict	Yes
2/28/2026 12:55	28R	N733ZK	N733ZK	C172	5343	Air Traffic Conflict	Yes
2/28/2026 22:31	PAD1	REH18		EC35	4220	Lifeguard Medical	Yes
3/1/2026 14:39	33	N746TM	N746TM	SR20	5355	Air Traffic Conflict	Yes
3/1/2026 16:06	33	N49004	N49004	C152	4247	Air Traffic Conflict	Yes
3/2/2026 21:14	28R	N737SR	N737SR	C172	376	Air Traffic Conflict	Yes
3/3/2026 0:10	PAD1	CMD8	N838CS	EC35	1200	Lifeguard Medical	Yes
3/3/2026 17:17	33	N39646	N39646	P28T	4524	Air Traffic Conflict	Yes
3/4/2026 7:55	PAD1	REH17	N316RX	EC35	4536	Air Traffic Conflict	Yes
3/5/2026 14:02	33	N8312H	N8312H	P28A	4520	Air Traffic Conflict	Yes
3/5/2026 20:46	PAD1	CMD08	N838CS	EC35	374	Lifeguard Medical	Yes
3/6/2026 1:13	PAD1	CMD8	N838CS	EC35	5363	Lifeguard Medical	Yes
3/6/2026 11:11	28R	N733ZK	N733ZK	C172	5374	Air Traffic Conflict	Yes
3/7/2026 8:53	28R			PA46	5302	Air Traffic Conflict	Yes
3/7/2026 17:47	33	N4826T	N4826T	P28A	5366	Air Traffic Conflict	Yes
3/7/2026 19:06	PAD1	REH7	N314RX	EC35	4223	Lifeguard Medical	Yes
3/8/2026 15:55	33	N4910A	N4910A	C180	5371	Air Traffic Conflict	Yes
3/9/2026 13:39	PAD1	CMD08	N838CS	EC35	5326	Lifeguard Medical	Yes
3/9/2026 15:38	33	N49004	N49004	C152	5322	Air Traffic Conflict	Yes
3/9/2026 22:57	PAD1	CMD8	N838CS	EC35	372	Lifeguard Medical	Yes
3/11/2026 18:26	28R	N240BR	N240BR	COL3	3366	Air Traffic Conflict	Yes
3/12/2026 13:10	PAD1	CMD08	N838CS	EC35	363	Air Traffic Conflict	Yes
3/12/2026 15:09	33	N6MB	N6MB	C172	324	Air Traffic Conflict	Yes
3/13/2026 17:07	28R			PC12	5357	Air Traffic Conflict	Yes
3/14/2026 13:29	28R	N5988B	N5988B	C182	4537	Air Traffic Conflict	Yes
3/14/2026 18:38	33	N662EZ	N662EZ	RV10	4237	Air Traffic Conflict	Yes
3/15/2026 8:38	28R			C172	4545	Air Traffic Conflict	Yes
3/15/2026 13:02	28R	N301EF	N301EF	VELO	4516	Air Traffic Conflict	Yes
3/15/2026 13:11	28R	N68459	N68459	C152	5311	Air Traffic Conflict	Yes
3/15/2026 16:21	33	N479KS	N479KS	BE36	355	Air Traffic Conflict	Yes
3/15/2026 17:10	28R	N1648M	N1648M	C182	4221	Air Traffic Conflict	Yes
3/16/2026 14:29	28L	N513SJ	N513SJ	C421	4204	Air Traffic Conflict	Yes
3/18/2026 15:01	28R	N916SY	N916SY	S22T	325	Air Traffic Conflict	Yes
3/18/2026 18:07	28R	N44PF	N44PF	P28A	5373	System Error	Yes
3/19/2026 10:41	28R	N916SY	N916SY	S22T	1777	Air Traffic Conflict	Yes
3/19/2026 14:53	33	N8312H	N8312H	P28A	5324	Air Traffic Conflict	Yes
3/20/2026 11:38	33	N2889T	N2889T	P28R	4506	Air Traffic Conflict	Yes
3/20/2026 13:25	28R	PXT494	N494KC	PC12	5362	Air Traffic Conflict	Yes
3/20/2026 15:53	28R	N731HR	N731HR	P210	4261	System Error	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
3/20/2026 16:48	28R	NGF7939	N6324T	C82T	3672	Air Traffic Conflict	Yes
3/21/2026 9:51	33	N52789	N52789	C172	5371	Air Traffic Conflict	Yes
3/21/2026 17:17	PAD1	CMD8	N838CS	EC35	367	Air Traffic Conflict	Yes
3/21/2026 21:01	28R	N4826T	N4826T	P28A	4504	Air Traffic Conflict	Yes
3/22/2026 16:07	28R	LN248PH	N248PH	BE20	4256	Lifeguard Medical	Yes
3/22/2026 20:56	PAD1	CMD8	N838CS	EC35	5317	Lifeguard Medical	Yes
3/23/2026 16:52	28R	BXR8603	N208PG	C208	5307	Air Traffic Conflict	Yes
3/23/2026 16:56	PAD1	CMD08	N838CS	EC35	5330	Air Traffic Conflict	Yes
3/23/2026 21:09	PAD1	REH35	N328RX	EC35	4543	Lifeguard Medical	Yes
3/24/2026 19:29	33	N6605D	N6605D	C172	4240	Air Traffic Conflict	Yes
3/25/2026 8:54	PAD1	CMD08	N838CS	EC35	5331	Lifeguard Medical	Yes
3/25/2026 11:44	33	N4826T	N4826T	P28A	371	Air Traffic Conflict	Yes
3/25/2026 17:04	33	N24998	N24998	C152	4512	Air Traffic Conflict	Yes
3/25/2026 20:05	PAD1	CMD8	N838CS	EC35	4260	Lifeguard Medical	Yes
3/26/2026 8:12	PAD1	CMD08	N838CS	EC35	5343	Air Traffic Conflict	Yes
3/26/2026 15:25	28R	N821VV	N821VV	BE9L	4275	Air Traffic Conflict	Yes
3/26/2026 16:53	PAD1	CMD08	N838CS	EC35	5304	Air Traffic Conflict	Yes
3/26/2026 21:12	PAD1	CMD8	N838CS	EC35	327	Air Traffic Conflict	Yes
3/26/2026 23:43	PAD1	REH1	N325RX	EC35	4212	Lifeguard Medical	Yes
3/27/2026 3:45	PAD1	REH35	N328RX	EC35	4241	Lifeguard Medical	Yes
3/27/2026 9:58	PAD1	CMD8	N838CS	EC35	4536	Air Traffic Conflict	Yes
3/27/2026 10:43	28R	N918SA	N918SA	BE9L	5313	Air Traffic Conflict	Yes
3/27/2026 13:01	33	N8312H	N8312H	P28A	4547	Air Traffic Conflict	Yes
3/27/2026 13:24	28R	N9124Y	N9124Y	PA46	4263	Air Traffic Conflict	Yes
3/27/2026 14:46	28R	N109LD	N109LD	P28A	5343	Air Traffic Conflict	Yes
3/28/2026 19:58	PAD1	CMD08	N838CS	EC35	5343	Air Traffic Conflict	Yes
3/29/2026 8:54	33	N6605D	N6605D	C172	4516	Air Traffic Conflict	Yes
3/29/2026 10:56	33	N5009Q	N5009Q	C310	341	Air Traffic Conflict	Yes
3/29/2026 16:25	28R	N479KS	N479KS	BE36	5317	Air Traffic Conflict	Yes
3/29/2026 16:44	33	N757PP	N757PP	C172	5310	Air Traffic Conflict	Yes
3/29/2026 22:18	PAD1	CMD02	N833CS	EC35	4255	Lifeguard Medical	Yes
3/30/2026 15:11	33	N3CK	N3CK	S22T	5342	Air Traffic Conflict	Yes
3/30/2026 16:22	PAD1	CMD08	N838CS	EC35	317	Air Traffic Conflict	Yes
3/30/2026 16:50	33	N4826T	N4826T	P28A	5351	Air Traffic Conflict	Yes
3/31/2026 10:25	PAD1	CMD8	N838CS	EC35	313	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
1/14/2026 3:47	CBC739	N739S	PC12	3361	28R	ATC Instructions	No
2/8/2026 22:17	N512CC	N512CC	GLF4	6324	28L	ATC Instructions	No
2/25/2026 1:05	PKW1057	N753TR	SW4	3336	10R	ATC Instructions	No
2/24/2026 23:48	BXR494	N9766B	C208	3375	10L	ATC Instructions	No
2/8/2026 22:43	N621MD	N621MD	F900	3203	28L	ATC Instructions	No
2/8/2026 23:14			GLF4	3210	28R	ATC Instructions	No
2/8/2026 23:35			F2TH	3266	28R	ATC Instructions	No
2/9/2026 1:18	VJT337J	9HVIC	GL7T	3216	28L	ATC Instructions	No
2/11/2026 0:16	BXR494	N4674B	C208	3213	10R	ATC Instructions	No
2/11/2026 22:39	N35HG	N35HG	B350	3234	10L	ATC Instructions	No
2/11/2026 23:26	N982SB	N982SB	BE9L	3321	10L	ATC Instructions	No
2/11/2026 23:45	PXT795	N795MM	PC12	3356	10L	ATC Instructions	No
2/16/2026 5:10	TIV725	N725VM	C700	3374	10R	ATC Instructions	No
2/24/2026 23:04			FA50	3201	10R	ATC Instructions	No
					ATC Instructions	14	
3/11/2026 22:58			BE20	4577	28R	Audio Not Available	No
					Audio Not Available	1	
1/2/2026 1:03	LN1273A	N1273A	PC12	4502	10L	Lifeguard Medical	Yes
1/3/2026 23:46			GLEK	3235	10L	Lifeguard Medical	Yes
1/5/2026 6:47	PKW977	N906TR	LJ60	3355	10R	Lifeguard Medical	Yes
1/9/2026 0:18	Medevac	Medevac	G150	4245	28R	Lifeguard Medical	Yes
1/9/2026 3:35	REH18	N328RX	EC35	353	PAD1	Lifeguard Medical	Yes
1/14/2026 6:10	LUSC15	LN352CK	LJ35	3265	28R	Lifeguard Medical	Yes
1/15/2026 0:30	LN464EG	N464EG	C25C	3343	28L	Lifeguard Medical	Yes
1/16/2026 6:37	Medevac	Medevac	BE9T	4510	28R	Lifeguard Medical	Yes
1/19/2026 2:38	REH35	N328RX	EC35	4231	PAD1	Lifeguard Medical	Yes
1/22/2026 6:31	LN54DD	N54DD	C560	4241	28L	Lifeguard Medical	Yes
1/23/2026 1:23	LN561SR	N561SR	C560	3204	28R	Lifeguard Medical	Yes
1/23/2026 22:18	REH3	N319RX	EC35	4561	PAD1	Lifeguard Medical	Yes
1/24/2026 0:45	REH50	N911RX	BE20	4225	28R	Lifeguard Medical	Yes
2/3/2026 2:08	REH50	N911RX	BE20	4210	28R	Lifeguard Medical	Yes
2/3/2026 4:09	CMD70	N370CS	BE20	4547	28R	Lifeguard Medical	Yes
2/4/2026 0:23	LN116AA	N116AA	C25B	3373	28R	Lifeguard Medical	Yes
2/7/2026 1:37	CMD13	N321RX	EC35	4202	PAD1	Lifeguard Medical	Yes
2/8/2026 23:30	CMD13	N321RX	EC35	4525	PAD1	Lifeguard Medical	Yes
2/9/2026 1:22	LN588SA	N588SA	BE9L	3277	28R	Lifeguard Medical	Yes
2/13/2026 6:46	CMD13	N321RX	EC35	4540	PAD1	Lifeguard Medical	Yes
2/18/2026 4:55	LN810BE	N810BE	C560	4541	28R	Lifeguard Medical	Yes
2/18/2026 23:16	LN561SR	N561SR	C560	3213	10R	Lifeguard Medical	Yes
2/19/2026 6:27	LN810BE	N810BE	C560	3307	28R	Lifeguard Medical	Yes
2/21/2026 22:15	CMD08	N838CS	EC35	343	PAD1	Lifeguard Medical	Yes
2/24/2026 22:43	CMD8	N838CS	EC35	4266	PAD1	Lifeguard Medical	Yes
2/25/2026 3:57	REH32	N37RX	EC35	4272	PAD1	Lifeguard Medical	Yes
2/27/2026 4:09	REH1	N325RX	EC35	346	PAD1	Lifeguard Medical	Yes
2/28/2026 22:31	REH18		EC35	4220	PAD1	Lifeguard Medical	Yes
3/1/2026 3:07	LN904LR	N904LR	C560	3276	28R	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
3/3/2026 0:10	CMD8	N838CS	EC35	1200	PAD1	Lifeguard Medical	Yes
3/6/2026 1:13	CMD8	N838CS	EC35	5363	PAD1	Lifeguard Medical	Yes
3/7/2026 4:54	LN561SR	N561SR	C560	3336	28L	Lifeguard Medical	Yes
3/8/2026 1:43	LN561SR	N561SR	C560	3251	28L	Lifeguard Medical	Yes
3/9/2026 22:08	LN810BE	N810BE	C560	3247	28R	Lifeguard Medical	Yes
3/10/2026 2:32	REH50	N913RX	BE20	4537	28R	Lifeguard Medical	Yes
3/14/2026 5:11	CMD13	N321RX	EC35	4254	PAD1	Lifeguard Medical	Yes
3/15/2026 3:11	CMD70	N370CS	BE20	4201	28R	Lifeguard Medical	Yes
3/17/2026 3:35	LN561SR	N561SR	C560	3225	28R	Lifeguard Medical	Yes
3/21/2026 0:10	LN149WW	N149WW	C25B	3377	28R	Lifeguard Medical	Yes
3/21/2026 1:24	LN810BE	N810BE	C560	3340	28R	Lifeguard Medical	Yes
3/21/2026 2:01	LN561SR	N561SR	C560	3231	28R	Lifeguard Medical	Yes
3/21/2026 2:45	Medevac			1200	PAD1	Lifeguard Medical	Yes
3/26/2026 23:43	REH1	N325RX	EC35	4212	PAD1	Lifeguard Medical	Yes
3/27/2026 3:45	REH35	N328RX	EC35	4241	PAD1	Lifeguard Medical	Yes
3/28/2026 23:16	LN236N	N236N	CL60	3213	28L	Lifeguard Medical	Yes
3/29/2026 4:59	Medevac	Medevac	G150	4245	28R	Lifeguard Medical	Yes
3/29/2026 22:18	CMD02	N833CS	EC35	4255	PAD1	Lifeguard Medical	Yes
					Lifeguard Medical	47	
1/2/2026 0:12	N982SB	N982SB	BE9L	3363	10L	Not Acceptable	No
1/2/2026 6:33	PCM8711	N844FE	C208	4524	10L	Not Acceptable	No
1/2/2026 6:45	PCM8679	N846FE	C208	4567	10R	Not Acceptable	No
1/2/2026 6:48	PCM8710	N969FE	C208	4210	10R	Not Acceptable	No
1/3/2026 6:03	PXT494	N494KC	PC12	3211	10L	Not Acceptable	No
1/4/2026 1:39	PHX303	CFXDP	WW24	3314	10R	Not Acceptable	No
1/5/2026 22:17	LXJ461	N461FX	GLF4	4542	10R	Not Acceptable	No
1/5/2026 23:55	BXR494	N932C	C208	3252	10L	Not Acceptable	No
1/20/2026 1:35	N84DL	N84DL	C172	315	28R	Not Acceptable	No
1/20/2026 6:02	CFS4204	N956FE	C208	4274	28R	Not Acceptable	No
2/9/2026 0:42	N1273A	N1273A	PC12	4576	28R	Not Acceptable	No
2/18/2026 23:47	BXR494	N208TM	C208	3343	10L	Not Acceptable	No
					Not Acceptable	12	
1/22/2026 22:25			GLF4	3353	28R	Pilot Requested	No
					Pilot Requested	1	
1/12/2026 5:30	SWA2940	N8779Q	B38M	3212	28L	RWY 30 Routine Closure	Yes
2/2/2026 2:12			LJ35	3313	28L	RWY 30 Routine Closure	Yes
2/2/2026 3:22	EJA960	N960QS	C750	3345	28L	RWY 30 Routine Closure	Yes
2/23/2026 2:16	VOI1773	XAVSH	A21N	3364	28L	RWY 30 Routine Closure	Yes
2/23/2026 3:48	T7VRS	T7VRS	E35L	3260	28L	RWY 30 Routine Closure	Yes
2/23/2026 5:23	SWA2939	N8886C	B38M	3353	28L	RWY 30 Routine Closure	Yes
3/9/2026 5:02	SWA3375	N8619F	B738	3216	28L	RWY 30 Routine Closure	Yes
3/9/2026 5:25	SWA3531	N8901Q	B38M	3352	28L	RWY 30 Routine Closure	Yes
3/9/2026 22:57	CMD8	N838CS	EC35	372	PAD1	RWY 30 Routine Closure	Yes
					RWY 30 Routine Closure	9	
3/24/2026 6:22	N504YH	N504YH	HDJT	3353	28L	Straight-out Departure	No
					Straight-out Departure	1	
1/4/2026 23:08	EJA951	N951QS	C68A	3314	10R	System Error	Yes
1/4/2026 23:41	N850RT	N850RT	GLF4	3330	10R	System Error	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
1/5/2026 6:13	PXT525	N525B	C25A	3213	10R	System Error	Yes
1/22/2026 6:10	PXT494	N494KC	PC12	321	28R	System Error	Yes
3/23/2026 6:37			BE55	4207	28R	System Error	Yes
1/3/2026 0:06	BXR494	N932C	C208	3342	10L	System Error	Yes
1/2/2026 6:19	PCM8709	N857FE	C208	4272	10L	System Error	Yes
1/15/2026 6:09			BE20	4516	28R	System Error	Yes
					System Error	8	
1/2/2026 6:56	PXT680	N680PC	C680	6305	10R	Time Buffer	Yes
1/5/2026 6:56	N700FP	N700FP	TBM7	4513	10L	Time Buffer	Yes
1/8/2026 22:07	JTL89	N89BC	C750	3272	28L	Time Buffer	Yes
2/2/2026 22:09	N818AD	N818AD	SF50	3352	28R	Time Buffer	Yes
2/8/2026 22:09			CL60	3227	28L	Time Buffer	Yes
2/11/2026 6:59	PCM8709	N846FE	C208	4536	10R	Time Buffer	Yes
2/25/2026 22:06	PRG1199	N199RM	PRM1	3205	28R	Time Buffer	Yes
3/5/2026 6:50	HER950	N950BA	C56X	3264	28R	Time Buffer	Yes
3/16/2026 22:07	N821VV	N821VV	BE9L	4254	28R	Time Buffer	Yes
					Time Buffer	9	
1/17/2026 6:16	N733ZK	N733ZK	C172	5301	28R	VFR Departure	No
					VFR Departure	1	
1/22/2026 3:37	N991GT	N991GT	BE9L	3235	28R	Wide Salad	No
1/24/2026 23:02	N8040E	N8040E	M20P	4275	28R	Wide Salad	No
1/25/2026 23:52			BE20	4536	28R	Wide Salad	No
1/26/2026 3:54	N248PH	N248PH	BE20	4263	28R	Wide Salad	No
2/1/2026 1:15	N222CF	N222CF	SR22	3243	28R	Wide Salad	No
2/4/2026 22:13			BE20	4274	28R	Wide Salad	No
2/5/2026 6:49			BE20	4505	28R	Wide Salad	No
2/6/2026 4:09			BE20	4515	28R	Wide Salad	No
2/6/2026 6:20	PCM8709	N846FE	C208	4506	28L	Wide Salad	No
2/8/2026 4:47			BE20	4556	28R	Wide Salad	No
2/20/2026 22:51	N61AP	N61AP	BE20	3335	28R	Wide Salad	No
2/22/2026 22:26	PKW917	N751TR	SW4	3242	28L	Wide Salad	No
2/23/2026 22:39			PC12	4240	28R	Wide Salad	No
3/2/2026 23:18	WSN3	N575RD	B350	3252	28R	Wide Salad	No
3/11/2026 6:40	PCM8709	N763FE	C208	4577	28L	Wide Salad	No
3/12/2026 23:00	PXT795	N795MM	PC12	3354	28R	Wide Salad	No
3/18/2026 22:15	N7670F	N7670F	P28A	3232	28R	Wide Salad	No
3/21/2026 2:49	PKW1033	N567TR	SW4	3323	28L	Wide Salad	No
3/23/2026 6:24	FRG9516	N516FR	SB20	3253	28R	Wide Salad	No
3/28/2026 2:39			BE20	4574	28R	Wide Salad	No
1/21/2026 22:42			BE9T	4524	28L	Wide Salad	No
1/21/2026 0:23	PXT494	N494KC	PC12	3376	28R	Wide Salad	No
1/8/2026 22:38			BE9T	4573	28R	Wide Salad	No
1/14/2026 5:26	PXT795	N795MM	PC12	3327	28R	Wide Salad	No
					Wide Salad	24	
					Grand Count	127	

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North Field Quiet Hours SEL List for Calendar Quarter

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
1/1/2026 0:23	10	71.6	81	39	BXR494	N932C	C208	28R
1/1/2026 0:24	10	83.9	85.1	14	BXR494	N932C	C208	28R
1/1/2026 0:25	4	75.6	83.4	16	BXR494	N932C	C208	28R
1/1/2026 0:25	8	81.7	86.4	13	BXR494	N932C	C208	28R
1/2/2026 6:20	10	77.6	85.4	80	PCM8709	N857FE	C208	10L
1/2/2026 6:21	10	63	80	80	PCM8709	N857FE	C208	10L
1/2/2026 6:34	10	76.9	85	80	PCM8711	N844FE	C208	10L
1/2/2026 6:46	10	73.6	84.3	80	PCM8679	N846FE	C208	10R
1/2/2026 6:46	9	72.5	80.2	11	PCM8679	N846FE	C208	10R
1/2/2026 6:49	10	75.1	84.2	80	PCM8710	N969FE	C208	10R
1/2/2026 6:50	9	73.3	80.5	12	PCM8710	N969FE	C208	10R
1/2/2026 6:55	10	68.9	81.1	80	PXT680	N680PC	C680	10R
1/2/2026 6:56	9	74.3	82.4	15	PXT680	N680PC	C680	10R
1/2/2026 6:57	12	76.3	84.5	19	PXT680	N680PC	C680	10R
1/3/2026 0:07	9	72.1	81.5	20	BXR494	N932C	C208	10L
1/3/2026 0:07	10	75.3	84.6	50	BXR494	N932C	C208	10L
1/3/2026 5:59	9	76.9	84.1	14	PXT150	N150TG	C680	10R
1/3/2026 6:04	10	74.9	81	20	PXT494	N494KC	PC12	10L
1/3/2026 22:29	4	74.3	83.6	23			GLF6	10R
1/3/2026 22:29	10	72.5	81.1	26			GLF6	10R
1/3/2026 22:30	9	76.6	84.6	17			GLF6	10R
1/3/2026 22:30	12	70.7	81.3	30			GLF6	10R
1/3/2026 23:46	9	79.8	87.9	22			GLEX	10L
1/3/2026 23:46	10	73.1	81.7	22			GLEX	10L
1/4/2026 1:39	4	74.2	86.1	44	PHX303	CFXDP	WW24	10R
1/4/2026 1:39	8	76.2	85.9	25	PHX303	CFXDP	WW24	10R
1/4/2026 1:40	9	83.3	90.8	21	PHX303	CFXDP	WW24	10R
1/4/2026 1:40	10	78.4	85.2	32	PHX303	CFXDP	WW24	10R
1/4/2026 1:40	12	83.3	92.1	34	PHX303	CFXDP	WW24	10R
1/4/2026 1:40	13	74.7	83.1	39	PHX303	CFXDP	WW24	10R
1/4/2026 1:41	1	75.4	85.9	43	PHX303	CFXDP	WW24	10R
1/4/2026 23:09	12	72	80.6	20	EJA951	N951QS	C68A	10R
1/4/2026 23:41	9	77.6	85.5	18	N850RT	N850RT	GLF4	10R
1/4/2026 23:41	10	70.6	80.4	22	N850RT	N850RT	GLF4	10R
1/4/2026 23:41	12	75.5	84.6	27	N850RT	N850RT	GLF4	10R
1/5/2026 5:45	10	66.2	80.7	80	PXT838	N838GD	C25B	10R
1/5/2026 6:13	4	74	83.4	29	PXT525	N525B	C25A	10R
1/5/2026 6:14	10	74.8	85.4	80	PXT525	N525B	C25A	10R
1/5/2026 6:14	9	79.5	88.4	23	PXT525	N525B	C25A	10R
1/5/2026 6:15	11	76.4	84.1	19	PXT525	N525B	C25A	10R
1/5/2026 6:27	10	72.2	82.6	80	LXJ345	N345FX	E545	10R
1/5/2026 6:27	9	75.4	82.8	15	LXJ345	N345FX	E545	10R
1/5/2026 6:47	4	71.5	80.4	30	PKW977	N906TR	LJ60	10R
1/5/2026 6:47	10	66.1	80.5	71	PKW977	N906TR	LJ60	10R
1/5/2026 6:55	10	63.2	80.1	80	N700FP	N700FP	TBM7	10L
1/5/2026 6:57	10	69.5	81.7	55	N700FP	N700FP	TBM7	10L
1/5/2026 22:17	4	73.1	82.7	26	LXJ461	N461FX	GLF4	10R
1/5/2026 22:17	1	66.3	83.7	80	LXJ461	N461FX	GLF4	10R
1/5/2026 23:57	10	71.5	82.1	37	BXR494	N932C	C208	10L

1/5/2026 23:57	9	71.3	80.6	18	BXR494	N932C	C208	10L
1/6/2026 6:29	4	78.8	83.9	10	PCM8709	N985FE	C208	28L
1/7/2026 0:06	4	72.3	80.6	16	BXR494	N932C	C208	28R
1/8/2026 6:51	3	74	80.2	12	N9789R	N9789R	BE35	33
1/8/2026 22:08	5	74.9	82.7	14	JTL89	N89BC	C750	28L
1/8/2026 22:08	6	72.9	80.4	11	JTL89	N89BC	C750	28L
1/8/2026 22:39	4	79.4	84.5	13			BE9T	28R
1/9/2026 0:19	4	80.3	91.8	54	Medevac	Medevac	G150	28R
1/9/2026 0:19	5	78.5	90.3	66	Medevac	Medevac	G150	28R
1/9/2026 0:19	6	79.5	90.1	41	Medevac	Medevac	G150	28R
1/9/2026 0:19	7	73.8	85	44	Medevac	Medevac	G150	28R
1/9/2026 0:19	8	73	82.7	26	Medevac	Medevac	G150	28R
1/9/2026 6:43	4	83	87.8	14	PCM8709	N844FE	C208	28L
1/9/2026 6:44	10	65.7	81.1	80	PCM8709	N844FE	C208	28L
1/12/2026 5:30	10	63.6	81	80	SWA2940	N8779Q	B38M	28L
1/12/2026 5:30	4	81.8	89.4	23	SWA2940	N8779Q	B38M	28L
1/12/2026 5:31	5	85.2	92.6	26	SWA2940	N8779Q	B38M	28L
1/12/2026 5:31	6	81.1	90	21	SWA2940	N8779Q	B38M	28L
1/12/2026 5:31	7	76.7	86.3	23	SWA2940	N8779Q	B38M	28L
1/14/2026 3:48	4	77.7	83.9	15	CBC739	N739S	PC12	28R
1/14/2026 5:25	10	65.1	81.6	80	PXT795	N795MM	PC12	28R
1/14/2026 5:27	4	78.5	84.4	14	PXT795	N795MM	PC12	28R
1/14/2026 6:10	4	78.5	85.8	19	LUSC15	LN352CK	LJ35	28R
1/14/2026 6:10	5	75.1	84.2	27	LUSC15	LN352CK	LJ35	28R
1/14/2026 6:10	6	75.8	84.7	19	LUSC15	LN352CK	LJ35	28R
1/14/2026 6:11	7	72.2	80.7	19	LUSC15	LN352CK	LJ35	28R
1/14/2026 23:50	4	76.2	81.8	13	BXR494	N932C	C208	28R
1/14/2026 23:51	5	76.2	84.4	22	BXR494	N932C	C208	28R
1/14/2026 23:51	4	70.7	80.8	14	BXR494	N932C	C208	28R
1/15/2026 0:30	4	85.1	90.7	17	LN464EG	N464EG	C25C	28L
1/15/2026 0:30	5	82.9	89.6	17	LN464EG	N464EG	C25C	28L
1/15/2026 0:30	6	81.3	88.1	18	LN464EG	N464EG	C25C	28L
1/15/2026 0:30	7	76	83.7	18	LN464EG	N464EG	C25C	28L
1/15/2026 6:10	4	79.8	84.1	10			BE20	28R
1/15/2026 22:01	10	63.2	80.3	80	N78874	N78874	M20P	28R
1/16/2026 6:31	9	71.4	85	53	N52789	N52789	C172	28R
1/16/2026 6:31	10	69.9	82.8	80	N52789	N52789	C172	28R
1/16/2026 6:37	4	77.5	84.3	17	Medevac	Medevac	BE9T	28R
1/20/2026 6:03	4	77.3	83.5	15	CFS4204	N956FE	C208	28R
1/20/2026 6:03	6	73.5	81	9	CFS4204	N956FE	C208	28R
1/20/2026 6:31	10	65.8	80.4	76	PCM8709	N886FE	C208	28R
1/20/2026 6:51	4	74.5	80.5	12	PCM8711	N969FE	C208	28L
1/21/2026 0:24	4	78	84.1	16	PXT494	N494KC	PC12	28R
1/21/2026 22:42	5	80.5	87	21			BE9T	28L
1/22/2026 3:38	5	73.8	81.9	20	N991GT	N991GT	BE9L	28R
1/22/2026 3:38	4	77.9	83.4	16	N991GT	N991GT	BE9L	28R
1/22/2026 3:38	6	72.1	82	21	N991GT	N991GT	BE9L	28R
1/22/2026 6:31	4	78.2	88.5	36	LN54DD	N54DD	C560	28L
1/22/2026 6:31	5	79.2	90.2	36	LN54DD	N54DD	C560	28L
1/22/2026 6:32	6	77.6	87.7	32	LN54DD	N54DD	C560	28L
1/22/2026 6:32	7	70.8	82.4	30	LN54DD	N54DD	C560	28L
1/22/2026 22:25	4	87.3	92.9	25			GLF4	28R
1/22/2026 22:25	5	80.1	88.6	25			GLF4	28R
1/22/2026 22:25	6	77.3	85.5	20			GLF4	28R

1/22/2026 22:25	7	72.9	82.5	20			GLF4	28R
1/22/2026 22:57	4	78.3	83.3	12	N991GT	N991GT	BE9L	28R
1/23/2026 1:24	10	71.5	81.5	32	LN561SR	N561SR	C560	28R
1/23/2026 1:24	4	83.8	92.1	38	LN561SR	N561SR	C560	28R
1/23/2026 1:24	5	84.6	93.8	39	LN561SR	N561SR	C560	28R
1/23/2026 1:24	6	76.8	86.5	22	LN561SR	N561SR	C560	28R
1/24/2026 0:46	4	81.6	86.2	11	REH50	N911RX	BE20	28R
1/24/2026 0:46	8	75.5	81	9	REH50	N911RX	BE20	28R
1/24/2026 23:04	4	77.1	83.2	12	N8040E	N8040E	M20P	28R
1/25/2026 23:52	4	80	84.6	12			BE20	28R
1/25/2026 23:52	5	75.3	80.3	9			BE20	28R
1/25/2026 23:53	8	75.4	81	6			BE20	28R
1/25/2026 23:53	3	72.6	80	14			BE20	28R
1/26/2026 3:55	4	77.4	82.9	14	N248PH	N248PH	BE20	28R
1/28/2026 0:07	4	73.6	80.3	9	BXR494	N4674B	C208	28R
1/30/2026 6:34	4	77.4	84.1	11	PCM8709	N846FE	C208	28L
2/1/2026 1:16	4	80.8	86.9	17	N222CF	N222CF	SR22	28R
2/1/2026 1:16	8	74.6	82.7	12	N222CF	N222CF	SR22	28R
2/2/2026 2:13	4	77.8	85.5	25			LJ35	28L
2/2/2026 2:13	5	94.5	97.9	15			LJ35	28L
2/2/2026 2:13	6	85.7	93.1	22			LJ35	28L
2/2/2026 2:13	7	74.6	85.1	29			LJ35	28L
2/2/2026 3:22	4	78.5	85.6	15	EJA960	N960QS	C750	28L
2/2/2026 3:22	5	85.9	91.4	14	EJA960	N960QS	C750	28L
2/2/2026 3:22	6	75.8	84.4	15	EJA960	N960QS	C750	28L
2/2/2026 3:23	7	71.9	81	15	EJA960	N960QS	C750	28L
2/2/2026 6:08	4	76.8	82.4	12			BE20	28R
2/2/2026 22:10	4	73.6	82.5	19	N818AD	N818AD	SF50	28R
2/2/2026 22:10	5	73.4	81.9	17	N818AD	N818AD	SF50	28R
2/3/2026 2:09	4	77.2	83.4	12	REH50	N911RX	BE20	28R
2/3/2026 4:09	4	77.5	83.1	14	CMD70	N370CS	BE20	28R
2/3/2026 4:10	5	74.8	81.4	10	CMD70	N370CS	BE20	28R
2/3/2026 4:10	8	76.3	80.9	7	CMD70	N370CS	BE20	28R
2/4/2026 0:23	4	84.5	90.7	18	LN116AA	N116AA	C25B	28R
2/4/2026 0:24	5	77.6	85.7	18	LN116AA	N116AA	C25B	28R
2/4/2026 0:24	6	79.3	86.6	16	LN116AA	N116AA	C25B	28R
2/4/2026 0:24	7	74.3	83.2	18	LN116AA	N116AA	C25B	28R
2/4/2026 22:14	4	79.4	84	10			BE20	28R
2/4/2026 22:14	8	74.9	80.4	7			BE20	28R
2/5/2026 1:26	4	80.2	84.8	11	CMD70	N370CS	BE20	28R
2/5/2026 6:50	4	80.9	84.9	9			BE20	28R
2/5/2026 6:50	5	76	80.9	9			BE20	28R
2/6/2026 4:10	4	74.2	80.8	10			BE20	28R
2/6/2026 6:22	4	77.3	84.4	18	PCM8709	N846FE	C208	28L
2/6/2026 6:50	4	76.9	82.4	10	PCM8711	N969FE	C208	28L
2/8/2026 4:47	4	75.5	81.8	11			BE20	28R
2/8/2026 22:09	4	73.5	80.6	15			CL60	28L
2/8/2026 22:09	5	79	85.4	14			CL60	28L
2/8/2026 22:10	6	73.1	80.7	11			CL60	28L
2/8/2026 22:17	4	83.4	90.1	23	N512CC	N512CC	GLF4	28L
2/8/2026 22:18	5	87.6	93.3	20	N512CC	N512CC	GLF4	28L
2/8/2026 22:18	6	83.2	89.3	20	N512CC	N512CC	GLF4	28L
2/8/2026 22:18	7	79.8	86.9	19	N512CC	N512CC	GLF4	28L
2/8/2026 22:44	4	80.3	87.3	19	N621MD	N621MD	F900	28L

2/8/2026 22:44	5	86.5	93	19	N621MD	N621MD	F900	28L
2/8/2026 22:44	6	80.9	88.7	16	N621MD	N621MD	F900	28L
2/8/2026 22:44	7	71.8	80	15	N621MD	N621MD	F900	28L
2/8/2026 23:15	4	92.7	97.2	18			GLF4	28R
2/8/2026 23:15	5	83.8	90.5	18			GLF4	28R
2/8/2026 23:15	6	82	88.2	14			GLF4	28R
2/8/2026 23:35	4	85.2	92.8	26			F2TH	28R
2/8/2026 23:35	5	83.4	90.6	26			F2TH	28R
2/8/2026 23:35	6	82.3	89.8	25			F2TH	28R
2/8/2026 23:35	7	76.2	85.4	23			F2TH	28R
2/8/2026 23:35	8	72.9	81.5	16			F2TH	28R
2/9/2026 1:18	4	86.9	93.8	32	VJT337J	9HVIC	GL7T	28L
2/9/2026 1:18	5	90.8	96.9	32	VJT337J	9HVIC	GL7T	28L
2/9/2026 1:19	6	85.9	93.8	30	VJT337J	9HVIC	GL7T	28L
2/9/2026 1:19	7	77.8	87	25	VJT337J	9HVIC	GL7T	28L
2/9/2026 1:23	4	72.4	80.6	16	LN588SA	N588SA	BE9L	28R
2/10/2026 6:37	4	76.1	82	11	PCM8709	N846FE	C208	28L
2/11/2026 0:18	9	72.4	80.2	13	BXR494	N4674B	C208	10R
2/11/2026 0:18	10	71.4	80.8	26	BXR494	N4674B	C208	10R
2/11/2026 5:51	10	71.6	84.1	80			GLEX	10R
2/11/2026 5:52	9	77.2	86.1	21			GLEX	10R
2/11/2026 5:52	12	76.8	86.3	53			GLEX	10R
2/11/2026 6:15	10	69	81.8	80	PXT680	N680PC	C680	10R
2/11/2026 6:15	9	74.3	82.3	17	PXT680	N680PC	C680	10R
2/11/2026 7:00	10	78.6	86.2	80	PCM8709	N846FE	C208	10R
2/11/2026 7:01	9	73.9	82.5	15	PCM8709	N846FE	C208	10R
2/11/2026 22:37	9	71.4	81	16			GLF5	10R
2/11/2026 22:37	12	76.2	84.1	28			GLF5	10R
2/11/2026 22:37	4	75.3	85.6	37	LXJ398	N398FX	E55P	10R
2/11/2026 22:38	9	69.7	80.6	21	LXJ398	N398FX	E55P	10R
2/11/2026 22:38	12	73	83.6	39	LXJ398	N398FX	E55P	10R
2/11/2026 23:27	10	73.5	80.1	21	N982SB	N982SB	BE9L	10L
2/11/2026 23:46	10	73.8	81.8	20	PXT795	N795MM	PC12	10L
2/12/2026 3:09	5	69.6	80.9	23	LN561SR	N561SR	C560	10L
2/12/2026 3:09	4	70.9	80.4	19	LN561SR	N561SR	C560	10L
2/12/2026 3:09	10	77.3	87.6	43	LN561SR	N561SR	C560	10L
2/12/2026 3:09	9	82.2	91.3	34	LN561SR	N561SR	C560	10L
2/12/2026 3:10	12	69.2	82.2	50	LN561SR	N561SR	C560	10L
2/12/2026 3:10	11	69.1	81.6	30	LN561SR	N561SR	C560	10L
2/12/2026 3:10	13	72.4	84.3	46	LN561SR	N561SR	C560	10L
2/12/2026 3:11	1	69.6	81.3	32	LN561SR	N561SR	C560	10L
2/12/2026 6:33	4	81.1	86.6	13	PCM8709	N846FE	C208	28L
2/12/2026 6:56	4	77.2	83.5	17	PCM8711	N969FE	C208	28L
2/13/2026 0:02	4	73.8	80.3	10	BXR494	N4674B	C208	28R
2/13/2026 0:53	4	74.9	80.2	9	N982SB	N982SB	BE9L	28R
2/13/2026 6:22	4	78.6	84	12	PCM8709	N846FE	C208	28L
2/13/2026 6:54	4	75.2	81	11	PCM8711	N969FE	C208	28R
2/14/2026 22:46	10	72.8	80.5	25			A320	10R
2/14/2026 22:46	9	76.2	85.4	21			A320	10R
2/14/2026 22:46	12	74.7	85.3	31			A320	10R
2/16/2026 4:55	10	72.3	82.6	29			GLEX	10R
2/16/2026 4:55	9	78.6	87.6	20			GLEX	10R
2/16/2026 4:56	12	71.5	82	30			GLEX	10R

2/16/2026 5:11	12	75.1	82.4	16	TIV725	N725VM	C700	10R
2/16/2026 5:12	1	72.4	82.2	19	TIV725	N725VM	C700	10R
2/16/2026 23:38	4	73.3	80.5	13	BXR494	N208TM	C208	28R
2/17/2026 23:29	4	75.8	82.9	16	BXR494	N208TM	C208	28R
2/18/2026 4:55	10	68.9	83.1	80	LN810BE	N810BE	C560	28R
2/18/2026 4:56	4	87.4	96.1	41	LN810BE	N810BE	C560	28R
2/18/2026 4:56	5	87	94.9	38	LN810BE	N810BE	C560	28R
2/18/2026 4:56	6	85.5	93.4	33	LN810BE	N810BE	C560	28R
2/18/2026 4:56	8	72	82.4	27	LN810BE	N810BE	C560	28R
2/18/2026 4:56	7	80.7	88.8	26	LN810BE	N810BE	C560	28R
2/18/2026 6:30	4	74.2	82.4	33	PCM8709	N886FE	C208	28L
2/18/2026 6:31	10	67.7	82.5	80	PCM8709	N886FE	C208	28L
2/18/2026 6:51	4	75.7	81.3	12	PCM8711	N985FE	C208	28L
2/18/2026 23:16	4	78.8	89.8	35	LN561SR	N561SR	C560	10R
2/18/2026 23:16	8	72.8	82.5	18	LN561SR	N561SR	C560	10R
2/18/2026 23:16	10	71.7	81.4	34	LN561SR	N561SR	C560	10R
2/18/2026 23:16	9	75.2	84.1	27	LN561SR	N561SR	C560	10R
2/18/2026 23:17	12	79.2	88.8	46	LN561SR	N561SR	C560	10R
2/18/2026 23:17	13	71.5	80.9	37	LN561SR	N561SR	C560	10R
2/18/2026 23:49	9	75.5	81.8	14	BXR494	N208TM	C208	10L
2/18/2026 23:49	10	75.1	83.2	37	BXR494	N208TM	C208	10L
2/19/2026 5:44	10	68.3	81.9	80	PXT150	N150TG	C680	10R
2/19/2026 5:45	9	73.9	83.3	17	PXT150	N150TG	C680	10R
2/19/2026 5:46	10	71	82.9	80	PXT150	N150TG	C680	10R
2/19/2026 6:27	10	77.3	85.5	80	LN810BE	N810BE	C560	28R
2/19/2026 6:28	4	84	93	33	LN810BE	N810BE	C560	28R
2/19/2026 6:28	5	83	92.5	33	LN810BE	N810BE	C560	28R
2/19/2026 6:28	6	83.6	91.9	44	LN810BE	N810BE	C560	28R
2/19/2026 6:28	7	75.8	86.6	44	LN810BE	N810BE	C560	28R
2/19/2026 23:37	5	69.8	80.2	21	BXR494	N208TM	C208	28R
2/19/2026 23:37	4	76.6	83.9	15	BXR494	N208TM	C208	28R
2/20/2026 6:28	4	74.3	80.5	12	PCM8709	N790FE	C208	28L
2/20/2026 6:39	4	76.4	82.2	10	PCM8711	N985FE	C208	28L
2/20/2026 22:52	4	75.4	80.5	10	N61AP	N61AP	BE20	28R
2/20/2026 23:46	4	74.8	81.7	12	BXR494	N208TM	C208	28R
2/21/2026 22:18	4	75.2	85.5	38	EJA312	N312QS	E55P	10R
2/21/2026 22:53	10	77.3	87.3	74			GL5T	10R
2/21/2026 22:54	9	81.7	90.8	28			GL5T	10R
2/21/2026 22:54	11	75.7	85.4	20			GL5T	10R
2/21/2026 22:54	13	70.8	82.3	34			GL5T	10R
2/22/2026 22:27	5	80.3	84	12	PKW917	N751TR	SW4	28L
2/22/2026 22:27	6	73.8	80.5	9	PKW917	N751TR	SW4	28L
2/23/2026 2:17	4	81.7	88.7	23	VOI1773	XAVSH	A21N	28L
2/23/2026 2:17	5	82.9	90	22	VOI1773	XAVSH	A21N	28L
2/23/2026 2:17	6	77.5	85.9	20	VOI1773	XAVSH	A21N	28L
2/23/2026 3:49	4	74.9	82.4	15	T7VRS	T7VRS	E35L	28L
2/23/2026 3:49	5	89.5	93.9	14	T7VRS	T7VRS	E35L	28L
2/23/2026 3:49	6	83.2	89.4	15	T7VRS	T7VRS	E35L	28L
2/23/2026 3:49	7	75	83.6	18	T7VRS	T7VRS	E35L	28L
2/23/2026 5:24	4	79.9	87.8	20	SWA2939	N8886C	B38M	28L
2/23/2026 5:24	5	86.6	93.4	18	SWA2939	N8886C	B38M	28L
2/23/2026 5:24	6	81.1	90.4	20	SWA2939	N8886C	B38M	28L
2/23/2026 5:24	7	79.4	88	24	SWA2939	N8886C	B38M	28L
2/23/2026 22:40	4	74.4	82.3	18			PC12	28R

2/24/2026 6:53	4	78.8	85	34	PCM8709	N886FE	C208	28L
2/24/2026 6:53	5	72.2	82.3	37	PCM8709	N886FE	C208	28L
2/24/2026 22:20	4	72.8	82.6	48			GLEX	10R
2/24/2026 22:21	9	82.5	91	21			GLEX	10R
2/24/2026 22:21	10	74.9	84.8	25			GLEX	10R
2/24/2026 22:22	12	74.3	85.4	28			GLEX	10R
2/24/2026 22:22	13	72.4	82.6	30			GLEX	10R
2/24/2026 23:04	4	78	86.8	49			FA50	10R
2/24/2026 23:05	9	78.2	86.3	26			FA50	10R
2/24/2026 23:05	10	72.3	81.9	36			FA50	10R
2/24/2026 23:05	12	82.9	92.5	43			FA50	10R
2/24/2026 23:19	9	74.5	82.9	12			GA6C	10R
2/24/2026 23:49	10	73.8	81.4	19	BXR494	N9766B	C208	10L
2/25/2026 2:43	9	78.9	85.4	13	N986SA	N986SA	LJ35	10R
2/25/2026 6:54	4	76.7	82.8	12	PCM8709	N726FX	C208	28R
2/25/2026 22:07	4	82.8	90.8	30	PRG1199	N199RM	PRM1	28R
2/25/2026 22:07	5	78.9	87.6	29	PRG1199	N199RM	PRM1	28R
2/25/2026 22:07	6	76.7	85.7	22	PRG1199	N199RM	PRM1	28R
2/27/2026 3:19	4	73.8	81.4	14	LN1273A	N1273A	PC12	28R
2/27/2026 6:56	4	73.7	80.5	11	PCM8711	N985FE	C208	28L
2/27/2026 23:37	4	77.1	82.1	9	BXR494	N9766B	C208	28R
3/1/2026 3:07	4	86.1	95.1	43	LN904LR	N904LR	C560	28R
3/1/2026 3:07	5	83.9	91.9	45	LN904LR	N904LR	C560	28R
3/1/2026 3:07	6	81.3	91.3	43	LN904LR	N904LR	C560	28R
3/1/2026 3:07	8	72.2	83.1	21	LN904LR	N904LR	C560	28R
3/1/2026 3:07	7	76	87.3	42	LN904LR	N904LR	C560	28R
3/2/2026 23:19	4	77.1	83.5	15	WSN3	N575RD	B350	28R
3/2/2026 23:52	4	74.2	80	9	BXR494	N9766B	C208	28R
3/3/2026 2:06	4	83.7	87.2	11	N914DK	N914DK	BE9L	28R
3/3/2026 2:07	8	78	84.1	8	N914DK	N914DK	BE9L	28R
3/3/2026 2:07	3	78.9	84	13	N914DK	N914DK	BE9L	28R
3/3/2026 6:55	4	77.4	83.7	12	PCM8709	N920FE	C208	28L
3/5/2026 6:51	4	83.2	90.4	23	HER950	N950BA	C56X	28R
3/5/2026 6:51	5	81.7	89.6	25	HER950	N950BA	C56X	28R
3/5/2026 6:51	6	80	87.4	22	HER950	N950BA	C56X	28R
3/5/2026 6:51	7	73.9	83.8	25	HER950	N950BA	C56X	28R
3/6/2026 6:59	4	75.7	82.2	17			PC12	28R
3/7/2026 4:55	4	79.2	86.8	29	LN561SR	N561SR	C560	28L
3/7/2026 4:55	5	82.6	90.9	29	LN561SR	N561SR	C560	28L
3/7/2026 4:55	6	76.3	85.9	24	LN561SR	N561SR	C560	28L
3/9/2026 5:03	4	86.4	94.1	26	SWA3375	N8619F	B738	28L
3/9/2026 5:03	5	87.3	95.4	29	SWA3375	N8619F	B738	28L
3/9/2026 5:03	6	82.2	92.3	32	SWA3375	N8619F	B738	28L
3/9/2026 5:03	8	70.1	81.9	22	SWA3375	N8619F	B738	28L
3/9/2026 5:03	7	80.2	90	30	SWA3375	N8619F	B738	28L
3/9/2026 5:12	4	73.3	80.5	14	N1273A	N1273A	PC12	28R
3/9/2026 5:26	4	81.6	88.4	20	SWA3531	N8901Q	B38M	28L
3/9/2026 5:26	5	83.9	91.8	19	SWA3531	N8901Q	B38M	28L
3/9/2026 5:26	6	79	88.9	21	SWA3531	N8901Q	B38M	28L
3/9/2026 5:26	7	74.7	85.3	26	SWA3531	N8901Q	B38M	28L
3/9/2026 22:08	4	86	93.8	27	LN810BE	N810BE	C560	28R
3/9/2026 22:08	5	86.7	93.9	25	LN810BE	N810BE	C560	28R
3/9/2026 22:09	6	84.8	92.5	25	LN810BE	N810BE	C560	28R

3/9/2026 22:09	7	77.3	86.6	25	LN810BE	N810BE	C560	28R
3/10/2026 2:32	4	84.2	87.5	13	REH50	N913RX	BE20	28R
3/10/2026 2:33	5	76.4	81.5	11	REH50	N913RX	BE20	28R
3/11/2026 0:51	4	76.8	81	9	N588SA	N588SA	BE9L	28R
3/11/2026 3:17	4	78.8	83.6	14	CMD70	N370CS	BE20	28R
3/11/2026 3:17	5	75.6	80.7	8	CMD70	N370CS	BE20	28R
3/11/2026 6:41	4	77	84.1	18	PCM8709	N763FE	C208	28L
3/11/2026 6:41	5	76.6	83	19	PCM8709	N763FE	C208	28L
3/11/2026 22:59	4	77.1	82.1	12			BE20	28R
3/12/2026 6:43	4	78.3	84	10	PCM8711	N985FE	C208	28L
3/12/2026 6:45	14	66.6	82.6	63	PCM8711	N985FE	C208	28L
3/12/2026 23:01	4	81.9	86.4	14	PXT795	N795MM	PC12	28R
3/14/2026 0:17	4	75	80.7	9	BXR494	N9766B	C208	28R
3/15/2026 3:12	4	78.5	83.4	12	CMD70	N370CS	BE20	28R
3/15/2026 22:05	4	77.1	82.4	11	N3117Q	N3117Q	P32R	28R
3/16/2026 22:08	4	75.3	81.6	11	N821VV	N821VV	BE9L	28R
3/17/2026 0:07	4	73.4	80.1	11	BXR494	N9766B	C208	28R
3/17/2026 3:35	4	82.8	93.5	39	LN561SR	N561SR	C560	28R
3/17/2026 3:35	5	81.7	92.3	41	LN561SR	N561SR	C560	28R
3/17/2026 3:35	6	78.4	90.2	45	LN561SR	N561SR	C560	28R
3/17/2026 3:36	7	73.4	85.8	42	LN561SR	N561SR	C560	28R
3/20/2026 23:43	7	70.4	80.1	21	BXR494	N9766B	C208	28R
3/21/2026 0:10	4	84.2	90.5	18	LN149WW	N149WW	C25B	28R
3/21/2026 0:11	5	77	84.9	16	LN149WW	N149WW	C25B	28R
3/21/2026 0:11	6	78.3	85.2	14	LN149WW	N149WW	C25B	28R
3/21/2026 0:11	7	74.7	82	17	LN149WW	N149WW	C25B	28R
3/21/2026 1:24	4	85.8	93	35	LN810BE	N810BE	C560	28R
3/21/2026 1:24	5	78.5	87.7	35	LN810BE	N810BE	C560	28R
3/21/2026 1:24	6	79.9	88.4	24	LN810BE	N810BE	C560	28R
3/21/2026 1:25	7	75.2	84.6	24	LN810BE	N810BE	C560	28R
3/21/2026 2:02	4	81.5	90.8	33	LN561SR	N561SR	C560	28R
3/21/2026 2:02	5	82.9	92.1	37	LN561SR	N561SR	C560	28R
3/21/2026 2:02	6	73	82.7	18	LN561SR	N561SR	C560	28R
3/21/2026 2:50	5	75.7	80.3	10	PKW1033	N567TR	SW4	28L
3/23/2026 6:24	4	77.6	83.9	16	FRG9516	N516FR	SB20	28R
3/23/2026 6:24	5	76.3	82.1	12	FRG9516	N516FR	SB20	28R
3/23/2026 6:38	5	73.9	83.1	27			BE55	28R
3/23/2026 6:38	4	82.5	89.7	23			BE55	28R
3/23/2026 6:38	6	69.9	80	25			BE55	28R
3/23/2026 6:38	8	76.9	84.8	20			BE55	28R
3/23/2026 23:38	4	72.7	80.2	11	BXR494	N9766B	C208	28R
3/24/2026 6:23	4	76.8	84	15	N504YH	N504YH	HDJT	28L
3/24/2026 6:23	5	85.6	91.1	16	N504YH	N504YH	HDJT	28L
3/24/2026 6:23	6	81.1	88	16	N504YH	N504YH	HDJT	28L
3/24/2026 6:23	7	75.2	82.9	16	N504YH	N504YH	HDJT	28L
3/24/2026 6:47	10	63.2	80.5	80	PCM8709	N722FX	C208	28L
3/24/2026 6:48	14	67.7	81.8	46	PCM8709	N722FX	C208	28L
3/24/2026 6:52	14	68	80.7	34	PCM8711	N985FE	C208	28L
3/25/2026 6:33	10	63.9	80	80	PCM8709	N969FE	C208	28L
3/25/2026 6:34	10	63.4	80.4	80	PCM8709	N969FE	C208	28L
3/25/2026 6:57	4	75.2	81.3	12	PCM8711	N985FE	C208	28L
3/26/2026 5:43	4	76.9	83.2	12	PXT795	N795MM	PC12	28R
3/26/2026 6:19	4	75.3	80.6	9	PCM8709	N707FX	C208	28L

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Runway 30 BFI Right Turn Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Airline	Aircraft Type	Aircraft Category	Comment	Excused
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
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
2/8/2026 22:11	EJA	EJA587	C56X	B	N587QS	ATC Instructions	No
2/8/2026 22:12	WUP	WUP945	CL30	B	N99MR	ATC Instructions	No
2/8/2026 22:13	LXJ	LXJ309	E55P	B	N309FX	ATC Instructions	No
2/8/2026 22:14	VOS	VOS4323	A20N	J	N546VL	ATC Instructions	No
2/8/2026 22:15			FA7X	B		ATC Instructions	No
2/8/2026 22:18	LXJ	LXJ586	CL35	B	N586FX	ATC Instructions	No
2/8/2026 22:20	WUP	WUP908	C750	B	N908UP	ATC Instructions	No
2/8/2026 22:23			GLF5	B		ATC Instructions	No
2/8/2026 22:34	EJA	EJA182	GL7T	B	N182QS	ATC Instructions	No
2/8/2026 22:35	LXJ	LXJ590	CL35	B	N590FX	ATC Instructions	No
2/8/2026 22:36	VJA	VJA151	GLF4	B	N151JE	ATC Instructions	No
2/8/2026 22:39	LXJ	LXJ664	GLF6	B	N664FX	ATC Instructions	No
2/8/2026 22:41			GLF6	B		ATC Instructions	No
2/8/2026 22:51	EJA	EJA508	C68A	B	N508QS	ATC Instructions	No
2/8/2026 22:58	EJM	EJM448	GLF4	B	N448QS	ATC Instructions	No
2/8/2026 23:01	LKF	N247FS	CL30	B	N247FS	ATC Instructions	No
2/8/2026 23:07	EJA	EJA662	C68A	B	N662QS	ATC Instructions	No
2/8/2026 23:10	VOI	VOI1773	A20N	J	XAVRP	ATC Instructions	No
2/8/2026 23:12			GLF5	B		ATC Instructions	No
2/8/2026 23:23	LXJ	LXJ468	GLF4	B	N468FX	ATC Instructions	No
2/8/2026 23:26	VIV	VIV587	A21N	J	XAVXJ	ATC Instructions	No
2/8/2026 23:32	EJA	EJA177	GL7T	B	N177QS	ATC Instructions	No
2/8/2026 23:38		N777UV	FA50	B	N777UV	ATC Instructions	No
2/8/2026 23:40	VOI	VOI7711	A20N	J	N528VL	ATC Instructions	No
2/8/2026 23:49	VOI	VOI7791	A20N	J	N532VL	ATC Instructions	No
2/8/2026 23:50	LXJ	LXJ513	CL35	B	N513FX	ATC Instructions	No
2/8/2026 23:54		N123HK	H25B	B	N123HK	ATC Instructions	No
2/9/2026 0:10			GLEX	B		ATC Instructions	No
2/9/2026 0:13	EJA	EJA125	GL5T	B	N125QS	ATC Instructions	No
2/9/2026 0:16			F2TH	B		ATC Instructions	No
2/9/2026 0:32			CL60	B		ATC Instructions	No
2/9/2026 0:45			GLEX	B		ATC Instructions	No
2/9/2026 1:08	EJA	EJA983	C750	B	N983QS	ATC Instructions	No
2/9/2026 1:27	VJT	VJT667U	GL7T	B	9HVISTA	ATC Instructions	No
2/9/2026 6:04	SKW	SKW4061	E75L	R	N281SY	ATC Instructions	No
2/9/2026 6:09	SWA	SWA1155	B38M	J	N8724J	ATC Instructions	No
2/9/2026 6:12	HRT	HRT237	LJ45	B	CGNSC	ATC Instructions	No
2/9/2026 6:20	SWA	SWA4169	B38M	J	N8749Q	ATC Instructions	No
2/9/2026 6:26			E550	B		ATC Instructions	No
2/9/2026 6:29	EJA	EJA474	E55P	B	N474QS	ATC Instructions	No
2/9/2026 6:30	SWA	SWA920	B738	J	N8538V	ATC Instructions	No
2/9/2026 6:34	SWA	SWA4338	B38M	J	N8806Q	ATC Instructions	No
2/9/2026 6:35	EJA	EJA525	C68A	B	N525QS	ATC Instructions	No
2/9/2026 6:37	SWA	SWA2442	B737	J	N925WN	ATC Instructions	No
2/9/2026 6:41	SWA	SWA4248	B38M	J	N8797Q	ATC Instructions	No
2/9/2026 6:43	NEW	NEW111	CL60	B	N111RZ	ATC Instructions	No
2/9/2026 6:44	PXT	PXT838	C25B	B	N838GD	ATC Instructions	No
2/10/2026 3:37	FDX	FDX1869	B763	J	N261FE	ATC Instructions	No
2/10/2026 5:46	EJA	EJA884	H25B	B	N884QS	ATC Instructions	No

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
2/10/2026 6:07	SKW	SKW4061	E75L	R	N273SY	ATC Instructions	No
3/27/2026 23:30	PXT	PXT521	C25B	B	N521AA	ATC Instructions	No
					ATC Instructions	51	
1/6/2026 6:01	FDX	FDX880	B763	J	N185FE	Air Traffic Conflict	Yes
1/13/2026 6:11	FDX	FDX3648	B77L	J	N851FD	Air Traffic Conflict	Yes
1/14/2026 5:59	SKW	SKW4061	E75L	R	N303SY	Air Traffic Conflict	Yes
1/15/2026 6:35	UPS	UPS2633	A306	J	N162UP	Air Traffic Conflict	Yes
1/18/2026 6:17	PXT	PXT525	C25A	B	N525B	Air Traffic Conflict	Yes
1/18/2026 6:19	SWA	SWA4169	B738	J	N8632A	Air Traffic Conflict	Yes
2/9/2026 6:27		N40FP	GLEX	B	N40FP	Air Traffic Conflict	Yes
2/12/2026 5:41	SWA	SWA4169	B38M	J	N8796L	Air Traffic Conflict	Yes
2/12/2026 5:45			FA7X	B		Air Traffic Conflict	Yes
2/16/2026 5:26	SWA	SWA4738	B738	J	N8659D	Air Traffic Conflict	Yes
2/17/2026 5:53	SWA	SWA8503	B38M	J	N8810L	Air Traffic Conflict	Yes
2/17/2026 6:39	SWA	SWA920	B38M	J	N8822Q	Air Traffic Conflict	Yes
2/17/2026 6:45	UPS	UPS2633	B763	J	N912UP	Air Traffic Conflict	Yes
2/17/2026 6:47	SWA	SWA4248	B738	J	N8675A	Air Traffic Conflict	Yes
2/17/2026 6:49	UPS	UPS2941	B763	J	N319UP	Air Traffic Conflict	Yes
2/27/2026 6:30	UPS	UPS5943	B763	J	N389UP	Air Traffic Conflict	Yes
2/28/2026 6:26	FDX	FDX3647	B77L	J	N857FD	Air Traffic Conflict	Yes
3/1/2026 5:10	FDX	FDX5045	B77L	J	N863FD	Air Traffic Conflict	Yes
3/1/2026 6:33	PXT	PXT415	C25B	B	N415PC	Air Traffic Conflict	Yes
3/6/2026 6:03	SKW	SKW4061	E75L	R	N258SY	Air Traffic Conflict	Yes
3/9/2026 23:59	SWA	SWA4069	B38M	J	N8988S	Air Traffic Conflict	Yes
3/11/2026 5:01	FDX	FDX400	B763	J	N182FE	Air Traffic Conflict	Yes
3/15/2026 6:15	SWA	SWA2595	B738	J	N8647A	Air Traffic Conflict	Yes
3/20/2026 6:25	UPS	UPS5839	B763	J	N386UP	Air Traffic Conflict	Yes
3/21/2026 22:59		N167SC	H25B	B	N167SC	Air Traffic Conflict	Yes
3/24/2026 6:07	SKW	SKW4061	E75L	R	N313SY	Air Traffic Conflict	Yes
3/27/2026 5:21	LXJ	LXJ516	CL35	B	N516FX	Air Traffic Conflict	Yes
3/31/2026 4:04	UPS	UPS2949	A306	J	N128UP	Air Traffic Conflict	Yes
3/31/2026 5:13	FDX	FDX690	B763	J	N274FE	Air Traffic Conflict	Yes
					Air Traffic Conflict	29	
3/20/2026 23:05	VOI	VOI771	A21N	J	XAVUQ	Not Acceptable	No
3/4/2026 23:33	VOI	VOI7711	A320	J	XAVLE	Not Acceptable	No
3/8/2026 23:29	CTP	CTP881	C56X	B	N881VP	Not Acceptable	No
3/31/2026 2:34	FDX	FDX1879	B763	J	N288FE	Not Acceptable	No
2/24/2026 4:05	UPS	UPS5943	B763	J	N327UP	Not Acceptable	No
3/22/2026 4:35	FDX	FDX435	B77L	J	N886FD	Not Acceptable	No
3/22/2026 3:11	MVI	VH8MJ	GLEX	B	VH8MJ	Not Acceptable	No
3/21/2026 23:03			C25B	B		Not Acceptable	No
3/1/2026 22:35	KAI	KAI65	B738	J	N778MA	Not Acceptable	No
3/17/2026 22:59	VOI	VOI1773	A21N	J	XAVSD	Not Acceptable	No
3/15/2026 23:11			GLF6	B		Not Acceptable	No
3/11/2026 5:28	SWA	SWA8503	B738	J	N8565Z	Not Acceptable	No
3/10/2026 23:44	VOI	VOI7875	A20N	J	XAVRT	Not Acceptable	No
					Not Acceptable	13	
3/29/2026 3:52	FDX	FDX411	B763	J	N170FE	System Error	Yes
					System Error	1	
2/24/2026 6:58			F2TH	B		Time Buffer	Yes
2/25/2026 6:58	SWA	SWA2442	B737	J	N291WN	Time Buffer	Yes

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
2/27/2026 6:57	SWA	SWA4248	B738	J	N8696E	Time Buffer	Yes
2/28/2026 6:58	UPS	UPS5839	B763	J	N319UP	Time Buffer	Yes
3/10/2026 6:59	SWA	SWA835	B38M	J	N8952Q	Time Buffer	Yes
3/29/2026 22:00	SWA	SWA2689	B38M	J	N8906K	Time Buffer	Yes
2/17/2026 6:57	FDX	FDX3647	B763	J	N294FE	Time Buffer	Yes
2/17/2026 6:56	SWA	SWA1290	B737	J	N907WN	Time Buffer	Yes
2/13/2026 6:58	SWA	SWA4248	B737	J	N929WN	Time Buffer	Yes
2/9/2026 6:59	SWA	SWA3235	B737	J	N967WN	Time Buffer	Yes
2/9/2026 6:58	EJA	EJA245	CL60	B	N245QS	Time Buffer	Yes
2/9/2026 6:56	EJA	EJA857	C700	B	N857QS	Time Buffer	Yes
2/9/2026 6:50			GLF4	B		Time Buffer	Yes
2/8/2026 22:10	EJA	EJA970	C750	B	N970QS	Time Buffer	Yes
2/7/2026 6:57	UPS	UPS5839	B763	J	N912UP	Time Buffer	Yes
1/27/2026 6:53			GLF5	B		Time Buffer	Yes
1/24/2026 6:59	FDX	FDX3685	B752	J	N788FD	Time Buffer	Yes
1/19/2026 6:58	ASA	ASA923	A21N	J	N213HA	Time Buffer	Yes
1/17/2026 6:59	SWA	SWA8500	B38M	J	N8839Q	Time Buffer	Yes
1/15/2026 6:59	FDX	FDX3647	B77L	J	N865FD	Time Buffer	Yes
1/15/2026 6:57	SWA	SWA1155	B738	J	N8654B	Time Buffer	Yes
1/13/2026 6:59	ASA	ASA923	A21N	J	N202HA	Time Buffer	Yes
1/8/2026 6:59	SWA	SWA3235	B737	J	N487WN	Time Buffer	Yes
1/11/2026 22:04	VOS	VOS4323	A20N	J	N544VL	Time Buffer	Yes
					Time Buffer	24	
					Grand Count	118	

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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
1/6/2026 4:41	FDX	FDX5319	B77L	J	N883FD	Not Acceptable	No
					Not Acceptable	1	
1/5/2026 22:00	KOW	KOW910	C750	B	N910E	Time Buffer	Yes
					Time Buffer	1	
					Grand Count	2	

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Engine Run-up List for Calendar Quarter

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
1/5/2026	205	UPS	B767	1	High	GRE	205	NO	N/A
1/9/2026	1433	PCJ	CL30	2	High	HG6	1500	N/A	N/A
1/11/2026	1128	FAO	GLF3	2	High	HG6	1200	N/A	N/A
1/16/2026	240	FDX	B767	1	High	GRE	240	NO	N/A

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
1/17/2026	130	UPS	B767	2	High	GRE	145	NO	N/A
1/24/2026	1347	FDX	B757	2	High	GRE	1350	N/A	N/A
2/13/2026	1449	FDX	B767	1	High	GRE	1450	N/A	N/A
2/22/2026	800	UPS	B767	2	High	GRE	810	N/A	N/A
2/22/2026	1020	UPS	B767	2	High	GRE	1020	N/A	N/A
2/23/2026	545	UPS	B767	2	High	GRE	555	NO	N/A
2/28/2026	1458	PCJ	C25A	2	High	HG6	1500	N/A	N/A
3/1/2026	2342	HAL	A321	2	High	GRE	2350	NO	N/A
3/4/2026	816	PCJ	C25A	1	Med	HG6	830	N/A	N/A
3/5/2026	1059	PCJ	C25A	2	High	HG6	1100	N/A	N/A
3/14/2026	1138	UPS	B767	2	High	GRE	1150	N/A	N/A
3/13/2026	758	UPS	B767	2	High	GRE	820	N/A	N/A
3/15/2026	946	UPS	B767	2	High	GRE	1000	N/A	N/A
3/15/2026	1149	UPS	B767	2	High	GRE	1150	N/A	N/A
3/15/2026	1316	UPS	B767	2	High	GRE	1320	N/A	N/A
3/19/2026	551	HAL	A321	2	High	GRE	600	NO	N/A
3/21/2026	1015	UPS	B767	2	High	GRE	1030	N/A	N/A

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Runway 30 East Turn Departures List for Calendar Quarter

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
2/9/2026 12:52	SWA	SWA2917	B738	2883	Air Traffic Conflict	Yes
				Air Traffic Conflict	1	
3/22/2026 10:05	FRG	FRG370	SB20	2539	Not Acceptable	No
3/21/2026 9:23	FRG	FRG367	SB20	2601	Not Acceptable	No
3/23/2026 12:22	FRG	FRG387	SB20	2585	Not Acceptable	No
				Not Acceptable	3	
				Grand Count	4	

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100 Degree Radial Turbojet Landing List for Calendar Quarter

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
1/6/2026 13:27	SWA1715	B38M	SWA	2559	Not Acceptable	No
1/13/2026 8:52	SWA399	B737	SWA	2690	Not Acceptable	No
1/16/2026 22:50	WSN95	J328	WSN	2280	Not Acceptable	No
1/21/2026 18:09	SWA2243	B38M	SWA	2814	Not Acceptable	No
1/26/2026 19:02	QXE2283	E75L	QXE	2877	Not Acceptable	No
1/31/2026 10:06	WSN95	J328	WSN	2667	Not Acceptable	No
3/7/2026 1:35	SWA4162	B38M	SWA	2637	Not Acceptable	No
3/20/2026 9:56	WSN95	J328	WSN	2847	Not Acceptable	No
3/7/2026 9:46	WSN92	J328	WSN	2460	Not Acceptable	No
3/7/2026 12:15	SWA4057	B737	SWA	2870	Not Acceptable	No
3/11/2026 9:04	QXE2221	E75L	QXE	2762	Not Acceptable	No
				Not Acceptable	11	
				Grand Count	11	

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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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