

Oakland Airport-Community Noise Management Forum

Meeting Agenda

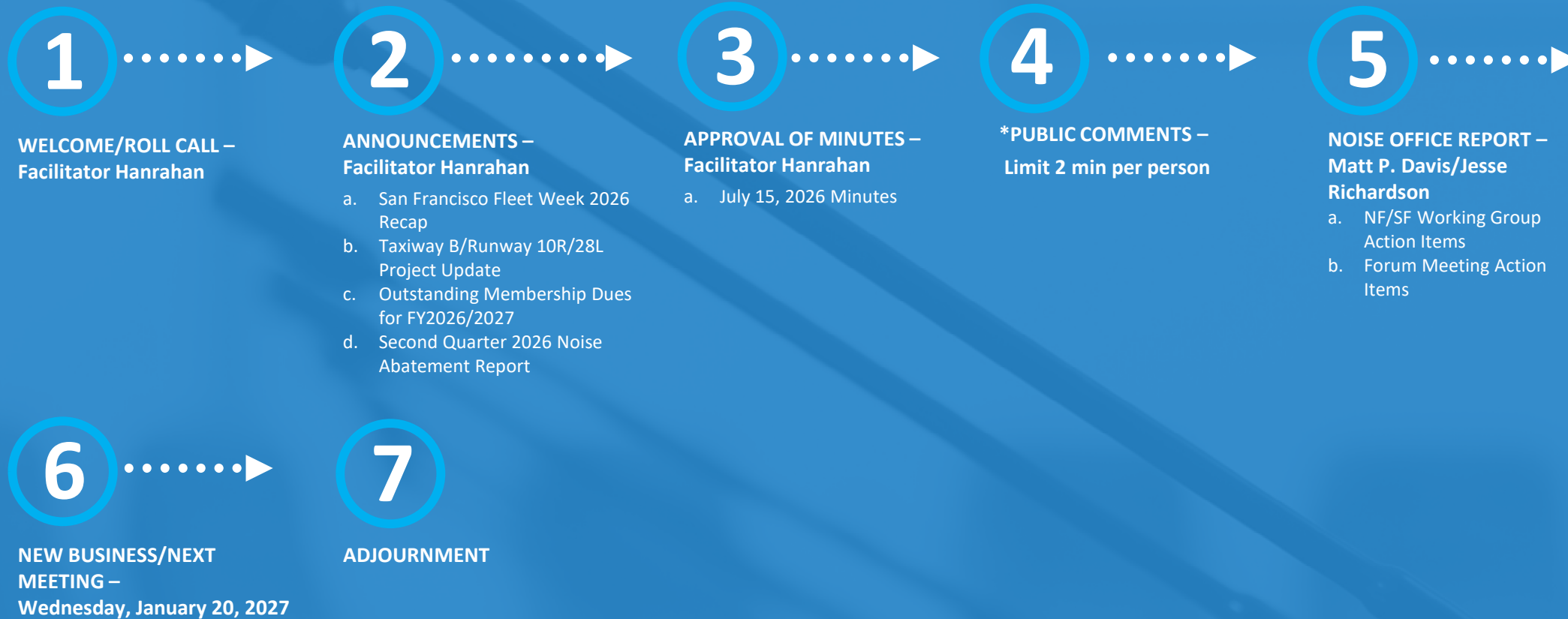
Wednesday, October 21, 2026, 6:30 – 8:30 PM

In-Person Meeting:

Port of Oakland Board Chambers

530 Water Street

Oakland, California 94607



*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

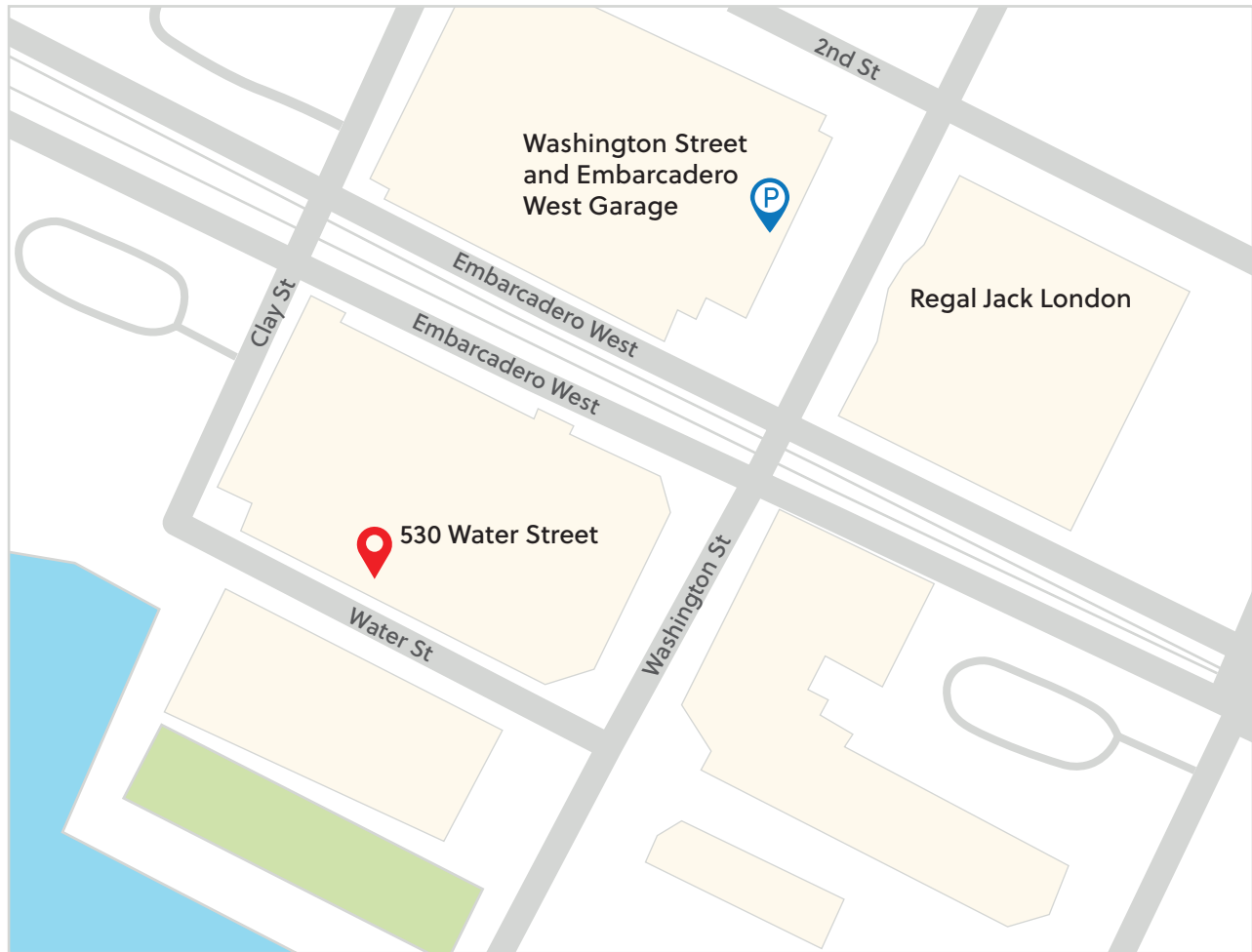
CITY OF RICHMOND

Mr. Eduardo Martinez, Mayor

Mr. David Drisdale, Community
Representative

PORT OF OAKLAND

Mr. Craig Simon, Director of
Aviation



Oakland Airport/Community Noise Management Forum Meeting

**Date/Time:**

Wed, October 21, 2026
6:30 to 8:30 p.m.

**Location:**

530 Water Street
Jack London Square
Oakland, CA

**Parking**

Washington Street and
Embarcadero West Garage
101 Washington Street

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



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

Oakland Airport-Community Noise Management Forum

Action Items

Oakland Airport-Community Noise Management Forum

- a. Provide FIFA traffic impact data
- b. Develop reporting on flight training/touch-and-go operations
- c. Prepare presentation on noise compliance and outreach efforts
- d. Evaluate flight training impacts and mitigation options
- e. Provide Work Plan materials
- f. *Attend and report out on SFO Roundtable meetings

North Field / South Field Research Group

- a. Analyze the June 2026 SWA missed approach
- b. Send email Port Staff sent to Flight Schools to the group
- 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 NextGen Procedures

* Standing Item

Oakland Airport-Community Noise Management Forum

DRAFT Meeting Minutes – July 15, 2026

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1. INTRODUCTIONS

The July 15, 2026 Oakland Airport-Community Noise Management Forum (Noise Forum) meeting was called to order at 6:36 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
Bart Loundsbury, Community Representative, Oakland
Dylan Boldt, Councilmember, San Leandro
Co-Chair Benny Lee, Community Representative, San Leandro
Gopal Krishnan, Community Representative, County of Alameda

Staff Members/Advisors/Officials Present

Doug Mansel, 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
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

Scott Gore, Program Manager, Western-Pacific Regional Administrators Office

Facilitator Rhea 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 FIFA World Cup games being hosted in Santa Clara. Mr. Davis reported that the FIFA event did not generate a significant increase in air traffic at the Oakland San Francisco Bay Airport (OAK). Airport staff closely monitored activity and coordinated with fixed-base operators and the Federal Aviation Administration (FAA) in preparation for potential increases, including comparisons to the level of traffic typically seen during a Super Bowl. He noted that while there were some additional flights, the increase was minimal and not considered appreciable. As the tournament progressed into later rounds and shifted eastward geographically, flight activity into OAK declined further. Mr. Davis emphasized that the FIFA event had little operational impact on Airport traffic.

Co-Chair Benny Lee suggested that, at a future meeting, staff provide data comparing the number of additional flights attributed to the FIFA event. He noted that expectations for FIFA-related traffic had been high, though not at the level of the Super Bowl, and expressed interest in seeing the actual numbers. Mr. Davis agreed to compile and present available data but cautioned that the analysis may be affected by overlapping major events, including NASCAR, which occurred during the same period. He indicated staff would explore ways to compare traffic patterns, including NASCAR year-over-year and FIFA-related activity, to better assess the event's impact. Co-Chair Lee commented that, as a first-time FIFA host event, expectations had been significant, but the anticipated increase in traffic ultimately appeared to be less than expected.

B. San Francisco Fleet Week

Mr. Davis provided an update on San Francisco Fleet Week, which is scheduled for October 4–12. He noted that planning and coordination efforts have been ongoing since January. While the

Airport is still awaiting complete details regarding the composition of participating aircraft, including the Blue Angels and other aviation participants expected to arrive in OAK, staff will share additional information with the community through the Airport website as it becomes available.

Mr. Davis stated that the Airport will continue encouraging pilots to make practical use of the South Field when possible and will maintain community outreach and notifications regarding event-related operations. He emphasized that noise impacts are most noticeable on airshow days when the Blue Angels depart from the North Field and perform their carrier break maneuvers when landing, which generate significant noise. The Airport will continue issuing community advisories and keeping stakeholders informed as the event approaches.

[C. Taxiway B/Runway 10R/28L Project Update](#)

Mr. Davis provided an update on the Taxiway Bravo and Runway 28L/10R striping project, noting that portions of the work had to be redone, resulting in additional runway and taxiway closures and continued impacts to the community. He reported that Taxiway Bravo was closed through 5:00 p.m. on July 16, 2026, while crews accelerated work to restore the critical North Field-South Field connection. Although Runway 28L/10R will remain closed for several more weeks, Taxiway Bravo is expected to reopen and remain available until final project work is completed later in August 2026.

Mr. Davis explained that one final closure of Taxiway Bravo is currently planned for August 25–27, 2026, to complete final striping and related work. He noted that previously communicated dates had shifted and emphasized that the schedule remains subject to change. The Airport will continue providing updates through its website and community advisories. He stated that the most significant operational impacts are associated with the Taxiway Bravo closures, while work on Runway 28L/10R will continue over a longer duration.

Jon Hamilton asked for clarification regarding the ongoing closure of Runway 28L/10R, noting that only Runway 28R/10L had been in use for approximately the past week. Mr. Davis explained that the project extends beyond Taxiway Bravo and involves grinding and repaving the full length of Runway 28L. He stated that construction equipment is active throughout the runway corridor and that work will continue from one end of the runway to the other. While community concerns have focused primarily on the Taxiway Bravo area because of associated noise impacts, he emphasized that the entire runway is undergoing rehabilitation.

In response to questions about the project schedule, Mr. Davis indicated that Runway 28L/10R is expected to remain closed until the beginning of September 2026, with final striping and project completion occurring on a timeline similar to the Taxiway Bravo work. Regarding construction hours, he explained that the project is not operating on a standard daytime schedule and is instead being conducted over extended work periods of approximately 20 hours per day to expedite completion. Mr. Hamilton thanked Mr. Davis for the update.

D. Annual Membership Dues

Facilitator Hanrahan reminded members that annual membership dues for the upcoming fiscal year would be invoiced shortly, if they had not already been received, and encouraged members to watch for those notices. Jesse Richardson added that the Port Finance Department had sent the invoices on July 2, 2026 and echoed the reminder for members to be on the lookout for them.

E. First Quarter 2026 Noise Abatement Report

Facilitator Hanrahan noted that the First Quarter 2026 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 Mr. Richardson, were available to respond.

Co-Chair Lee commented on increases in certain noise abatement noncompliance metrics, specifically nighttime turbojet departures using the Runway 28R/L and 100-degree radial procedure. He noted that while overall flight numbers had declined in some categories, the number of noncompliant operations had increased, and he questioned whether factors such as Super Bowl traffic or other operational changes contributed to the decrease in compliance.

Mr. Richardson responded that the increase may be partially attributable to ongoing construction at San Francisco International Airport (SFO), which has affected air traffic operations and required adjustments to airspace usage by the FAA. He also suggested that staffing changes among TRACON controllers may have contributed to lower adherence to the 100-degree radial noise abatement procedure. To address the issue, he plans to contact TRACON personnel and provide a reminder regarding the Airport's noise abatement procedures.

Co-Chair Lee observed that noncompliance for the 100-degree radial procedure had increased from four to eleven events, but noted that the total remained relatively low. He expressed greater concern about noncompliance related to Runway 28R/L departures, where violations remained in the triple digits and therefore occurred more frequently.

Mr. Richardson noted that, despite the number of noncompliant operations, the Runway 28R/L compliance rate had improved from 93 percent to 94 percent. He stated that Airport staff continue pilot outreach and education efforts encouraging use of Runway 30 under the Airport's voluntary noise abatement program. While acknowledging that full compliance cannot be mandated, he emphasized that most pilots strive to comply and that staff regularly engage repeat offenders to reinforce the importance of supporting the Airport's environmental and community noise goals. Co-Chair Lee remarked that reducing Runway 28R/L noncompliance from triple-digit levels to lower double-digits would represent a significant achievement, and Mr. Richardson affirmed that staff would continue working toward that objective.

3. APPROVAL OF MINUTES

A. April 15, 2026

Facilitator Hanrahan noted that the minutes from the April 15, 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. Hamilton, seconded: Co-Chair Lee.

4. ELECTION OF CO-CHAIRS

Facilitator Hanrahan introduced the agenda item regarding the election of the Forum's co-chairs and asked whether members had any questions or comments before nominations were opened. Mr. Hamilton requested clarification on the role and structure of the co-chair positions. Facilitator Hanrahan explained that the Forum elects two co-chairs, one elected member and one community member, who serve one-year terms and are eligible for re-election. The co-chairs work with OAK staff and the facilitator to develop meeting agendas, review the Forum work plan, provide feedback on Forum activities, and support community outreach and engagement with Forum members.

Mr. Hamilton asked for clarification on the duration of co-chair terms and how the Forum defines its annual cycle. Facilitator Hanrahan explained that co-chair terms run from July to July, with elections held at the Forum's July meeting. Mr. Lee added that co-chairs begin their responsibilities prior to the July meeting through agenda planning and coordination meetings.

Facilitator Hanrahan further explained that while co-chair elections occur annually in July, Forum member appointments may occur throughout the year, and partial-term elections can be held if a co-chair vacancy arises. She confirmed that the Forum is entering Fiscal Year 2026-27 and noted that the timing aligns with the start of the new fiscal year, including the issuance of annual membership dues invoices in early July.

A. Election of the Elected Co-Chair

Facilitator Hanrahan opened the nomination process for the elected co-chair position. Co-Chair Lee nominated Co-Chair Greg Boller for re-election. After confirming there were no additional nominations, Facilitator Hanrahan noted that Co-Chair Boller would run unopposed. Co-Chair Lee's nomination served as the motion to elect Co-Chair Boller to another one-year term as elected co-chair.

A vote was conducted, and Co-Chair Boller was re-elected by the Forum with no opposition. Co-Chair Boller abstained from voting on his own nomination. Facilitator Hanrahan congratulated Co-Chair Boller on his re-election as co-chair for another term.

B. Election of the Community Co-Chair

Facilitator Hanrahan opened the nomination process for the community co-chair position. Co-Chair Boller nominated Co-Chair Lee for re-election as community Co-Chair. Facilitator Hanrahan

accepted the nomination and called for any additional nominations. Hearing none, Co-Chair Lee ran unopposed.

A vote was conducted, and Co-Chair Lee was unanimously re-elected to another one-year term as community co-chair. Facilitator Hanrahan congratulated both Co-Chair Lee and Co-Chair Boller on their re-election and noted that staff would continue coordinating quarterly meetings. She also reminded members that they could contact either co-chair, as well as Airport staff and the facilitator, with any Noise Forum-related questions or concerns.

5. PUBLIC COMMENT

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

- Ty Allison, Orinda – Mr. Allison expressed concerns about frequent FedEx and UPS departures over the Lafayette area, particularly around 7:00 a.m. and 7:00 p.m. He requested that OAK and the FAA diversify flight routes and increase departure altitudes where possible to reduce noise impacts. He also raised concerns about FedEx Cessna 208 flights to Visalia, noting that post-7:00 a.m. routings create additional noise over his community, and requested that these flights use the same southeastern routing flown before 7:00 a.m. to help alleviate noise exposure.

6. FAA REGIONAL ADMINISTRATOR'S UPDATE

Facilitator Hanrahan introduced Agenda Item 6 and noted that there were no specific FAA agenda topics for discussion, as the FAA continues to work on previously raised requests. She invited Mr. Scott Gore, who was attending on behalf of the FAA, to share any updates of interest.

Mr. Gore reported that the FAA is currently soliciting applications for membership on the Aviation Noise Advisory Committee (ANAC), a congressionally directed advisory body. He noted that a Federal Register notice announcing the opportunity had recently been published and offered to provide the information for distribution to Forum members. He stated that the application period is expected to remain open for at least a month.

Co-Chair Lee requested that the application information be distributed to all Forum members. Facilitator Hanrahan agreed and noted that the Federal Register notice and related information could be shared following the meeting. Doreen Stockdale added that the information was also available on the Forum's SharePoint site.

Mr. Hamilton asked whether the FAA could provide an update on the request to evaluate a six-degree turn associated with the CNDEL procedure. Facilitator Hanrahan explained that the matter remains under FAA review and is not yet ready for a formal update. She noted that Airport staff have been coordinating with the FAA on the issue and that further information is expected once the review process advances.

Mr. Gore stated that his understanding was that the request is still being evaluated and that the FAA does not yet have a specific update to provide. He added that the FAA is expected to present additional information at a future Forum meeting.

Mr. Hamilton also inquired whether the issue would be discussed during an upcoming FAA airspace review meeting. Mr. Davis explained that the FAA periodically reviews airspace procedures throughout the NorCal region and nationally and that, based on the latest information available to him, the CNDEL-related review was anticipated to be considered around August 2026, although schedules and agenda items remain subject to change. Mr. Hamilton expressed his desire to ensure the proposed CNDEL modification is included in those discussions, and Mr. Davis acknowledged the request.

7. NOISE OFFICE REPORT

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

Mr. Davis reported that the primary action item involves evaluating how flight training and touch-and-go operations are reflected in the airport's noise reporting. While the Airport's ANOMS noise monitoring system tracks all aircraft activity, including operations within noise-sensitive areas, these activities are not currently reflected in the quarterly noise abatement compliance reports. He stated that Port staff are working with the system vendor to explore reporting options and determine how this information could be presented in a meaningful and useful format. Proposed reporting concepts will be reviewed with the North Field/South Field Research Group and brought to the Forum for consideration, as any changes to the reporting framework would require Forum approval.

Co-Chair Lee suggested that staff provide a presentation at a future meeting on the Airport's existing noise compliance and outreach efforts, noting that past initiatives have led to measurable improvements in compliance rates and may generate additional ideas from Forum members. Mr. Davis agreed to prepare such a presentation.

Mr. Hamilton emphasized the growing impact of flight training activity, noting that touch-and-go operations have increased in recent years and can generate noise levels comparable to larger commercial aircraft in some locations. He also expressed concern about late-night training operations and referenced longstanding efforts to limit such activity after 10:00 p.m. Mr. Davis agreed that the issue merits further evaluation and stated that staff will review available data and potential mitigation strategies.

Co-Chair Lee commented that the Forum should continue seeking ways to improve compliance rates and suggested providing operators with data identifying noncompliant operations.

Mr. Davis also confirmed that the Airport will continue providing the three-year rolling noise data report annually, as requested by the North Field/South Field Research Group, while remaining open to adjustments if members determine additional reporting would be beneficial. He noted that Port staff continue outreach efforts with operators, flight schools, and repeat noise abatement

violators to promote compliance with airport procedures and reduce impacts on surrounding communities.

Mr. Hamilton raised a follow-up question regarding a Southwest Airlines go-around operation on June 22, 2026, during which the aircraft flew over Bay Farm Island after aborting a landing on Runway 30. He requested an update on whether the FAA had reviewed the event and expressed concern about aircraft operating at low altitude over residential areas during missed approaches.

Mr. Richardson confirmed that the Airport had reviewed the inquiry and that additional research is needed. Mr. Davis explained that a standard missed approach would typically continue straight ahead; however, air traffic control may assign alternate headings for traffic management or safety reasons. Based on available information, the aircraft was following instructions issued by air traffic control rather than deviating from established procedures. OAK staff indicated that further analysis is required to determine the specific circumstances and airspace conditions that led to the assigned routing.

B. Update on Action Items from Noise Forum Meeting.

Mr. Richardson reported on the sole outstanding Forum action item, which was to attend SFO Roundtable meetings and report any new flight procedures that could affect OAK or East Bay communities. He stated that he attended the two most recent SFO Roundtable meetings and confirmed that no new procedures impacting OAK or the East Bay were discussed. No further updates were reported on this action item.

8. NEW BUSINESS / CONFIRM NEXT MEETING DATE

Facilitator Hanrahan moved to addressing new business and the next meeting, which is scheduled for Wednesday, October 15, 2026 and will be fully in-person.

In response to questions about the Forum work plan, Facilitator Hanrahan explained that the Forum is entering Fiscal Year 2026-27 and noted that the work plan is reviewed and updated periodically by the co-chairs, although changes are typically limited because it serves as a broad framework for the Forum's long-standing mission and objectives. She noted that one of the more significant revisions occurred following the implementation of Metroplex procedures, which introduced new focus areas for the Forum.

Mr. Hamilton remarked that he was unfamiliar with the work plan and asked whether other members shared that experience. Facilitator Hanrahan explained that the work plan is included in the orientation materials provided to new members and offered to provide him with another copy. Co-Chair Lee observed that new members receive a large volume of documents during onboarding. Mr. Hamilton indicated that he would review the materials and thanked staff for the clarification.

Mr. Hamilton, speaking on behalf of Citizens League for Airport Safety and Serenity (CLASS), provided an overview of the organization, describing it as a volunteer-supported community group representing approximately 3,000 homeowners on Bay Farm Island and in Alameda. He noted

that CLASS has been actively engaged in airport noise issues and has participated in discussions with local governments, community organizations, and the airport over the years.

Mr. Hamilton stated that CLASS is currently focused on three key issues. The first, previously discussed by the Forum, is the proposed CNDEL departure procedure modification, which CLASS believes could reduce noise impacts by approximately 3 decibels. He then highlighted two additional concerns raised in letters submitted to the Airport. The first relates to Southwest Airlines flights departing between 5:00 a.m. and 6:00 a.m. from the North Field during Monday morning maintenance closures of Runway 30. Mr. Hamilton noted that several flights may operate during this period and expressed concern about the associated noise impacts on nearby communities. He suggested delaying those departures or otherwise reducing operations during that hour. The second concern involves nighttime cargo operations, particularly the use of FedEx MD-11 aircraft. Mr. Hamilton stated that a review of noise data indicated that MD-11 aircraft generate significantly higher noise levels than other cargo aircraft types. He noted that approximately 20 cargo departures occur between roughly 2:30 a.m. and 7:00 a.m. on most days of the week and suggested exploring options to reduce the use of MD-11 aircraft during overnight hours to lessen community noise impacts.

9. ADJOURNMENT

Facilitator Hanrahan adjourned the meeting at 7:28 p.m.

NOISE FORUM SUMMARY

North/South Field Working Groups



NOISE ABATEMENT REPORT

SECOND 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 Second Quarter 2026				
	2025Q2		2026Q2	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	92%	8%	93%	7%
Total Airport-wide Corporate Jet Departures	2,021	185	2,517	176
Runway 10R/L Jet Landing Compliance	100%	0%	87%	13%
Total Southeast Plan Corporate Jet Landings	0	0	109	17
North Field VFR Departure Compliance	96%	4%	97%	3%
Total Runways 28R/L & 33 Departures	1,477	59	1,602	42
North Field Quiet Hours Compliance	87%	13%	88%	12%
Total North Field Quiet Hours Departures	312	46	275	36
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	15,181	6	13,392	1
Night Time Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	3,184	23	2,897	22
Runway 12 Night Departure Compliance	100%	0%	100%	0%
Total Runway 12 Night Turbojet Departures	8	0	37	0
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	3,330	7	3,039	0
100 Degree Radial Turbojet Landing Compliance	98%	2%	98%	2%
Total 100 Degree Radial Turbojet Landings	607	10	307	5
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	7	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

2026Q2
93% Compliance
(2,693 total departures)
(176 non-compliant)

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

Heading: 325
Elevation: 15

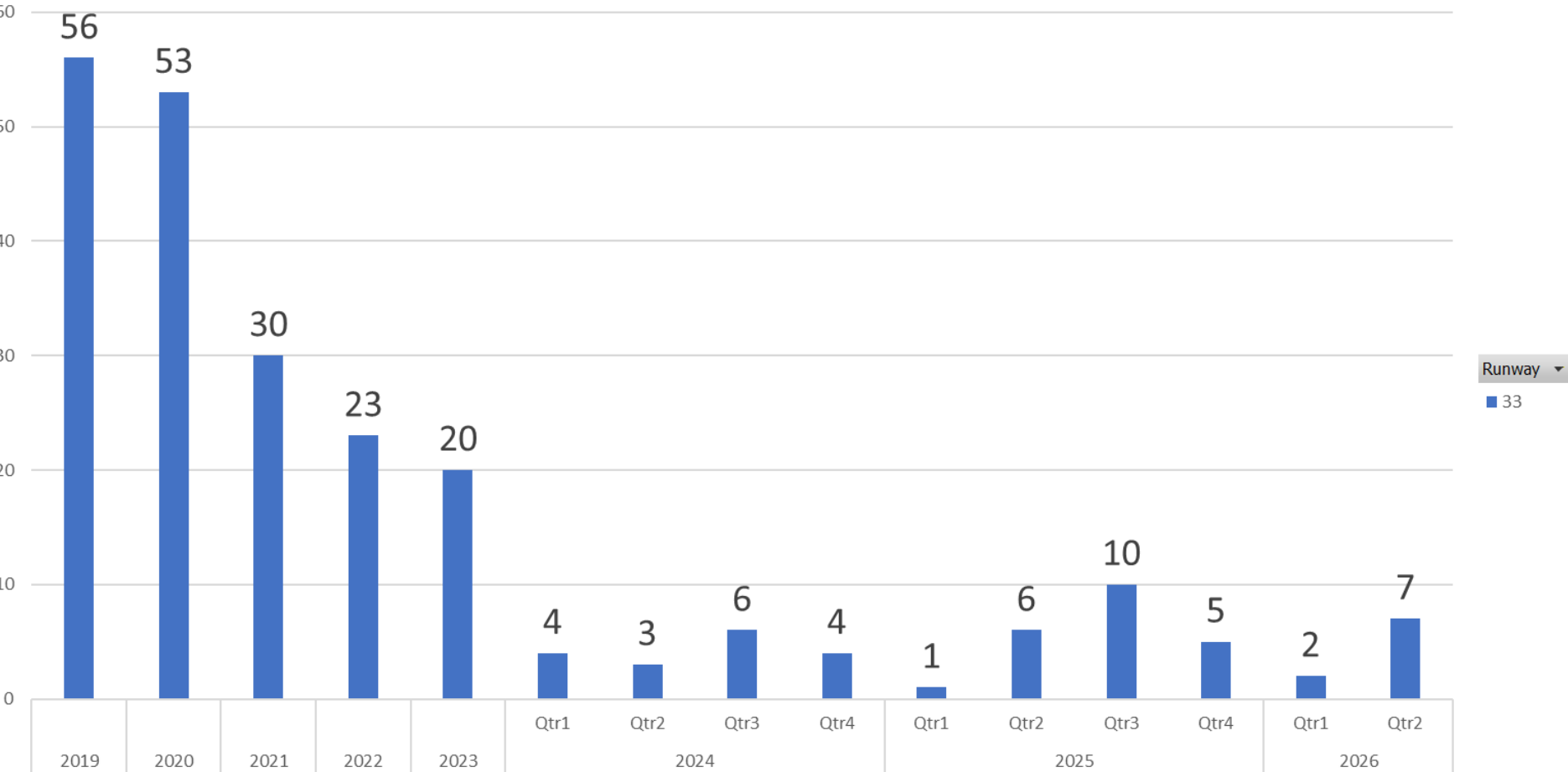
Arrivals
Departures
Touch and Go
Overflights

RUNWAY 33 JET DEPARTURES

Second Quarter 2026

Count of Aircraft Type

Runway 33 Jet Departure Trend Analysis



Years ▾ Quarters ▾ Date Time ▾

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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

2026Q2

87% Compliance
(126 total landings)
(17 non-compliant)

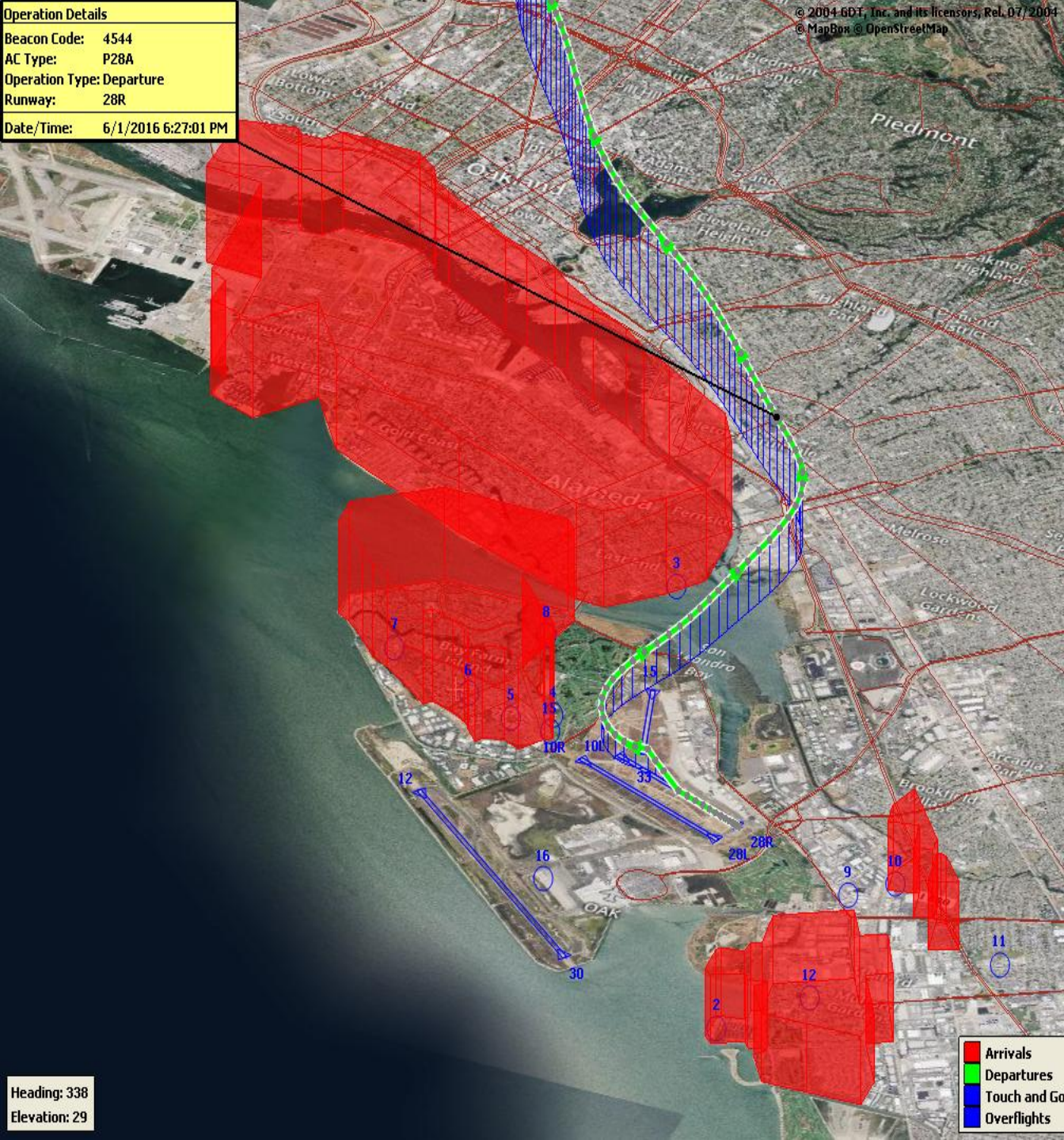
2025Q2

N/A
(0 total landings)
(0 non-compliant)

Heading: 325
Elevation: 15

■ Arrivals
■ Departures
■ Touch and Go
■ Overflights

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



VFR Aircraft Departure NAP

2026Q2

97% Compliance
(1,644 total departures)
(42 non-compliant)

2025Q2

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

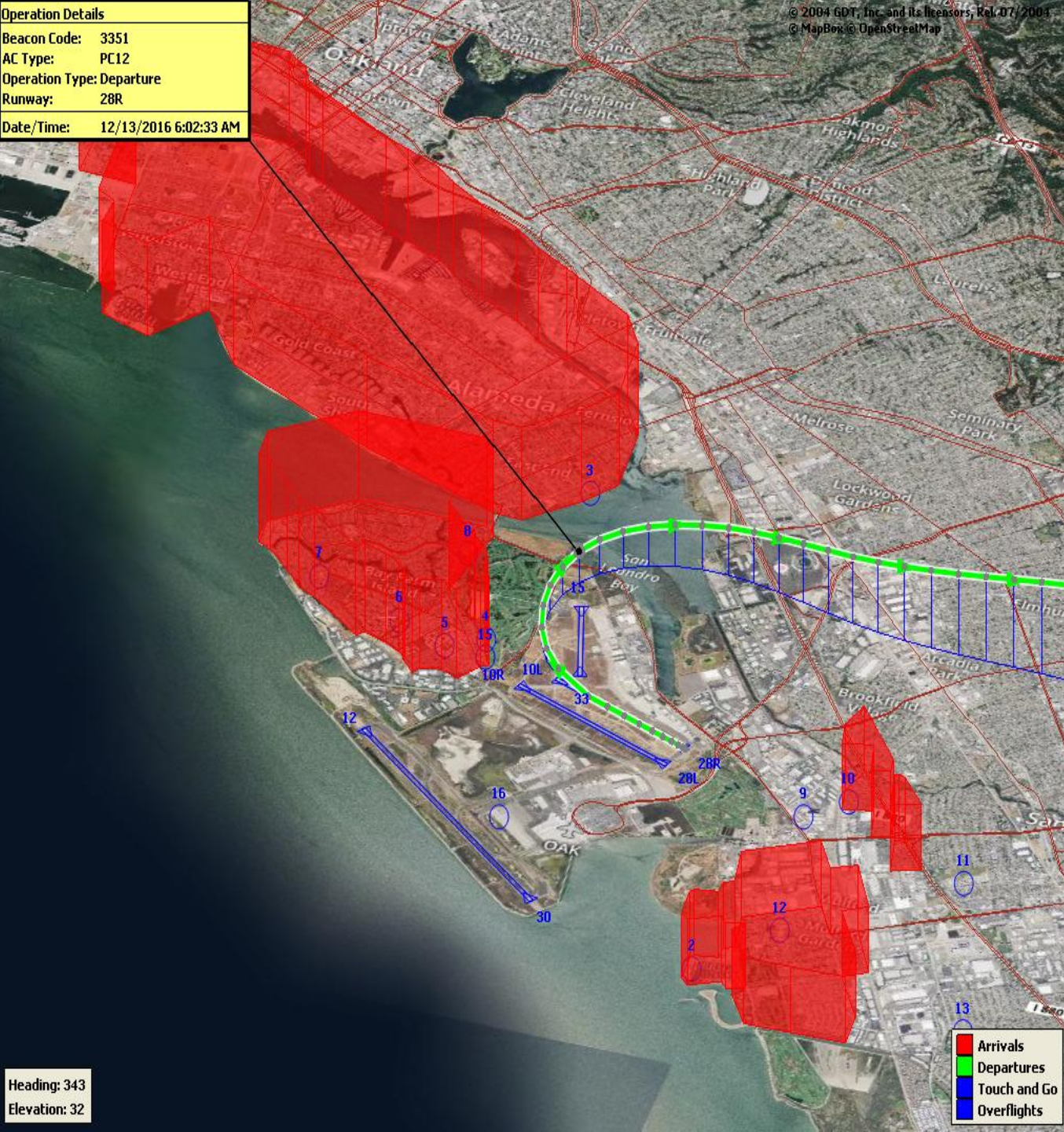
Operation Details	
Beacon Code:	3351
AC Type:	PC12
Operation Type:	Departure
Runway:	28R
Date/Time:	12/13/2016 6:02:33 AM

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

2026Q2
88% Compliance
(311 total departures)
(36 non-compliant)

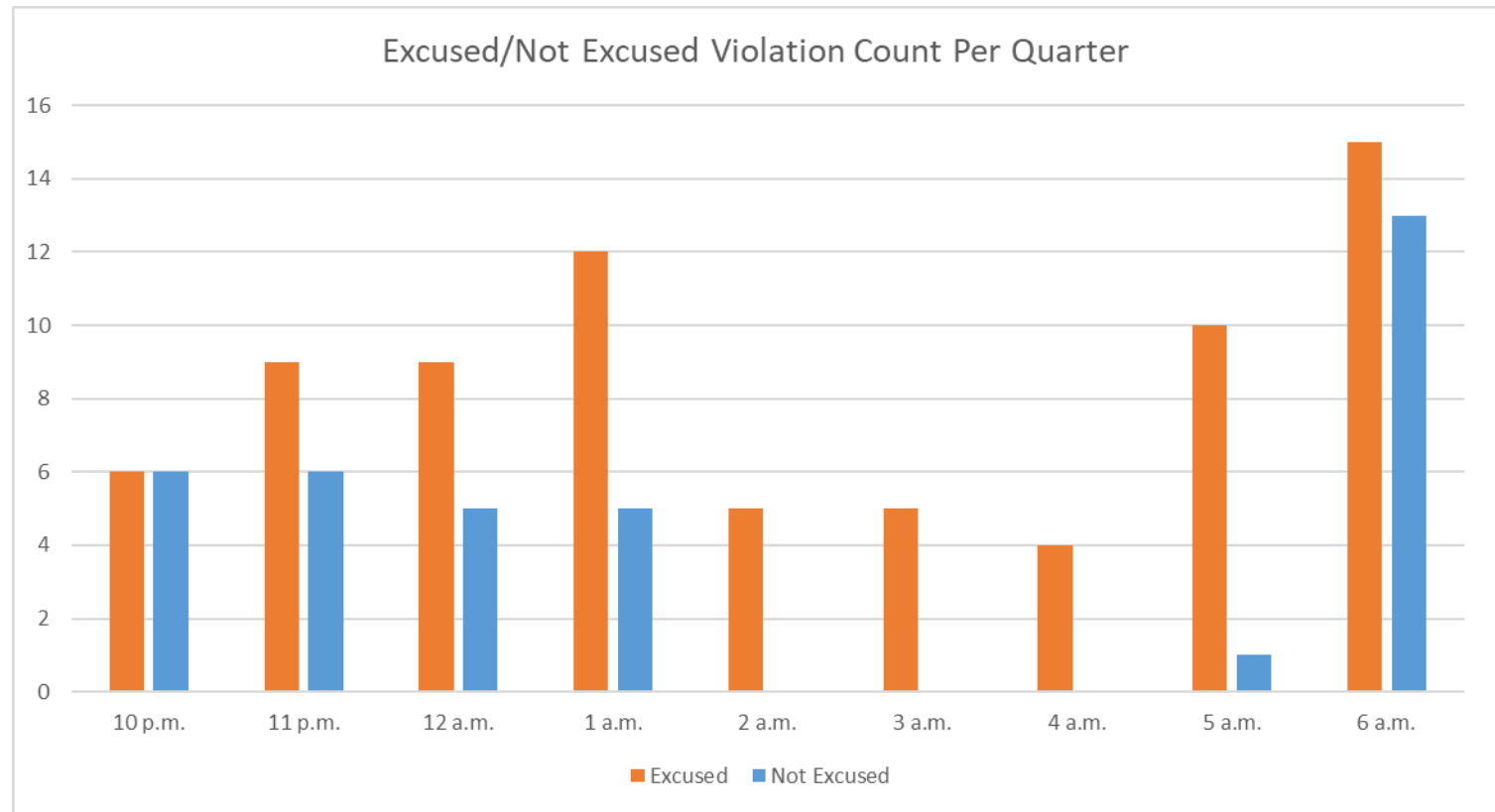
2025Q2
87% Compliance
(358 total departures)
(46 non-compliant)



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

Heading: 349
Elevation: 59

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

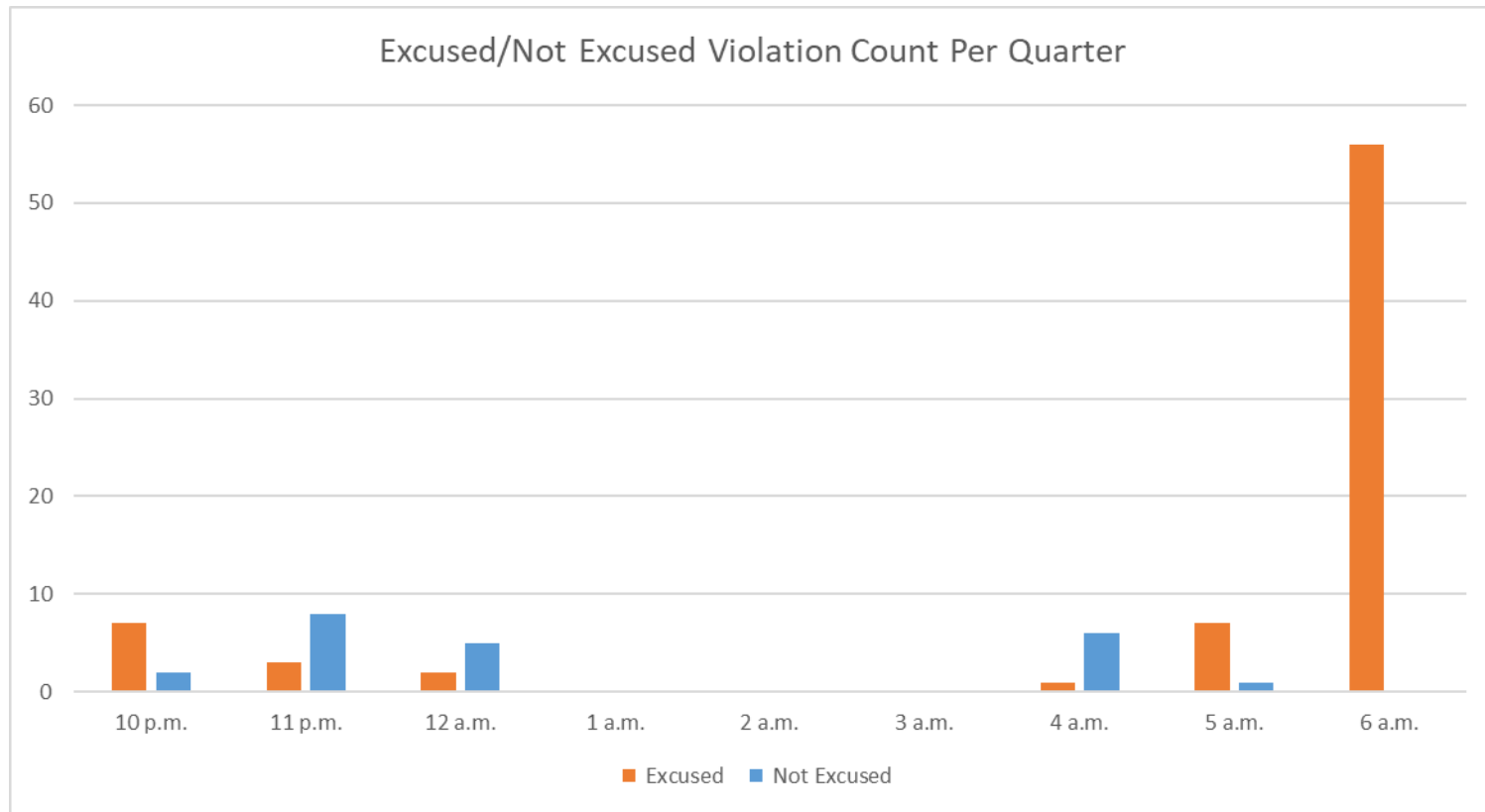
2026Q2
99% Compliance
(2,919 total departures)
(22 non-compliant)

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

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

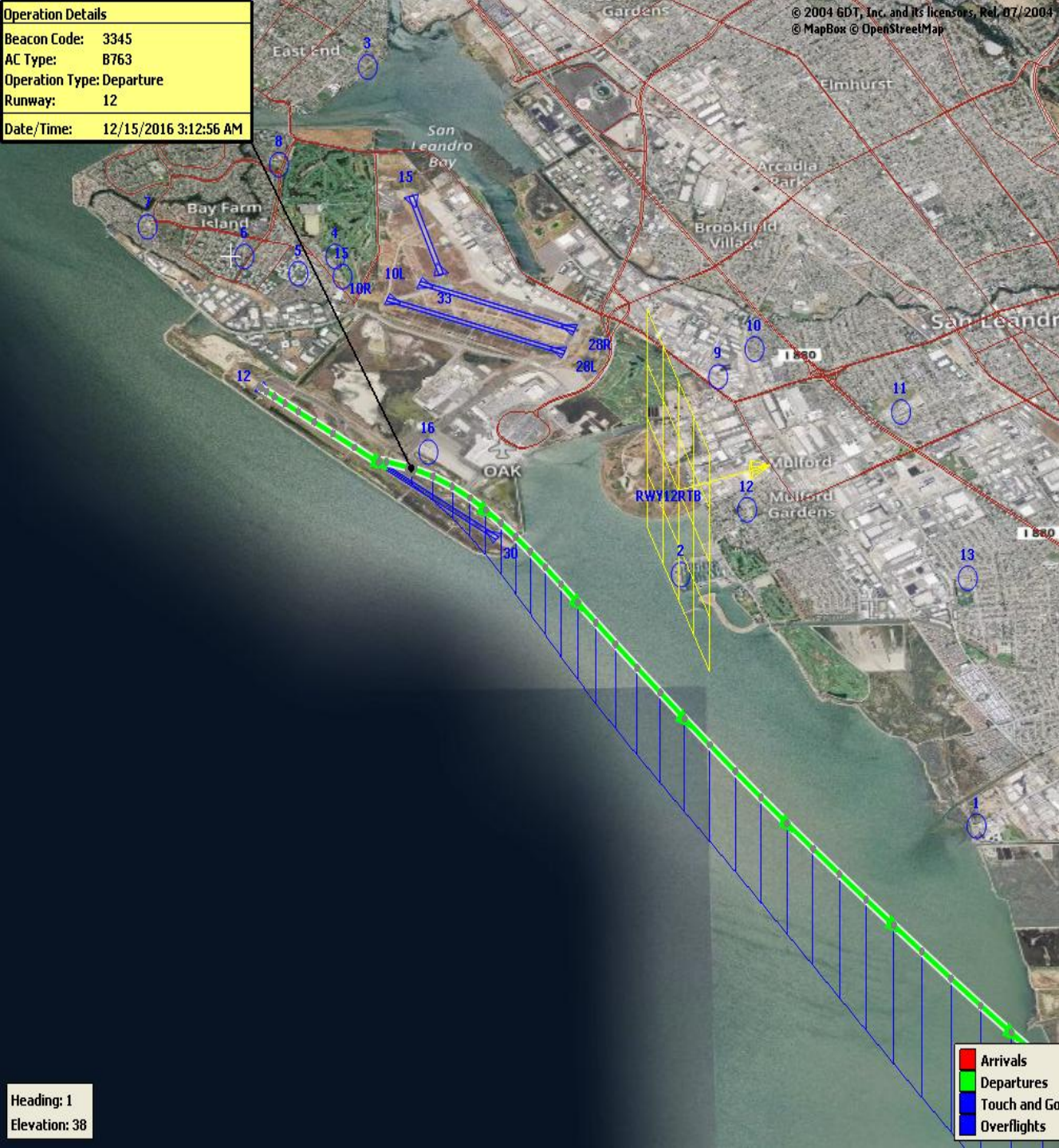


Quarterly Night Time NAP Non-Compliant Count Per Quarter 10:00 PM to 7:00 AM



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

Heading: 1
Elevation: 38



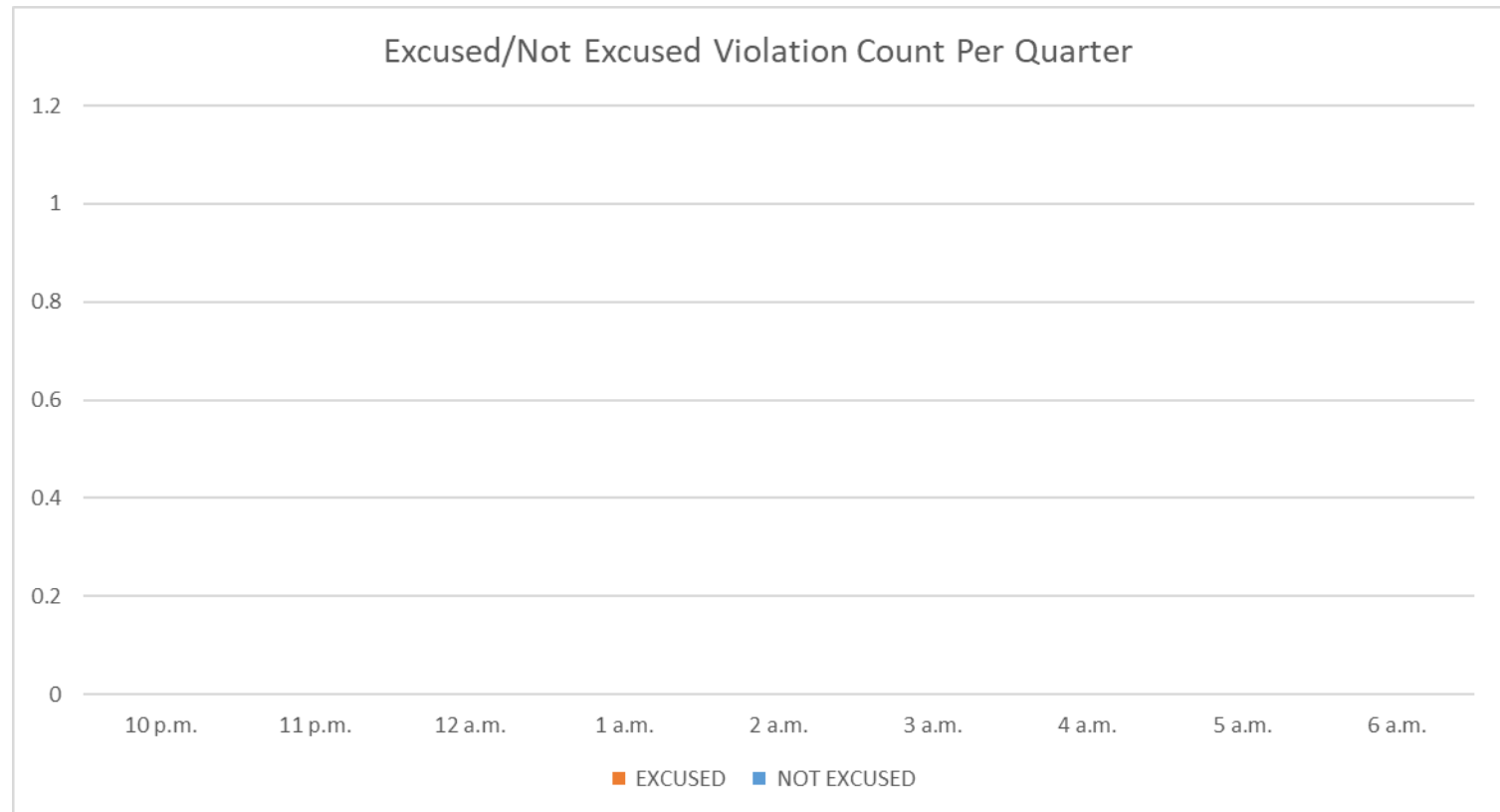
Runway 12 Night Departure NAP 10:00 PM to 7:00 AM

2026Q2
100% Compliance
(37 total departures)
(0 non-compliant)

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

Arrivals
Departures
Touch and Go
Overflights

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

2026Q2
100% Compliance
(13,393 total departures)
(1 non-compliant)

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

2026Q2
100% Compliance
(3,039 total departures)
(0 non-compliant)

*Excused Departures = 2

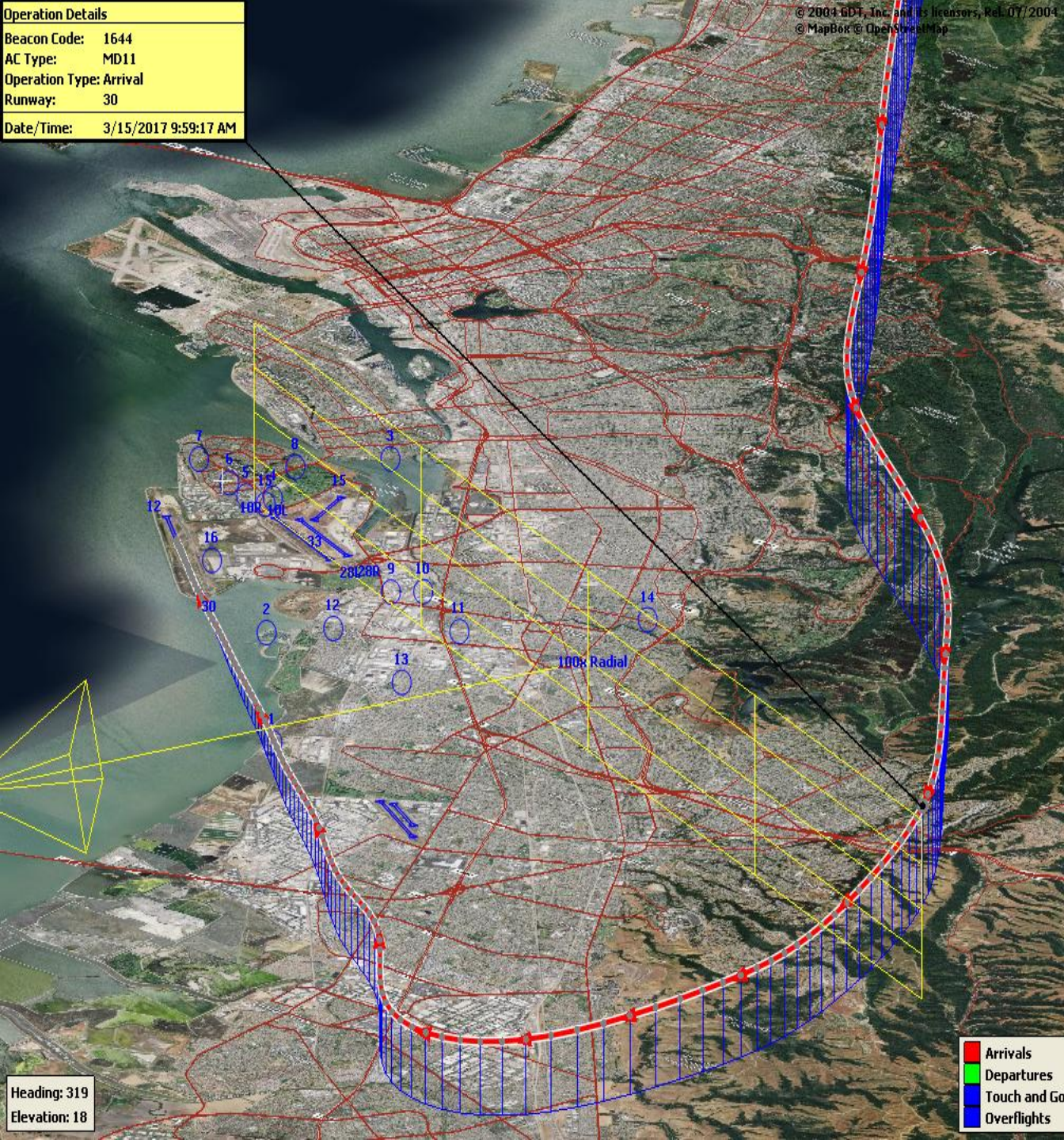
2025Q2
100% Compliance
(3,337 total departures)
(7 non-compliant)

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

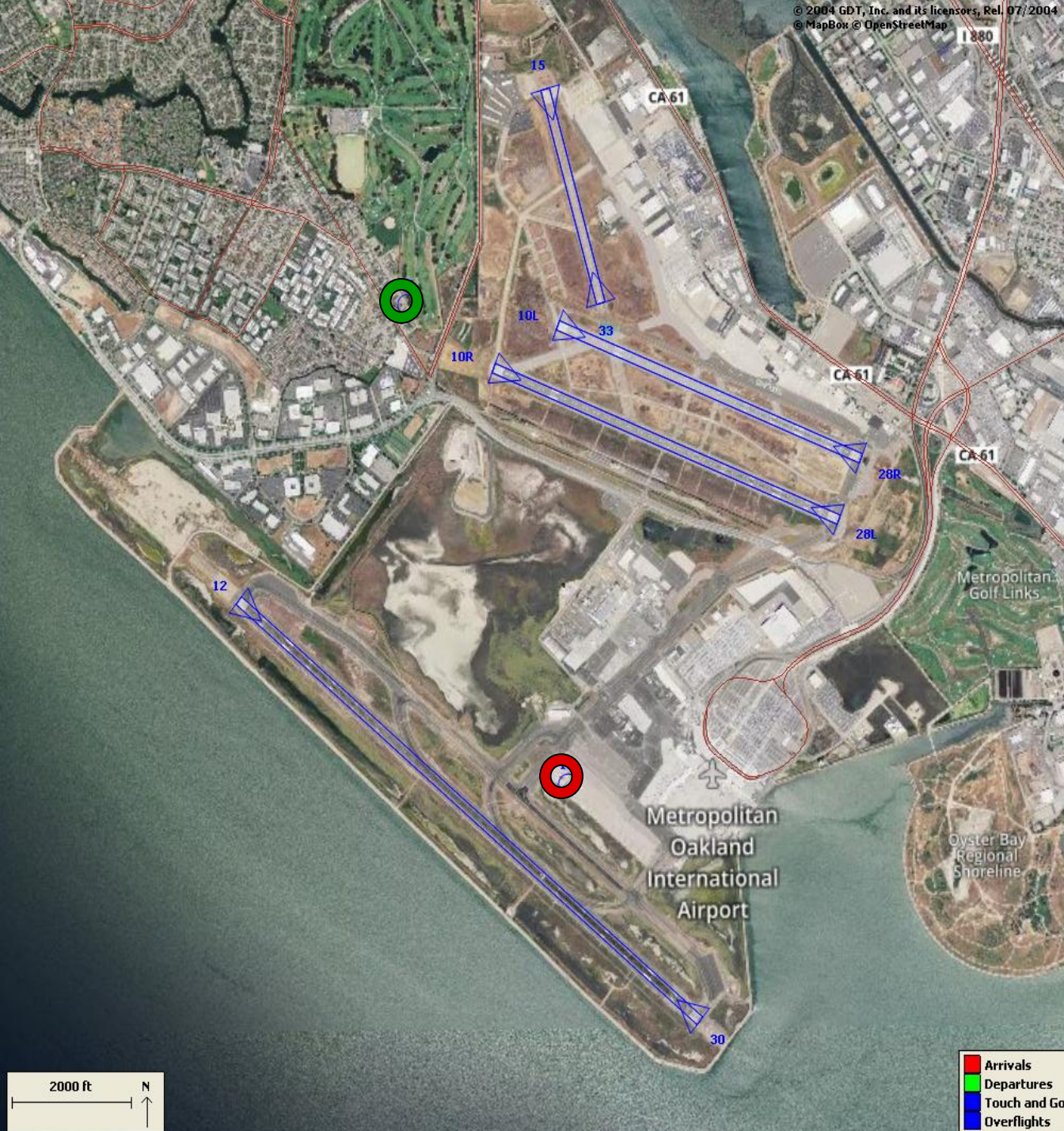
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100 Degree Radial At 3,000 ft. NAP

2026Q2
98% Compliance
(312 total landings)
(5 non-compliant)

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



Engine Run-up NAP

2026Q2

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

2025Q2

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

*Only above idle-power run-ups
recorded.

Compliance Monitoring Quarterly Summary Comparison Second Quarter 2026 - Quarter-to-Quarter				
	2026Q1		2026Q2	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	94%	6%	93%	7%
Total Airport-wide Corporate Jet Departures	2,718	173	2,517	176
Runway 10R/L Jet Landing Compliance	82%	18%	87%	13%
Total Southeast Plan Corporate Jet Landings	235	51	109	17
North Field VFR Departure Compliance	97%	3%	97%	3%
Total Runways 28R/L & 33 Departures	1,332	44	1,602	42
North Field Quiet Hours Compliance	80%	20%	88%	12%
Total North Field Quiet Hours Departures	213	54	275	36
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	12,185	7	13,392	1
Night Time Departure Compliance	97%	3%	99%	1%
Total Runway 30 Night Turbojet Departures	2,419	64	2,897	22
Runway 12 Night Departure Compliance	100%	0%	100%	0%
Total Runway 12 Night Turbojet Departures	294	1	37	0
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	2,951	3	3,039	0
100 Degree Radial Turbojet Landing Compliance	98%	2%	98%	2%
Total 100 Degree Radial Turbojet Landings	557	11	307	5
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	6	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 = 311

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

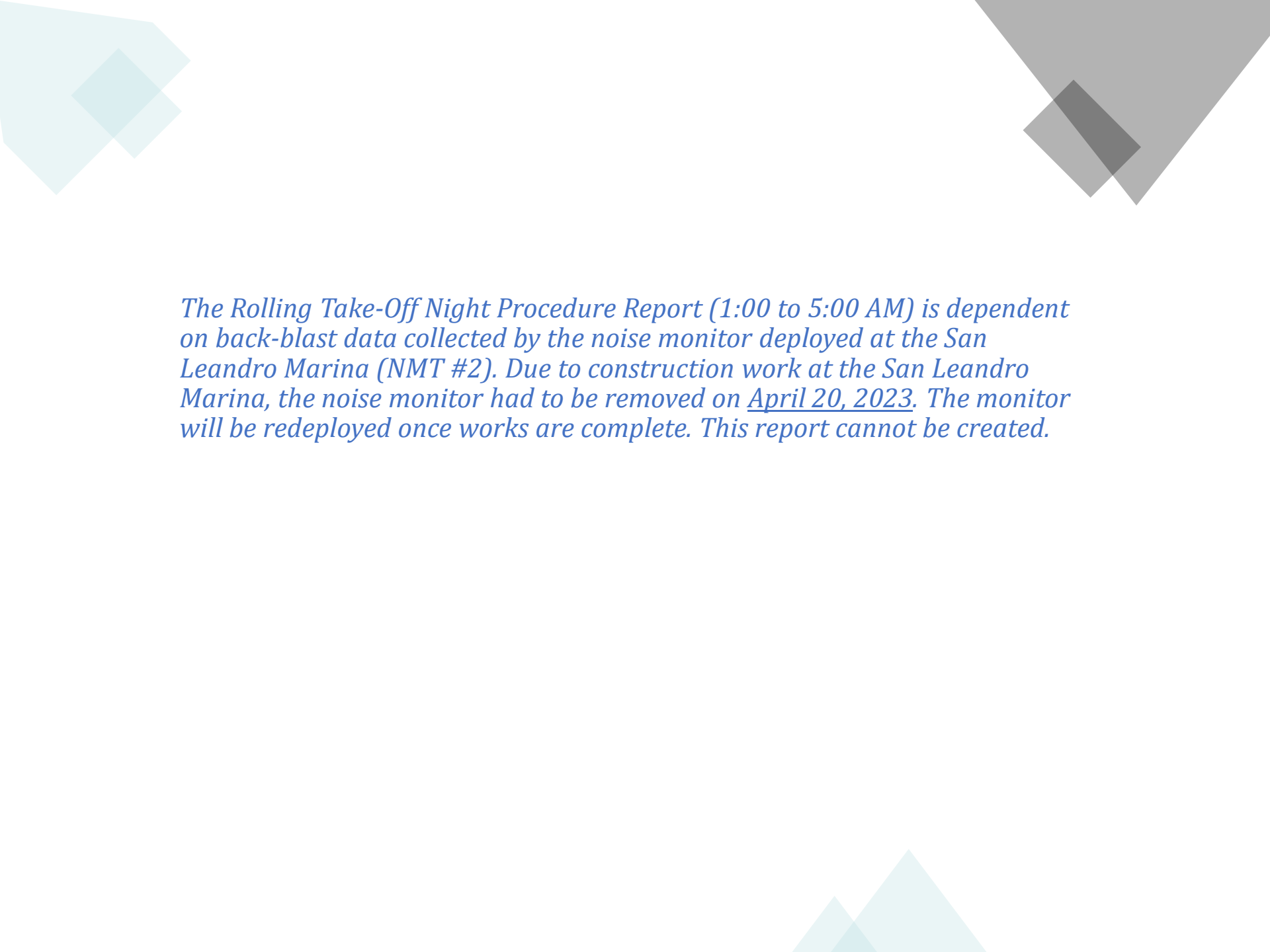
NMT Number	Aircraft Noise Events Below SEL 80 dBA	Aircraft Noise Events SEL 80 - 84.9 dBA			Aircraft Noise Events SEL 85 - 89.9 dBA			Aircraft Noise Events SEL ≥ 90 dBA			Total Aircraft Noise Events
		Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	
1	2	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	2
2	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
3	52	3	0.0	0.5%	1	0.0	0.2%	0	0.0	0.0%	56
4	161	60	0.7	10.6%	33	0.4	5.8%	25	0.3	4.4%	279
5	139	14	0.2	2.5%	18	0.2	3.2%	28	0.3	4.9%	199
6	26	14	0.2	2.5%	19	0.2	3.4%	17	0.2	3.0%	76
7	28	11	0.1	1.9%	22	0.2	3.9%	1	0.0	0.2%	62
8	54	24	0.3	4.2%	2	0.0	0.4%	0	0.0	0.0%	80
9	12	7	0.1	1.2%	4	0.0	0.7%	0	0.0	0.0%	23
10	81	17	0.2	3.0%	1	0.0	0.2%	0	0.0	0.0%	99
11	4	3	0.0	0.5%	0	0.0	0.0%	0	0.0	0.0%	7
12	4	0	0.0	0.0%	1	0.0	0.2%	0	0.0	0.0%	5
13	5	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	5
14	69	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	70
All NMTs	637	154	2	0	101	1	0	71	1	0	963

Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 304

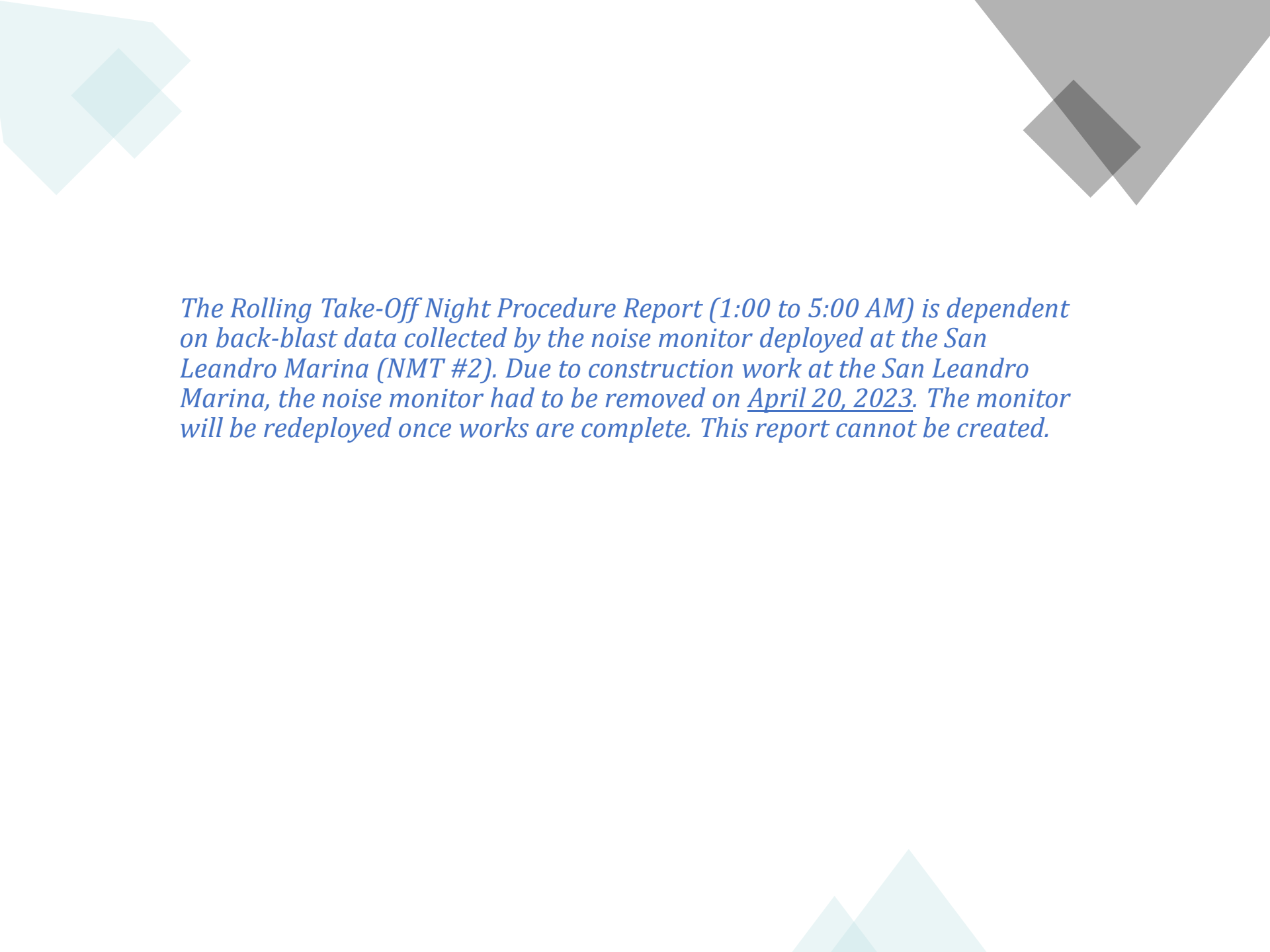
Second Quarter 2026 (10:00 p.m. to 7:00 a.m.)											
NMT Number	Aircraft Noise Events Below SEL 80 dBA	Aircraft Noise Events SEL 80 - 84.9 dBA			Aircraft Noise Events SEL 85 - 89.9 dBA			Aircraft Noise Events SEL ≥ 90 dBA			Total Aircraft Noise Events
		Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	
3	52	3	0.0	1.3%	1	0.0	0.4%	0	0.0	0.0%	56
4	161	60	0.7	25.1%	33	0.4	13.8%	25	0.3	10.5%	279
5	139	14	0.2	5.9%	18	0.2	7.5%	28	0.3	11.7%	199
6	26	14	0.2	5.9%	19	0.2	7.9%	17	0.2	7.1%	76
7	28	11	0.1	4.6%	22	0.2	9.2%	1	0.0	0.4%	62
8	54	24	0.3	10.0%	2	0.0	0.8%	0	0.0	0.0%	80
Total	460	126	1.4		95	1.1		71	0.8		752

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 7

Second 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	12	7	0.1	2.1%	4	0.0	1.2%	0	0.0	0.0%	23
10	81	17	0.2	5.2%	1	0.0	0.3%	0	0.0	0.0%	99
11	4	3	0.0	0.9%	0	0.0	0.0%	0	0.0	0.0%	7
12	4	0	0.0	0.0%	1	0.0	0.3%	0	0.0	0.0%	5
13	5	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	5
14	69	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	70
Total	175	28	0.3		6	0.1		0	0.0		209



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



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

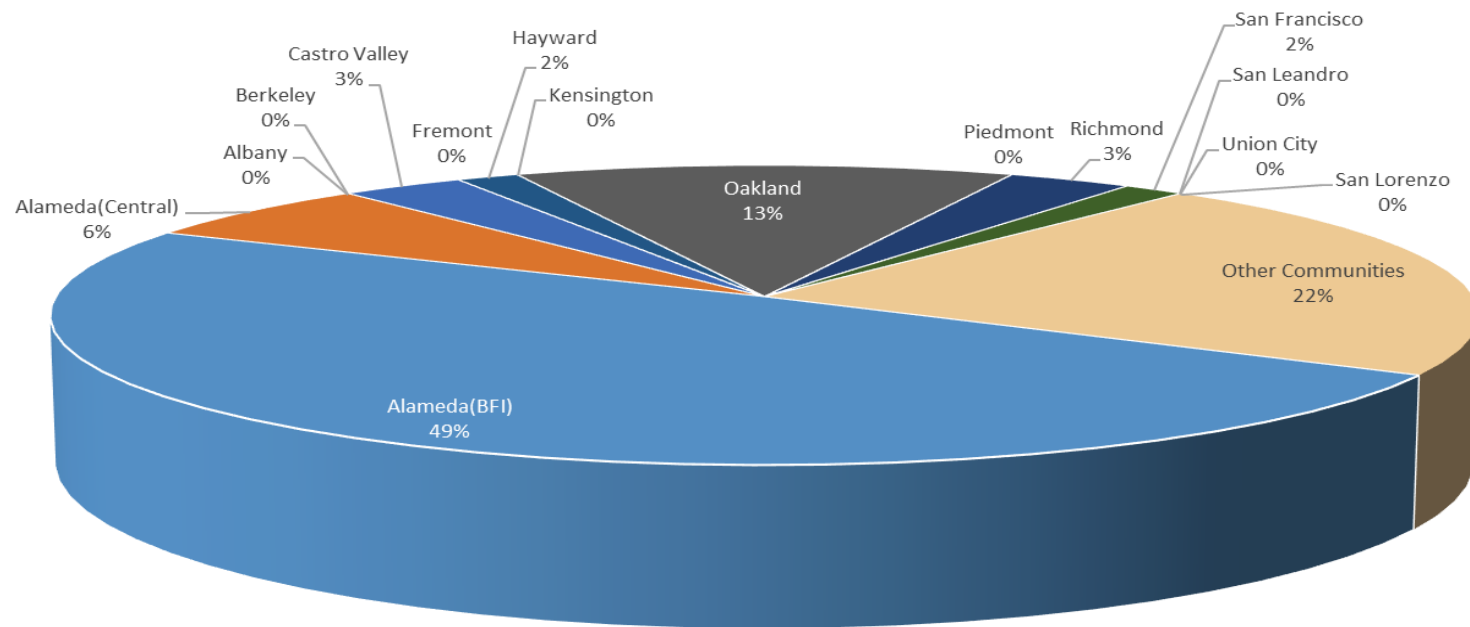
Oakland Airport (OAK)
Noise Complaint Summary
April 2026

Community	Callers	Complaints
Alameda(BFI)	31	269
Alameda(Central)	4	6
Albany	0	0
Berkeley	0	0
Castro Valley	2	7
Fremont	0	0
Hayward	1	1
Kensington	0	0
Oakland	8	1537
Piedmont	0	0
Richmond	2	221
San Francisco	1	2
San Leandro	0	0
Union City	0	0
San Lorenzo	0	0
Other Communities	14	181
Total	63	2224
Complaints by Type		
App	231	
Telephone	64	
Web	112	
WebTrak	8	
Email	1809	
Complaints by Time of Day		
Day (0700 - 1900)	1554	
Evening (1900 - 2200)	171	
Night (2200 - 0700)	499	
Complaints by Type of Operation		
Arrivals	948	
Departures	1159	
Over-flights	75	
Touch & Go	41	
Not Linked to an Operation	1	
Complaints by Type of Aircraft		
Business Jet	389	
Helicopter	69	
Jet	1126	
Military	0	
Not Reported (not linked to an aircraft)	1	
Other (Type information not available)	9	
Propeller	385	
Turbo-prop	245	

Number of Callers

April 2026

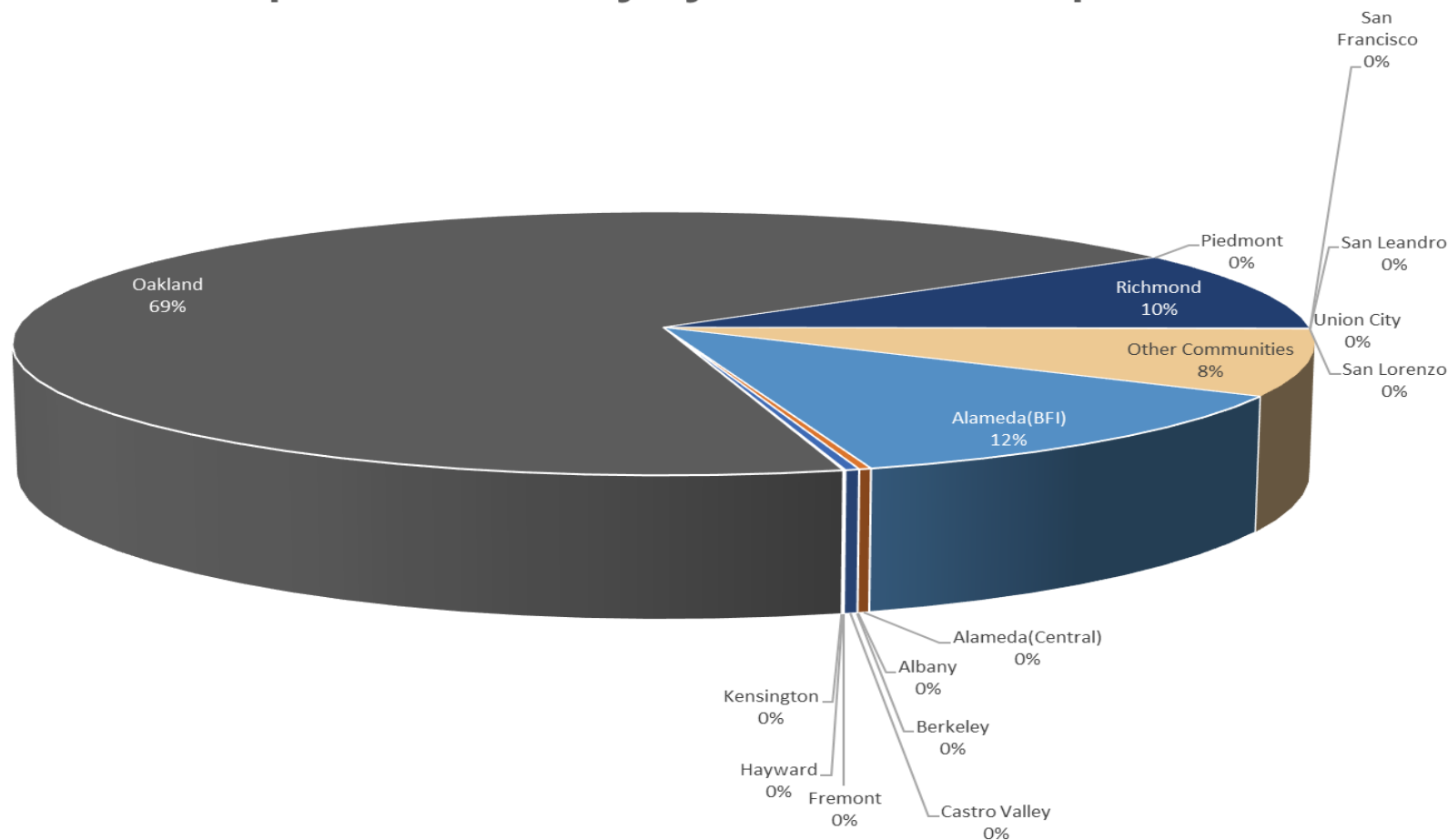
Noise Complaints Summary by Number of Callers



Number of Complaints

April 2026

Noise Complaints Summary by Number of Complaints



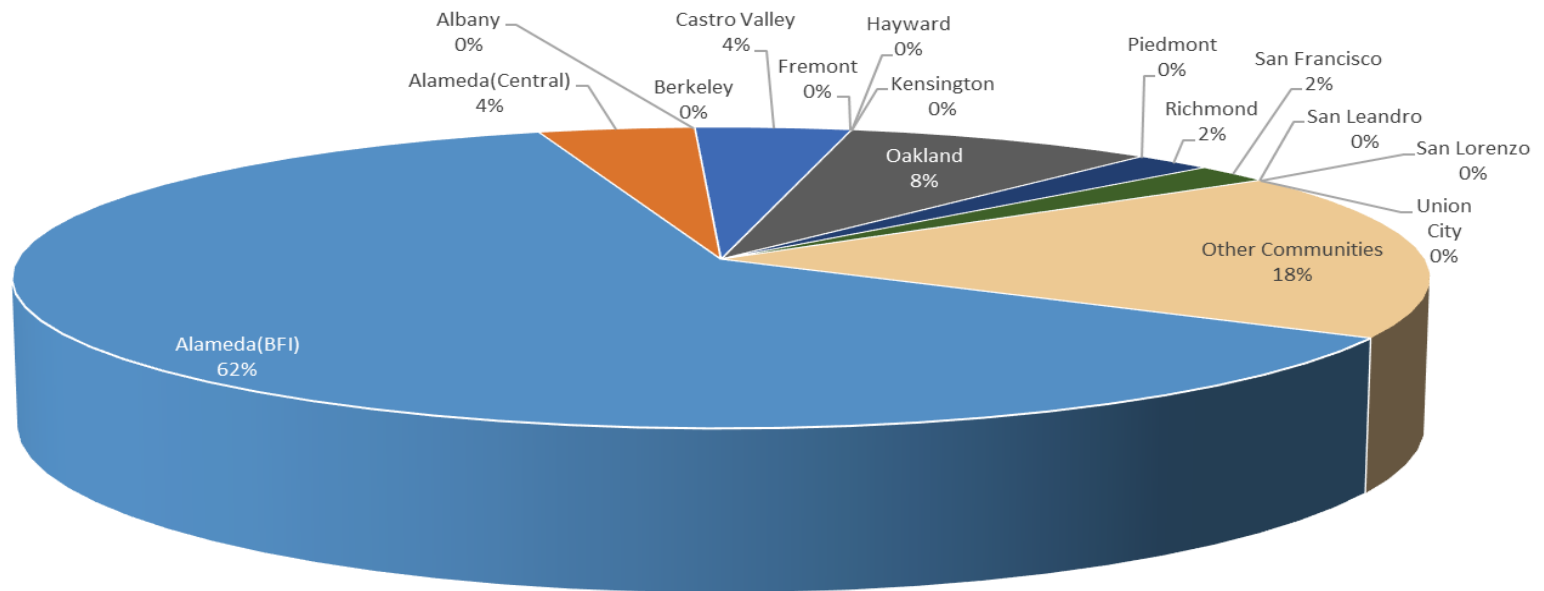
Oakland Airport (OAK)
Noise Complaint Summary
May 2026

Community	Callers	Complaints
Alameda(BFI)	31	240
Alameda(Central)	2	2
Albany	0	0
Berkeley	0	0
Castro Valley	2	44
Fremont	0	0
Hayward	0	0
Kensington	0	0
Oakland	4	1485
Piedmont	0	0
Richmond	1	10
San Francisco	1	1
San Leandro	0	0
Union City	0	0
San Lorenzo	0	0
Other Communities	9	132
Total	50	1914
Complaints by Type		
App	199	
Telephone	38	
Web	105	
WebTrak	5	
Email	1567	
Complaints by Time of Day		
Day (0700 - 1900)	1726	
Evening (1900 - 2200)	78	
Night (2200 - 0700)	110	
Complaints by Type of Operation		
Arrivals	561	
Departures	855	
Over-flights	209	
Touch & Go	289	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	238	
Helicopter	407	
Jet	829	
Military	0	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	13	
Propeller	394	
Turbo-prop	33	

Number of Callers

May 2026

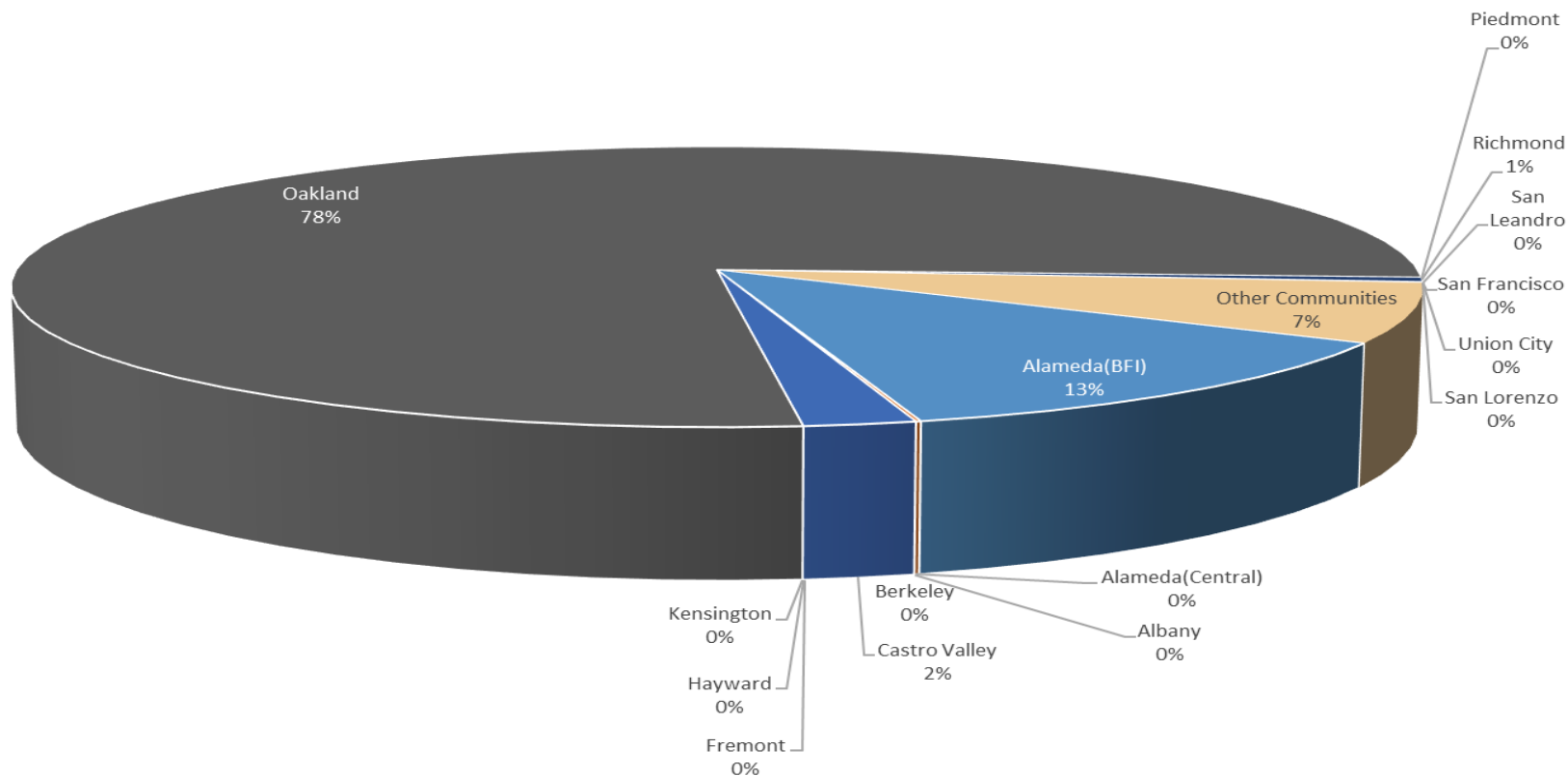
Noise Complaints Summary by Number of Callers



Number of Complaints

May 2026

Noise Complaints Summary by Number of Complaints



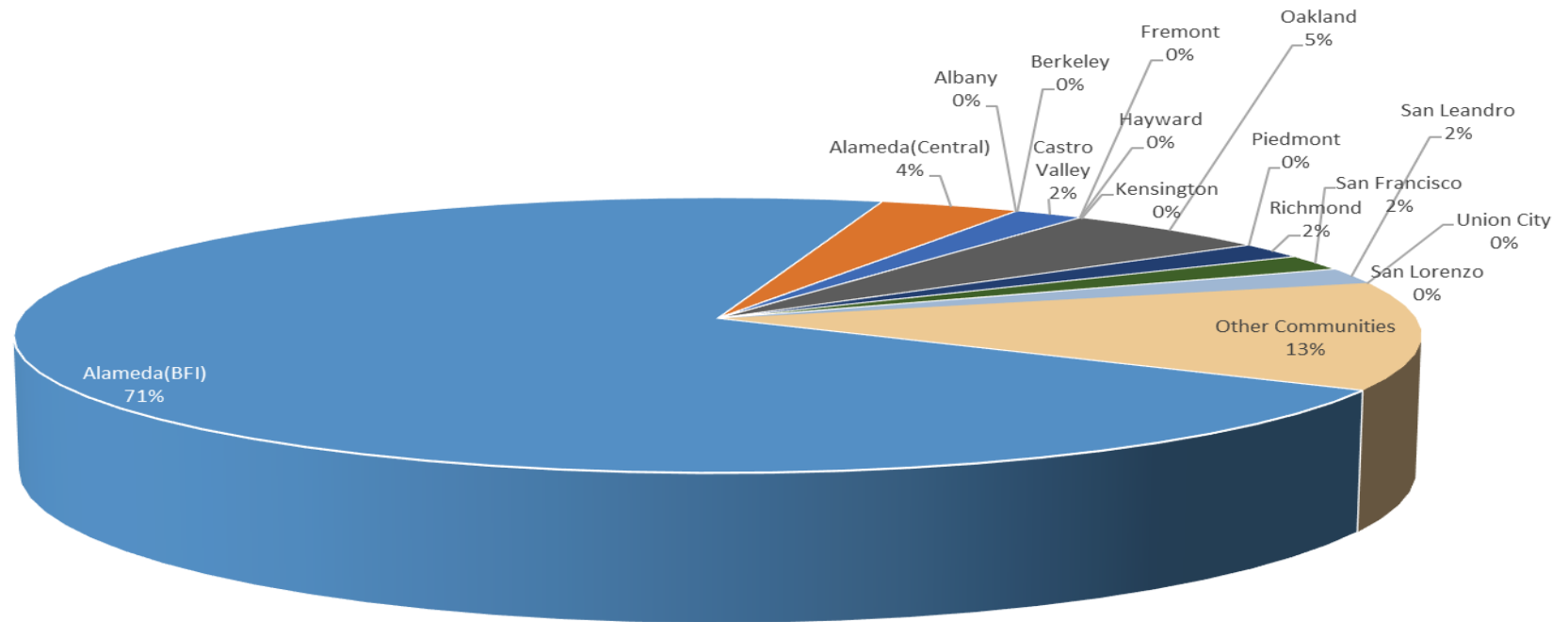
Oakland Airport (OAK)
Noise Complaint Summary
June 2026

Community	Callers	Complaints
Alameda(BFI)	39	341
Alameda(Central)	2	6
Albany	0	0
Berkeley	0	0
Castro Valley	1	43
Fremont	0	0
Hayw ard	0	0
Kensington	0	0
Oakland	3	1300
Piedmont	0	0
Richmond	1	7
San Francisco	1	1
San Leandro	1	1
Union City	0	0
San Lorenzo	0	0
Other Communities	7	48
Total	55	1747
Complaints by Type		
App	282	
Telephone	15	
Web	99	
WebTrak	5	
Email	1346	
Complaints by Time of Day		
Day (0700 - 1900)	1362	
Evening (1900 - 2200)	291	
Night (2200 - 0700)	94	
Complaints by Type of Operation		
Arrivals	940	
Departures	750	
Over-flights	9	
Touch & Go	48	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	312	
Helicopter	201	
Jet	831	
Military	0	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	17	
Propeller	229	
Turbo-prop	157	

Number of Callers

June 2026

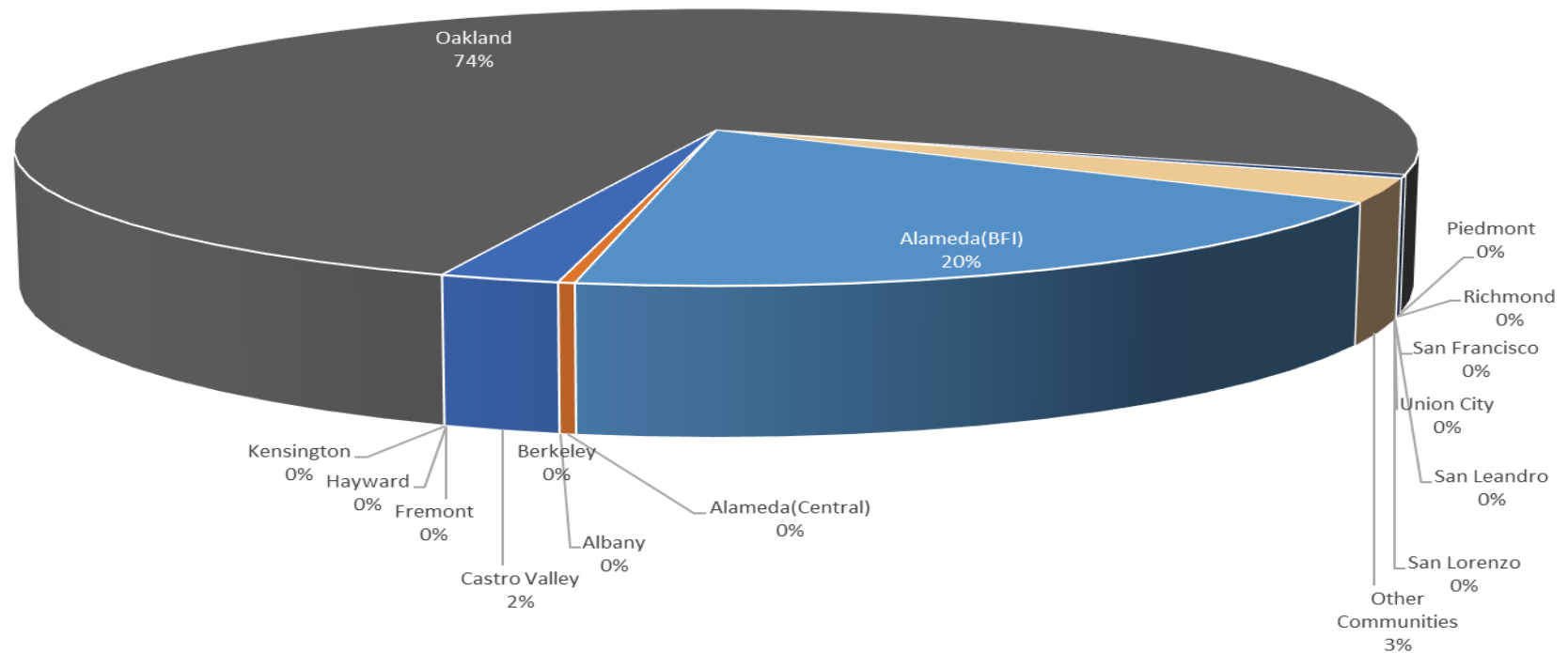
Noise Complaints Summary by Number of Callers

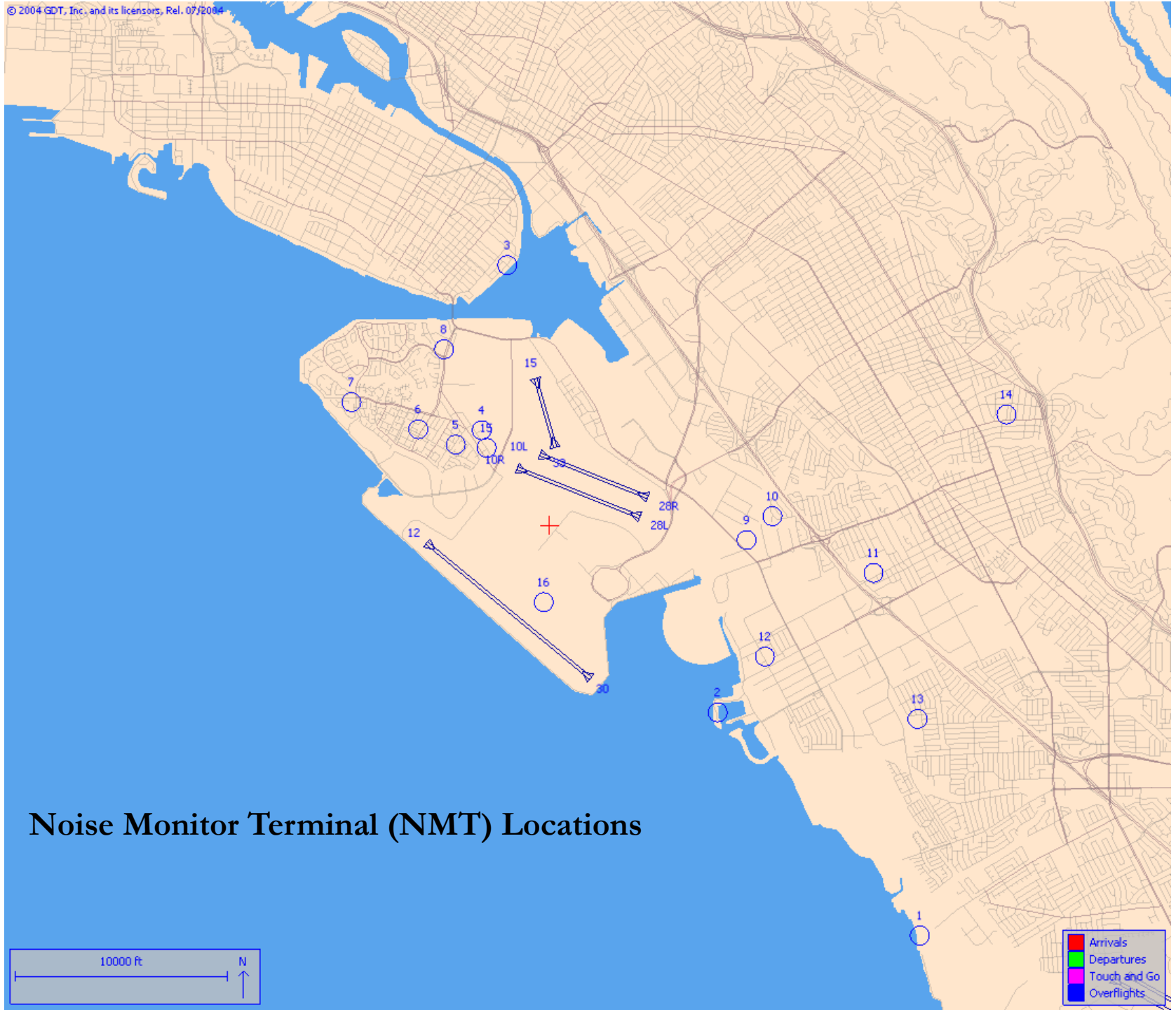


Number of Complaints

June 2026

Noise Complaints Summary by Number of Complaints



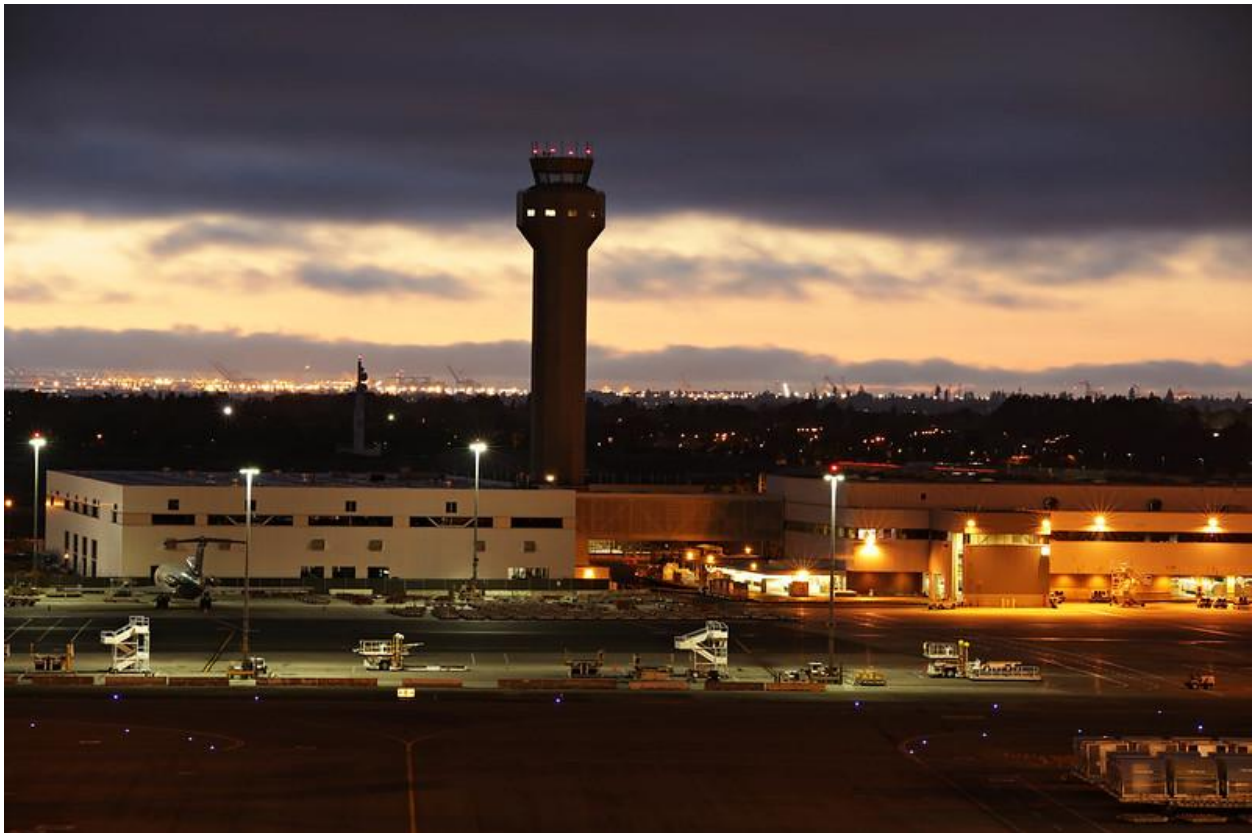


Noise Monitor Terminal (NMT) Locations



Quarterly Aircraft Noise Report

Second Quarter 2026



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

July 2, 2026

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

QUARTERLY REPORT INTRODUCTION

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

COMPLIANCE BEYOND THE CONTROL OF THE PORT OF OAKLAND

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

SAFETY COMES FIRST

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

DISCLAIMER

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

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

QUARTERLY REPORTS COMPLIANCE COMPARISON SUMMARY TABLE

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

Compliance Monitoring Quarterly Summary Comparison Second Quarter 2026				
	2025Q2		2026Q2	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	92%	8%	93%	7%
Total Airport-wide Corporate Jet Departures	2,021	185	2,517	176
Runway 10R/L Jet Landing Compliance	100%	0%	87%	13%
Total Southeast Plan Corporate Jet Landings	0	0	109	17
North Field VFR Departure Compliance	96%	4%	97%	3%
Total Runways 28R/L & 33 Departures	1,477	59	1,602	42
North Field Quiet Hours Compliance	87%	13%	88%	12%
Total North Field Quiet Hours Departures	312	46	275	36
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	15,181	6	13,392	1
Night Time Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	3,184	23	2,897	22
Runway 12 Night Departure Compliance	100%	0%	100%	0%
Total Runway 12 Night Turbojet Departures	8	0	37	0
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	3,330	7	3,039	0
100 Degree Radial Turbojet Landing Compliance	98%	2%	98%	2%
Total 100 Degree Radial Turbojet Landings	607	10	307	5
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	7	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 Second Quarter 2026				
	April	May	June	Quarterly
Airport-wide Corporate Jet Departures	888	970	835	2,693
Compliant Corporate Jet Departures	827	907	783	2,517
Non-compliant Corporate Jet Departures	61	63	52	176
Corporate Jet Departure Compliance Rate	93%	94%	94%	93%
Excused Jet Departures	35	27	36	98
The section below compares compliance performance to airport-wide jet departures.				
Airport-wide Jet Departures	4,638	4,834	4,665	14,137
Compliant Airport-wide Jet Departures	4,577	4,771	4,613	13,961
Non-compliant Airport-wide Jet Departures	61	63	52	176
Airport-wide Jet Departure Compliance Rate	99%	99%	99%	99%

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RUNWAY 10R/L JET AIRCRAFT LANDING NOISE ABATEMENT PROCEDURE

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

Jet Aircraft Landing NAP for Runway 10R/L Compliance Summary Second Quarter 2026				
	April	May	June	Quarterly
Southeast (SE) Plan Corporate Jet Landings *	103	23	0	126
Compliant SE Plan Corporate Jet Landings	91	18	0	109
Non-compliant SE Plan Corporate Jet Landings	12	5	0	17
SE Plan Corporate Jet Landing Compliance Rate	88%	78%	N/A	87%
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Airport-wide SE Plan Jet Landings	346	86	0	432
Airport-wide Compliant SE Plan Jet Landings	334	81	0	415
Airport-wide Non-compliant SE Plan Landings	12	5	0	17
Airport-wide Jet Landing SE Plan Compliance Rate	97%	94%	N/A	96%
* Note: During Southeast Plan, business jets may land on Runways 10R/L and 12.				

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NORTH FIELD VFR AIRCRAFT DEPARTURE PROCEDURE

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

North Field VFR Aircraft Departure NAP Compliance Summary Second Quarter 2026				
	Apr-26	May-26	Jun-26	Quarter Total
Total VFR Departures	563	589	492	1,644
Total VFR Departures Over Alameda	90	92	69	251
Compliant Departures	554	564	484	1,602
Non-compliant Departures	9	25	8	42
Compliance Rate	98%	96%	98%	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.) Second Quarter 2026				
	April	May	June	Quarterly
Total Night Departures (10:00 p.m. to 7:00 a.m.)	106	89	116	311
Compliant Night Departures	92	80	103	275
Average Compliant Departures per Night	3.0	2.6	3.3	3.02
Non-Compliant Night Departures	14	9	13	36
Average Non-Compliant Departures per Night	0.5	0.3	0.4	0.4
Night Departure Compliance Rate	87%	90%	89%	88%

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NIGHTTIME SEL NOISE MEASUREMENTS REPORT

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

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

Noise Monitor Terminal (NMT) Locations



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Table 1. North Field Night Aircraft Departure SEL Noise Measurements
Total Aircraft Departures = 311

Second 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	2	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	2
2	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
3	52	3	0.0	0.5%	1	0.0	0.2%	0	0.0	0.0%	56
4	161	60	0.7	10.6%	33	0.4	5.8%	25	0.3	4.4%	279
5	139	14	0.2	2.5%	18	0.2	3.2%	28	0.3	4.9%	199
6	26	14	0.2	2.5%	19	0.2	3.4%	17	0.2	3.0%	76
7	28	11	0.1	1.9%	22	0.2	3.9%	1	0.0	0.2%	62
8	54	24	0.3	4.2%	2	0.0	0.4%	0	0.0	0.0%	80
9	12	7	0.1	1.2%	4	0.0	0.7%	0	0.0	0.0%	23
10	81	17	0.2	3.0%	1	0.0	0.2%	0	0.0	0.0%	99
11	4	3	0.0	0.5%	0	0.0	0.0%	0	0.0	0.0%	7
12	4	0	0.0	0.0%	1	0.0	0.2%	0	0.0	0.0%	5
13	5	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	5
14	69	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	70
All NMTs	637	154	2	0	101	1	0	71	1	0	963

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Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 304

Second 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	52	3	0.0	1.3%	1	0.0	0.4%	0	0.0	0.0%	56
4	161	60	0.7	25.1%	33	0.4	13.8%	25	0.3	10.5%	279
5	139	14	0.2	5.9%	18	0.2	7.5%	28	0.3	11.7%	199
6	26	14	0.2	5.9%	19	0.2	7.9%	17	0.2	7.1%	76
7	28	11	0.1	4.6%	22	0.2	9.2%	1	0.0	0.4%	62
8	54	24	0.3	10.0%	2	0.0	0.8%	0	0.0	0.0%	80
Total	460	126	1.4		95	1.1		71	0.8		752

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 7

Second 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	12	7	0.1	2.1%	4	0.0	1.2%	0	0.0	0.0%	23
10	81	17	0.2	5.2%	1	0.0	0.3%	0	0.0	0.0%	99
11	4	3	0.0	0.9%	0	0.0	0.0%	0	0.0	0.0%	7
12	4	0	0.0	0.0%	1	0.0	0.3%	0	0.0	0.0%	5
13	5	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	5
14	69	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	70
Total	175	28	0.3		6	0.1		0	0.0		209

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SOUTH FIELD REPORTS

RUNWAY 30 BFI RIGHT TURN DEPARTURE PROCEDURE

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

Runway 30 Bay Farm Right Turn Departure Procedure Compliance Summary Second Quarter 2026				
	April	May	June	Quarterly
Runway 30 Turbojet Departures	4,186	4,631	4,576	13,393
Compliant Departures	4,185	4,631	4,576	13,392
Non-compliant Departures	1	0	0	1
Percentage of Non-compliance	0.0%	0.0%	0.0%	0.0%
Compliance Rate	100%	100%	100%	100%

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NIGHT TIME DEPARTURE PROCEDURE

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

Night Time Procedure Departure NAP Compliance Summary 10:00 pm - 7:00 am Second Quarter 2026				
	April	May	June	Quarterly
Runway 30 Nighttime Turbojet Departures	978	942	999	2,919
Buffer Time Departures	8	7	9	24
Compliant Departures	971	935	991	2,897
Non-compliant Departures	7	7	8	22
HUSSH gate misses	2	1	1	4
NIITE gate misses	4	2	5	11
REBAS gate misses	7	7	8	22
Compliance Rate	99%	99%	99%	99%

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ROLLING TAKE-OFF NIGHT DEPARTURE PROCEDURE FOR FEDEX

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

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

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

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Summary of Calendar Quarter of Previous Year

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

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RUNWAY 12 NIGHT DEPARTURE PROCEDURE

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

Runway 12 Night Departure NAP Compliance Summary (10:00 PM to 7:00 AM) Second Quarter 2026				
	April	May	June	Quarterly
Jet Departures	21	16	0	37
Non-Compliant Departures	0	0	0	0
Compliant Departures	21	16	0	37
Compliance Rate	100%	100%	No SE Plan	100%
Note: The noise abatement procedure is officially implemented between 10:00 p.m. and 7:00 a.m. nightly.				

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ENGINE RUN-UP PROCEDURE PROGRAM

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

Engine Run-up Program Second Quarter 2026				
	April	May	June	Quarter
Runups - 7:00 PM to 10:00 PM	1	0	0	1
Runups Greater Than 75 dBA	0	0	0	0
Runups - 10:00 PM to 7:00 AM	1	1	3	5
Runups Greater Than 70 dBA	0	0	0	0
Total Evening and Nighttime Runups	2	1	3	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 Second Quarter 2026				
	April	May	June	Quarterly
Total Runway 30 East Turn Turbojet Departures	943	1,024	1,072	3,039
Non-compliant Turbojet Departures	0	0	0	0
Total Turbojet Aircraft Above 2,900 Feet ASL*	943	1,024	1,072	3,039
Compliance Rate	100%	100%	100%	100%
Excused Turbojet Departures	2	0	0	2
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet are to be flagged as non-compliant.				

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100 DEGREE RADIAL TURBOJET LANDING PROCEDURE

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

Cross Over 100 Degree Radial at 3,000 Feet Procedure Compliance Summary Second Quarter 2026				
	April	May	June	Quarterly
Turbojets on Downwind RWY 30 Approach	117	97	98	312
Non-compliant Turbojets	2	3	0	5
Total Turbojet Aircraft Above 3K Feet ASL*	115	94	98	307
Compliance Rate	98%	97%	100%	98%
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet are to be flagged as non-compliant.				

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Oakland Airport (OAK) Noise Complaint Summary April 2026		
Community	Callers	Complaints
Alameda(BFI)	31	269
Alameda(Central)	4	6
Albany	0	0
Berkeley	0	0
Castro Valley	2	7
Fremont	0	0
Hayw ard	1	1
Kensington	0	0
Oakland	8	1537
Piedmont	0	0
Richmond	2	221
San Francisco	1	2
San Leandro	0	0
Union City	0	0
San Lorenzo	0	0
Other Communities	14	181
Total	63	2224
Complaints by Type		
App		231
Telephone		64
Web		112
WebTrak		8
Email		1809
Complaints by Time of Day		
Day (0700 - 1900)		1554
Evening (1900 - 2200)		171
Night (2200 - 0700)		499
Complaints by Type of Operation		
Arrivals		948
Departures		1159
Over-flights		75
Touch & Go		41
Not Linked to an Operation		1
Complaints by Type of Aircraft		
Business Jet		389
Helicopter		69
Jet		1126
Military		0
Not Reported (not linked to an aircraft)		1
Other (Type information not available)		9
Propeller		385
Turbo-prop		245

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Oakland Airport (OAK) Noise Complaint Summary May 2026		
Community	Callers	Complaints
Alameda(BFI)	31	240
Alameda(Central)	2	2
Albany	0	0
Berkeley	0	0
Castro Valley	2	44
Fremont	0	0
Hayward	0	0
Kensington	0	0
Oakland	4	1485
Piedmont	0	0
Richmond	1	10
San Francisco	1	1
San Leandro	0	0
Union City	0	0
San Lorenzo	0	0
Other Communities	9	132
Total	50	1914
Complaints by Type		
App		199
Telephone		38
Web		105
WebTrak		5
Email		1567
Complaints by Time of Day		
Day (0700 - 1900)		1726
Evening (1900 - 2200)		78
Night (2200 - 0700)		110
Complaints by Type of Operation		
Arrivals		561
Departures		855
Over-flights		209
Touch & Go		289
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		238
Helicopter		407
Jet		829
Military		0
Not Reported (not linked to an aircraft)		0
Other (Type information not available)		13
Propeller		394
Turbo-prop		33

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Oakland Airport (OAK) Noise Complaint Summary June 2026		
Community	Callers	Complaints
Alameda(BFI)	39	341
Alameda(Central)	2	6
Albany	0	0
Berkeley	0	0
Castro Valley	1	43
Fremont	0	0
Hayward	0	0
Kensington	0	0
Oakland	3	1300
Piedmont	0	0
Richmond	1	7
San Francisco	1	1
San Leandro	1	1
Union City	0	0
San Lorenzo	0	0
Other Communities	7	48
Total	55	1747
Complaints by Type		
App		282
Telephone		15
Web		99
WebTrak		5
Email		1346
Complaints by Time of Day		
Day (0700 - 1900)		1362
Evening (1900 - 2200)		291
Night (2200 - 0700)		94
Complaints by Type of Operation		
Arrivals		940
Departures		750
Over-flights		9
Touch & Go		48
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		312
Helicopter		201
Jet		831
Military		0
Not Reported (not linked to an aircraft)		0
Other (Type information not available)		17
Propeller		229
Turbo-prop		157

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AIRPORT OPERATIONS SUMMARY TABLES

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

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

North Field Night Departures by Runway (10:00 p.m. to 7:00 a.m.) Second Quarter 2026					
	April	May	June	Quarterly	Percentage
Runway 28L	8	4	14	26	17%
Runway 28R	47	35	40	122	79%
Runway 33	0	3	2	5	3%
Alameda Overflights	55	42	56	153	99%
Runway 10L	1	0	0	1	1%
Runway 10R	0	0	0	0	0%
Runway 15	0	0	0	0	0%
San Leandro Overflights	1	0	0	1	1%
Total Departures	56	42	56	154	100%

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

North Field VFR/IFR Departures by Runway Second Quarter 2026				
	April	May	June	2026
Runway 28L	25	25	24	74
Runway 28R	215	231	238	684
Runway 33	287	308	346	941
VFR Departures	527	564	608	1,699
IFR Departures				
Runway 28L	169	158	190	517
Runway 28R	231	274	264	769
Runway 33	26	44	41	111
IFR Departures	426	476	495	1,397
Total Departures	953	1,040	1,103	3,096

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Operations Table 3. Runway Use by Aircraft Category

	Aircraft Category	OAK Aircraft Operations by Category and Runway Second Quarter 2026											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Corporate Jets	89	102	-	-	-	4	33	459	2,057	-	2,553	2,553
	Helicopters	-	-	-	-	-	-	-	-	-	134	134	134
	Commercial Jets	257	9,590	9,847	-	-	-	-	54	7	-	61	9,908
	Military	-	-	-	-	-	-	-	-	-	-	-	-
	Propeller	-	1	1	6	47	7	3	174	1,111	-	1,348	1,349
	Regional Jets	47	842	889	-	-	-	2	47	602	-	651	1,540
	Turboprops	-	51	51	-	-	10	12	328	649	-	999	1,050
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		393	10,586	10,788	6	47	21	50	1,062	4,426	134	5,746	16,534
Departures	Corporate Jets	14	2,328	2,342	-	7	6	100	121	132	-	366	2,708
	Helicopters	-	-	-	-	-	-	-	-	-	128	128	128
	Commercial Jets	285	9,627	9,912	-	-	1	1	17	-	-	19	9,931
	Military	-	-	-	-	-	-	-	-	-	-	-	-
	Propeller	1	1	2	44	1,040	20	-	64	714	-	1,882	1,884
	Regional Jets	52	1,476	1,528	-	-	-	4	3	1	-	8	1,536
	Turboprops	-	8	8	-	6	21	15	389	607	-	1,038	1,046
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		352	13,440	13,792	44	1,053	48	120	594	1,454	128	3,441	17,233
Touch & Go Sub-totals		-	3	3	4	235	18	-	153	876	-	1,286	1,289
Grand Total		745	24,029	24,583	54	1,335	87	170	1,809	6,756	262	10,473	35,056

Operations Table 4. Runway Use by Jet Aircraft Category

	Aircraft Category	RUNWAYS Second Quarter 2026											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Commercial Jets	257	9,590	9,847	-	-	-	-	54	7	-	61	9,908
	Regional Jets	47	842	889	-	-	-	2	47	602	-	651	1,540
Commercial Jet Sub-totals		304	10,432	10,736	-	-	-	2	101	609	-	712	11,448
	Corporate Jets	89	102	191	-	-	4	33	459	2,057	-	2,553	2,744
All Jet Arrivals Sub-totals		393	10,534	10,927	-	-	4	35	560	2,666	-	3,265	14,192
Departures	Commercial Jets	285	9,627	9,912	-	-	1	1	17	-	-	19	9,931
	Regional Jets	52	1,476	1,528	-	-	-	4	3	1	-	8	1,536
Commercial Jet Sub-totals		337	11,103	11,440	-	-	1	5	20	1	-	27	11,467
	Corporate Jets	14	2,328	2,342	-	7	6	100	121	132	-	366	2,708
All Jet Departures Sub-totals		351	13,431	13,782	-	7	7	105	141	133	-	393	14,175
Grand Total		744	23,965	24,709	-	7	11	140	701	2,799	-	3,658	28,367

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DEFINITIONS OF TERMINOLOGY USED IN COMPLIANCE MONITORING COMMENT SECTION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Nighttime SEL Noise Measurement Summary Definitions

These terms are used in the Nighttime SEL Report.

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

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

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APPENDICES

Runway 28R/L Jet Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
4/6/2026 22:29	N462CB	N462CB	PRM1	3637	28L	B	ATC Instructions	No
5/21/2026 11:51	EJA632	N632QS	C68A	4505	28R	B	ATC Instructions	No
						ATC Instructions	2	
5/5/2026 12:19			C560	3647	28R	B	Audio Not Available	No
4/17/2026 16:40	PGR1199	N199RM	PRM1	3217	28R	B	Audio Not Available	No
						Audio Not Available	2	
4/29/2026 8:21	EJA816	N816QS	C700	4233	28R	B	Departure Timing	No
4/30/2026 9:45			F2TH	1730	28R	B	Departure Timing	No
5/5/2026 14:58	LXJ399	N399FX	E55P	4566	28R	B	Departure Timing	No
5/6/2026 17:41	LXJ568	N568FX	CL35	3237	28L	B	Departure Timing	No
5/10/2026 13:14	EJA927	N927QS	C68A	3340	28R	B	Departure Timing	No
5/11/2026 18:21	EJA848	N848QS	C700	4513	28R	B	Departure Timing	No
5/13/2026 11:56	QQE730	A7CGH	GLF6	3363	28R	B	Departure Timing	No
5/15/2026 8:16	N823HM	N823HM	LJ45	3306	28R	B	Departure Timing	No
5/16/2026 14:53	LXJ392	N392FX	E55P	3735	28L	B	Departure Timing	No
5/17/2026 15:21	XBJLC	XBACS	C550	3357	28R	B	Departure Timing	No
5/20/2026 8:06	EJA474	N474QS	E55P	4563	28R	B	Departure Timing	No
6/4/2026 13:58	LXJ610	N610FX	E550	3745	28L	B	Departure Timing	No
6/4/2026 17:01	EJA781	N781QS	CL35	3627	28R	B	Departure Timing	No
6/6/2026 18:42	PXT838	N838GD	C25B	3745	28R	B	Departure Timing	No
6/11/2026 12:09	LXJ403	N403FX	E545	3305	28L	B	Departure Timing	No
6/16/2026 15:07			C750	6341	28R	B	Departure Timing	No
6/20/2026 11:32			GALX	3203	28L	B	Departure Timing	No
6/21/2026 20:02			GALX	3347	28L	B	Departure Timing	No
6/26/2026 12:59			CL30	7450	28L	B	Departure Timing	No
6/30/2026 12:02	EJA674	N674QS	C68A	4271	28L	B	Departure Timing	No
4/26/2026 18:46	LXJ438	N438FX	E545	4234	28L	B	Departure Timing	No
4/26/2026 18:13			EA50	3316	28R	B	Departure Timing	No
4/24/2026 23:13	VJA551	N551XJ	CL30	4224	28L	B	Departure Timing	No
4/23/2026 20:17	EJA466	N466QS	E55P	3717	28R	B	Departure Timing	No
4/21/2026 21:10	EJA767	N767QS	CL35	1733	28R	B	Departure Timing	No
4/17/2026 10:26	EJA878	N878QS	H25B	4541	28L	B	Departure Timing	No
4/8/2026 8:01			GLF4	6306	28L	B	Departure Timing	No
						Departure Timing	27	
4/2/2026 0:03	LN561SR	N561SR	C560	4534	28R	B	Lifeguard Medical	Yes
4/2/2026 6:26	LN561SR	N561SR	C560	1774	28R	B	Lifeguard Medical	Yes
4/3/2026 8:04	LKFS194	LN870CK	LJ35	6345	28R	B	Lifeguard Medical	Yes
4/3/2026 21:12	LN561SR	N561SR	C560	4255	28R	B	Lifeguard Medical	Yes
4/3/2026 21:44	LN54DD	N54DD	C560	4234	28R	B	Lifeguard Medical	Yes
4/4/2026 7:42	LN174AA	N174AA	C25B	4242	28R	B	Lifeguard Medical	Yes
4/4/2026 19:26	Medevac	Medevac	C560	4256	28R	B	Lifeguard Medical	Yes
4/5/2026 2:03	Medevac	Medevac	C560	4520	28R	B	Lifeguard Medical	Yes
4/5/2026 19:11	LUSC240	LN264CK	LJ35	3365	28R	B	Lifeguard Medical	Yes
4/7/2026 11:39	LN54DD	N54DD	C560	4277	28L	B	Lifeguard Medical	Yes
4/7/2026 19:11	LN54DD	N54DD	C560	3225	28L	B	Lifeguard Medical	Yes
4/11/2026 1:53	LN810BE	N810BE	C560	4217	28R	B	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
4/12/2026 23:35	LUSC240	LN295CK	LJ35	3360	28R	B	Lifeguard Medical	Yes
4/18/2026 12:43	LKFS134	LN452CK	LJ45	3640	28R	B	Lifeguard Medical	Yes
4/19/2026 11:36	LN236N	N236N	CL60	1762	28L	B	Lifeguard Medical	Yes
4/19/2026 20:45	LUSC240	LN76CK	LJ35	3302	28L	B	Lifeguard Medical	Yes
4/20/2026 18:21	Medevac	Medevac	C550	4231	28R	B	Lifeguard Medical	Yes
4/21/2026 14:09	Medevac	Medevac	C550	4250	28R	B	Lifeguard Medical	Yes
4/21/2026 21:11	Medevac	Medevac	C550	4217	28R	B	Lifeguard Medical	Yes
4/21/2026 23:45	LN561SR	N561SR	C560	3227	28R	B	Lifeguard Medical	Yes
4/23/2026 13:18	LN561SR	N561SR	C560	4230	28L	B	Lifeguard Medical	Yes
4/23/2026 20:15	LN561SR	N561SR	C560	4232	28R	B	Lifeguard Medical	Yes
4/24/2026 20:10	LN174AA	N174AA	C25B	4220	28R	B	Lifeguard Medical	Yes
4/24/2026 20:19	LN54DD	N54DD	C560	4510	28R	B	Lifeguard Medical	Yes
4/25/2026 3:50	LN174AA	N174AA	C25B	3236	28R	B	Lifeguard Medical	Yes
4/25/2026 4:05	LN54DD	N54DD	C560	3351	28R	B	Lifeguard Medical	Yes
4/27/2026 13:26	LXAGJC	LXAGJC	C650	3264	28L	B	Lifeguard Medical	Yes
4/27/2026 19:42	Medevac	Medevac	GALX	4257	28L	B	Lifeguard Medical	Yes
4/29/2026 1:04	LN54DD	N54DD	C560	3314	28R	B	Lifeguard Medical	Yes
4/30/2026 13:54	LN561SR	N561SR	C560	4517	28R	B	Lifeguard Medical	Yes
4/30/2026 23:59	LN54DD	N54DD	C560	3222	28R	B	Lifeguard Medical	Yes
5/2/2026 20:41	Medevac	Medevac	GALX	4263	28L	B	Lifeguard Medical	Yes
5/6/2026 19:26			C550	3714	28L	B	Lifeguard Medical	Yes
5/7/2026 6:51	LN149WW	N149WW	C25B	3362	28R	B	Lifeguard Medical	Yes
5/7/2026 17:09	Medevac	Medevac	C560	3667	28L	B	Lifeguard Medical	Yes
5/9/2026 0:02	LN54DD	N54DD	C560	4547	28R	B	Lifeguard Medical	Yes
5/9/2026 9:20	LN54DD	N54DD	C560	3251	28R	B	Lifeguard Medical	Yes
5/10/2026 16:18			GA8C	3331	28L	B	Lifeguard Medical	Yes
5/11/2026 11:33	LN561SR	N561SR	C560	4567	28L	B	Lifeguard Medical	Yes
5/11/2026 14:54	Medevac	Medevac	GALX	4574	28L	B	Lifeguard Medical	Yes
5/11/2026 19:57	LN561SR	N561SR	C560	6372	28L	B	Lifeguard Medical	Yes
5/11/2026 20:28	LJLG806	LN806GJ	H25B	3352	28R	B	Lifeguard Medical	Yes
5/13/2026 19:45	LN149WW	N149WW	C25B	1706	28R	B	Lifeguard Medical	Yes
5/14/2026 11:20	LN54DD	N54DD	C560	4252	28L	B	Lifeguard Medical	Yes
5/14/2026 20:06	LN54DD	N54DD	C560	3640	28R	B	Lifeguard Medical	Yes
5/19/2026 20:25	LN54DD	N54DD	C560	3307	28R	B	Lifeguard Medical	Yes
5/20/2026 4:41	LN54DD	N54DD	C560	3306	28R	B	Lifeguard Medical	Yes
5/22/2026 13:33	LN51GJ	N51GJ	LJ35	3311	28L	B	Lifeguard Medical	Yes
5/22/2026 19:04	LN1926S	N1926S	LJ31	3327	28R	B	Lifeguard Medical	Yes
5/23/2026 13:12	LN54DD	N54DD	C560	4245	28R	B	Lifeguard Medical	Yes
5/23/2026 18:53	LN51GJ	LN51GJ	LJ35	3270	28L	B	Lifeguard Medical	Yes
5/23/2026 19:50	LN54DD	N54DD	C560	3610	28R	B	Lifeguard Medical	Yes
5/25/2026 18:52	Medevac	Medevac	LJ60	3246	28L	B	Lifeguard Medical	Yes
5/31/2026 1:06	LN54DD	N54DD	C560	3217	28L	B	Lifeguard Medical	Yes
5/31/2026 20:20	USC240	N217CK	LJ35	3327	28R	B	Lifeguard Medical	Yes
6/1/2026 0:40	LHTT103	LCGBSW	ASTR	3275	28L	B	Lifeguard Medical	Yes
6/1/2026 14:08	LNJZ3	LN999NJ	GALX	4240	28L	B	Lifeguard Medical	Yes
6/2/2026 4:51	LN817SD	N817SD	H25B	3220	28R	B	Lifeguard Medical	Yes
6/3/2026 14:07	LNJZ3	LN999NJ	GALX	4563	28L	B	Lifeguard Medical	Yes
6/4/2026 22:26			LJ35	3343	28R	B	Lifeguard Medical	Yes
6/9/2026 11:24	Medevac	Medevac	GALX	4527	28R	B	Lifeguard Medical	Yes
6/13/2026 11:12	LHTT901	LCGEBA	A119	3611	28R	B	Lifeguard Medical	Yes
6/14/2026 2:40	LN904LR	N904LR	C560	3330	28R	B	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
6/14/2026 10:42	LN904LR	N904LR	C560	6313	28L	B	Lifeguard Medical	Yes
6/15/2026 7:26	LSCM36	LN360SN	LJ60	3714	28L	B	Lifeguard Medical	Yes
6/15/2026 10:22	LN561SR	N561SR	C560	4234	28R	B	Lifeguard Medical	Yes
6/15/2026 19:07	LN561SR	N561SR	C560	3751	28R	B	Lifeguard Medical	Yes
6/17/2026 20:54	LN561SR	N561SR	C560	3262	28L	B	Lifeguard Medical	Yes
6/18/2026 3:32	LN561SR	N561SR	C560	3276	28L	B	Lifeguard Medical	Yes
6/22/2026 15:05	LN561SR	N561SR	C560	4234	28R	B	Lifeguard Medical	Yes
6/22/2026 21:44	LN561SR	N561SR	C560	6356	28R	B	Lifeguard Medical	Yes
6/22/2026 23:29	LN54DD	N54DD	C560	3261	28R	B	Lifeguard Medical	Yes
6/23/2026 20:10	LN123ED	N123ED	H25B	3735	28L	B	Lifeguard Medical	Yes
6/24/2026 17:29	LN904LR	N904LR	C560	3210	28R	B	Lifeguard Medical	Yes
6/25/2026 11:21	LN561SR	N561SR	C560	4543	28R	B	Lifeguard Medical	Yes
6/25/2026 19:18	LN561SR	N561SR	C560	1725	28R	B	Lifeguard Medical	Yes
6/27/2026 10:02	LN54DD	N54DD	C560	6324	28R	B	Lifeguard Medical	Yes
6/27/2026 13:21	Medevac	Medevac	GALX	3220	28R	B	Lifeguard Medical	Yes
6/28/2026 8:00	LN54DD	N54DD	C560	3242	28R	B	Lifeguard Medical	Yes
6/29/2026 10:40	LN1926S	N1926S	LJ31	3613	28R	B	Lifeguard Medical	Yes
6/29/2026 12:49	LN810BE	N810BE	C560	3771	28R	B	Lifeguard Medical	Yes
6/30/2026 22:35	Medevac	Medevac	GALX	3335	28L	B	Lifeguard Medical	Yes
						Lifeguard Medical	82	
6/18/2026 21:15			F2TH	1701	28L	B	Pilot Requested	No
6/19/2026 8:23	N510KA	N510KA	C510	3316	28L	B	Pilot Requested	No
6/19/2026 14:12	TWY822		GLF5	1763	28L	B	Pilot Requested	No
6/20/2026 10:34	LXJ530	N530FX	CL30	3230	28L	B	Pilot Requested	No
6/20/2026 12:09	N39DJ	N39DJ	C25B	1772	28R	B	Pilot Requested	No
6/20/2026 12:59	CBC612	N612FA	GALX	3316	28L	B	Pilot Requested	No
6/21/2026 0:04			GLF4	3316	28R	B	Pilot Requested	No
6/21/2026 0:36	FTN6	N49VA	E145	3330	28R	R	Pilot Requested	No
6/21/2026 9:15			GLF5	3234	28L	B	Pilot Requested	No
6/21/2026 17:30	N855BB	N855BB	C525	4227	28R	B	Pilot Requested	No
6/23/2026 14:00			GLF280	3777	28L	B	Pilot Requested	No
6/24/2026 7:40	N129DG	N129DG	C25B	3704	28L	B	Pilot Requested	No
6/25/2026 7:49			GLEX	3303	28L	B	Pilot Requested	No
6/27/2026 14:15			C750	1775	28L	B	Pilot Requested	No
6/29/2026 8:11			C750	3715	28L	B	Pilot Requested	No
6/29/2026 16:11			F2TH	3354	28L	B	Pilot Requested	No
6/30/2026 11:54	WUP652	N652UP	E55P	3201	28L	B	Pilot Requested	No
5/8/2026 14:58			E35L	1771	28L	R	Pilot Requested	No
5/9/2026 12:42	N92CJ	N92CJ	FA50	3704	28L	B	Pilot Requested	No
5/9/2026 16:55	EJA930	N930QS	C68A	3311	28L	B	Pilot Requested	No
5/9/2026 18:01	PGR1199	N199RM	PRM1	3216	28R	B	Pilot Requested	No
5/10/2026 8:36	LXJ323	N323FX	E545	4523	28R	B	Pilot Requested	No
5/10/2026 20:40	PGR1199	N199RM	PRM1	3336	28R	B	Pilot Requested	No
5/11/2026 8:00	HER976	N976JS	C750	3223	28R	B	Pilot Requested	No
5/12/2026 15:38	N38MG	N38MG	LJ31	4220	28R	B	Pilot Requested	No
5/13/2026 19:57	EJA750	N750QS	CL35	3223	28R	B	Pilot Requested	No
5/14/2026 7:47			F900	3275	28L	B	Pilot Requested	No
5/14/2026 9:42	N504YH		HDJT	3247	28L	B	Pilot Requested	No
5/15/2026 17:14	STT11	N113BD	FA7X	3653	28R	B	Pilot Requested	No
5/16/2026 10:13			GLEX	3656	28R	B	Pilot Requested	No
5/16/2026 12:19	N186M	N186M	C510	3350	28R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
5/17/2026 13:19			CL60	3650	28L	B	Pilot Requested	No
5/17/2026 18:45	TIV80	N80VM	C25B	3367	28L	B	Pilot Requested	No
5/18/2026 13:11	N420ST	N420ST	HDJT	1757	28R	B	Pilot Requested	No
5/18/2026 14:40	N204BG	N204BG	C560	3353	28R	B	Pilot Requested	No
5/20/2026 15:29	LXJ602	N602FX	E550	1717	28L	B	Pilot Requested	No
5/20/2026 17:55			CL30	3766	28R	B	Pilot Requested	No
5/21/2026 10:08			CL30	1761	28R	B	Pilot Requested	No
5/21/2026 17:25			GLF6	6377	28R	B	Pilot Requested	No
5/21/2026 17:42			CL60	4225	28L	B	Pilot Requested	No
5/22/2026 12:52	N204BG	N204BG	C560	6301	28R	B	Pilot Requested	No
5/23/2026 5:02	N400LG	N400LG	BE40	3336	28R	B	Pilot Requested	No
5/23/2026 8:29			CL30	3344	28L	B	Pilot Requested	No
5/23/2026 15:07	EJA843	N843QS	C700	3657	28R	B	Pilot Requested	No
5/24/2026 13:19	N510KA	N510KA	C510	3334	28R	B	Pilot Requested	No
5/24/2026 14:17	LXJ443	N443FX	E545	3215	28L	B	Pilot Requested	No
5/26/2026 7:25			GA8C	3673	28L	B	Pilot Requested	No
5/26/2026 10:31	N236PS	N236PS	GALX	3711	28L	B	Pilot Requested	No
5/26/2026 10:40	EJA876	N876QS	H25B	3727	28R	B	Pilot Requested	No
5/26/2026 19:22	LXJ466	N466FX	GLF4	3342	28R	B	Pilot Requested	No
5/27/2026 17:57	TWY887		GLF6	3706	28L	B	Pilot Requested	No
5/27/2026 18:21	N236PS	N236PS	GALX	3772	28L	B	Pilot Requested	No
5/29/2026 13:24	N819AP	N819AP	GALX	4270	28L	B	Pilot Requested	No
5/30/2026 11:43	NJZ324		GALX	4212	28L	B	Pilot Requested	No
5/30/2026 20:50			C25A	3320	28R	B	Pilot Requested	No
6/1/2026 16:41	EJA977	N977QS	C750	1706	28R	B	Pilot Requested	No
6/4/2026 18:07	HTT103	CGBSW	ASTR	3231	28L	B	Pilot Requested	No
6/5/2026 15:50	TWY822		GLF5	6305	28L	B	Pilot Requested	No
6/5/2026 16:38			GALX	4545	28L	B	Pilot Requested	No
6/6/2026 12:19			C56X	3361	28L	B	Pilot Requested	No
6/6/2026 15:23			GLF6	4552	28L	B	Pilot Requested	No
6/7/2026 14:11	CNS821	N513PS	PC24	4275	28L	B	Pilot Requested	No
6/7/2026 15:06			F900	6377	28L	B	Pilot Requested	No
6/7/2026 17:15	N918WB	N918WB	GLF5	3601	28R	B	Pilot Requested	No
6/7/2026 17:19	EJA646	N646QS	C68A	3646	28L	B	Pilot Requested	No
6/8/2026 7:28			GLF6	3347	28R	B	Pilot Requested	No
6/8/2026 9:10	KOW992	N992MG	C750	4261	28R	B	Pilot Requested	No
6/8/2026 12:16	KOW25	N125DZ	C750	3260	28L	B	Pilot Requested	No
6/9/2026 8:19	EJA574	N574QS	C56X	3310	28R	B	Pilot Requested	No
6/9/2026 16:15	N96G	N96G	C25B	3241	28R	B	Pilot Requested	No
6/10/2026 14:03			GLF4	3321	28L	B	Pilot Requested	No
6/12/2026 10:43	ASA9646	N984AK	B39M	3660	28L	J	Pilot Requested	No
6/13/2026 6:54	PXT838	N838GD	C25B	4576	28L	B	Pilot Requested	No
6/13/2026 20:11	LXJ673	N673FX	GLF6	3254	28L	B	Pilot Requested	No
6/14/2026 8:44			GA8C	6373	28L	B	Pilot Requested	No
6/14/2026 11:49	N504YH		HDJT	3355	28R	B	Pilot Requested	No
6/14/2026 14:16			GLF6	3367	28L	B	Pilot Requested	No
6/15/2026 14:48	CYO276	N276BG	LJ60	3377	28R	B	Pilot Requested	No
6/17/2026 13:48	POD6		CL30	325	28L	B	Pilot Requested	No
6/18/2026 8:47	LXJ459	N459FX	GLF4	4551	28L	B	Pilot Requested	No
6/18/2026 10:07	VJA479	N479PF	CL30	3246	28L	B	Pilot Requested	No
4/2/2026 9:24			GLF5	3706	28L	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
4/2/2026 14:49	N25LZ	N25LZ	C25A	1761	28R	B	Pilot Requested	No
4/3/2026 15:37	TWY822		GLF5	3665	28L	B	Pilot Requested	No
4/4/2026 11:39	N510KA		C510	3273	28R	B	Pilot Requested	No
4/4/2026 11:58			FA50	4524	28L	B	Pilot Requested	No
4/6/2026 9:13	EJA981	N981QS	C68A	4203	28L	B	Pilot Requested	No
4/6/2026 14:21	KOW988	N988TX	C750	4504	28R	B	Pilot Requested	No
4/7/2026 9:33	N661JM	N661JM	E35L	3206	28L	R	Pilot Requested	No
4/7/2026 16:18	PGR1199	N199RM	PRM1	3206	28R	B	Pilot Requested	No
4/8/2026 7:54			C25B	3373	28R	B	Pilot Requested	No
4/8/2026 14:49	POD1	N971MC	CL30	3722	28L	B	Pilot Requested	No
4/8/2026 15:08	EJA880	N880QS	H25B	3616	28R	B	Pilot Requested	No
4/9/2026 17:46			GLEX	3256	28L	B	Pilot Requested	No
4/9/2026 22:56			F2TH	3361	28L	B	Pilot Requested	No
4/10/2026 14:02			E135	3661	28L	R	Pilot Requested	No
4/10/2026 14:29	N300DG	N300DG	SF50	3740	28L	B	Pilot Requested	No
4/10/2026 16:24	N214WT	N214WT	C750	3641	28L	B	Pilot Requested	No
4/12/2026 17:14	N910DP	N910DP	C750	3707	28R	B	Pilot Requested	No
4/13/2026 13:59	XBJLC	XBACS	C550	6310	28R	B	Pilot Requested	No
4/13/2026 19:15	N615AJ	N615AJ	C560	6371	28R	B	Pilot Requested	No
4/14/2026 13:28			GL7T	4535	28L	B	Pilot Requested	No
4/14/2026 15:46	EJA586	N586QS	C68A	4523	28R	B	Pilot Requested	No
4/15/2026 8:00			GLF5	3773	28L	B	Pilot Requested	No
4/16/2026 12:02	N300DG	N300DG	SF50	3345	28L	B	Pilot Requested	No
4/16/2026 13:05	EJA814	N814QS	C700	4260	28L	B	Pilot Requested	No
4/16/2026 13:51	LXJ602	N602FX	E550	3664	28R	B	Pilot Requested	No
4/16/2026 15:49	WUP214	N214SG	CL30	3311	28L	B	Pilot Requested	No
4/16/2026 23:29	LXJ663	N663FX	GLF6	3316	28L	B	Pilot Requested	No
4/17/2026 10:39	N857CB	N857CB	C56X	3316	28R	B	Pilot Requested	No
4/17/2026 15:14	CTP881	N881VP	C56X	4204	28L	B	Pilot Requested	No
4/18/2026 13:25	SVL12	N108E	C25B	6323	28R	B	Pilot Requested	No
4/19/2026 8:04			C68A	3302	28R	B	Pilot Requested	No
4/19/2026 11:28	N100PF	N100PF	C525	3604	28R	B	Pilot Requested	No
4/19/2026 18:15	LXJ361	N361FX	E55P	3334	28R	B	Pilot Requested	No
4/20/2026 21:14	LXJ361	N361FX	E55P	4512	28L	B	Pilot Requested	No
4/21/2026 18:13	N506MW	N506MW	F2TH	1707	28R	B	Pilot Requested	No
4/22/2026 18:15	N510KA		C510	3224	28L	B	Pilot Requested	No
4/23/2026 8:35	EJA678	N678QS	C56X	4277	28L	B	Pilot Requested	No
4/23/2026 16:14			ASTR	6375	28R	B	Pilot Requested	No
4/23/2026 16:22	N501AK	N501AK	C525	6307	28L	B	Pilot Requested	No
4/23/2026 20:55	KOW552	N552FX	CL30	4202	28R	B	Pilot Requested	No
4/24/2026 10:20	N508EL	N508EL	C25C	3604	28R	B	Pilot Requested	No
4/24/2026 15:35	N444RL	N444RL	EA50	3632	28R	B	Pilot Requested	No
4/26/2026 15:20	TWY822		GLF5	3670	28L	B	Pilot Requested	No
4/28/2026 14:18	N710SC	N710SC	E50P	3655	28R	B	Pilot Requested	No
4/29/2026 14:31	N25LZ	N25LZ	C25A	1723	28L	B	Pilot Requested	No
4/29/2026 14:46			GLEX	1760	28L	B	Pilot Requested	No
4/29/2026 16:22			GLEX	3237	28L	B	Pilot Requested	No
4/30/2026 6:34	N504YH		HDJT	3264	28L	B	Pilot Requested	No
4/30/2026 9:53	EJM989	N989JR	GL5T	3705	28L	B	Pilot Requested	No
5/1/2026 11:06	LXJ319	N319FX	E545	3673	28L	B	Pilot Requested	No
5/1/2026 16:55			GLF5	1713	28L	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
5/2/2026 9:47			GA6C	6312	28L	B	Pilot Requested	No
5/5/2026 11:09	EJA948	N948QS	C68A	4521	28L	B	Pilot Requested	No
5/5/2026 11:55	LXJ346	N346FX	E55P	3235	28R	B	Pilot Requested	No
5/5/2026 13:14	N456MJ	N456MJ	SF50	3355	28R	B	Pilot Requested	No
5/7/2026 8:55			F2TH	4562	28L	B	Pilot Requested	No
5/7/2026 9:36	PGR1199	N199RM	PRM1	3243	28R	B	Pilot Requested	No
5/7/2026 14:33			CL30	6370	28L	B	Pilot Requested	No
5/7/2026 15:03			C55B	1731	28R	B	Pilot Requested	No
5/7/2026 17:37	N803SD	N803SD	C25B	3310	28R	B	Pilot Requested	No
5/7/2026 18:30	N22PB	N22PB	PC24	4247	28R	B	Pilot Requested	No
5/7/2026 18:42	N300DG	N300DG	SF50	6332	28L	B	Pilot Requested	No
5/8/2026 12:48	N310GT	N310GT	C25A	4552	28L	B	Pilot Requested	No
						Pilot Requested	145	
4/6/2026 1:37	SWA4069	N8933Q	B38M	3243	28L	J	RWY 30 Routine Closure	Yes
4/27/2026 1:52	VOI7791	XAVSA	A20N	3225	28L	J	RWY 30 Routine Closure	Yes
4/27/2026 5:27	SWA3560	N8684F	B738	3343	28L	J	RWY 30 Routine Closure	Yes
4/27/2026 5:28	SWA3536	N8517F	B738	3272	28L	J	RWY 30 Routine Closure	Yes
5/4/2026 0:51	SWA3114	N8909L	B38M	3351	28L	J	RWY 30 Routine Closure	Yes
5/4/2026 0:52	SWA2798	N8958Q	B38M	3264	28L	J	RWY 30 Routine Closure	Yes
5/4/2026 0:53	SWA3552	N8868L	B38M	3315	28L	J	RWY 30 Routine Closure	Yes
6/8/2026 1:06	SWA700	N1776R	B38M	3252	28L	J	RWY 30 Routine Closure	Yes
6/8/2026 5:05	SWA471	N8612K	B738	3245	28L	J	RWY 30 Routine Closure	Yes
6/8/2026 5:22	SWA2325	N8866H	B38M	3202	28L	J	RWY 30 Routine Closure	Yes
6/8/2026 5:23	SWA3066	N8716B	B38M	3323	28L	J	RWY 30 Routine Closure	Yes
6/8/2026 5:28	SWA3397	N8709Q	B38M	3345	28L	J	RWY 30 Routine Closure	Yes
6/8/2026 5:43	SWA3034	N8928Q	B38M	3324	28L	J	RWY 30 Routine Closure	Yes
6/15/2026 0:54	SWA3059	N8530W	B738	3210	28L	J	RWY 30 Routine Closure	Yes
6/15/2026 1:29	VOI7791	XAVSZ	A20N	6301	28L	J	RWY 30 Routine Closure	Yes
6/15/2026 1:30	SWA700	N8914Q	B38M	3355	28L	J	RWY 30 Routine Closure	Yes
						RWY 30 Routine Closure	16	
						Grand Count	274	

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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
5/28/2026 11:37	EJA902	N902QS	C68A	1647	10R	B	Air Traffic Conflict	Yes
5/28/2026 11:49	EJA963	N963QS	C68A	1027	10R	B	Air Traffic Conflict	Yes
5/28/2026 15:34	EJA506	N506QS	C68A	1333	10R	B	Air Traffic Conflict	Yes
5/28/2026 15:20			GA8C	3304	10R	B	Air Traffic Conflict	Yes
5/28/2026 14:48	TIV740	N740VM	C700	2756	10R	B	Air Traffic Conflict	Yes
						Air Traffic Conflict	5	
4/11/2026 13:42	XBVIP		C750	2126	10R	B	Airspace Conflict Potential	Yes
4/11/2026 13:38	JSX174	N252JX	E135	1060	10R	R	Airspace Conflict Potential	Yes
4/11/2026 13:01			GLF5	6062	10R	B	Airspace Conflict Potential	Yes
4/22/2026 14:42	N510KA		C510	1056	10R	B	Airspace Conflict Potential	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
4/22/2026 14:26	CTP338	N338TD	PC24	3274	10R	B	Airspace Conflict Potential	Yes
4/22/2026 9:00			G150	1673	10R	B	Airspace Conflict Potential	Yes
4/22/2026 8:48	N66ZB	N66ZB	H25B	3560	10R	B	Airspace Conflict Potential	Yes
4/22/2026 8:17			ASTR	4242	10R	B	Airspace Conflict Potential	Yes
4/20/2026 14:10	EJA876	N876QS	H25B	672	10R	B	Airspace Conflict Potential	Yes
4/20/2026 14:07	N592MA	N592MA	C560	6012	10R	B	Airspace Conflict Potential	Yes
4/20/2026 13:59	PXT838	N838GD	C25B	4557	10R	B	Airspace Conflict Potential	Yes
4/20/2026 11:33	EJA549	N549QS	C68A	4504	10R	B	Airspace Conflict Potential	Yes
4/20/2026 11:04			ASTR	2233	10R	B	Airspace Conflict Potential	Yes
4/20/2026 10:47	CTP338	N338TD	PC24	4265	10L	B	Airspace Conflict Potential	Yes
4/20/2026 10:35			C55B	4566	10L	B	Airspace Conflict Potential	Yes
						Airspace Conflict Potential	15	
4/22/2026 14:19	LN51GJ	N51GJ	LJ35	7113	10L	B	Lifeguard Medical	Yes
4/11/2026 8:52	LN810BE	N810BE	C560	4222	10R	B	Lifeguard Medical	Yes
						Lifeguard Medical	2	
5/28/2026 7:59	JSX170	N259JX	E135	1326	10R	R	Pilot Requested	No
5/28/2026 9:39	N816RZ		GLF5	2062	10R	B	Pilot Requested	No
4/22/2026 13:59	N501AK	N501AK	C525	6704	10R	B	Pilot Requested	No
4/22/2026 12:24	N204BG	N204BG	C560	524	10R	B	Pilot Requested	No
4/22/2026 10:00	XLJ411	N411AJ	LJ45	6764	10R	B	Pilot Requested	No
4/20/2026 10:11	LXJ479	N479FX	GLF4	4062	10R	B	Pilot Requested	No
4/22/2026 9:31	N652SJ	N652SJ	C560	2012	10R	B	Pilot Requested	No
5/28/2026 10:06	LXJ380	N380FX	E55P	6046	10R	B	Pilot Requested	No
4/20/2026 14:25	PXT96	N96PX	C25B	1374	10R	B	Pilot Requested	No
4/11/2026 14:13	N984SB	N984SB	C510	1455	10L	B	Pilot Requested	No
4/12/2026 12:10			C56X	7660	10R	B	Pilot Requested	No
5/28/2026 13:12	KOW513	N513JB	C750	1304	10R	B	Pilot Requested	No
4/20/2026 11:55	PXT525	N525B	C25A	2127	10R	B	Pilot Requested	No
5/28/2026 12:50			GLF4	5777	10R	B	Pilot Requested	No
4/20/2026 11:14			CL30	3560	10R	B	Pilot Requested	No
4/20/2026 8:39	EJA309	N309QS	E55P	4217	10R	B	Pilot Requested	No
4/20/2026 9:26	LXJ421	N421FX	E545	4547	10R	B	Pilot Requested	No
						Pilot Requested	17	
						Grand Count	39	

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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
04/03/2026 17:08:36	28R	N44PF	N44PF	P28A	4242	VFR Departure	No
04/08/2026 13:56:52	33	N7685N	N7685N	T210	4254	VFR Departure	No
04/15/2026 09:34:13	28R	N731HR	N731HR	P210	345	VFR Departure	No
04/16/2026 11:00:35	28L	N733ZK	N733ZK	C172	4530	VFR Departure	No

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
04/19/2026 18:01:36	33	N21866	N21866	P28A	5305	VFR Departure	No
04/22/2026 18:50:30	33	N84DL	N84DL	C172	5377	VFR Departure	No
04/24/2026 20:32:56	33	N24998	N24998	C152	326	VFR Departure	No
04/27/2026 08:50:22	33	N21866	N21866	P28A	5345	VFR Departure	No
04/30/2026 12:35:17	28R	N68459	N68459	C152	4214	VFR Departure	No
05/03/2026 10:15:02	33	N734BN	N734BN	C172	4276	VFR Departure	No
05/03/2026 18:41:42	33	N6605D	N6605D	C172	5363	VFR Departure	No
05/03/2026 19:53:28	33	N21866	N21866	P28A	323	VFR Departure	No
05/06/2026 14:04:10	33	N68459	N68459	C152	5366	VFR Departure	No
05/06/2026 20:21:33	28R	N21866	N21866	P28A	373	VFR Departure	No
05/09/2026 11:29:03	33	N21866	N21866	P28A	366	VFR Departure	No
05/09/2026 15:31:18	28L	N665M	N665M	SR20	5310	VFR Departure	No
05/11/2026 13:19:19	28R	N21866	N21866	P28A	364	VFR Departure	No
05/11/2026 15:22:46	33	N49004	N49004	C152	5315	VFR Departure	No
05/13/2026 10:27:50	28R	N44PF	N44PF	P28A	4217	VFR Departure	No
05/13/2026 15:27:05	28R	N21866	N21866	P28A	5361	VFR Departure	No
05/13/2026 15:37:41	28R	N662EZ	N662EZ	RV10	5351	VFR Departure	No
05/14/2026 10:23:52	33	N553TP	N553TP	P28A	5301	VFR Departure	No
05/16/2026 12:04:35	33	N21866	N21866	P28A	5331	VFR Departure	No
05/16/2026 14:05:19	33	N21866	N21866	P28A	327	VFR Departure	No
05/18/2026 08:44:18	33	N109LD	N109LD	P28A	375	VFR Departure	No
05/18/2026 19:05:41	28R	N1423A	N1423A	COL4	4544	VFR Departure	No
05/19/2026 09:27:38	33	N44PF	N44PF	P28A	4545	VFR Departure	No
05/19/2026 14:10:11	28R			T210	326	VFR Departure	No
05/20/2026 18:45:12	28R	N21866	N21866	P28A	5364	VFR Departure	No
05/21/2026 20:22:48	28R	N406PK		SR22	3222	VFR Departure	No
05/27/2026 10:05:34	28R	N65647	N65647	C172	4273	VFR Departure	No
05/27/2026 12:34:45	28R	N65647	N65647	C172	4572	VFR Departure	No
05/27/2026 12:44:49	28R	N713DW	N713DW	COL4	5321	VFR Departure	No
05/28/2026 16:00:32	33	N6605D	N6605D	C172	4572	VFR Departure	No
06/04/2026 08:20:57	33	N2889T	N2889T	P28R	4510	VFR Departure	No
06/04/2026 15:33:23	28R	N39546	N39546	P28A	3340	VFR Departure	No
06/05/2026 12:37:01	28L	PXT494	N494KC	PC12	372	VFR Departure	No
06/07/2026 17:03:15	33	N3CK	N3CK	S22T	5310	VFR Departure	No
06/18/2026 18:23:23	28R	N5325B	N5325B	C182	3307	VFR Departure	No
06/27/2026 19:16:10	28R	N816Y	N816Y	GLAS	3370	VFR Departure	No
06/30/2026 09:58:32	33	N5317W	N5317W	P28A	4533	VFR Departure	No
06/30/2026 15:29:02	28R	N998MF		B350	4561	VFR Departure	No
04/02/2026 09:44:50	PAD1	CMD08	N838CS	EC35	354	Air Traffic Conflict	Yes
04/02/2026 10:31:20	33	N52789	N52789	C172	334	Air Traffic Conflict	Yes
04/03/2026 13:03:55	28R	N553TP	N553TP	P28A	4241	Air Traffic Conflict	Yes
04/03/2026 14:29:21	33	N733ZK	N733ZK	C172	5370	Air Traffic Conflict	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
04/04/2026 10:30:53	28L	N345UW	N345UW	RV6	4214	Air Traffic Conflict	Yes
04/04/2026 18:04:42	28R	N553TP	N553TP	P28A	5320	Air Traffic Conflict	Yes
04/05/2026 10:34:56	33	N78888	N78888	M20P	4203	Air Traffic Conflict	Yes
04/06/2026 13:49:33	28R	N5051A	N5051A	SR20	3352	Air Traffic Conflict	Yes
04/07/2026 14:05:43	PAD1	CMD08	N838CS	EC35	5366	Air Traffic Conflict	Yes
04/07/2026 14:48:17	28R	N21866	N21866	P28A	327	System Error	Yes
04/07/2026 14:53:53	28R	NGF7749	N313ML	S22T	3250	Air Traffic Conflict	Yes
04/07/2026 20:46:32	PAD1	CMD08	N838CS	EC35	5350	Lifeguard Medical	Yes
04/08/2026 15:18:08	28R	N24998	N24998	C152	354	System Error	Yes
04/08/2026 17:40:10	28L	N7365S	N7365S	C182	4533	Air Traffic Conflict	Yes
04/09/2026 15:33:02	PAD1	ARGUS	N220PD	H500	333	Law Enforcement	Yes
04/09/2026 17:06:37	28R	N21866	N21866	P28A	5315	Air Traffic Conflict	Yes
04/10/2026 17:01:22	PAD1	CMD8	N838CS	EC35	5365	Air Traffic Conflict	Yes
04/13/2026 06:38:17	28R	PXT494	N494KC	PC12	330	System Error	Yes
04/13/2026 12:45:59	33	N4826T	N4826T	P28A	5320	System Error	Yes
04/13/2026 12:48:47	28R	N615BT	N615BT	S22T	4267	Air Traffic Conflict	Yes
04/13/2026 14:05:45	33	N4826T	N4826T	P28A	5330	Air Traffic Conflict	Yes
04/13/2026 15:55:52	33	N4826T	N4826T	P28A	333	System Error	Yes
04/13/2026 16:49:42	PAD1	CMD8	N838CS	EC35	5345	Air Traffic Conflict	Yes
04/13/2026 20:22:36	PAD1	REH35	N328RX	EC35	4573	Lifeguard Medical	Yes
04/13/2026 22:47:33	PAD1	LN384PH	LN384PH	EC35	5335	Lifeguard Medical	Yes
04/14/2026 14:35:02	PAD1	CMD8	N838CS	EC35	350	Lifeguard Medical	Yes
04/15/2026 07:51:21	28R	BXR8603	N208HW	C208	330	Air Traffic Conflict	Yes
04/15/2026 11:20:20	28R	N2155J	N2155J	C82S	4250	Air Traffic Conflict	Yes
04/15/2026 12:35:34	33	N5945K	N5945K	P28B	4210	Air Traffic Conflict	Yes
04/15/2026 13:02:06	33	N6MB	N6MB	C172	343	Air Traffic Conflict	Yes
04/16/2026 09:50:47	28R	N21866	N21866	P28A	5337	System Error	Yes
04/16/2026 12:12:44	28R	N739UL	N739UL	C172	315	Air Traffic Conflict	Yes
04/16/2026 14:38:49	33	NN52789	N52789	C172	333	Air Traffic Conflict	Yes
04/16/2026 19:00:32	28R	N878PN	N878PN	M600	4525	Air Traffic Conflict	Yes
04/17/2026 10:50:27	33	N21866	N21866	P28A	5322	Air Traffic Conflict	Yes
04/17/2026 17:42:43	33	N21866	N21866	P28A	373	System Error	Yes
04/17/2026 22:27:52	PAD1	CMD8	N838CS	EC35	5363	Lifeguard Medical	Yes
04/18/2026 16:50:53	33	N205MP	N205MP	M20P	3634	Air Traffic Conflict	Yes
04/18/2026 17:43:45	28R	N84DL	N84DL	C172	5314	Air Traffic Conflict	Yes
04/18/2026 18:32:27	28R	N21866	N21866	P28A	340	System Error	Yes
04/19/2026 13:07:55	28L	N201XQ	N201XQ	M20P	3651	Air Traffic Conflict	Yes
04/19/2026 14:16:32	PAD1	CMD08	N838CS	EC35	363	Air Traffic Conflict	Yes
04/19/2026 15:18:47	28R	N757PP	N757PP	C152	5374	Air Traffic Conflict	Yes
04/19/2026 16:28:00	33	N757PP	N757PP	C172	365	System Error	Yes
04/21/2026 19:33:12	PAD1	CMD8	N838CS	EC35	5357	Lifeguard Medical	Yes
04/21/2026 22:42:29	PAD1	REH18		EC35	4257	Lifeguard Medical	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
04/22/2026 15:43:13	PAD1	CMD8	N838CS	EC35	357	Lifeguard Medical	Yes
04/22/2026 17:49:03	33	N757PP	N757PP	C152	5334	Air Traffic Conflict	Yes
04/22/2026 20:34:15	PAD1	CMD8	N838CS	EC35	322	Lifeguard Medical	Yes
04/23/2026 10:41:18	28L	BXR8603	N208HW	C208	364	Air Traffic Conflict	Yes
04/23/2026 12:53:42	33	N733ZK	N733ZK	C172	5347	Air Traffic Conflict	Yes
04/23/2026 15:19:07	28R	XSN06	N61RJ	PC12	4516	Air Traffic Conflict	Yes
04/23/2026 19:51:13	PAD1	CMD08	N838CS	EC35	5362	Lifeguard Medical	Yes
04/24/2026 16:17:54	33	N8270P	N8270P	PA24	4513	Air Traffic Conflict	Yes
04/24/2026 17:57:21	33	N52789	N52789	C172	314	Air Traffic Conflict	Yes
04/24/2026 18:55:19	28R	N6896P	N6896P	PA24	5320	Air Traffic Conflict	Yes
04/24/2026 19:58:57	PAD1	CMD08	N838CS	EC35	342	Lifeguard Medical	Yes
04/25/2026 16:16:46	PAD1	CMD8	N838CS	EC35	323	Air Traffic Conflict	Yes
04/26/2026 11:54:34	PAD1	CMD08	N838CS	EC35	346	Air Traffic Conflict	Yes
04/26/2026 11:55:51	33	N93214	N93214	C152	5332	System Error	Yes
04/26/2026 12:26:03	33	N757PP	N757PP	C172	360	System Error	Yes
04/26/2026 17:34:05	28R	XSN82	N82NG	PC12	4537	Air Traffic Conflict	Yes
04/27/2026 09:03:40	33	N739UL	N739UL	C172	5374	Air Traffic Conflict	Yes
04/27/2026 09:27:41	28R	NGF7113	N80377	C172	4235	Air Traffic Conflict	Yes
04/27/2026 15:47:50	28R	N6155R	N6155R	C210	1760	Air Traffic Conflict	Yes
04/27/2026 17:32:01	28R	N734BN	N734BN	C172	333	Air Traffic Conflict	Yes
04/27/2026 20:09:21	PAD1	CMD8	N838CS	EC35	356	Air Traffic Conflict	Yes
04/28/2026 09:16:44	33	N757PP	N757PP	C172	5337	Air Traffic Conflict	Yes
04/28/2026 11:31:52	33	N734BN	N734BN	C172	330	Air Traffic Conflict	Yes
04/28/2026 14:40:16	33			P32R	325	Air Traffic Conflict	Yes
04/28/2026 15:53:22	33	N68459	N68459	C152	333	Air Traffic Conflict	Yes
04/28/2026 16:30:31	28R	N109LD	N109LD	P28A	5317	Air Traffic Conflict	Yes
04/28/2026 17:28:14	33	N553TP	N553TP	P28A	316	Air Traffic Conflict	Yes
04/28/2026 18:02:42	33	N68459	N68459	C152	333	Air Traffic Conflict	Yes
04/29/2026 10:55:45	33	N739UL	N739UL	C172	5324	Air Traffic Conflict	Yes
04/29/2026 13:10:45	28R	N819RL	N819RL	M600	4225	Air Traffic Conflict	Yes
04/29/2026 13:59:08	33	N734BN	N734BN	C172	4530	Air Traffic Conflict	Yes
04/30/2026 13:49:22	33	N109LD	N109LD	P28A	5302	Air Traffic Conflict	Yes
04/30/2026 17:16:23	33	N734BN	N734BN	C172	5370	Air Traffic Conflict	Yes
04/30/2026 17:27:59	28R	N321AS	N321AS	AEST	4532	Air Traffic Conflict	Yes
04/30/2026 19:48:15	PAD1	CMD08	N838CS	EC35	5321	Air Traffic Conflict	Yes
05/01/2026 16:02:39	PAD1	CMD08	N838CS	EC35	325	Air Traffic Conflict	Yes
05/01/2026 21:46:35	PAD1	CMD8	N838CS	EC35	5321	Lifeguard Medical	Yes
05/02/2026 19:50:16	PAD1	CMD08	N838CS	EC35	5335	Air Traffic Conflict	Yes
05/03/2026 23:42:59	PAD1	CMD08	N838CS	EC35	363	Lifeguard Medical	Yes
05/05/2026 16:36:50	28R	N2123L	N2123L	BE36	4234	Air Traffic Conflict	Yes
05/06/2026 17:00:58	28R	N44PF	N44PF	P28A	4272	Air Traffic Conflict	Yes
05/07/2026 12:50:35	33	N109LD	N109LD	C172	5340	System Error	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
05/07/2026 16:12:11	33	N734BN	N734BN	C172	4553	Air Traffic Conflict	Yes
05/09/2026 11:48:47	33	N757PP	N757PP	C152	375	System Error	Yes
05/09/2026 13:48:52	33	N21866	N21866	P28A	374	Air Traffic Conflict	Yes
05/09/2026 18:28:18	33	N4826T	N4826T	P28A	341	System Error	Yes
05/10/2026 15:51:45	28R	XSN73	N731NG	PC12	4520	Air Traffic Conflict	Yes
05/11/2026 16:14:25	PAD1	CMD08	N838CS	EC35	353	Air Traffic Conflict	Yes
05/11/2026 17:46:01	33	N49004	N49004	C152	5335	Air Traffic Conflict	Yes
05/12/2026 14:23:00	28R	N49004	N49004	C152	4531	Air Traffic Conflict	Yes
05/12/2026 19:17:25	PAD1	CMD8	N838CS	EC35	362	Air Traffic Conflict	Yes
05/13/2026 17:52:21	33	N49004	N49004	C152	5350	Air Traffic Conflict	Yes
05/13/2026 19:49:59	28R	N6896P	N6896P	PA24	3706	System Error	Yes
05/14/2026 07:20:51	PAD1	REH35	N328RX	EC35	350	Lifeguard Medical	Yes
05/14/2026 17:18:17	28R	N84DL	N84DL	C172	5336	Air Traffic Conflict	Yes
05/14/2026 19:17:22	PAD1	CMD08	N838CS	EC35	313	Lifeguard Medical	Yes
05/15/2026 09:11:09	PAD1	CMD08	N838CS	EC35	5366	Air Traffic Conflict	Yes
05/15/2026 15:19:10	28R	PXT795	N795MM	PC12	5322	Air Traffic Conflict	Yes
05/16/2026 15:32:32	33	N4826T	N4826T	P28A	344	System Error	Yes
05/16/2026 16:44:59	33	N4826T	N4826T	P28A	354	System Error	Yes
05/16/2026 18:03:25	33	N4826T	N4826T	P28A	5351	System Error	Yes
05/16/2026 18:47:24	28R	N109LD	N109LD	P28A	5344	Air Traffic Conflict	Yes
05/17/2026 08:01:05	PAD1	REH1	N325RX	EC35	5340	Air Traffic Conflict	Yes
05/17/2026 11:19:56	PAD1	CMD8	N838CS	EC35	333	Air Traffic Conflict	Yes
05/18/2026 20:07:44	PAD1	CMD8	N838CS	EC35	351	Air Traffic Conflict	Yes
05/19/2026 10:23:32	28R	N98UM	N98UM	S22T	5373	Air Traffic Conflict	Yes
05/19/2026 10:57:04	PAD1	CMD8	N838CS	EC35	5325	Lifeguard Medical	Yes
05/19/2026 17:43:53	33	N84DL	N84DL	C172	5332	Air Traffic Conflict	Yes
05/20/2026 14:58:16	28R	N24998	N24998	C152	4203	Air Traffic Conflict	Yes
05/21/2026 13:15:29	33	N734BN	N734BN	C172	5345	Air Traffic Conflict	Yes
05/21/2026 15:00:43	33	N6605D	N6605D	C172	5360	Air Traffic Conflict	Yes
05/22/2026 10:41:14	PAD1	CMD8	N838CS	EC35	370	Lifeguard Medical	Yes
05/23/2026 11:36:51	33	N710VE	N710VE	RV7	4521	Air Traffic Conflict	Yes
05/23/2026 12:29:12	33	N7779K	N7779K	C180	4277	Air Traffic Conflict	Yes
05/23/2026 12:32:10	33	N21866	N21866	P28A	371	Air Traffic Conflict	Yes
05/23/2026 17:25:42	28R	N24998	N24998	C152	4252	Air Traffic Conflict	Yes
05/24/2026 14:37:05	33	N6MB	N6MB	C172	4503	Air Traffic Conflict	Yes
05/24/2026 14:51:42	28R	N21866	N21866	P28A	344	Air Traffic Conflict	Yes
05/24/2026 17:21:01	PAD1	CMD08	N838CS	EC35	5371	Air Traffic Conflict	Yes
05/25/2026 06:04:13	PAD1	CMD08	N838CS	EC35	5310	Lifeguard Medical	Yes
05/25/2026 14:20:01	33	N7517J	N7517J	P28R	4510	Air Traffic Conflict	Yes
05/26/2026 05:22:28	PAD1	CMD08	N838CS	EC35	5307	Lifeguard Medical	Yes
05/26/2026 10:14:39	28R	N49039	N49039	C152	376	Air Traffic Conflict	Yes
05/26/2026 11:30:31	28L	N781CW	N781CW	S22T	4576	Air Traffic Conflict	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
05/26/2026 15:46:29	33	N757PP	N757PP	C172	5373	Air Traffic Conflict	Yes
05/26/2026 20:09:12	28R	N713DW	N713DW	COL4	4553	Air Traffic Conflict	Yes
05/27/2026 09:45:20	28R	N733ZK	N733ZK	C172	4523	Air Traffic Conflict	Yes
05/27/2026 10:04:46	28L	N210CB	N210CB	C210	4256	Air Traffic Conflict	Yes
05/27/2026 14:10:58	33	N65647	N65647	C172	4251	Air Traffic Conflict	Yes
05/27/2026 15:52:49	33	N93214	N93214	C152	315	Air Traffic Conflict	Yes
05/27/2026 20:06:53	28R	N109LD	N109LD	P28A	5372	Air Traffic Conflict	Yes
05/29/2026 16:56:53	28R	BXR8603	N90GL	C208	5342	Air Traffic Conflict	Yes
05/30/2026 14:26:44	33	N4826T	N4826T	P28A	324	Air Traffic Conflict	Yes
05/30/2026 14:53:40	28R	N553TP	N553TP	P28A	5330	Air Traffic Conflict	Yes
05/30/2026 15:41:25	PAD1	CMD08	N838CS	EC35	317	Air Traffic Conflict	Yes
05/30/2026 21:18:26	PAD1	CMD08	N838CS	EC35	5375	Lifeguard Medical	Yes
05/31/2026 10:25:47	33	N6605D	N6605D	C172	351	Air Traffic Conflict	Yes
05/31/2026 10:45:01	28R	N6MB	N6MB	C172	4531	Air Traffic Conflict	Yes
05/31/2026 13:43:27	33	N4826T	N4826T	P28A	5350	Air Traffic Conflict	Yes
05/31/2026 15:59:53	28R	XSN40	N404TC	PC12	4513	Air Traffic Conflict	Yes
05/31/2026 17:19:37	33	N757PP	N757PP	C172	5346	Air Traffic Conflict	Yes
05/31/2026 20:57:58	33	N6605D	N6605D	C172	5365	Air Traffic Conflict	Yes
06/01/2026 01:53:18	PAD1	CMD08	N838CS	EC35	5322	Lifeguard Medical	Yes
06/01/2026 14:15:04	28L	BXR1000	N121HA	C208	5340	Air Traffic Conflict	Yes
06/01/2026 14:55:40	28R	N56LJ	N56LJ	C172	355	Air Traffic Conflict	Yes
06/01/2026 18:46:26	33	N6605D	N6605D	C172	4224	Air Traffic Conflict	Yes
06/01/2026 20:31:34	PAD1	CMD8	N838CS	EC35	5343	Lifeguard Medical	Yes
06/03/2026 16:42:28	28R	MGW46		FDCT	4552	Air Traffic Conflict	Yes
06/03/2026 19:24:32	28R	N406PK		S22T	6343	Air Traffic Conflict	Yes
06/03/2026 19:50:25	PAD1	REH07	N31RX	EC35	4536	Air Traffic Conflict	Yes
06/03/2026 19:50:41	PAD1	CMD8	N838CS	EC35	5344	Air Traffic Conflict	Yes
06/03/2026 23:15:25	33			BE58	3720	Air Traffic Conflict	Yes
06/04/2026 14:47:38	33	N84DL	N84DL	C172	5336	Air Traffic Conflict	Yes
06/04/2026 18:04:20	28R	N918CA	N918CA	BE20	4545	Air Traffic Conflict	Yes
06/04/2026 18:30:40	33	N22QT	N22QT	DA40	376	Air Traffic Conflict	Yes
06/04/2026 19:30:02	PAD1	CMD08	N838CS	EC35	326	Air Traffic Conflict	Yes
06/05/2026 09:02:15	28R	N24998	N24998	C152	4236	Air Traffic Conflict	Yes
06/05/2026 17:43:59	28L			BE20	4250	Air Traffic Conflict	Yes
06/06/2026 08:55:26	33	N7517J	N7517J	P28R	3724	Air Traffic Conflict	Yes
06/06/2026 11:18:24	28R	N6896P	N6896P	PA24	4547	Air Traffic Conflict	Yes
06/07/2026 13:49:47	PAD1	CMD8	N838CS	EC35	323	Air Traffic Conflict	Yes
06/07/2026 16:55:34	33	N717BC	N717BC	LEG2	4253	Air Traffic Conflict	Yes
06/07/2026 21:49:58	33	N61NG	N61NG	PC12	4220	Air Traffic Conflict	Yes
06/08/2026 02:32:34	PAD1	REH18		EC35	4273	Lifeguard Medical	Yes
06/08/2026 14:34:50	28R	BXR8603	N90GL	C208	316	Air Traffic Conflict	Yes
06/08/2026 14:47:47	28R	N444FC	N444FC	BT36	4521	Air Traffic Conflict	Yes

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06/10/2026 09:25:45	28R	N733ZK	N733ZK	C172	4232	Air Traffic Conflict	Yes
06/10/2026 10:23:40	28R	N9150V	N9150V	M20P	3610	Air Traffic Conflict	Yes
06/10/2026 12:06:01	28R	N219X	N219X	PC12	3270	Air Traffic Conflict	Yes
06/10/2026 12:58:57	28R	N52789	N52789	C172	5333	Air Traffic Conflict	Yes
06/10/2026 15:50:46	28R	N24998	N24998	C152	4567	Air Traffic Conflict	Yes
06/11/2026 13:49:44	28R	N712RJ	N712RJ	T206	4223	Air Traffic Conflict	Yes
06/11/2026 21:42:08	28R	N5507T	N5507T	C172	5324	Air Traffic Conflict	Yes
06/12/2026 01:52:23	PAD1	REH35		EC35	5311	Lifeguard Medical	Yes
06/12/2026 09:31:48	28R			HELO	5306	Air Traffic Conflict	Yes
06/12/2026 11:18:13	33	N553TP	N553TP	P28A	5306	Air Traffic Conflict	Yes
06/12/2026 16:17:10	33	N9150V	N9150V	M20P	4247	Air Traffic Conflict	Yes
06/12/2026 18:13:33	28L			C82T	373	Air Traffic Conflict	Yes
06/14/2026 00:14:41	PAD1	CMD08	N838CS	EC35	320	Lifeguard Medical	Yes
06/14/2026 13:05:11	28R	N49004	N49004	C152	5375	Air Traffic Conflict	Yes
06/14/2026 15:32:37	28R	N886LM		M600	320	Air Traffic Conflict	Yes
06/15/2026 14:31:50	28L	N9983M	N9983M	T206	3262	Air Traffic Conflict	Yes
06/16/2026 17:01:23	33	N22QT	N22QT	DA40	355	Air Traffic Conflict	Yes
06/17/2026 17:55:41	28R	N24998	N24998	C152	4201	Air Traffic Conflict	Yes
06/18/2026 09:50:48	33	N22QT	N22QT	DA40	1717	Air Traffic Conflict	Yes
06/18/2026 14:06:11	PAD1	CMD08	N838CS	EC35	333	Lifeguard Medical	Yes
06/19/2026 23:15:25	PAD1	CMD08	N838CS	EC35	343	Lifeguard Medical	Yes
06/20/2026 08:21:02	28R	N316PR	N316PR	S22T	3642	Air Traffic Conflict	Yes
06/20/2026 09:49:13	PAD1	CMD8	N838CS	EC35	320	Lifeguard Medical	Yes
06/20/2026 12:02:42	33	N5317W	N5317W	P28A	5317	Air Traffic Conflict	Yes
06/20/2026 14:10:04	PAD1	N443P	N433P	B407	5371	Air Traffic Conflict	Yes
06/21/2026 15:30:31	28L	N937MB		SR22	4515	Air Traffic Conflict	Yes
06/22/2026 12:12:00	PAD1	CMD08	N838CS	EC35	316	Air Traffic Conflict	Yes
06/22/2026 16:32:43	PAD1	CMD8	N838CS	EC35	5374	Air Traffic Conflict	Yes
06/23/2026 17:17:27	PAD1	CMD8	N838CS	EC35	5350	Air Traffic Conflict	Yes
06/25/2026 16:45:33	PAD1	CMD08	N838CS	EC35	324	Air Traffic Conflict	Yes
06/28/2026 16:37:42	28R	N250AW	N250AW	BE20	4242	Air Traffic Conflict	Yes
06/29/2026 08:07:00	PAD1	CMD08	N838CS	EC35	376	Lifeguard Medical	Yes
06/29/2026 12:25:29	33	N31JB	N31JB	C172	5340	Air Traffic Conflict	Yes
06/29/2026 17:28:38	33	N734BN	N734BN	C172	346	Air Traffic Conflict	Yes
06/30/2026 01:46:48	PAD1	CMD8	N838CS	EC35	5311	Lifeguard Medical	Yes
06/30/2026 12:04:05	33	N5317W	N5317W	P28A	5335	Air Traffic Conflict	Yes
06/30/2026 20:34:46	PAD1	CMD8	N838CS	EC35	5315	Lifeguard Medical	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
4/6/2026 22:29	N462CB	N462CB	PRM1	3637	28L	ATC Instructions	No
4/12/2026 1:40	N380BW	N380BW	S22T	4225	10L	ATC Instructions	No
4/22/2026 6:23	PCM8709	N968FE	C208	4260	10R	ATC Instructions	No
4/22/2026 6:46	PCM8711	N872FE	C208	4506	10R	ATC Instructions	No
5/28/2026 6:22	N460AK	N460AK	GLF4	4521	10R	ATC Instructions	No
					ATC Instructions	5	
4/24/2026 23:13	VJA551	N551XJ	CL30	4224	28L	Departure Timing	No
					Departure Timing	1	
4/2/2026 0:03	LN561SR	N561SR	C560	4534	28R	Lifeguard Medical	Yes
4/2/2026 1:05	CMD12	N323RX	EC35	4506	PAD1	Lifeguard Medical	Yes
4/2/2026 6:26	LN561SR	N561SR	C560	1774	28R	Lifeguard Medical	Yes
4/3/2026 4:07	CMD5	N832CS	EC35	343	PAD1	Lifeguard Medical	Yes
4/5/2026 2:03	Medevac	Medevac	C560	4520	28R	Lifeguard Medical	Yes
4/7/2026 3:19	Medevac	Medevac	BE9L	4253	28R	Lifeguard Medical	Yes
4/8/2026 23:44	Medevac	Medevac	BE20	4510	28R	Lifeguard Medical	Yes
4/11/2026 1:53	LN810BE	N810BE	C560	4217	28R	Lifeguard Medical	Yes
4/12/2026 23:35	LUSC240	LN295CK	LJ35	3360	28R	Lifeguard Medical	Yes
4/13/2026 22:47	LN384PH	LN384PH	EC35	5335	PAD1	Lifeguard Medical	Yes
4/16/2026 2:27	REH35	N328RX	EC35	4524	PAD1	Lifeguard Medical	Yes
4/16/2026 3:09	CMD12	N323RX	EC35	4247	PAD1	Lifeguard Medical	Yes
4/17/2026 22:27	CMD8	N838CS	EC35	5363	PAD1	Lifeguard Medical	Yes
4/21/2026 22:42	REH18		EC35	4257	PAD1	Lifeguard Medical	Yes
4/21/2026 23:45	LN561SR	N561SR	C560	3227	28R	Lifeguard Medical	Yes
4/25/2026 3:50	LN174AA	N174AA	C25B	3236	28R	Lifeguard Medical	Yes
4/25/2026 4:05	LN54DD	N54DD	C560	3351	28R	Lifeguard Medical	Yes
4/29/2026 1:04	LN54DD	N54DD	C560	3314	28R	Lifeguard Medical	Yes
4/30/2026 6:44	REH18		EC35	4567	PAD1	Lifeguard Medical	Yes
4/30/2026 23:59	LN54DD	N54DD	C560	3222	28R	Lifeguard Medical	Yes
5/3/2026 23:42	CMD08	N838CS	EC35	363	PAD1	Lifeguard Medical	Yes
5/5/2026 6:13	Medevac	Medevac	BE20	4263	28R	Lifeguard Medical	Yes
5/6/2026 6:29	Medevac	Medevac	BE20	4510	28R	Lifeguard Medical	Yes
5/7/2026 6:51	LN149WW	N149WW	C25B	3362	28R	Lifeguard Medical	Yes
5/9/2026 0:02	LN54DD	N54DD	C560	4547	28R	Lifeguard Medical	Yes
5/18/2026 22:12			BE9L	4525	28R	Lifeguard Medical	Yes
5/19/2026 6:46	Medevac	Medevac	BE20	4511	28R	Lifeguard Medical	Yes
5/20/2026 4:41	LN54DD	N54DD	C560	3306	28R	Lifeguard Medical	Yes
5/22/2026 23:59	Medevac	Medevac	BE20	3331	28R	Lifeguard Medical	Yes
5/25/2026 6:04	CMD08	N838CS	EC35	5310	PAD1	Lifeguard Medical	Yes
5/26/2026 5:22	CMD08	N838CS	EC35	5307	PAD1	Lifeguard Medical	Yes
5/29/2026 3:21				1200	33	Lifeguard Medical	Yes
5/31/2026 1:06	LN54DD	N54DD	C560	3217	28L	Lifeguard Medical	Yes
6/1/2026 0:40	LHTT103	LCGBSW	ASTR	3275	28L	Lifeguard Medical	Yes
6/1/2026 1:53	CMD08	N838CS	EC35	5322	PAD1	Lifeguard Medical	Yes
6/2/2026 4:51	LN817SD	N817SD	H25B	3220	28R	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
6/2/2026 6:48			BE20	4560	28R	Lifeguard Medical	Yes
6/3/2026 5:37	Medevac	Medevac	BE20	4576	28R	Lifeguard Medical	Yes
6/4/2026 6:14	REH3	N319RX	EC35	4516	PAD1	Lifeguard Medical	Yes
6/4/2026 22:26			LJ35	3343	28R	Lifeguard Medical	Yes
6/5/2026 6:10	LN248PH	LN248PH	BE20	4545	28R	Lifeguard Medical	Yes
6/8/2026 2:32	REH18		EC35	4273	PAD1	Lifeguard Medical	Yes
6/9/2026 0:00	Medevac	Medevac	BE20	4216	28R	Lifeguard Medical	Yes
6/9/2026 5:43	REH3	N319RX	EC35	4217	PAD1	Lifeguard Medical	Yes
6/12/2026 1:52	REH35		EC35	5311	PAD1	Lifeguard Medical	Yes
6/14/2026 0:14	CMD08	N838CS	EC35	320	PAD1	Lifeguard Medical	Yes
6/14/2026 2:40	LN904LR	N904LR	C560	3330	28R	Lifeguard Medical	Yes
6/18/2026 3:32	LN561SR	N561SR	C560	3276	28L	Lifeguard Medical	Yes
6/19/2026 23:15	CMD08	N838CS	EC35	343	PAD1	Lifeguard Medical	Yes
6/22/2026 23:29	LN54DD	N54DD	C560	3261	28R	Lifeguard Medical	Yes
6/30/2026 1:46	CMD8	N838CS	EC35	5311	PAD1	Lifeguard Medical	Yes
6/30/2026 22:35	Medevac	Medevac	GALX	3335	28L	Lifeguard Medical	Yes
					Lifeguard Medical	52	
6/3/2026 23:15			BE58	3720	33	Not Acceptable	No
5/28/2026 6:39	PCM8679	N896FE	C208	4514	10R	Not Acceptable	No
5/28/2026 6:28	PCM8709	N762FE	C208	4574	10R	Not Acceptable	No
4/16/2026 23:29	LXJ663	N663FX	GLF6	3316	28L	Not Acceptable	No
4/2/2026 22:16	N998MF	N998MF	B350	4504	28R	Not Acceptable	No
5/15/2026 1:03	N1926F	N1926F	C172	1200	28R	Not Acceptable	No
6/21/2026 0:36	FTN6	N49VA	E145	3330	28R	Not Acceptable	No
					Not Acceptable	7	
4/9/2026 22:56			F2TH	3361	28L	Pilot Requested	No
6/21/2026 0:04			GLF4	3316	28R	Pilot Requested	No
					Pilot Requested	2	
4/27/2026 5:28	SWA3536	N8517F	B738	3272	28L	RWY 30 Routine Closure	Yes
4/27/2026 5:27	SWA3560	N8684F	B738	3343	28L	RWY 30 Routine Closure	Yes
4/27/2026 1:52	VOI7791	XAVSA	A20N	3225	28L	RWY 30 Routine Closure	Yes
4/6/2026 1:37	SWA4069	N8933Q	B38M	3243	28L	RWY 30 Routine Closure	Yes
6/8/2026 5:43	SWA3034	N8928Q	B38M	3324	28L	RWY 30 Routine Closure	Yes
6/8/2026 5:28	SWA3397	N8709Q	B38M	3345	28L	RWY 30 Routine Closure	Yes
6/8/2026 5:23	SWA3066	N8716B	B38M	3323	28L	RWY 30 Routine Closure	Yes
6/8/2026 5:22	SWA2325	N8866H	B38M	3202	28L	RWY 30 Routine Closure	Yes
6/8/2026 5:05	SWA471	N8612K	B738	3245	28L	RWY 30 Routine Closure	Yes
6/8/2026 1:06	SWA700	N1776R	B38M	3252	28L	RWY 30 Routine Closure	Yes
6/15/2026 0:54	SWA3059	N8530W	B738	3210	28L	RWY 30 Routine Closure	Yes
6/15/2026 1:29	VOI7791	XAVSZ	A20N	6301	28L	RWY 30 Routine Closure	Yes
6/15/2026 1:30	SWA700	N8914Q	B38M	3355	28L	RWY 30 Routine Closure	Yes
5/4/2026 0:53	SWA3552	N8868L	B38M	3315	28L	RWY 30 Routine Closure	Yes
5/4/2026 0:52	SWA2798	N8958Q	B38M	3264	28L	RWY 30 Routine Closure	Yes
5/4/2026 0:51	SWA3114	N8909L	B38M	3351	28L	RWY 30 Routine Closure	Yes
					RWY 30 Routine Closure	16	
4/30/2026 6:34	N504YH		HDJT	3264	28L	Straight-out Departure	No
5/23/2026 5:02	N400LG	N400LG	BE40	3336	28R	Straight-out Departure	No
					Straight-out Departure	2	

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
4/11/2026 2:17	N858GF	N858GF	BE20	3351	28R	System Error	Yes
5/13/2026 23:49	BXR494	N121HA	C208	354	28R	System Error	Yes
4/13/2026 6:38	PXT494	N494KC	PC12	330	28R	System Error	Yes
					System Error	3	
5/20/2026 6:51	PXT795	N795MM	PC12	4536	28R	Time Buffer	Yes
6/13/2026 6:54	PXT838	N838GD	C25B	4576	28L	Time Buffer	Yes
6/4/2026 6:53	PCM8710	N985FE	C208	4505	28L	Time Buffer	Yes
5/28/2026 6:59	PCM8711	N846FE	C208	4567	10R	Time Buffer	Yes
					Time Buffer	4	
6/1/2026 23:40			BE9L	4210	28R	Wide Salad	No
6/3/2026 6:40	PCM8711	N846FE	C208	4235	28L	Wide Salad	No
6/16/2026 23:49	BXR494	N208HW	C208	3227	28R	Wide Salad	No
6/17/2026 6:47	N918CA	N918CA	BE20	1774	28R	Wide Salad	No
6/20/2026 0:25	BXR494	N208HW	C208	3332	28R	Wide Salad	No
6/20/2026 6:42			BE20	4533	28R	Wide Salad	No
5/26/2026 1:35	N248PH	N248PH	BE20	4534	28R	Wide Salad	No
5/14/2026 22:45	N887DC	N887DC	B350	4250	28R	Wide Salad	No
6/21/2026 6:31	N2744X	N2744X	C414	6340	28R	Wide Salad	No
6/28/2026 6:49	N553TP	N553TP	P28A	4545	28R	Wide Salad	No
6/30/2026 6:44	PCM8709	N798FE	C208	4254	28L	Wide Salad	No
6/30/2026 22:55	N395TG	N395TG	B350	3354	28R	Wide Salad	No
5/31/2026 0:06			BE20	4244	28R	Wide Salad	No
4/9/2026 22:38			PC12	4226	28R	Wide Salad	No
5/1/2026 0:25			PC12	3265	28R	Wide Salad	No
4/24/2026 1:30	N858GF	N858GF	BE20	3233	28R	Wide Salad	No
4/19/2026 1:57			BE20	4210	28R	Wide Salad	No
4/16/2026 23:26	N72RW	N72RW	B350	3334	28R	Wide Salad	No
4/16/2026 6:21	PXT494	N494KC	PC12	4543	28R	Wide Salad	No
					Wide Salad	19	
					Grand Count	111	

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North Field Quiet Hours SEL List for Calendar Quarter

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
4/1/2026 6:50	4	74.6	80.6	10	PCM8711	N872FE	C208	28L
4/2/2026 0:04	4	86.7	95.9	32	LN561SR	N561SR	C560	28R
4/2/2026 0:04	5	84.7	93.4	44	LN561SR	N561SR	C560	28R
4/2/2026 0:04	6	82.9	91.8	37	LN561SR	N561SR	C560	28R
4/2/2026 0:04	8	72.4	80.9	14	LN561SR	N561SR	C560	28R
4/2/2026 0:04	7	78.2	89	48	LN561SR	N561SR	C560	28R
4/2/2026 6:16	4	79.4	84.8	15	REH50	N913RX	BE20	28R
4/2/2026 6:27	4	83.1	90.9	22	LN561SR	N561SR	C560	28R
4/2/2026 6:27	5	80.7	88.6	19	LN561SR	N561SR	C560	28R
4/2/2026 6:27	6	75.8	83.4	13	LN561SR	N561SR	C560	28R
4/2/2026 6:42	10	65.6	80.1	80	PCM8709	N985FE	C208	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
4/3/2026 6:35	10	63.6	80.2	80	PCM8711	N872FE	C208	28L
4/3/2026 6:55	10	65.1	82.3	80	PCM8710	N995FE	C208	28L
4/3/2026 6:56	10	65.7	81.6	80	PCM8710	N995FE	C208	28L
4/5/2026 2:03	4	82.2	92.3	35	Medevac	Medevac	C560	28R
4/5/2026 2:03	5	81.5	92.2	40	Medevac	Medevac	C560	28R
4/5/2026 2:03	6	80.3	91.2	38	Medevac	Medevac	C560	28R
4/5/2026 2:04	7	74.6	86.4	42	Medevac	Medevac	C560	28R
4/5/2026 3:45	4	76.3	81.4	12	N858GF	N858GF	BE20	28R
4/5/2026 3:46	3	75.4	80.7	11	N858GF	N858GF	BE20	28R
4/5/2026 23:26	4	75.6	82.6	14	N852AL	N852AL	PC12	28R
4/6/2026 1:38	4	84.8	92	20	SWA4069	N8933Q	B38M	28L
4/6/2026 1:38	5	87	94.3	20	SWA4069	N8933Q	B38M	28L
4/6/2026 1:38	6	82.7	91.2	23	SWA4069	N8933Q	B38M	28L
4/6/2026 1:38	7	77.2	87.3	24	SWA4069	N8933Q	B38M	28L
4/6/2026 22:30	4	78.3	86.9	26	N462CB	N462CB	PRM1	28L
4/6/2026 22:30	5	84.3	90.8	21	N462CB	N462CB	PRM1	28L
4/6/2026 22:30	6	80.5	88.2	26	N462CB	N462CB	PRM1	28L
4/6/2026 22:30	7	74.4	84.1	25	N462CB	N462CB	PRM1	28L
4/7/2026 23:32	4	74.6	80	11	BXR494	N4674B	C208	28R
4/8/2026 6:20	4	79.2	84.4	11	PCM8709	N846FE	C208	28L
4/8/2026 23:45	4	79.2	84	12	Medevac	Medevac	BE20	28R
4/9/2026 6:13	4	79	84.2	12	PCM8709	N846FE	C208	28L
4/9/2026 6:33	4	73.5	80.2	9	PCM8711	N872FE	C208	28L
4/9/2026 22:39	4	78.6	83.1	12			PC12	28R
4/9/2026 22:57	4	80.9	87.5	21			F2TH	28L
4/9/2026 22:57	5	86.4	92.4	20			F2TH	28L
4/9/2026 22:57	6	82.1	88.8	18			F2TH	28L
4/9/2026 22:57	7	74.7	83.3	16			F2TH	28L
4/10/2026 6:40	4	74.1	80.9	12	PCM8709	N879FE	C208	28L
4/11/2026 1:54	4	86.8	95.8	48	LN810BE	N810BE	C560	28R
4/11/2026 1:54	5	77.3	88.5	52	LN810BE	N810BE	C560	28R
4/11/2026 1:54	6	78.5	88.6	46	LN810BE	N810BE	C560	28R
4/11/2026 1:54	8	75.7	85.5	18	LN810BE	N810BE	C560	28R
4/11/2026 1:54	7	78.6	89.5	41	LN810BE	N810BE	C560	28R
4/11/2026 2:18	4	78.8	83.9	12	N858GF	N858GF	BE20	28R
4/12/2026 1:41	9	78.1	84.8	16	N380BW	N380BW	S22T	10L
4/12/2026 1:41	10	72.3	80.5	18	N380BW	N380BW	S22T	10L
4/12/2026 1:41	11	74.5	81.7	10	N380BW	N380BW	S22T	10L
4/12/2026 23:26	4	80.3	86.4	18	N380BW	N380BW	S22T	28R
4/12/2026 23:36	4	82.3	89.3	18	LUSC240	LN295CK	LJ35	28R
4/12/2026 23:36	5	79	87.2	22	LUSC240	LN295CK	LJ35	28R
4/12/2026 23:36	6	76.5	84.8	16	LUSC240	LN295CK	LJ35	28R
4/15/2026 6:23	10	64	80	80	PCM8709	N985FE	C208	28L
4/16/2026 6:14	10	70.6	81	80	PCM8709	N985FE	C208	28L
4/16/2026 6:18	4	81.1	85.5	10	NJZ2		BE20	28R
4/16/2026 6:19	3	76.1	81.3	12	NJZ2		BE20	28R
4/16/2026 6:22	4	79.3	84.5	21	PXT494	N494KC	PC12	28R
4/16/2026 6:22	5	72.4	81.6	20	PXT494	N494KC	PC12	28R
4/16/2026 6:22	6	71.7	80.9	20	PXT494	N494KC	PC12	28R
4/16/2026 23:27	4	77.3	82.1	14	N72RW	N72RW	B350	28R
4/16/2026 23:27	5	77	81.6	9	N72RW	N72RW	B350	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
4/17/2026 6:53	10	62.5	80.1	79	PCM8710	N707FX	C208	28L
4/17/2026 6:55	10	66.4	80.6	80	PCM8710	N707FX	C208	28L
4/19/2026 1:58	4	86.3	88.8	11			BE20	28R
4/19/2026 1:58	5	79.3	84.4	9			BE20	28R
4/19/2026 1:58	6	79.2	83.8	9			BE20	28R
4/21/2026 0:02	4	74.9	81.9	12	BXR494	N4674B	C208	28R
4/21/2026 6:33	4	74.1	80.9	9	PCM8709	N985FE	C208	28L
4/21/2026 23:46	4	82	93.2	42	LN561SR	N561SR	C560	28R
4/21/2026 23:46	5	81.5	91.2	50	LN561SR	N561SR	C560	28R
4/21/2026 23:46	6	81.2	91.4	44	LN561SR	N561SR	C560	28R
4/21/2026 23:46	8	73.7	83.6	25	LN561SR	N561SR	C560	28R
4/21/2026 23:46	7	76	88.8	54	LN561SR	N561SR	C560	28R
4/22/2026 6:24	10	77.1	84.8	45	PCM8709	N968FE	C208	10R
4/22/2026 6:24	9	77.5	83.1	12	PCM8709	N968FE	C208	10R
4/22/2026 6:47	10	78.2	84.3	27	PCM8711	N872FE	C208	10R
4/22/2026 6:47	9	74.4	82.1	13	PCM8711	N872FE	C208	10R
4/23/2026 6:10	4	75.3	83	16			PC12	28R
4/23/2026 6:39	14	68.2	80	24	PCM8711	N872FE	C208	28L
4/24/2026 1:31	4	81.2	86.3	14	N858GF	N858GF	BE20	28R
4/24/2026 1:31	8	75.7	81.1	7	N858GF	N858GF	BE20	28R
4/24/2026 1:31	3	76.4	82.6	12	N858GF	N858GF	BE20	28R
4/25/2026 3:51	4	81.5	89.2	23	LN174AA	N174AA	C25B	28R
4/25/2026 3:51	5	77.5	86.6	27	LN174AA	N174AA	C25B	28R
4/25/2026 3:51	6	76.5	85.5	31	LN174AA	N174AA	C25B	28R
4/25/2026 3:51	7	73	83.3	25	LN174AA	N174AA	C25B	28R
4/25/2026 4:05	4	86.3	95	37	LN54DD	N54DD	C560	28R
4/25/2026 4:05	5	81.1	90.3	33	LN54DD	N54DD	C560	28R
4/25/2026 4:06	6	80.7	90	25	LN54DD	N54DD	C560	28R
4/25/2026 4:06	8	73.2	82.7	17	LN54DD	N54DD	C560	28R
4/25/2026 4:06	7	76	84.5	17	LN54DD	N54DD	C560	28R
4/27/2026 1:53	4	82.1	88.7	19	VOI7791	XAVSA	A20N	28L
4/27/2026 1:53	5	85.9	91.9	21	VOI7791	XAVSA	A20N	28L
4/27/2026 1:53	6	80.8	88.6	23	VOI7791	XAVSA	A20N	28L
4/27/2026 1:53	7	74.7	82.8	19	VOI7791	XAVSA	A20N	28L
4/27/2026 5:28	4	87.6	94.9	29	SWA3560	N8684F	B738	28L
4/27/2026 5:28	5	89.2	96.7	28	SWA3560	N8684F	B738	28L
4/27/2026 5:28	6	83.6	93.3	29	SWA3560	N8684F	B738	28L
4/27/2026 5:28	8	70.9	81.4	19	SWA3560	N8684F	B738	28L
4/27/2026 5:28	7	80.9	89.8	29	SWA3560	N8684F	B738	28L
4/27/2026 5:29	4	85.5	92.8	21	SWA3536	N8517F	B738	28L
4/27/2026 5:29	5	88.4	95.5	23	SWA3536	N8517F	B738	28L
4/27/2026 5:29	6	83	92	25	SWA3536	N8517F	B738	28L
4/27/2026 5:29	8	69.7	80.2	17	SWA3536	N8517F	B738	28L
4/27/2026 5:29	7	80.2	88.8	27	SWA3536	N8517F	B738	28L
4/28/2026 23:26	4	73.7	81.8	17	BXR494	N208HW	C208	28R
4/29/2026 1:05	4	80.7	89.4	29	LN54DD	N54DD	C560	28R
4/29/2026 1:05	5	79.1	88.5	27	LN54DD	N54DD	C560	28R
4/29/2026 1:05	6	79.9	88.3	29	LN54DD	N54DD	C560	28R
4/29/2026 1:05	7	72.6	82.7	23	LN54DD	N54DD	C560	28R
4/30/2026 6:32	9	77.3	88.9	85	PCM8711	N844FE	C208	28L
4/30/2026 6:34	4	76.4	83.7	19	N504YH		HDJT	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
4/30/2026 6:34	5	86.8	91.6	14	N504YH		HDJT	28L
4/30/2026 6:35	6	83.7	89.1	14	N504YH		HDJT	28L
4/30/2026 6:35	7	78.7	85.6	16	N504YH		HDJT	28L
5/1/2026 0:00	4	84	92.4	25	LN54DD	N54DD	C560	28R
5/1/2026 0:00	5	85	92.6	22	LN54DD	N54DD	C560	28R
5/1/2026 0:00	6	82.4	89	19	LN54DD	N54DD	C560	28R
5/1/2026 0:26	4	79.5	83.9	11			PC12	28R
5/4/2026 0:52	4	80.8	88.2	23	SWA3114	N8909L	B38M	28L
5/4/2026 0:52	5	82.1	89.9	22	SWA3114	N8909L	B38M	28L
5/4/2026 0:52	6	78.8	87.9	23	SWA3114	N8909L	B38M	28L
5/4/2026 0:52	7	74.8	85.4	23	SWA3114	N8909L	B38M	28L
5/4/2026 0:53	4	78.2	88.1	27	SWA2798	N8958Q	B38M	28L
5/4/2026 0:53	5	80	88.9	27	SWA2798	N8958Q	B38M	28L
5/4/2026 0:53	6	76.6	86.9	26	SWA2798	N8958Q	B38M	28L
5/4/2026 0:53	7	76.7	86.1	27	SWA2798	N8958Q	B38M	28L
5/4/2026 0:53	4	84.3	91.4	22	SWA3552	N8868L	B38M	28L
5/4/2026 0:54	5	86.7	93.9	22	SWA3552	N8868L	B38M	28L
5/4/2026 0:54	6	81.5	90.8	26	SWA3552	N8868L	B38M	28L
5/4/2026 0:54	7	77.8	87.8	26	SWA3552	N8868L	B38M	28L
5/5/2026 6:13	4	78.3	82.9	12	Medevac	Medevac	BE20	28R
5/6/2026 6:30	4	80.3	86.2	14	Medevac	Medevac	BE20	28R
5/6/2026 6:30	6	75.7	81	8	Medevac	Medevac	BE20	28R
5/6/2026 6:30	8	79.1	83.5	10	Medevac	Medevac	BE20	28R
5/7/2026 6:23	9	76.9	85.3	29	PCM8709	N846FE	C208	28L
5/7/2026 6:50	10	76.9	85.7	61	LN149WW	N149WW	C25B	28R
5/7/2026 6:51	4	84.7	90.9	19	LN149WW	N149WW	C25B	28R
5/7/2026 6:51	5	80.7	88.7	19	LN149WW	N149WW	C25B	28R
5/7/2026 6:51	6	79	86.7	23	LN149WW	N149WW	C25B	28R
5/7/2026 6:51	7	73.2	81.4	20	LN149WW	N149WW	C25B	28R
5/7/2026 23:46	4	74.3	81.9	15	N904PJ	N904PJ	PC12	28R
5/7/2026 23:55	4	73.7	80.3	16	BXR494	N208HW	C208	28R
5/9/2026 0:03	4	84.8	93.7	34	LN54DD	N54DD	C560	28R
5/9/2026 0:03	5	81.5	90.6	35	LN54DD	N54DD	C560	28R
5/9/2026 0:03	6	81.4	90.3	35	LN54DD	N54DD	C560	28R
5/9/2026 0:03	7	75.8	85.6	30	LN54DD	N54DD	C560	28R
5/11/2026 23:49	4	76.5	82.3	13	BXR494	N121HA	C208	28R
5/14/2026 6:37	4	73.7	80.1	10	PCM8679	N968FE	C208	28L
5/15/2026 1:05	5	72.1	80.3	19	N1926F	N1926F	C172	28R
5/18/2026 22:12	3	70.6	85.8	80			BE9L	28R
5/18/2026 22:12	4	73.9	80.9	11			BE9L	28R
5/19/2026 6:18	10	64.9	80.5	80	PCM8709	N896FE	C208	28L
5/19/2026 6:19	10	67.9	82.1	80	PCM8709	N896FE	C208	28L
5/20/2026 4:41	5	74.8	83.2	23	LN54DD	N54DD	C560	28R
5/20/2026 4:42	4	79.1	89.7	49	LN54DD	N54DD	C560	28R
5/20/2026 4:42	5	81.6	90.8	51	LN54DD	N54DD	C560	28R
5/20/2026 4:42	6	72.1	81.9	18	LN54DD	N54DD	C560	28R
5/20/2026 6:32	4	71.2	80.6	26	PCM8679	N920FE	C208	28L
5/20/2026 6:52	4	78.7	83.7	14	PXT795	N795MM	PC12	28R
5/20/2026 22:50	4	74.2	80	12	N911SF	N911SF	BE20	28R
5/21/2026 6:17	9	76.4	85.8	48	PCM8709	N896FE	C208	28L
5/23/2026 0:00	4	79.8	83.6	10	Medevac	Medevac	BE20	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
5/23/2026 0:00	8	74.9	80.5	6	Medevac	Medevac	BE20	28R
5/23/2026 5:03	4	87.3	96.5	37	N400LG	N400LG	BE40	28R
5/23/2026 5:03	5	84.3	93.7	35	N400LG	N400LG	BE40	28R
5/23/2026 5:03	6	84.8	91.9	32	N400LG	N400LG	BE40	28R
5/23/2026 5:03	8	72.9	82.7	19	N400LG	N400LG	BE40	28R
5/23/2026 5:03	7	74	84.2	27	N400LG	N400LG	BE40	28R
5/26/2026 1:36	4	77.2	82.6	14	N248PH	N248PH	BE20	28R
5/26/2026 1:36	5	76.2	82.3	10	N248PH	N248PH	BE20	28R
5/27/2026 6:29	4	73.5	80.7	11	PCM8709	N985FE	C208	28L
5/27/2026 6:55	4	75.4	80.7	11	PCM8711	N846FE	C208	28L
5/28/2026 6:22	4	73.5	81.2	19	N460AK	N460AK	GLF4	10R
5/28/2026 6:23	9	75	83.4	15	N460AK	N460AK	GLF4	10R
5/28/2026 6:23	12	76.7	85.3	30	N460AK	N460AK	GLF4	10R
5/28/2026 6:29	10	71.6	83.8	80	PCM8709	N762FE	C208	10R
5/28/2026 6:30	9	75.3	83.1	11	PCM8709	N762FE	C208	10R
5/28/2026 6:30	10	65.4	80.6	80	PCM8709	N762FE	C208	10R
5/28/2026 6:31	11	73.4	81.5	11	PCM8709	N762FE	C208	10R
5/28/2026 6:41	10	73	81.8	30	PCM8679	N896FE	C208	10R
5/28/2026 6:41	9	74.9	81.6	11	PCM8679	N896FE	C208	10R
5/28/2026 6:59	8	73.1	80.1	10	PCM8711	N846FE	C208	10R
5/28/2026 7:00	9	76.3	83.2	12	PCM8711	N846FE	C208	10R
5/28/2026 7:00	10	70.4	80.3	22	PCM8711	N846FE	C208	10R
5/28/2026 7:01	11	75.3	81.3	9	PCM8711	N846FE	C208	10R
5/31/2026 0:07	4	82	85.5	11			BE20	28R
5/31/2026 0:07	5	79.7	83.4	10			BE20	28R
5/31/2026 1:06	4	77.6	85.9	24	LN54DD	N54DD	C560	28L
5/31/2026 1:06	5	78.2	87.9	24	LN54DD	N54DD	C560	28L
5/31/2026 1:07	6	70.1	80.7	19	LN54DD	N54DD	C560	28L
6/1/2026 0:40	4	81.9	89.2	25	LHTT103	LCGBSW	ASTR	28L
6/1/2026 0:40	5	91.8	96.6	21	LHTT103	LCGBSW	ASTR	28L
6/1/2026 0:41	6	88.1	94.5	21	LHTT103	LCGBSW	ASTR	28L
6/1/2026 0:41	7	82.2	89.9	23	LHTT103	LCGBSW	ASTR	28L
6/1/2026 23:41	4	81.4	86	9			BE9L	28R
6/2/2026 4:51	4	87.6	92.8	18	LN817SD	N817SD	H25B	28R
6/2/2026 4:51	5	79.5	87.7	17	LN817SD	N817SD	H25B	28R
6/2/2026 4:51	6	77.1	84.9	18	LN817SD	N817SD	H25B	28R
6/2/2026 6:49	4	77.2	82.7	12			BE20	28R
6/2/2026 6:51	4	73.7	81.2	14	XSN06	N61RJ	PC12	28R
6/3/2026 5:37	4	85	87.5	11	Medevac	Medevac	BE20	28R
6/3/2026 5:38	5	76.6	82.1	11	Medevac	Medevac	BE20	28R
6/3/2026 5:38	6	76.8	81.7	9	Medevac	Medevac	BE20	28R
6/3/2026 6:41	4	80.4	85.2	17	PCM8711	N846FE	C208	28L
6/3/2026 6:41	5	75.4	81.6	12	PCM8711	N846FE	C208	28L
6/3/2026 6:42	8	74.7	80.8	9	PCM8711	N846FE	C208	28L
6/3/2026 23:16	8	76.6	86	24			BE58	33
6/3/2026 23:16	5	75.5	85.4	32			BE58	33
6/3/2026 23:16	4	74.7	85.1	29			BE58	33
6/4/2026 6:22	9	81.9	87.2	29	PCM8709	N896FE	C208	28L
6/4/2026 6:44	4	74.8	80.5	8	PCM8711	N772FE	C208	28L
6/4/2026 6:54	5	77.9	83.9	33	PCM8710	N985FE	C208	28L
6/4/2026 6:54	4	77.9	83.5	15	PCM8710	N985FE	C208	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
6/4/2026 6:55	8	74.2	80.6	7	PCM8710	N985FE	C208	28L
6/4/2026 22:26	4	82.4	88.1	16			LJ35	28R
6/4/2026 22:26	5	78.7	85.7	17			LJ35	28R
6/4/2026 22:26	6	75.8	84.1	16			LJ35	28R
6/5/2026 6:11	4	84.3	87.7	12	LN248PH	LN248PH	BE20	28R
6/5/2026 6:11	5	74.8	80.2	10	LN248PH	LN248PH	BE20	28R
6/5/2026 6:49	5	79.3	82.7	6	BXR1960	N208HW	C208	28L
6/5/2026 6:53	4	75.7	81.4	11	PCM8711	N984FE	C208	28L
6/8/2026 1:07	4	81.2	88.3	19	SWA700	N1776R	B38M	28L
6/8/2026 1:07	5	84.5	92.1	22	SWA700	N1776R	B38M	28L
6/8/2026 1:07	6	80.1	89.5	23	SWA700	N1776R	B38M	28L
6/8/2026 1:07	7	77.6	86.7	23	SWA700	N1776R	B38M	28L
6/8/2026 1:18	4	76.9	82.2	9			BE20	28R
6/8/2026 5:05	4	85.4	93.6	33	SWA471	N8612K	B738	28L
6/8/2026 5:05	5	86.6	94.9	31	SWA471	N8612K	B738	28L
6/8/2026 5:05	6	82	92.2	32	SWA471	N8612K	B738	28L
6/8/2026 5:05	7	80.1	89.7	36	SWA471	N8612K	B738	28L
6/8/2026 5:05	8	72.6	81.1	19	SWA471	N8612K	B738	28L
6/8/2026 5:23	4	84.3	90.9	24	SWA2325	N8866H	B38M	28L
6/8/2026 5:23	5	86.8	93.9	25	SWA2325	N8866H	B38M	28L
6/8/2026 5:23	6	79.8	89.8	21	SWA2325	N8866H	B38M	28L
6/8/2026 5:23	7	75	85.7	24	SWA2325	N8866H	B38M	28L
6/8/2026 5:24	4	84.2	91.3	22	SWA3066	N8716B	B38M	28L
6/8/2026 5:24	5	87.4	94.3	26	SWA3066	N8716B	B38M	28L
6/8/2026 5:24	6	81.6	90.5	27	SWA3066	N8716B	B38M	28L
6/8/2026 5:24	7	76.5	87.1	29	SWA3066	N8716B	B38M	28L
6/8/2026 5:28	4	79.6	87.8	21	SWA3397	N8709Q	B38M	28L
6/8/2026 5:29	5	84.6	92.1	23	SWA3397	N8709Q	B38M	28L
6/8/2026 5:29	6	79.5	89.1	24	SWA3397	N8709Q	B38M	28L
6/8/2026 5:29	7	75.2	86.4	31	SWA3397	N8709Q	B38M	28L
6/8/2026 5:43	4	84.1	91	25	SWA3034	N8928Q	B38M	28L
6/8/2026 5:43	5	88.5	95	22	SWA3034	N8928Q	B38M	28L
6/8/2026 5:43	6	83.6	91.8	25	SWA3034	N8928Q	B38M	28L
6/8/2026 5:44	7	76.6	87	29	SWA3034	N8928Q	B38M	28L
6/9/2026 0:01	4	81	85.8	12	Medevac	Medevac	BE20	28R
6/9/2026 0:01	8	75.3	80.3	7	Medevac	Medevac	BE20	28R
6/9/2026 22:15	4	78	84.2	17	N788BM	N788BM	S22T	28R
6/9/2026 22:15	8	73.9	81.5	12	N788BM	N788BM	S22T	28R
6/9/2026 23:45	4	74.9	81.6	11	BXR494	N121HA	C208	28R
6/10/2026 6:35	8	74.6	84.8	20	PCM8709	N772FE	C208	28L
6/10/2026 6:39	4	73.8	81.6	20	PCM8679	N726FX	C208	28L
6/12/2026 6:49	4	73	80.1	11	PCM8679	N984FE	C208	28L
6/13/2026 0:04	4	72.2	81.1	18	BXR494	N208HW	C208	28R
6/13/2026 6:55	4	74.1	82.2	18	PXT838	N838GD	C25B	28L
6/13/2026 6:55	5	81.8	87.6	18	PXT838	N838GD	C25B	28L
6/13/2026 6:55	6	73.9	82.7	16	PXT838	N838GD	C25B	28L
6/14/2026 2:41	4	87.4	95.9	34	LN904LR	N904LR	C560	28R
6/14/2026 2:41	5	86.1	95	34	LN904LR	N904LR	C560	28R
6/14/2026 2:41	6	83.6	93.8	33	LN904LR	N904LR	C560	28R
6/14/2026 2:42	7	78	87.9	33	LN904LR	N904LR	C560	28R
6/15/2026 0:55	4	89.4	96.9	26	SWA3059	N8530W	B738	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
6/15/2026 0:55	5	92	99.4	27	SWA3059	N8530W	B738	28L
6/15/2026 0:55	6	86.4	95.2	28	SWA3059	N8530W	B738	28L
6/15/2026 0:55	8	72.2	82.6	22	SWA3059	N8530W	B738	28L
6/15/2026 0:55	7	81.5	91.6	30	SWA3059	N8530W	B738	28L
6/15/2026 1:30	4	84	90	22	VOI7791	XAVSZ	A20N	28L
6/15/2026 1:30	5	86.4	93	21	VOI7791	XAVSZ	A20N	28L
6/15/2026 1:30	6	83.4	90.9	22	VOI7791	XAVSZ	A20N	28L
6/15/2026 1:30	7	79.3	88.3	21	VOI7791	XAVSZ	A20N	28L
6/15/2026 1:31	4	79.1	87.8	21	SWA700	N8914Q	B38M	28L
6/15/2026 1:31	5	82	90.2	22	SWA700	N8914Q	B38M	28L
6/15/2026 1:31	6	78.6	87.9	24	SWA700	N8914Q	B38M	28L
6/15/2026 1:31	7	75.2	85.3	24	SWA700	N8914Q	B38M	28L
6/16/2026 23:51	4	79.3	85.6	14	BXR494	N208HW	C208	28R
6/16/2026 23:51	8	75.6	82.2	10	BXR494	N208HW	C208	28R
6/17/2026 6:48	4	76.9	82.2	12	N918CA	N918CA	BE20	28R
6/17/2026 23:56	4	78.6	85.7	18	BXR494	N208HW	C208	28L
6/18/2026 3:33	4	77.7	86.5	22	LN561SR	N561SR	C560	28L
6/18/2026 3:33	5	81.4	89.7	27	LN561SR	N561SR	C560	28L
6/18/2026 3:33	6	74.1	82.6	18	LN561SR	N561SR	C560	28L
6/18/2026 6:42	4	78	82.6	12			BE20	28R
6/18/2026 6:42	8	77.5	81.9	9			BE20	28R
6/19/2026 0:04	4	72.4	80.8	13	BXR494	N208HW	C208	28R
6/19/2026 4:40	4	73.8	80.7	12	REH50	N911RX	BE20	28R
6/20/2026 0:26	4	76.1	84	17	BXR494	N208HW	C208	28R
6/20/2026 0:27	8	72.4	81.3	13	BXR494	N208HW	C208	28R
6/20/2026 6:42	4	80.4	84.8	11			BE20	28R
6/20/2026 6:43	8	77.2	82.1	7			BE20	28R
6/21/2026 0:04	4	85	91.6	21			GLF4	28R
6/21/2026 0:04	5	80.8	89	23			GLF4	28R
6/21/2026 0:04	6	79.6	86.9	21			GLF4	28R
6/21/2026 0:04	7	75.3	83.8	18			GLF4	28R
6/21/2026 0:36	4	81.3	88.9	22	FTN6	N49VA	E145	28R
6/21/2026 0:37	5	77.1	86.3	27	FTN6	N49VA	E145	28R
6/21/2026 0:37	6	75.7	85.5	25	FTN6	N49VA	E145	28R
6/21/2026 0:37	7	73.9	83.3	26	FTN6	N49VA	E145	28R
6/21/2026 6:32	4	85.8	90.3	16	N2744X	N2744X	C414	28R
6/21/2026 6:32	5	77.3	82.6	12	N2744X	N2744X	C414	28R
6/21/2026 6:32	6	73.7	80.2	9	N2744X	N2744X	C414	28R
6/21/2026 6:33	8	75.4	82.5	12	N2744X	N2744X	C414	28R
6/22/2026 23:29	4	82.9	90.2	24	LN54DD	N54DD	C560	28R
6/22/2026 23:29	5	83	91.3	20	LN54DD	N54DD	C560	28R
6/22/2026 23:29	6	81.2	86.4	10	LN54DD	N54DD	C560	28R
6/23/2026 0:27	4	71.9	81	20	BXR494	N208HW	C208	28R
6/24/2026 0:18	4	75.3	82.3	13	BXR494	N9766B	C208	28R
6/24/2026 6:24	4	75.8	82.1	19	PCM8709	N908FE	C208	28L
6/24/2026 6:32	4	74.3	82.2	16	PXT795	N795MM	PC12	28R
6/25/2026 6:33	4	80	84.9	12	PCM8709	N782FE	C208	28R
6/25/2026 6:39	4	74.1	82.2	22	PXT494	N494KC	PC12	28R
6/25/2026 6:58	5	71.7	81.3	35	PCM8711	N772FE	C208	28L
6/28/2026 6:50	4	79.7	86.8	20	N553TP	N553TP	P28A	28R
6/28/2026 6:51	8	71.8	80.3	11	N553TP	N553TP	P28A	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
6/30/2026 6:29	4	77.4	83.3	14	PXT494	N494KC	PC12	28R
6/30/2026 6:46	5	79.3	85.4	14	PCM8709	N798FE	C208	28L
6/30/2026 6:46	6	78.4	83.2	9	PCM8709	N798FE	C208	28L
6/30/2026 6:46	8	74.6	82.1	13	PCM8709	N798FE	C208	28L
6/30/2026 22:36	4	81.3	87.9	17	Medevac	Medevac	GALX	28L
6/30/2026 22:36	5	83.2	89.8	19	Medevac	Medevac	GALX	28L
6/30/2026 22:36	6	79	86.2	14	Medevac	Medevac	GALX	28L
6/30/2026 22:36	7	71.3	80.3	13	Medevac	Medevac	GALX	28L
6/30/2026 22:55	4	74.5	80.3	11	N395TG	N395TG	B350	28R

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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
6/10/2026 12:49	UVA	N282N	C700	B	N282N	Not Acceptable	No
				Not Acceptable		1	
				Grand Count		1	

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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
4/2/2026 0:41			GA6C	B		ATC Instructions	No
5/1/2026 23:55	PKW	PKW669	LJ60	B		ATC Instructions	No
5/3/2026 0:14		N441RF	PRM1	B	N441RF	ATC Instructions	No
5/11/2026 4:27			GLF5	B		ATC Instructions	No
6/17/2026 22:53			GALX	B		ATC Instructions	No
					ATC Instructions	5	
4/1/2026 6:32	FDX	FDX3648	B77L	J	N871FD	Air Traffic Conflict	Yes
4/1/2026 22:19			H25B	B		Air Traffic Conflict	Yes
4/1/2026 22:25		N551SJ	C551	B	N551SJ	Air Traffic Conflict	Yes
4/2/2026 6:18	SWA	SWA2595	B38M	J	N8980Q	Air Traffic Conflict	Yes
4/5/2026 6:09	PXT	PXT415	C25B	B	N415PC	Air Traffic Conflict	Yes
4/7/2026 5:06	FDX	FDX690	B763	J	N295FE	Air Traffic Conflict	Yes
4/7/2026 6:27	SWA	SWA8508	B38M	J	N8940Q	Air Traffic Conflict	Yes
4/9/2026 6:41	PXT	PXT525	C25A	B	N525B	Air Traffic Conflict	Yes
4/12/2026 5:28	FDX	FDX5045	B77L	J	N870FD	Air Traffic Conflict	Yes
4/16/2026 6:30	UPS	UPS2945	B763	J	N312UP	Air Traffic Conflict	Yes
4/16/2026 6:40	PXT	PXT415	C25B	B	N415PC	Air Traffic Conflict	Yes
4/19/2026 6:23	SWA	SWA1063	B738	J	N8689C	Air Traffic Conflict	Yes
4/23/2026 6:29	UPS	UPS2941	B763	J	N358UP	Air Traffic Conflict	Yes
5/1/2026 6:35	UPS	UPS5943	B763	J	N390UP	Air Traffic Conflict	Yes
5/5/2026 6:13	FDX	FDX3647	B763	J	N264FE	Air Traffic Conflict	Yes
5/8/2026 6:49	FDX	FDX408	B752	J	N987FD	Air Traffic Conflict	Yes

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
5/10/2026 5:43	UPS	UPS947	B763	J	N334UP	Air Traffic Conflict	Yes
5/10/2026 6:09	UPS	UPS5839	B763	J	N328UP	Air Traffic Conflict	Yes
5/11/2026 0:10	SWA	SWA3552	B38M	J	N8981Q	Air Traffic Conflict	Yes
5/12/2026 6:38	PWR	PWR5	G280	B	N282QA	Air Traffic Conflict	Yes
5/13/2026 23:33			GLF5	B		Air Traffic Conflict	Yes
5/13/2026 23:53	QQE	QQE752	GA7C	B	A7CHA	Air Traffic Conflict	Yes
5/14/2026 6:48	SWA	SWA1063	B738	J	N8549Z	Air Traffic Conflict	Yes
5/22/2026 6:42	UPS	UPS5943	B763	J	N329UP	Air Traffic Conflict	Yes
5/23/2026 6:14	FDX	FDX3908	B763	J	N153FE	Air Traffic Conflict	Yes
5/24/2026 6:04	FDX	FDX5045	B77L	J	N860FD	Air Traffic Conflict	Yes
5/24/2026 6:25	FDX	FDX435	B763	J	N164FE	Air Traffic Conflict	Yes
5/26/2026 5:49	LXJ	LXJ268	LJ60	B	N268FX	Air Traffic Conflict	Yes
5/29/2026 6:28	UPS	UPS5839	B763	J	N338UP	Air Traffic Conflict	Yes
5/31/2026 22:22	SWA	SWA3114	B38M	J	N8842L	Air Traffic Conflict	Yes
5/31/2026 22:23	TWY	TWY308	CL60	B	N135SM	Air Traffic Conflict	Yes
6/1/2026 6:24	SWA	SWA1063	B38M	J	N8826Q	Air Traffic Conflict	Yes
6/4/2026 6:36	FDX	FDX411	B77L	J	N884FD	Air Traffic Conflict	Yes
6/4/2026 6:41	FDX	FDX3647	B763	J	N266FE	Air Traffic Conflict	Yes
6/4/2026 6:47	FDX	FDX400	B763	J	N153FE	Air Traffic Conflict	Yes
6/7/2026 6:08	SKW	SKW4061	E75L	R	N324SY	Air Traffic Conflict	Yes
6/9/2026 6:13	SWA	SWA2761	B38M	J	N8727M	Air Traffic Conflict	Yes
6/9/2026 6:21	FDX	FDX3648	B77L	J	N889FD	Air Traffic Conflict	Yes
6/11/2026 6:03	UPS	UPS2945	B763	J	N367UP	Air Traffic Conflict	Yes
6/11/2026 6:26	UPS	UPS2633	B763	J	N384UP	Air Traffic Conflict	Yes
6/17/2026 6:29	SWA	SWA3041	B38M	J	N8865L	Air Traffic Conflict	Yes
6/18/2026 6:21	PXT	PXT656	C25B	B	N656SM	Air Traffic Conflict	Yes
6/18/2026 6:32	FDX	FDX411	B77L	J	N879FD	Air Traffic Conflict	Yes
6/21/2026 5:53	UPS	UPS5839	B763	J	N380UP	Air Traffic Conflict	Yes
6/22/2026 5:54	SWA	SWA8503	B38M	J	N8762Q	Air Traffic Conflict	Yes
6/22/2026 6:23			GLF5	B		Air Traffic Conflict	Yes
6/23/2026 6:27	FDX	FDX3648	B77L	J	N878FD	Air Traffic Conflict	Yes
6/27/2026 5:58	SWA	SWA1218	B38M	J	N8851Q	Air Traffic Conflict	Yes
6/27/2026 6:10	SKW	SKW4061	E75L	R	N315SY	Air Traffic Conflict	Yes
6/27/2026 23:22	SWA	SWA1378	B738	J	N8611F	Air Traffic Conflict	Yes
					Air Traffic Conflict	50	
4/5/2026 23:54	VOI	VOI7711	A320	J	XAVOY	Not Acceptable	No
4/10/2026 23:42	VOI	VOI771	A21N	J	XAVSX	Not Acceptable	No
5/28/2026 4:32	UPS	UPS2949	B752	J	N411UP	Not Acceptable	No
4/5/2026 4:13	FDX	FDX435	B77L	J	N848FD	Not Acceptable	No
6/6/2026 23:16	VOI	VOI1773	A20N	J	XAVUR	Not Acceptable	No
5/12/2026 22:16			GA6C	B		Not Acceptable	No
6/7/2026 4:23	FDX	FDX435	B763	J	N146FE	Not Acceptable	No
5/10/2026 4:31	FDX	FDX435	B77L	J	N872FD	Not Acceptable	No
6/24/2026 23:21		N460AK	GLF4	B	N460AK	Not Acceptable	No
4/21/2026 0:23			GLF6	B		Not Acceptable	No
6/22/2026 23:14			GLEK	B		Not Acceptable	No
6/14/2026 4:32	FDX	FDX435	B763	J	N173FE	Not Acceptable	No
6/12/2026 23:56	VOI	VOI7791	A20N	J	XAVSN	Not Acceptable	No
4/22/2026 5:04	FDX	FDX169	B77L	J	N870FD	Not Acceptable	No
6/12/2026 0:25	SWA	SWA3059	B38M	J	N8934Q	Not Acceptable	No
5/7/2026 0:00	SWA	SWA3552	B38M	J	N8884Q	Not Acceptable	No

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
					Not Acceptable	16	
4/13/2026 23:54	VOI	VOI7791	A20N	J	XAVSA	Straight-out Departure	No
					Straight-out Departure	1	
4/27/2026 0:13	SWA	SWA1499	B38M	J	N8859Q	System Error	Yes
4/13/2026 4:36	EJA	EJA943	C68A	B	N943QS	System Error	Yes
					System Error	2	
5/21/2026 6:59	FDX	FDX400	B763	J	N164FE	Time Buffer	Yes
5/19/2026 6:58	UPS	UPS2633	B763	J	N351UP	Time Buffer	Yes
5/27/2026 6:57	UPS	UPS2945	B752	J	N404UP	Time Buffer	Yes
5/13/2026 22:01	XEN	XEN88	GLF5	B	N887MM	Time Buffer	Yes
6/5/2026 6:57	FDX	FDX435	B763	J	N162FE	Time Buffer	Yes
6/5/2026 6:59	TWY	TWY504	GLF4	B		Time Buffer	Yes
5/13/2026 6:57	FDX	FDX400	B763	J	N178FE	Time Buffer	Yes
5/10/2026 22:00	SWA	SWA1087	B737	J	N439WN	Time Buffer	Yes
6/9/2026 6:59	PXT	PXT750	C750	B	N750NG	Time Buffer	Yes
6/11/2026 6:59	FDX	FDX400	B763	J	N145FE	Time Buffer	Yes
4/24/2026 6:59	FDX	FDX435	B763	J	N262FE	Time Buffer	Yes
4/21/2026 6:53	SWA	SWA1499	B738	J	N8641B	Time Buffer	Yes
4/21/2026 6:52	EJA	EJA275	F2TH	B	N275QS	Time Buffer	Yes
6/16/2026 6:59	FDX	FDX690	B763	J	N248FE	Time Buffer	Yes
6/19/2026 6:55	SWA	SWA3034	B738	J	N8575Z	Time Buffer	Yes
6/22/2026 22:06	SWA	SWA3082	B737	J	N452WN	Time Buffer	Yes
4/21/2026 6:50	SWA	SWA1063	B738	J	N8529Z	Time Buffer	Yes
6/24/2026 6:52			PC24	B		Time Buffer	Yes
4/15/2026 6:56	FDX	FDX864	B763	J	N160FE	Time Buffer	Yes
6/25/2026 6:57	FDX	FDX3647	B763	J	N281FE	Time Buffer	Yes
4/14/2026 6:55	FDX	FDX3647	B763	J	N177FE	Time Buffer	Yes
5/25/2026 6:58	SWA	SWA3566	B737	J	N274WN	Time Buffer	Yes
4/3/2026 6:58	LXJ	LXJ506	CL35	B	N506FX	Time Buffer	Yes
4/11/2026 6:59	SWA	SWA979	B737	J	N926WN	Time Buffer	Yes
					Time Buffer	24	
					Grand Count	98	

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Runway 12 Night Departure List for Calendar Quarter

N/A

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Engine Run-up List for Calendar Quarter

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
4/3/2026	0532	ASA	B737	2	High	GRE	0615	NO	N/A
4/4/2026	0930	UPS	B767	2	High	GRE	1000	N/A	N/A

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
4/25/2026	0834	UPS	B757	2	High	GRE	0900	N/A	N/A
4/27/2026	1900	SWA	B737	1	High	GRE	1900	N/A	NO
4/29/2026	1200	JSX	E135	2	Med	GRE	1230	N/A	N/A
5/1/2026	1500	TWY	C560	1	High	GRE	1530	N/A	N/A
5/10/2026	0409	SWA	B737	2	High	GRE	0425	NO	N/A
5/13/2026	1436	PCJ	C525	2	Med	HG6	1525	N/A	N/A
5/14/2026	0720	TWY	ASTR	2	High	HG6	0830	N/A	N/A
5/21/2026	1009	FDX	B767	2	High	GRE	1020	N/A	N/A
5/22/2026	1300	ROS	GLF4	1	High	HG6	1300	N/A	N/A
5/28/2026	0653	UPS	B767	2	High	GRE	0700	N/A	N/A
5/29/2026	1315	SKW	C500	2	High	HG6	1345	N/A	N/A
5/29/2026	1420	PCJ	C525	2	Med	HG6	1435	N/A	N/A
6/6/2026	1117	UPS	B767	2	HIGH	GRE	1140	N/A	N/A
6/14/2026	0357	UPS	B767	2	High	GRE	0410	NO	N/A
6/15/2026	0448	UPS	B767	2	High	GRE	0500	NO	N/A
6/21/2026	0121	UPS	B767	2	High	GRE	0125	NO	N/A
6/21/2026	1856	PCJ	C560	1	High	HG6	1800	N/A	N/A
6/26/2026	1350	FDX	B767	2	High	GRE	1400	N/A	N/A
6/27/2026	1514	UNF	C560	1	Med	HG6	1515	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
4/9/2026 13:11	SWA	SWA975	B737	2493	Air Traffic Conflict	Yes
4/10/2026 19:32	UPS	UPS945	B763	2080	Air Traffic Conflict	Yes
				Air Traffic Conflict	2	
				Grand Count	2	

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100 Degree Radial Turbojet Landing List for Calendar Quarter

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
4/4/2026 13:31	SWA2944	B738	SWA	2791	Not Acceptable	No
4/4/2026 19:51	SWA154	B737	SWA	2217	Not Acceptable	No
6/15/2026 14:20	SWA4928	B38M	SWA	2322	Not Acceptable	No
6/20/2026 11:55	WSN92	J328	WSN	2552	Not Acceptable	No
6/11/2026 16:51	WSN95	J328	WSN	2660	Not Acceptable	No
				Not Acceptable	5	
6/10/2026 18:58	QXE2082	E75L	QXE	2890	System Error	Yes
				System Error	1	
				Grand Count	6	

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North Field Jet Departure Procedure
Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: aircraftowner/operator@bankofutah.com

January 8, 2026

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: 1/7/2026
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, 2026

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: 2/8/2026
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, 2026

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: 3/22/2026
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, 2026

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: 1/14/2026
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, 2026

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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