

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.

Sample Summary of Calendar Quarter of Current Year

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM) First Quarter 2014, NMT 2						
	Aircraft Departures	Recorded Noise Events (a)	Lmax Average	SEL Average	Avg. Duration (seconds)	
Baseline (November 2002) [A]						
B727	104	101	76	87	44	
DC10/MD10	87	32	69	78	22	
MD11	32	13	70	79	24	
A306	67	21	67	77	25	
First Quarter 2014 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B727	0	-	-	-	-	
DC10/MD10	132	44	34	68	24	
MD11	171	57	49	70	25	
A306	96	32	20	67	19	
B757	155	52	39	67	23	
Difference [A-B]						
B727		-104	-101	-76	-44	
DC10/MD10		-43	2	-1	2	
MD11		25	36	0	1	
A306		-35	-1	0	-6	

Sample Summary of Calendar Quarter of Previous Year

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM) First Quarter 2013, NMT 2						
	Aircraft Departures	Recorded Noise Events (a)	Lmax Average	SEL Average	Avg. Duration (seconds)	
Baseline (November 2002) [A]						
B727	104	101	76	87	44	
DC10/MD10	87	32	69	78	22	
MD11	32	13	70	79	24	
A306	67	21	67	77	25	
First Quarter 2013 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B727	0	-	-	-	-	-
DC10/MD10	147	49	96	68	78	24
MD11	194	65	145	69	78	23
A306	223	74	108	65	75	18
B757	63	21	26	65	74	15
Difference [A-B]						
B727		-104	-101	-76	-87	-44
DC10/MD10		-38	64	-1	0	2
MD11		33	132	-1	-1	-1
A306		7	87	-2	-2	-7