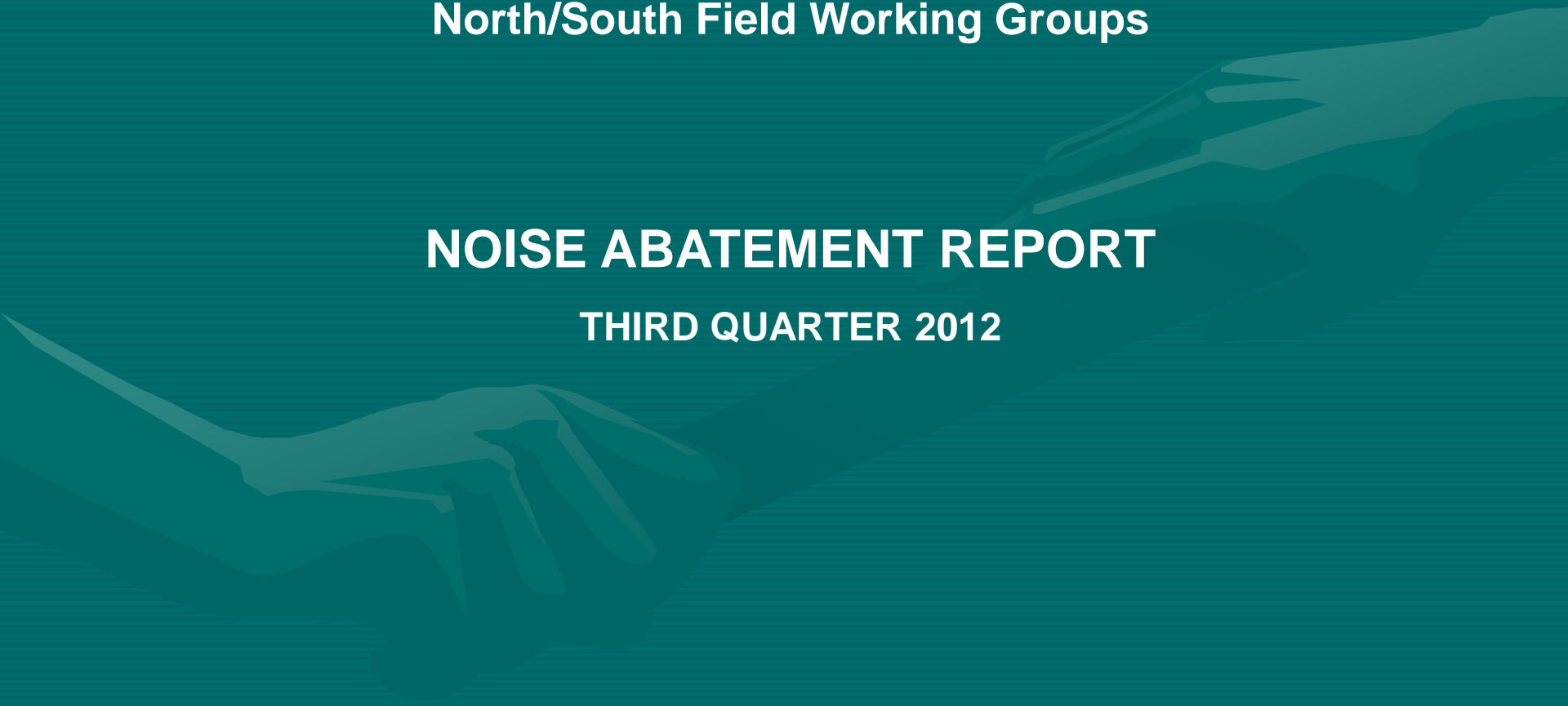


NOISE FORUM SUMMARY

North/South Field Working Groups

NOISE ABATEMENT REPORT

THIRD QUARTER 2012



Compliance Monitoring Quarterly Summary Comparison Third Quarter 2012				
	2011Q3		2012Q3	
	Compl.	N/C	Compl.	N/C
Runway 27R/L Jet Departure Compliance	95%	5%	97%	3%
Total Airport-wide Corporate Jet Departures	1,953	111	2,163	69
Runway 09R/L Jet Landing Compliance	100%	0%	0%	0%
Total Southeast Plan Corporate Jet Landings	1	1	0	0
North Field VFR Departure Compliance	98%	2%	97%	3%
Total Runways 27R/L & 33 Departures	1,156	24	1,084	39
North Field Quiet Hours Compliance	93%	7%	92%	8%
Total North Field Quiet Hours Departures	499	34	371	33
Runway 29 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 29 Turbojet Departures	15,750	11	16,305	5
Silent7 Night Departure Compliance	99%	1%	99%	1%
Total Runway 29 Night Turbojet Departures	3,042	37	3,113	35
Runway 11 Night Departure Compliance	100%	0%	0%	0%
Total Runway 11 Night Turbojet Departures	3	0	0	0
Runway 29 East Turn Departure Compliance	97%	3%	96%	4%
Total Runway 29 East Turn Departures	4,373	131	4,214	166
100 Degree Radial Turbojet Landing Compliance	93%	7%	92%	8%
Total 100 Degree Radial Turbojet Landings	2,844	201	2,617	213
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	22	0	22	0

Link to full report: http://flyquiotoak.com/pages/reports/quarterly_noise_compliance.html

Operation Details
Beacon Code: 3271
AC Type: GLF3
Operation Type: Departure
Runway: 27R
Target Details
Date/Time: 4/2/2009 09:58:59

Runway 27L/R Jet Departure NAP

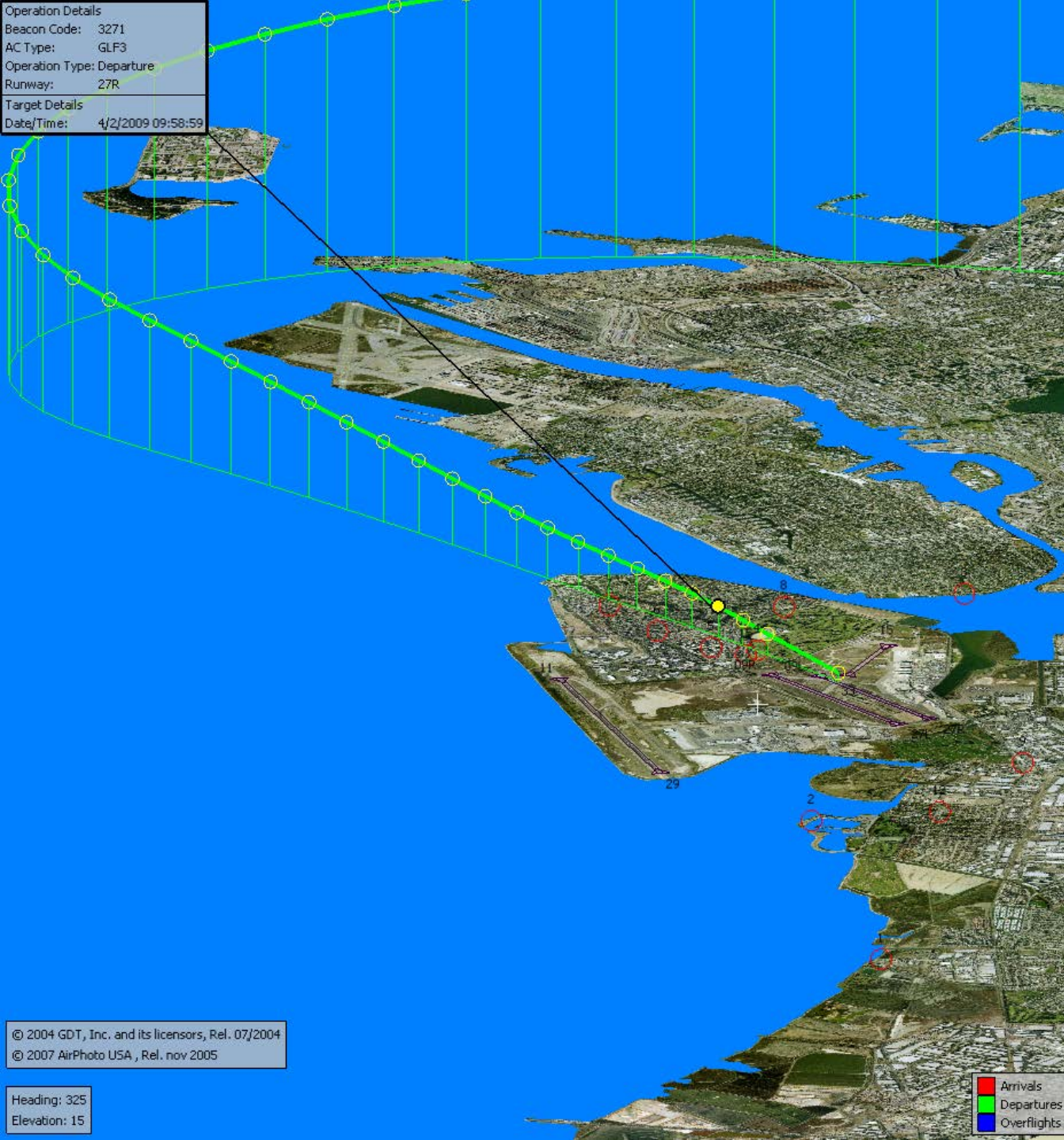
2012Q3
97% Compliance
(2,232 departures)

2011Q3
95% Compliance
(2,064 departures)

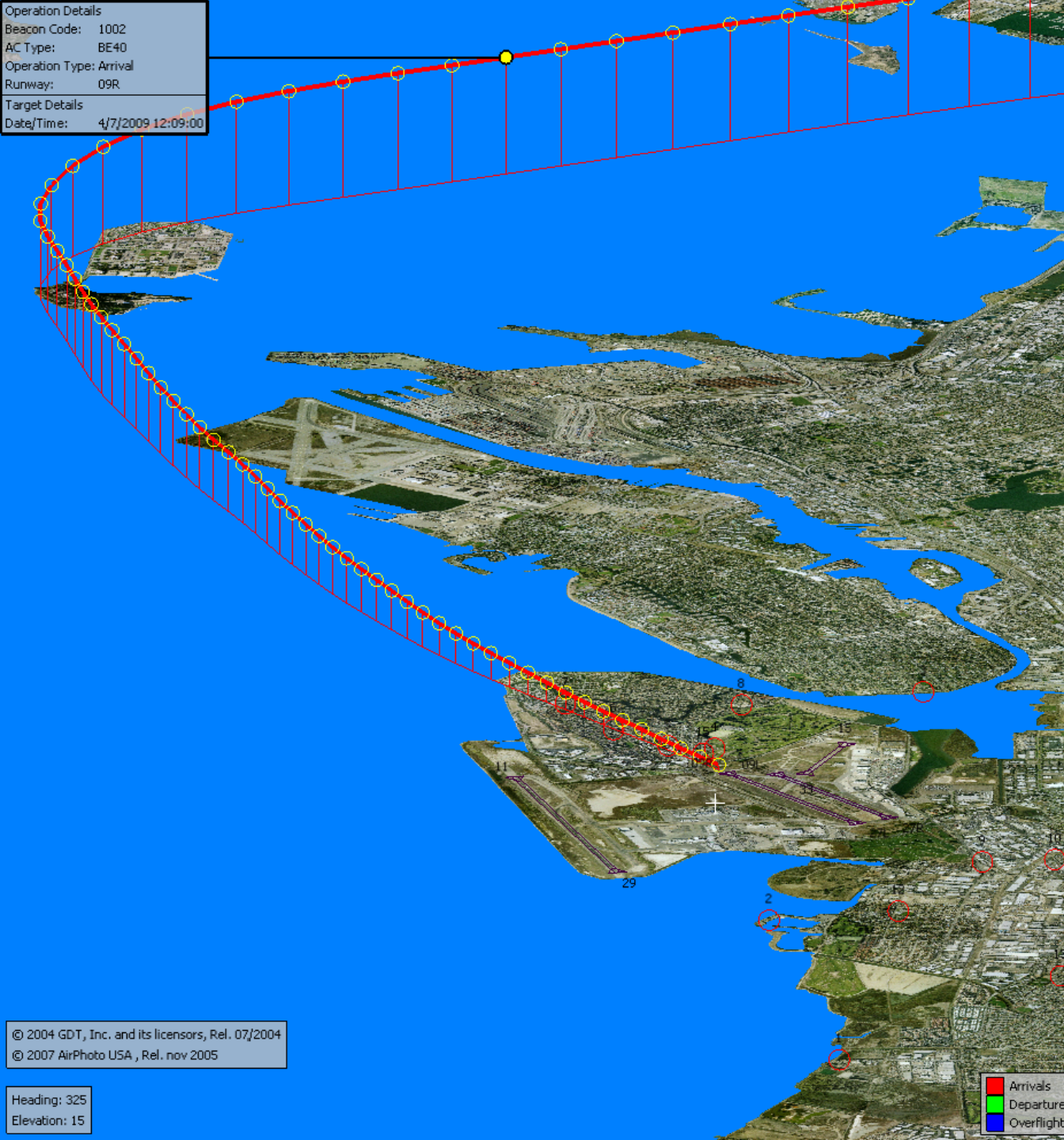
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© 2007 AirPhoto USA, Rel. nov 2005

Heading: 325
Elevation: 15

Arrivals
Departures
Overflights



Operation Details
Beacon Code: 1002
AC Type: BE40
Operation Type: Arrival
Runway: 09R
Target Details
Date/Time: 4/7/2009 12:09:00



**Runway 09L/R Jet
Landing NAP**

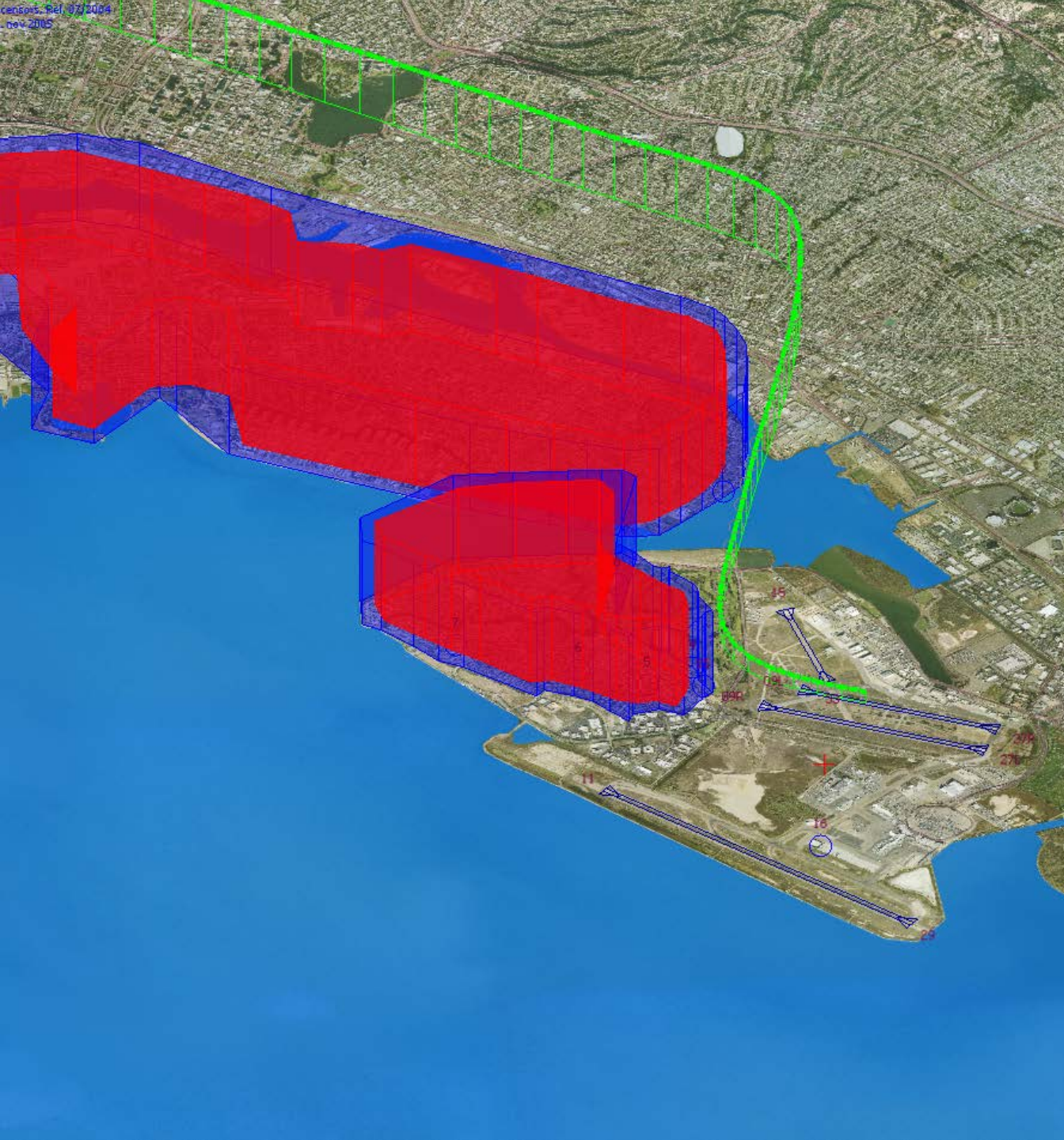
**2012Q3
N/A Compliance
(0 landings)**

**2011Q3
100% Compliance
(1 landings)**

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© 2007 AirPhoto USA, Rel. nov 2005

Heading: 325
Elevation: 15

Arrivals
Departures
Overflights



VFR Aircraft Departure NAP

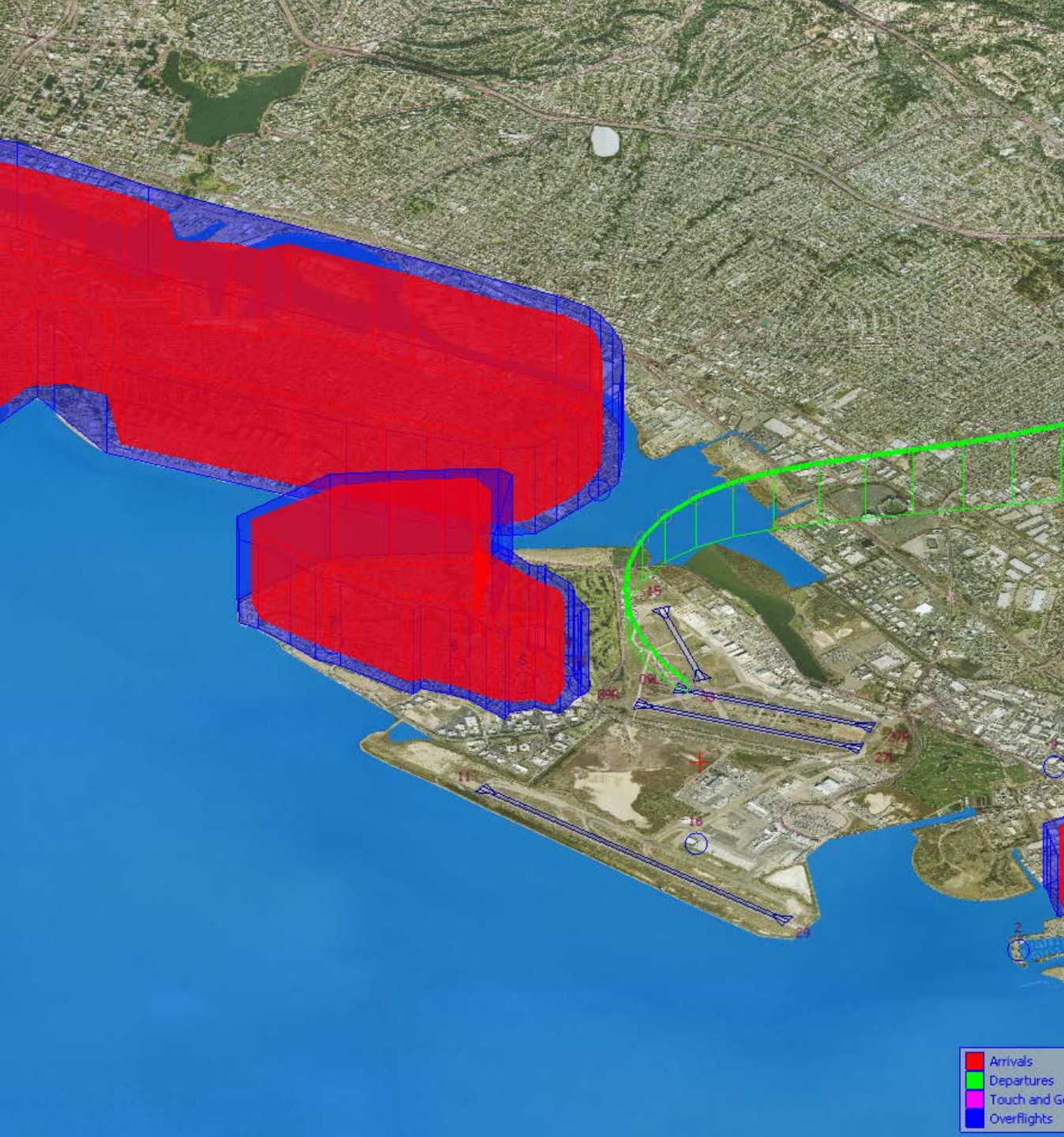
2012Q3
97% Compliance
(1,084 departures)

2011Q3
98% Compliance
(1,156 departures)

North Field Quiet Hours NAP

2012Q3
92% Compliance
(371 departures)

2011Q3
93% Compliance
(499 departures)



RWY 29 Bay Farm Right Turn NAP

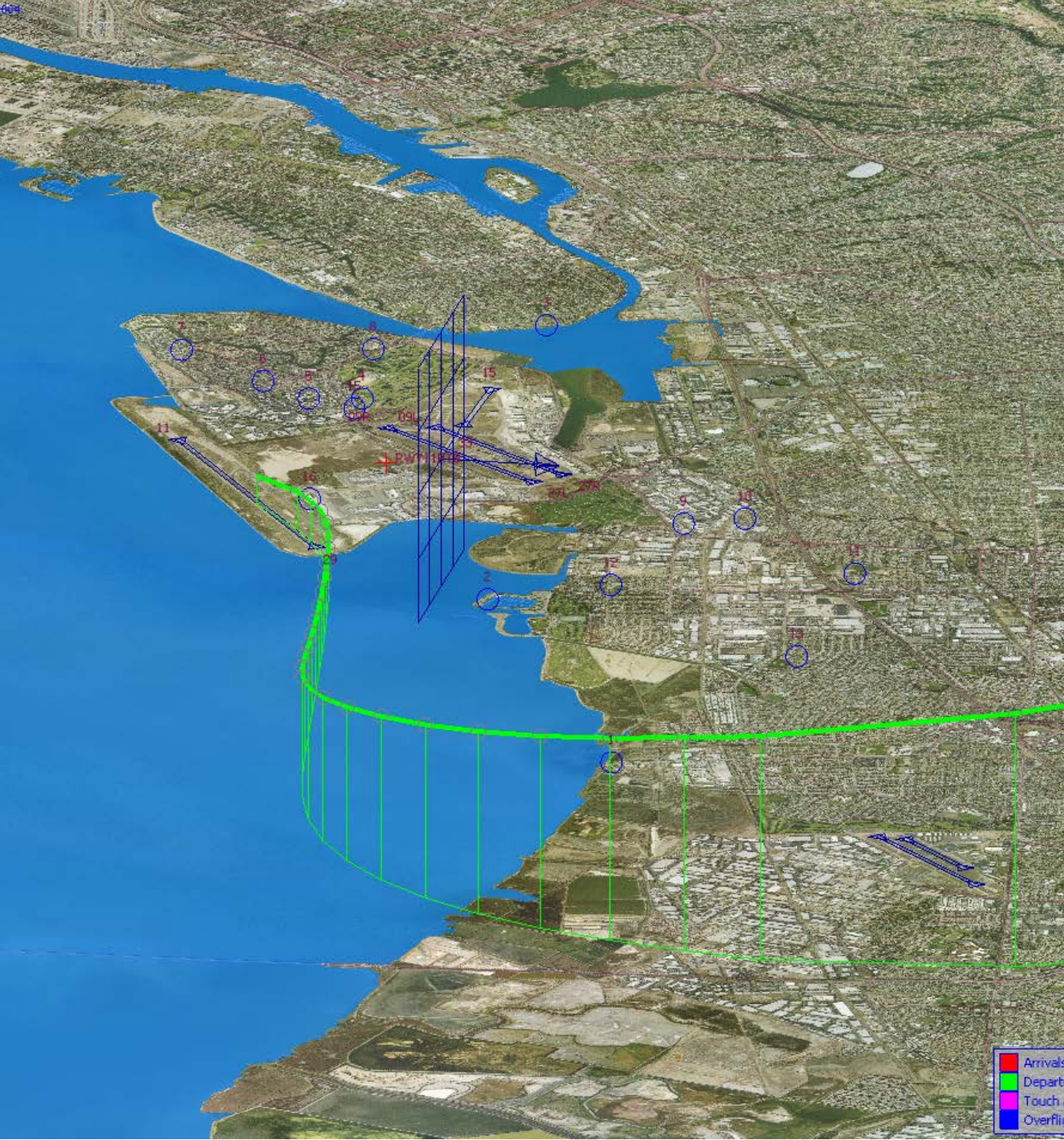
2012Q3
100% Compliance
(16,305 departures)

2011Q3
100% Compliance
(15,750 departures)

Silent7 Night Departure NAP

2012Q3
99% Compliance
(3,113 departures)

2011Q3
99% Compliance
(3,042 departures)



Runway 11 Night Departure NAP

2012Q3
N/A Compliance
(0 departures)

2011Q3
100% Compliance
(3 departures)

Operation Details	
Aircraft ID:	SWA771
Tail Number:	
Beacon Code:	1156
AC Type:	B737
Operation Type:	Departure
Runway:	29
Origin:	OAK
Destination:	BOI
Altitude (ft):	4833
Ground Speed (kt):	231.3
Date/Time:	11/28/2011 10:37:46

Runway 29 East Turn NAP

2012Q3
96% Compliance
(4,214 departures)

2011Q3
97% Compliance
(4,373 departures)

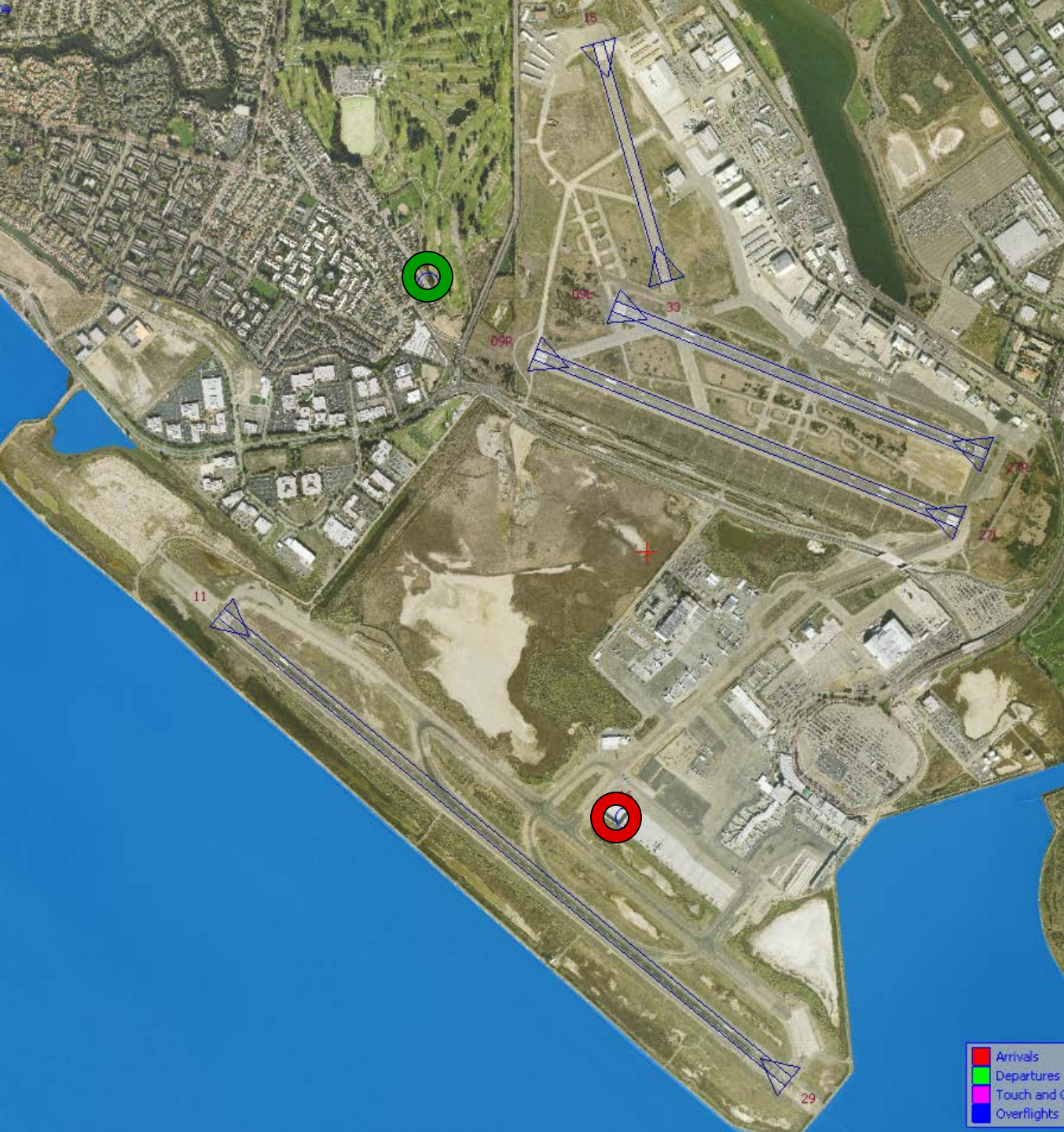


Operation Details	
Aircraft ID:	SWA273
Tail Number:	
Beacon Code:	6675
AC Type:	B737
Operation Type:	Arrival
Runway:	29
Origin:	GEG
Destination:	OAK
Altitude (ft):	3251
Ground Speed (kt):	159.4
Date/Time:	4/18/2012 19:58:23

**100 Degree Radial
At 3,000 ft. NAP**

**2012Q3
92% Compliance
(2,617 landings)**

**2011Q3
93% Compliance
(2,844 landings)**



Engine Run-up NAP

2012Q3
100% Compliance
(22 engine run-ups)*

2011Q3
100% Compliance
(22 engine run-ups)

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



Noise Monitor Terminal (NMT)

Site Map

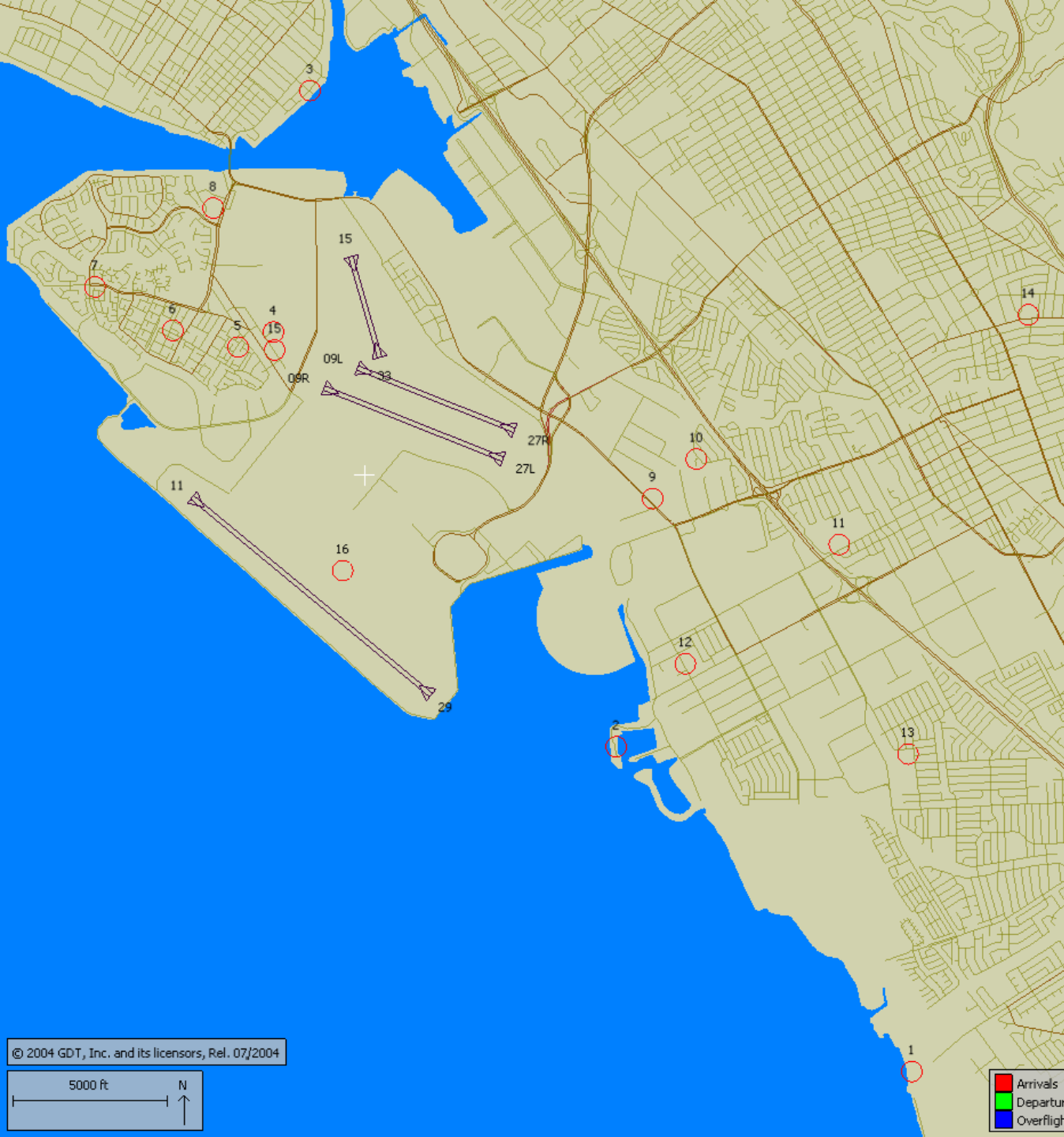


Table 1. North Field Night Aircraft Departure SEL Noise Measurements
Total Aircraft Departures = 404

Third Quarter 2012 (10:00 p.m. to 6:00 a.m.)

NMT Number	Aircraft Noise Events Below SEL 80 dBA	Aircraft Noise Events SEL 80 - 84.9 dBA			Aircraft Noise Events SEL 85 - 89.9 dBA			Aircraft Noise Events SEL ≥ 90 dBA			Total Aircraft Noise Events
		Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	
1	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
2	88	4	0.0	0.7%	0	0.0	0.0%	0	0.0	0.0%	92
3	64	10	0.1	1.8%	1	0.0	0.2%	0	0.0	0.0%	75
4	132	41	0.5	7.2%	21	0.2	3.7%	10	0.1	1.8%	204
5	68	18	0.2	3.2%	3	0.0	0.5%	11	0.1	1.9%	100
6	31	7	0.1	1.2%	5	0.1	0.9%	8	0.1	1.4%	51
7	23	7	0.1	1.2%	6	0.1	1.1%	2	0.0	0.4%	38
8	40	30	0.3	5.3%	6	0.1	1.1%	0	0.0	0.0%	76
9	30	9	0.1	1.6%	6	0.1	1.1%	0	0.0	0.0%	45
10	41	7	0.1	1.2%	0	0.0	0.0%	0	0.0	0.0%	48
11	3	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	4
12	73	7	0.1	1.2%	2	0.0	0.4%	0	0.0	0.0%	82
13	5	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	5
14	8	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	8
All NMTs	606	141	2	0	50	1	0	31	0	0	828

Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 234

Third Quarter 2012 (10:00 p.m. to 6:00 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	64	10	0.1	4.2%	1	0.0	0.4%	0	0.0	0.0%	75
4	132	41	0.5	17.2%	21	0.2	8.8%	10	0.1	4.2%	204
5	68	18	0.2	7.5%	3	0.0	1.3%	11	0.1	4.6%	100
6	31	7	0.1	2.9%	5	0.1	2.1%	8	0.1	3.3%	51
7	23	7	0.1	2.9%	6	0.1	2.5%	2	0.0	0.8%	38
8	40	30	0.3	12.6%	6	0.1	2.5%	0	0.0	0.0%	76
Total	358	113	1.3		42	0.5		31	0.3		544

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 170

Third Quarter 2012 (10:00 p.m. to 6:00 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	88	4	0.0	1.2%	0	0.0	0.0%	0	0.0	0.0%	92
9	30	9	0.1	2.7%	6	0.1	1.8%	0	0.0	0.0%	45
10	41	7	0.1	2.1%	0	0.0	0.0%	0	0.0	0.0%	48
11	3	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	4
12	73	7	0.1	2.1%	2	0.0	0.6%	0	0.0	0.0%	82
13	5	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	5
14	8	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	8
Total	248	28	0.3		8	0.1		0	0.0		284

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM)
Third Quarter 2012, 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
Third Quarter 2012 [B]					
	Total [X]	Est. Avg. Monthly [X/3]			
B727	-	-	-	0	0
DC10/MD10	142	47	43	64	73
MD11	239	80	111	66	75
A306	223	74	14	64	71
B757	59	20	2	64	72
Difference [A-B]					
B727		-104	-101	-76	-87
DC10/MD10		-40	11	-5	-5
MD11		48	98	-4	-4
A306		7	-7	-3	-6

(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event.

Source: ANOMS (Airport Noise and Operations Monitoring System)

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM)
Third Quarter 2011, 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
Third Quarter 2011 [B]					
	Total [X]	Est. Avg. Monthly [X/3]			
B727	-	-	-	0	0
DC10/MD10	173	58	15	65	10
MD11	210	70	38	67	14
A306	226	75	4	65	14
B757	63	21	2	65	8
Difference [A-B]					
B727		-104	-101	-76	-87
DC10/MD10		-29	-17	-4	-5
MD11		38	25	-3	-3
A306		8	-17	-2	-4

(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft backblast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event.

Source: ANOMS (Airport Noise and Operations Monitoring System)

