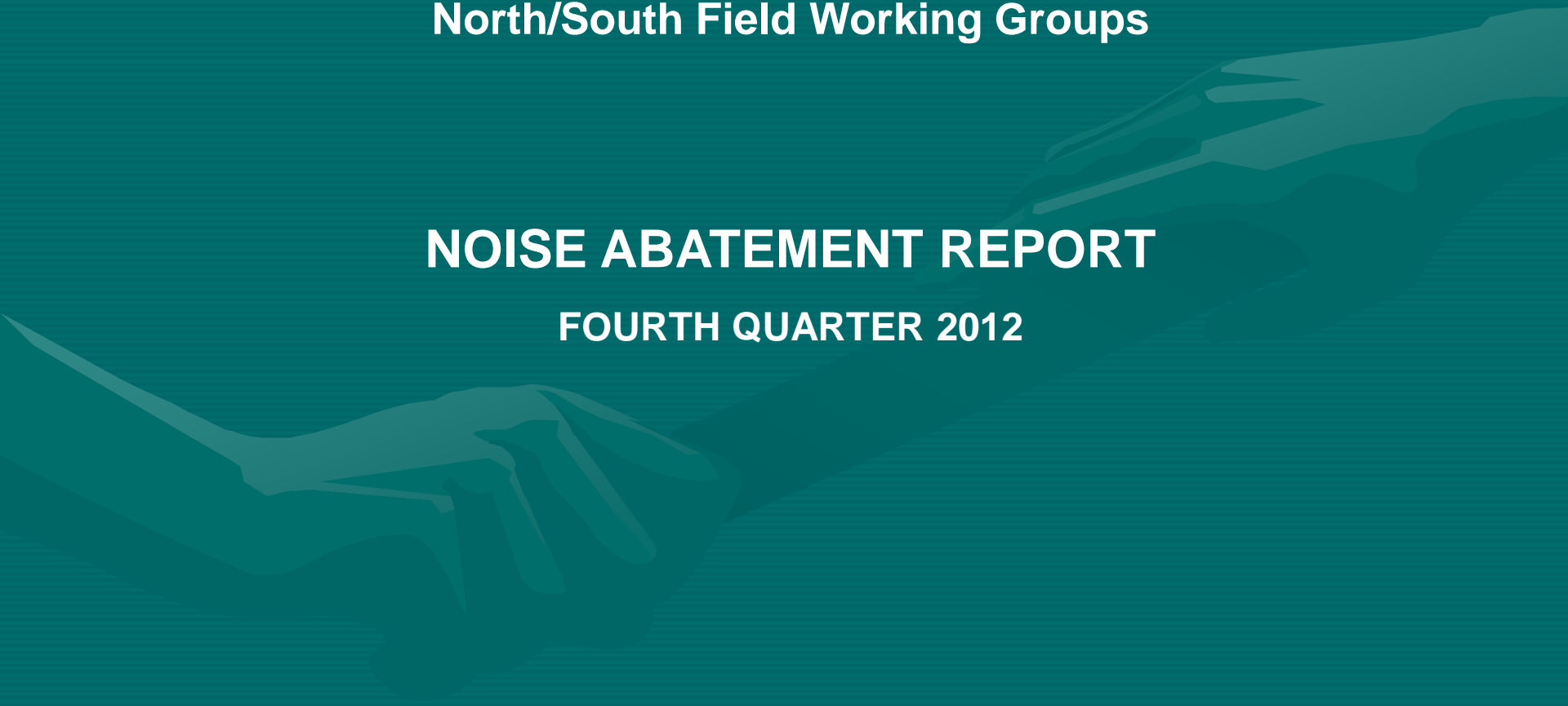


NOISE FORUM SUMMARY

North/South Field Working Groups

NOISE ABATEMENT REPORT

FOURTH QUARTER 2012



Compliance Monitoring Quarterly Summary Comparison Fourth Quarter 2012				
	2011Q4		2012Q4	
	Compl.	N/C	Compl.	N/C
Runway 27R/L Jet Departure Compliance	96%	4%	97%	3%
Total Airport-wide Corporate Jet Departures	2,017	76	2,421	88
Runway 09R/L Jet Landing Compliance	89%	11%	78%	22%
Total Southeast Plan Corporate Jet Landings	96	11	299	82
North Field VFR Departure Compliance	95%	5%	95%	5%
Total Runways 27R/L & 33 Departures	920	43	832	40
North Field Quiet Hours Compliance	81%	19%	86%	14%
Total North Field Quiet Hours Departures	393	58	146	24
Runway 29 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 29 Turbojet Departures	15,494	0	13,895	4
Silent7 Night Departure Compliance	94%	6%	99%	1%
Total Runway 29 Night Turbojet Departures	2,956	168	2,357	21
Runway 11 Night Departure Compliance	96%	4%	95%	5%
Total Runway 11 Night Turbojet Departures	79	3	249	14
Runway 29 East Turn Departure Compliance	99%	1%	98%	2%
Total Runway 29 East Turn Departures	4,054	52	3,584	85
100 Degree Radial Turbojet Landing Compliance	93%	7%	91%	9%
Total 100 Degree Radial Turbojet Landings	2,525	183	2,147	192
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	16	0	15	0

Link to full report: http://flyquietoak.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

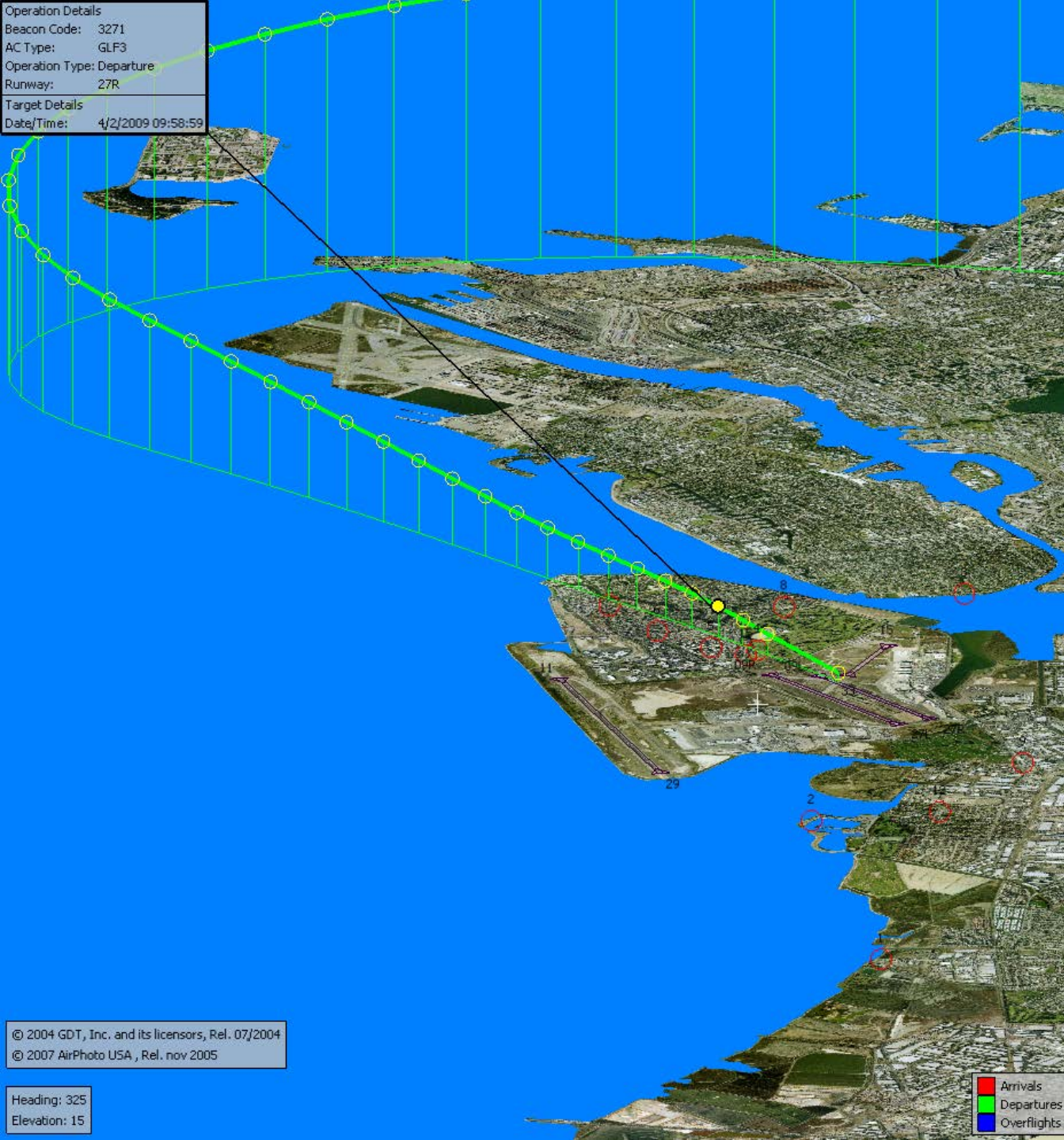
2012Q4
96% Compliance
(2,509 departures)

2011Q4
96% Compliance
(2,093 departures)

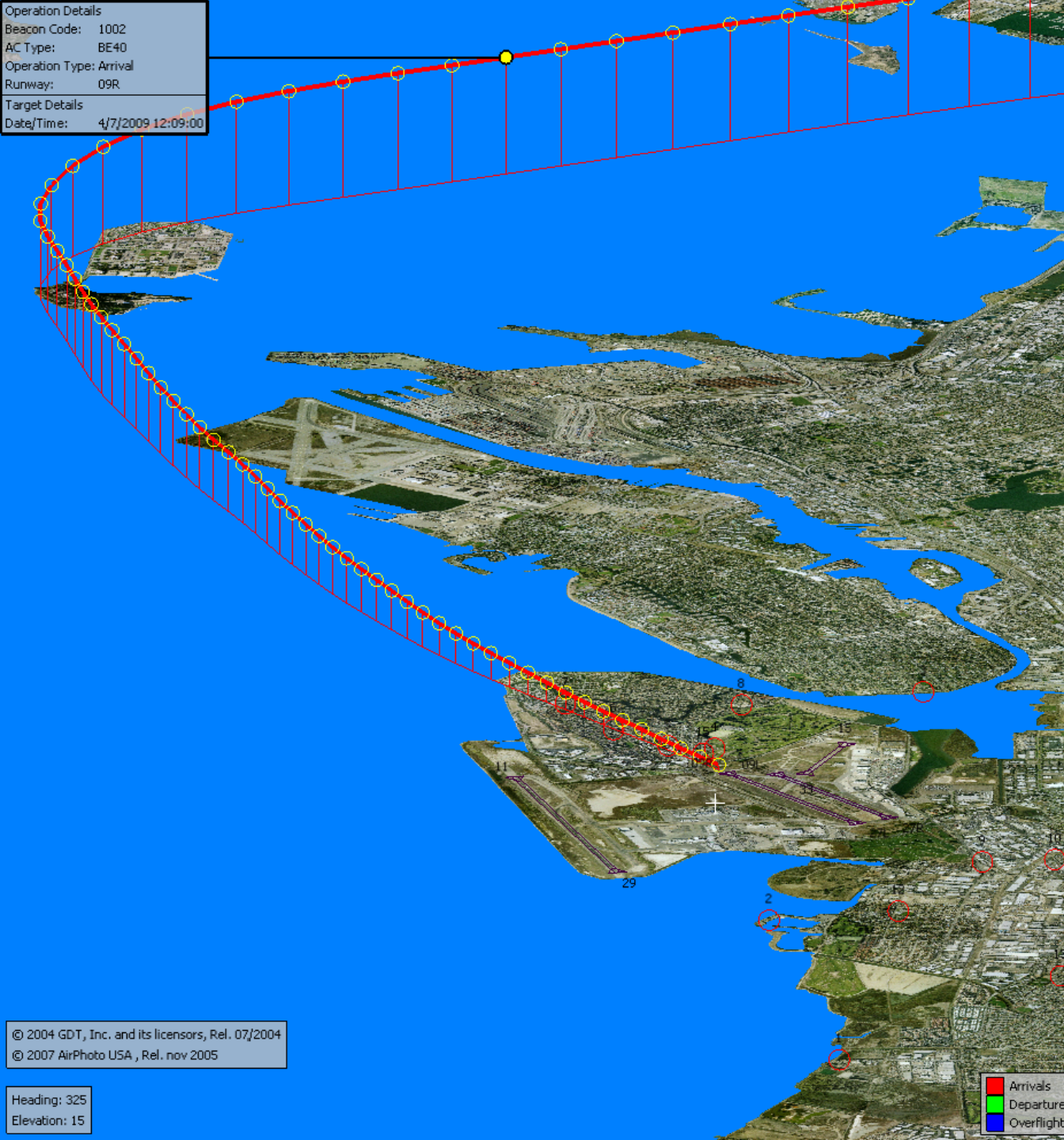
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© 2007 AirPhoto USA, Rel. nov 2005

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

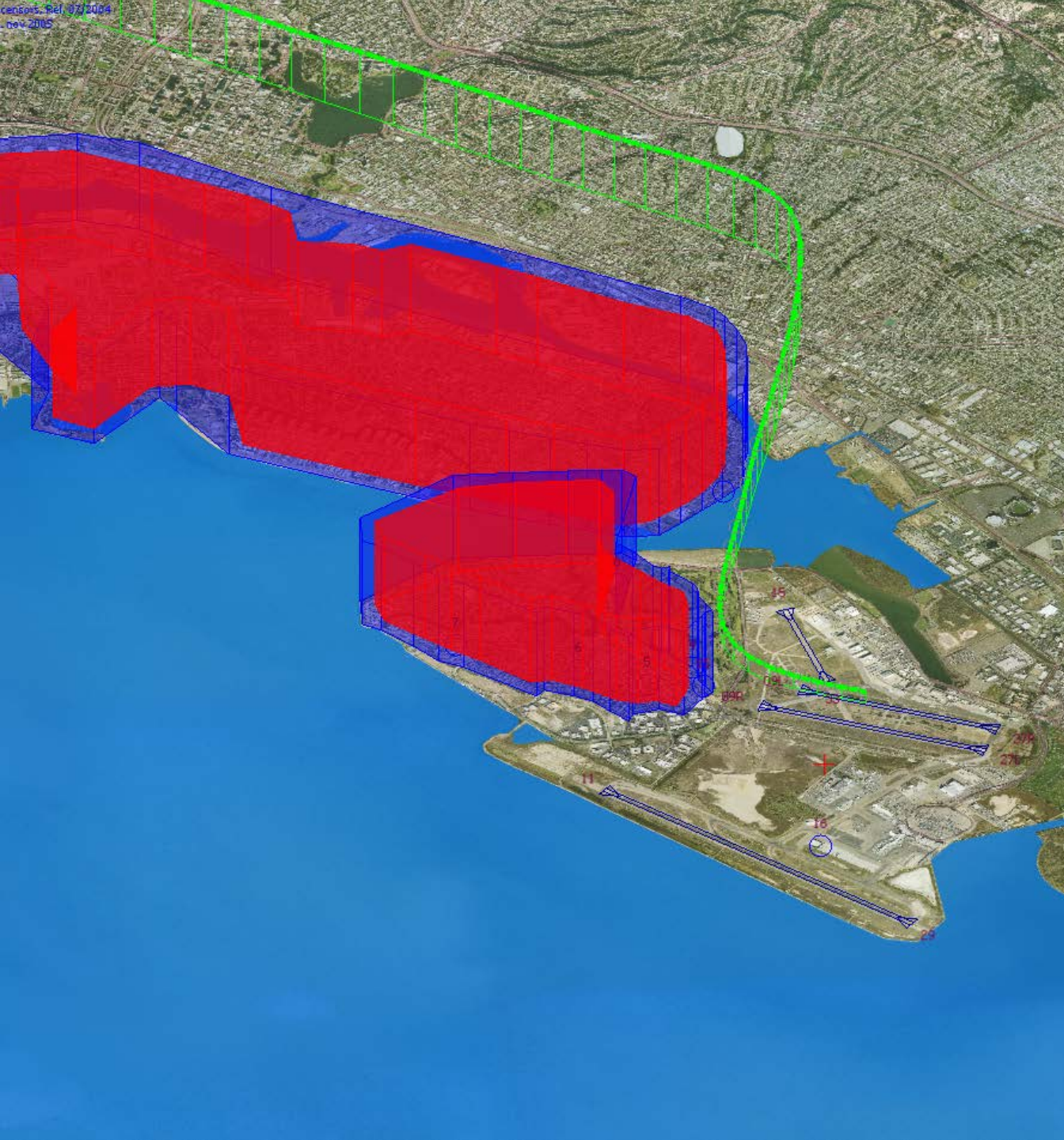
2012Q4
78% Compliance
(299 landings)

2011Q4
89% Compliance
(96 landings)

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© 2007 AirPhoto USA, Rel. nov 2005

Heading: 325
Elevation: 15

Arrivals
Departures
Overflights



VFR Aircraft Departure NAP

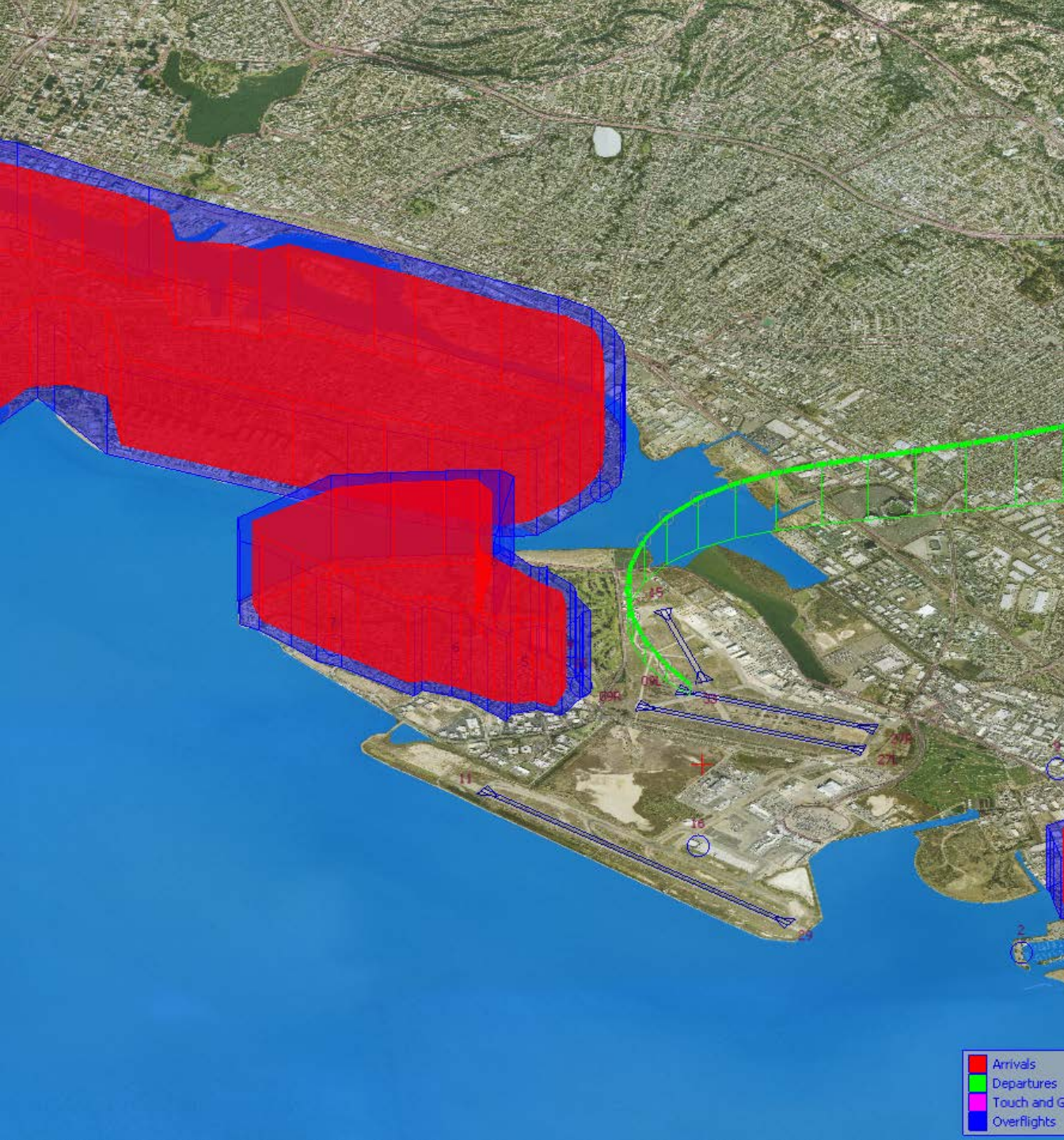
2012Q4
95% Compliance
(832 departures)

2011Q4
95% Compliance
(920 departures)

North Field Quiet Hours NAP

2012Q4
86% Compliance
(146 departures)

2011Q4
81% Compliance
(393 departures)



RWY 29 Bay Farm Right Turn NAP

2012Q4
100% Compliance
(13,895 departures)

2011Q4
100% Compliance
(15,494 departures)

Silent7 Night Departure NAP

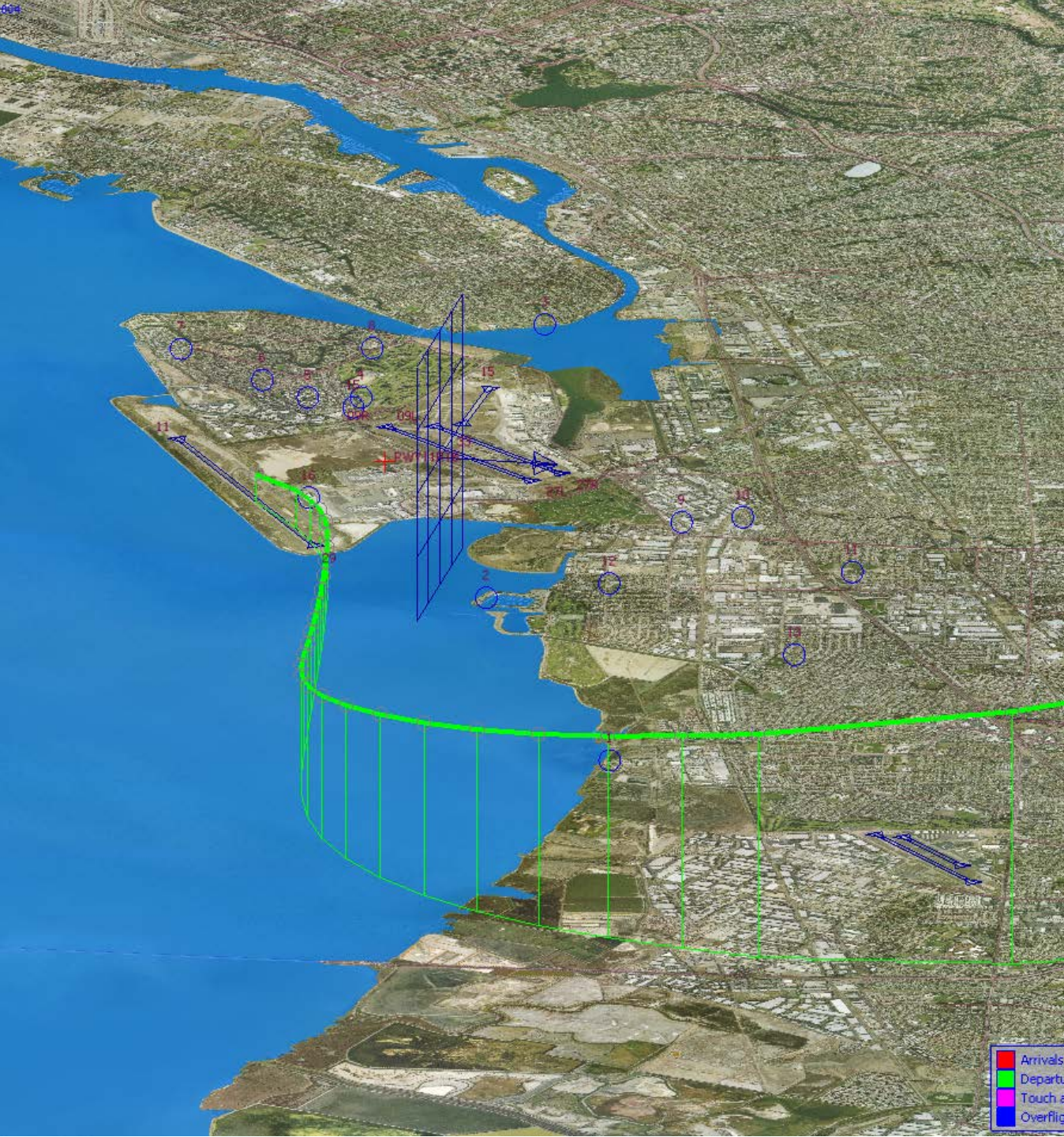
2012Q4
99% Compliance
(2,357 departures)

2011Q4
94% Compliance
(2,956 departures)

Runway 11 Night Departure NAP

2012Q4
95% Compliance
(249 departures)

2011Q4
96% Compliance
(79 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

2012Q4
98% Compliance
(3,584 departures)

2011Q4
99% Compliance
(4,054 departures)

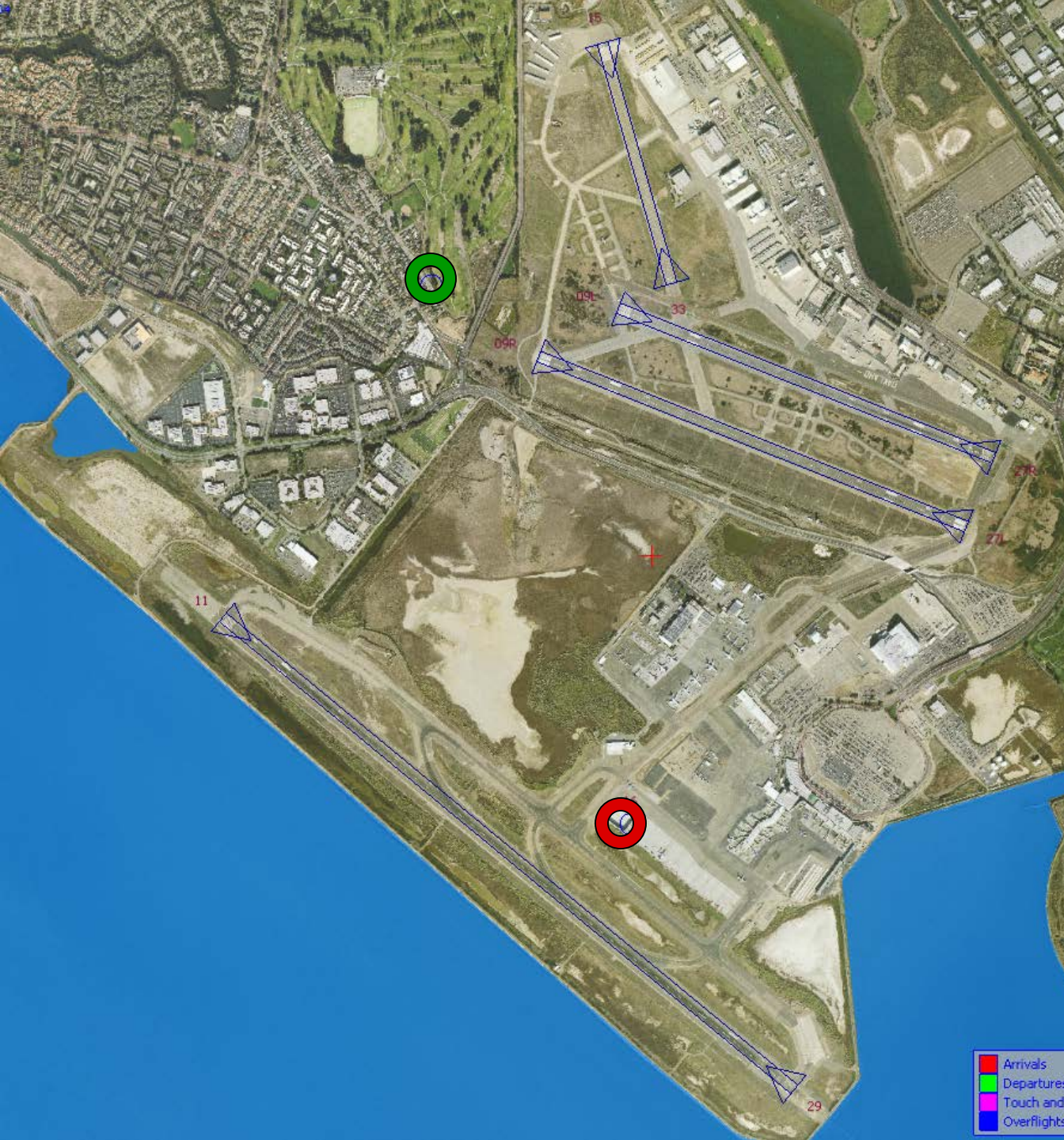


Operation Details	
Aircraft ID:	SWA273
Tail Number:	
Beacon Code:	6675
AC Type:	B737
Operation Type:	Arrival
Runway:	29
Origin:	GEG
Destination:	OAK
Altitude (ft):	3251
Ground Speed (kt):	159.4
Date/Time:	4/18/2012 19:58:23

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

**2012Q4
91% Compliance
(2,147 landings)**

**2011Q4
93% Compliance
(2,525 landings)**



Engine Run-up NAP

2012Q4
100% Compliance
(15 engine run-ups)*

2011Q4
100% Compliance
(16 engine run-ups)

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

- Arrivals
- Departures
- Touch and Go
- Overflights

Noise Monitor Terminal (NMT)

Site Map

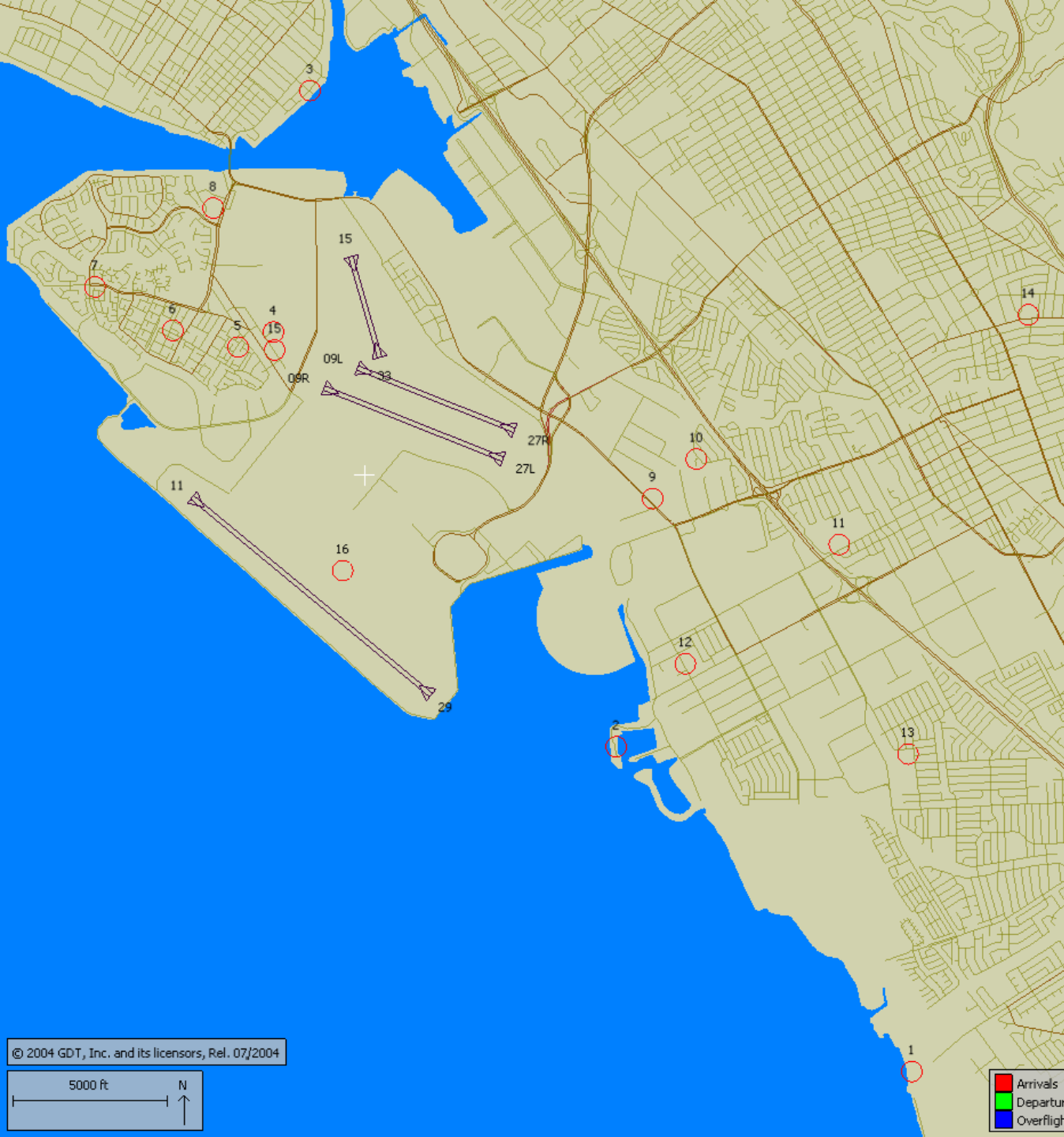


Table 1. North Field Night Aircraft Departure SEL Noise Measurements
Total Aircraft Departures = 170

Fourth 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	8	5	0.1	0.9%	0	0.0	0.0%	0	0.0	0.0%	13
2	12	6	0.1	1.1%	0	0.0	0.0%	0	0.0	0.0%	18
3	29	15	0.2	2.6%	0	0.0	0.0%	0	0.0	0.0%	44
4	58	22	0.2	3.9%	20	0.2	3.5%	15	0.2	2.6%	115
5	42	13	0.1	2.3%	3	0.0	0.5%	16	0.2	2.8%	74
6	9	10	0.1	1.8%	5	0.1	0.9%	12	0.1	2.1%	36
7	12	10	0.1	1.8%	8	0.1	1.4%	1	0.0	0.2%	31
8	35	19	0.2	3.4%	4	0.0	0.7%	1	0.0	0.2%	59
9	13	19	0.2	3.4%	18	0.2	3.2%	1	0.0	0.2%	51
10	42	28	0.3	4.9%	6	0.1	1.1%	0	0.0	0.0%	76
11	4	8	0.1	1.4%	0	0.0	0.0%	0	0.0	0.0%	12
12	24	8	0.1	1.4%	6	0.1	1.1%	0	0.0	0.0%	38
13	13	3	0.0	0.5%	0	0.0	0.0%	0	0.0	0.0%	16
14	4	3	0.0	0.5%	0	0.0	0.0%	0	0.0	0.0%	7
All NMTs	305	169	2	0	70	1	0	46	1	0	590

Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 117

Fourth 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	29	15	0.2	6.3%	0	0.0	0.0%	0	0.0	0.0%	44
4	58	22	0.2	9.2%	20	0.2	8.4%	15	0.2	6.3%	115
5	42	13	0.1	5.4%	3	0.0	1.3%	16	0.2	6.7%	74
6	9	10	0.1	4.2%	5	0.1	2.1%	12	0.1	5.0%	36
7	12	10	0.1	4.2%	8	0.1	3.3%	1	0.0	0.4%	31
8	35	19	0.2	7.9%	4	0.0	1.7%	1	0.0	0.4%	59
Total	185	89	1.0		40	0.4		45	0.5		359

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 53

Fourth 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	12	6	0.1	1.8%	0	0.0	0.0%	0	0.0	0.0%	18
9	13	19	0.2	5.8%	18	0.2	5.5%	1	0.0	0.3%	51
10	42	28	0.3	8.5%	6	0.1	1.8%	0	0.0	0.0%	76
11	4	8	0.1	2.4%	0	0.0	0.0%	0	0.0	0.0%	12
12	24	8	0.1	2.4%	6	0.1	1.8%	0	0.0	0.0%	38
13	13	3	0.0	0.9%	0	0.0	0.0%	0	0.0	0.0%	16
14	4	3	0.0	0.9%	0	0.0	0.0%	0	0.0	0.0%	7
Total	112	75	0.8		30	0.3		1	0.0		218

**Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM)
Fourth 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
Fourth Quarter 2012 [B]					
	Total [X]	Est. Avg. Monthly [X/3]			
B727	6	2	5	80	90
DC10/MD10	149	50	97	67	77
MD11	178	59	131	68	78
A306	143	48	64	66	75
B757	49	16	22	66	75
Difference [A-B]					
B727		-102	-96	4	3
DC10/MD10		-37	65	-2	-1
MD11		27	118	-2	-1
A306		-19	43	-1	-2

(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)
Fourth 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
Fourth Quarter 2011 [B]					
	Total [X]	Est. Avg. Monthly [X/3]			
B727	8	3	8	80	66
DC10/MD10	164	55	92	67	19
MD11	202	67	153	68	20
A306	175	58	77	65	17
B757	55	18	25	65	22
Difference [A-B]					
B727		-101	-93	4	22
DC10/MD10		-32	60	-2	-3
MD11		35	140	-2	-4
A306		-9	56	-2	-8

(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)

