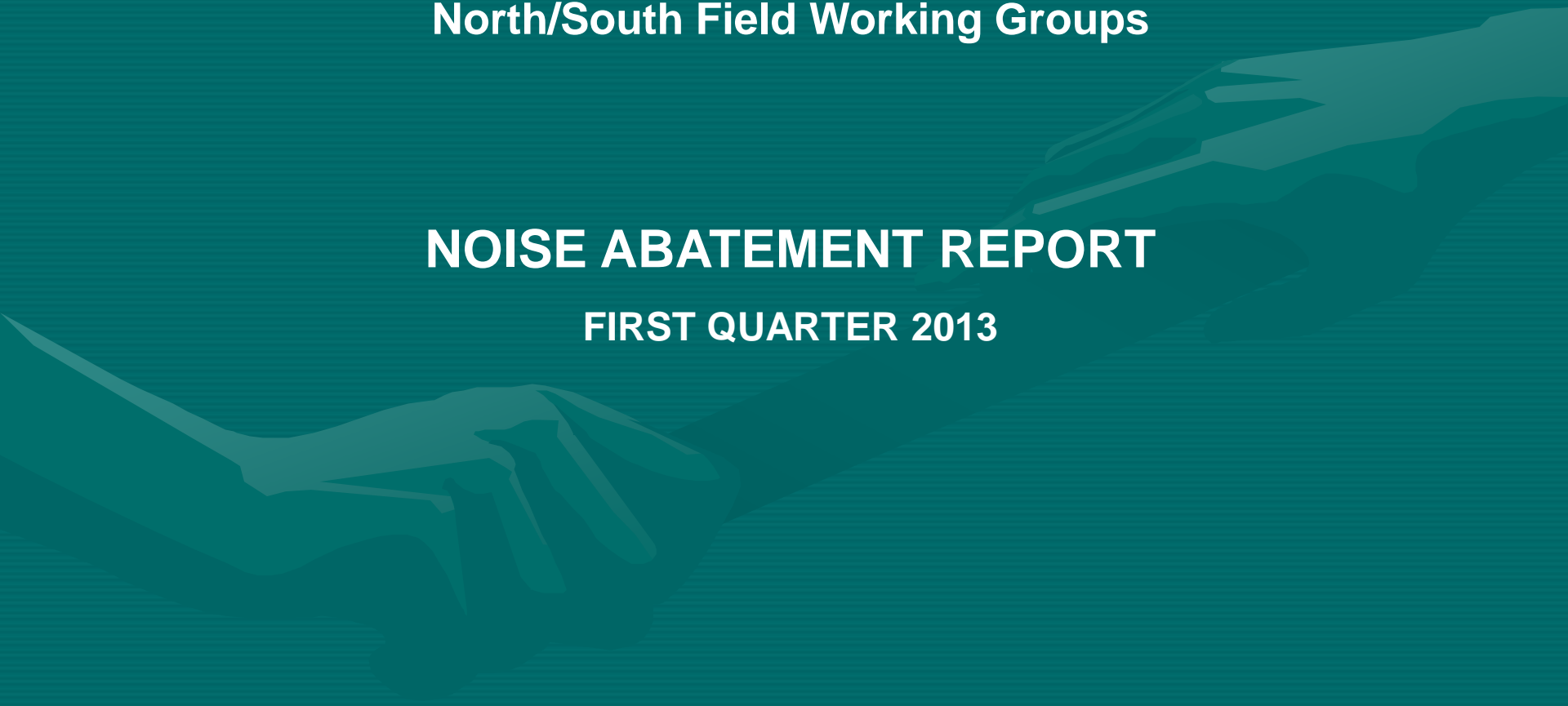


NOISE FORUM SUMMARY

North/South Field Working Groups

NOISE ABATEMENT REPORT

FIRST QUARTER 2013



Compliance Monitoring Quarterly Summary Comparison First Quarter 2013				
	2012Q1		2013Q1	
	Compl.	N/C	Compl.	N/C
Runway 27R/L Jet Departure Compliance	97%	3%	97%	3%
Total Airport-wide Corporate Jet Departures	2,250	68	2,197	60
Runway 09R/L Jet Landing Compliance	87%	13%	79%	21%
Total Southeast Plan Corporate Jet Landings	288	38	54	14
North Field VFR Departure Compliance	98%	2%	97%	3%
Total Runways 27R/L & 33 Departures	820	16	967	27
North Field Quiet Hours Compliance	84%	16%	85%	15%
Total North Field Quiet Hours Departures	407	64	132	23
Runway 29 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 29 Turbojet Departures	13,762	3	14,632	3
Silent7 Night Departure Compliance	99%	1%	99%	1%
Total Runway 29 Night Turbojet Departures	2,519	31	2,768	20
Runway 11 Night Departure Compliance	97%	3%	78%	22%
Total Runway 11 Night Turbojet Departures	145	4	14	4
Runway 29 East Turn Departure Compliance	98%	2%	98%	2%
Total Runway 29 East Turn Departures	3,454	73	3,421	85
100 Degree Radial Turbojet Landing Compliance	92%	8%	91%	9%
Total 100 Degree Radial Turbojet Landings	2,220	188	1,925	188
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	13	0	30	0
Note: N/C means non-compliant. Percentage values are rounded out.				

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

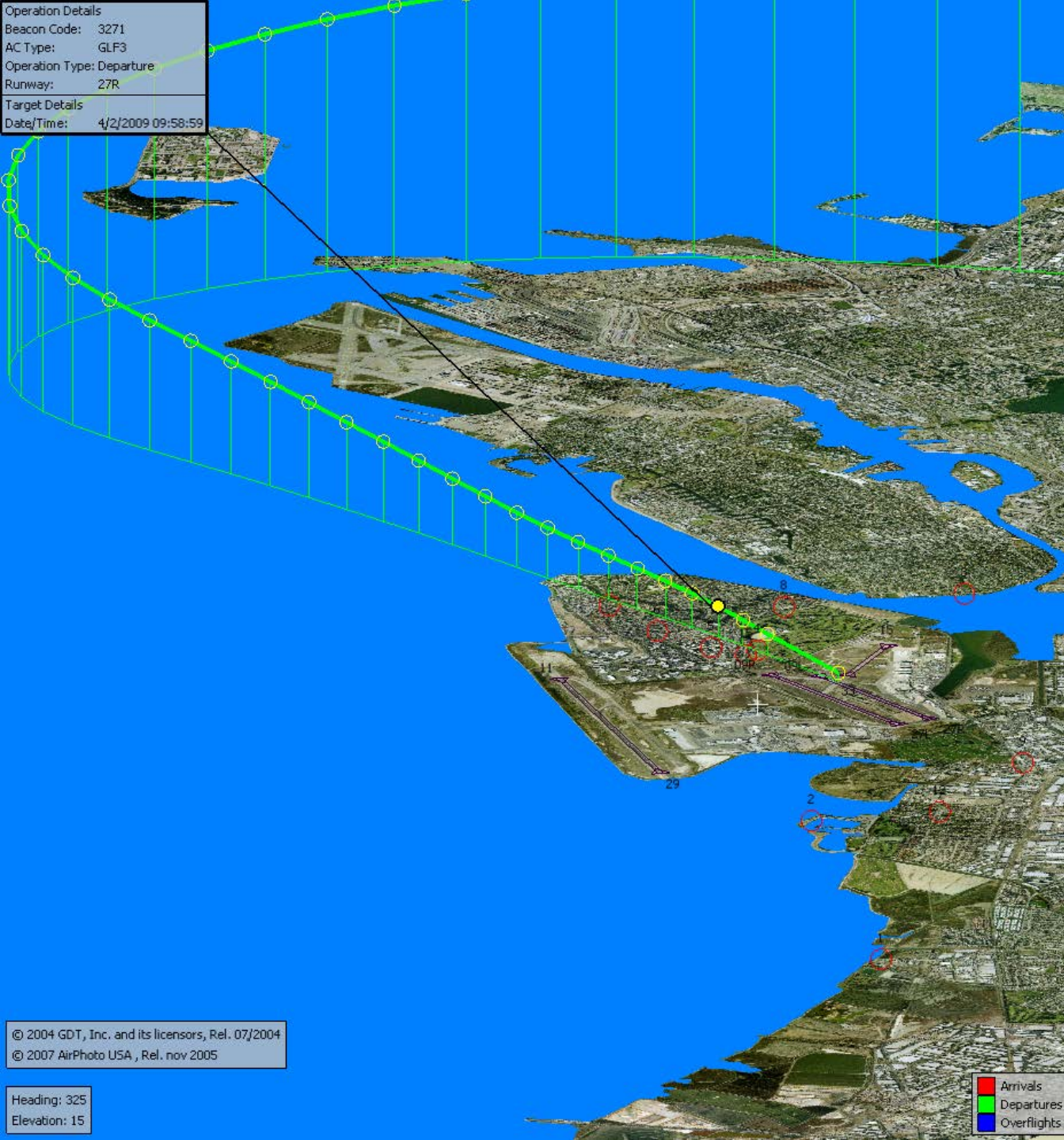
2013Q1
97% Compliance
(2,257 departures)

2012Q1
97% Compliance
(2,373 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

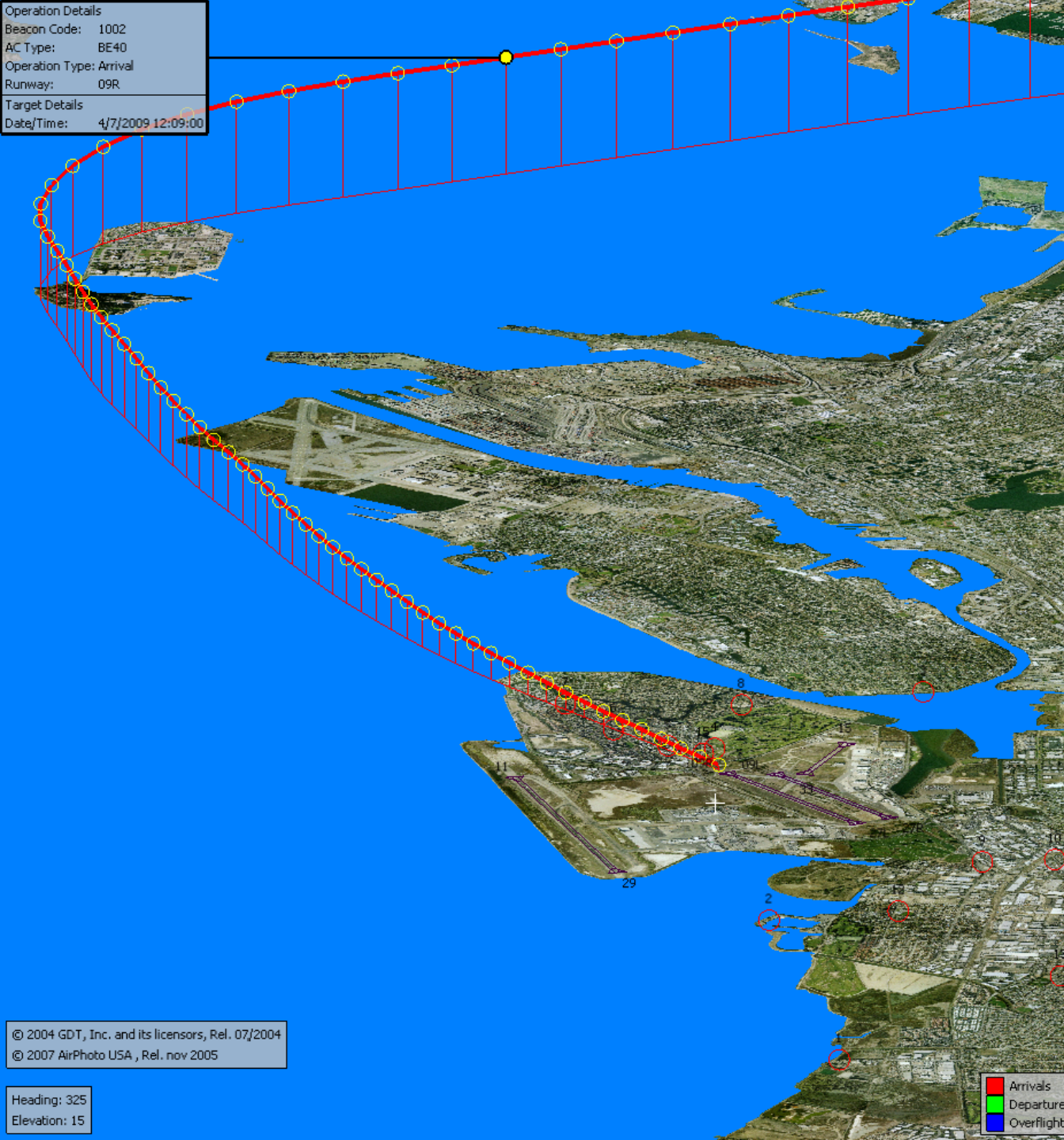
2013Q1
79% Compliance
(68 landings)

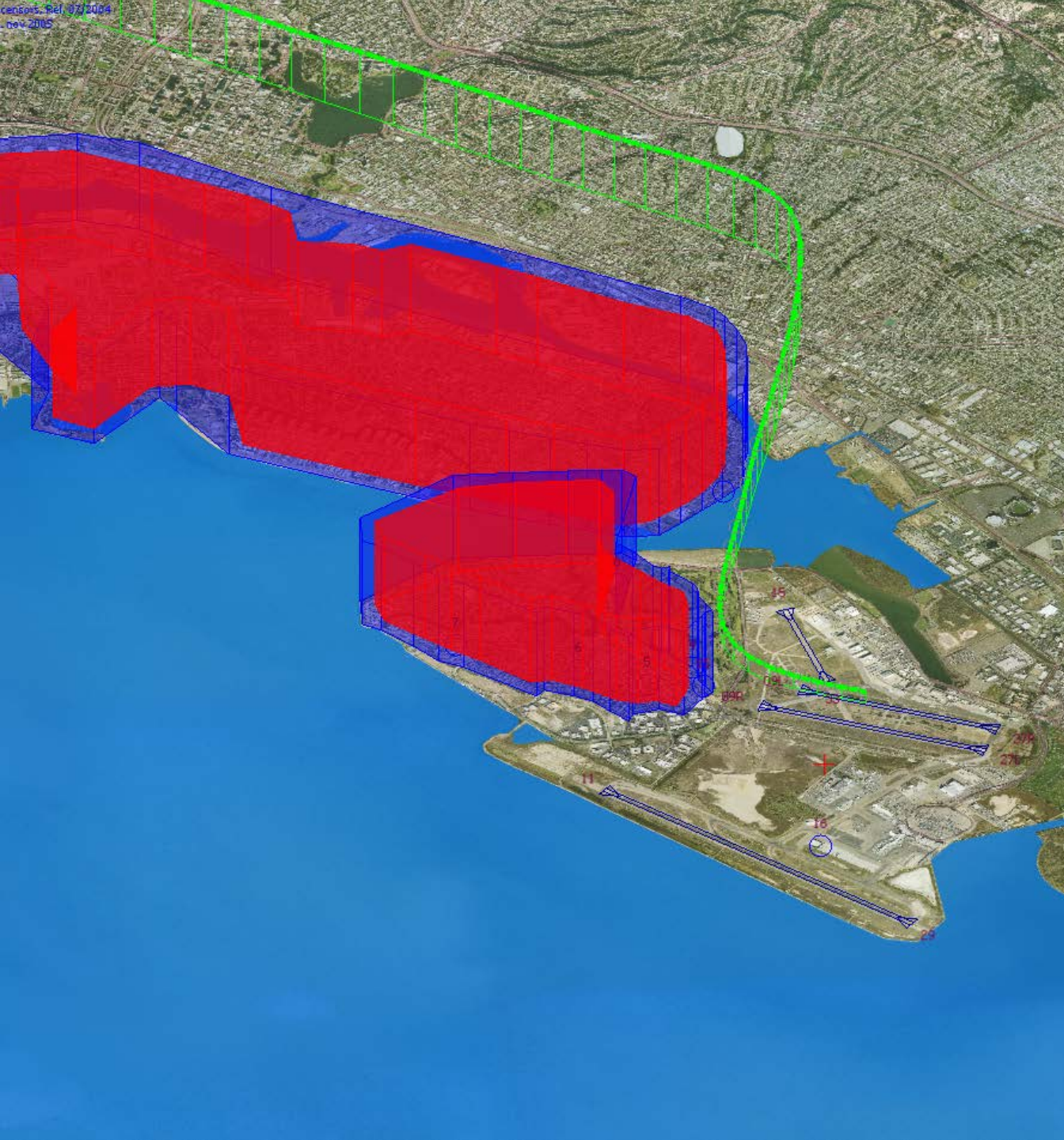
2012Q1
87% Compliance
(326 landings)

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© 2007 AirPhoto USA, Rel. nov 2005

Heading: 325
Elevation: 15

Arrivals
Departures
Overflights





VFR Aircraft Departure NAP

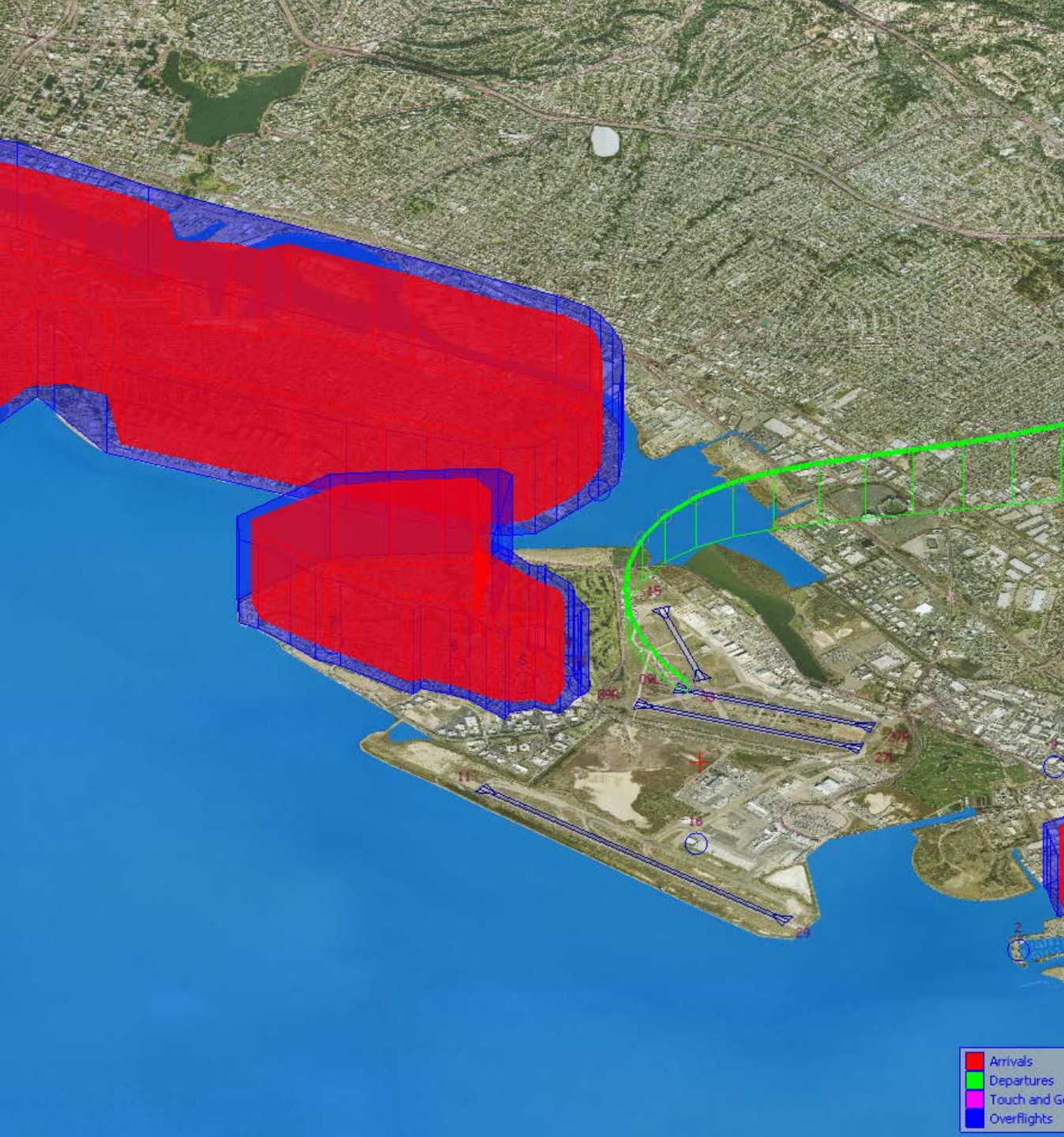
2013Q1
97% Compliance
(994 departures)

2012Q1
98% Compliance
(836 departures)

North Field Quiet Hours NAP

2013Q1
85% Compliance
(155 departures)

2012Q1
84% Compliance
(471 departures)



Runway 29 Bay Farm Right Turn NAP

2013Q1
100% Compliance
(14,635 departures)

2012Q1
100% Compliance
(13,765 departures)

Silent7 Night Departure NAP

2013Q1
99% Compliance
(2,788 departures)

2012Q1
99% Compliance
(2,550 departures)

Runway 11 Night Departure NAP

2013Q1
78% Compliance
(18 departures)

2012Q1
97% Compliance
(149 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

2013Q1
98% Compliance
(3,506 departures)

2012Q1
98% Compliance
(3,527 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**

**2013Q1
87% Compliance
(2,147 landings)**

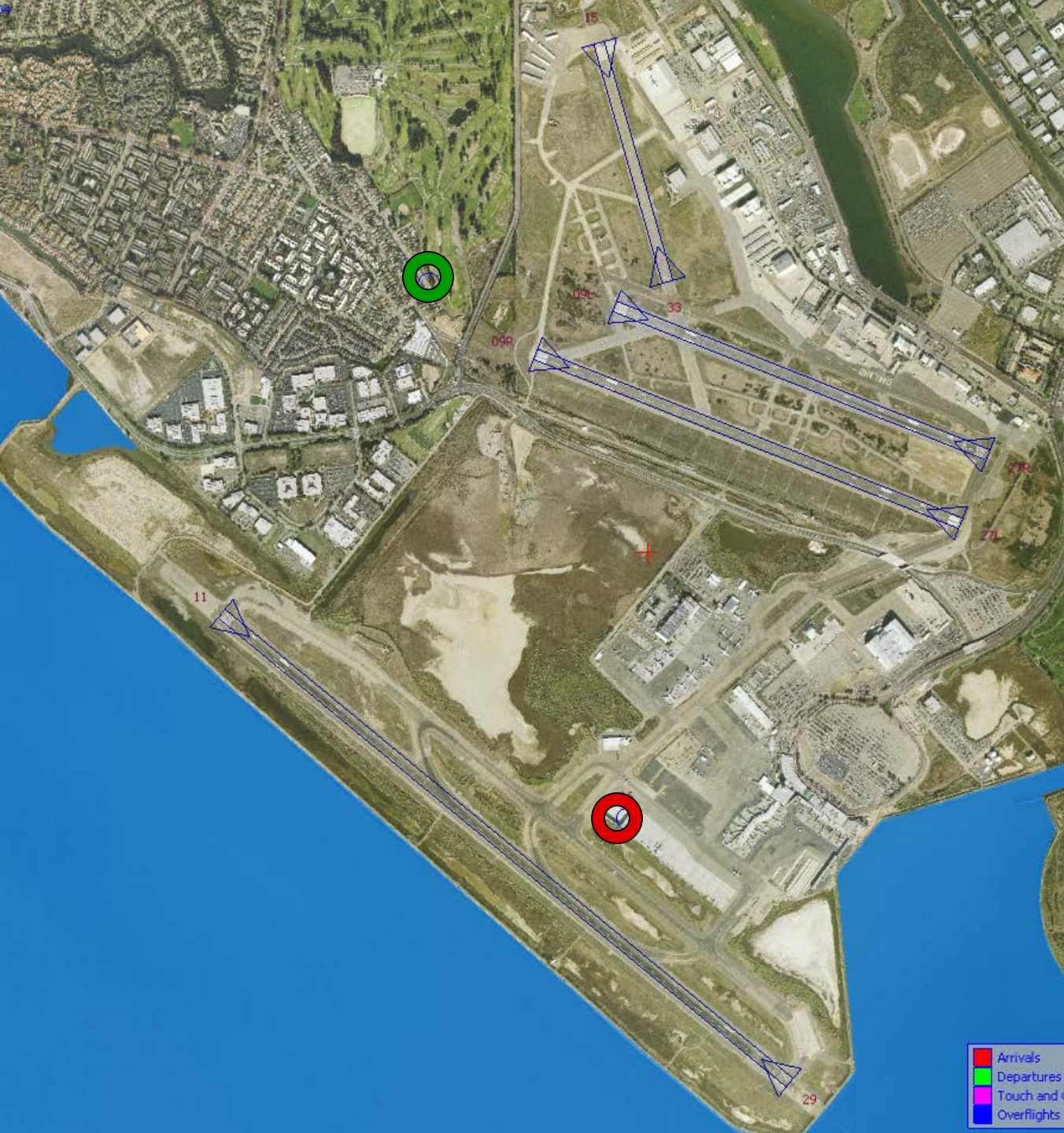
**2012Q1
92% Compliance
(2,408 landings)**

Engine Run-up NAP

2013Q1
100% Compliance
(30 engine run-ups)*

2012Q1
100% Compliance
(13 engine run-ups)

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



Noise Monitor Terminal (NMT)

Site Map

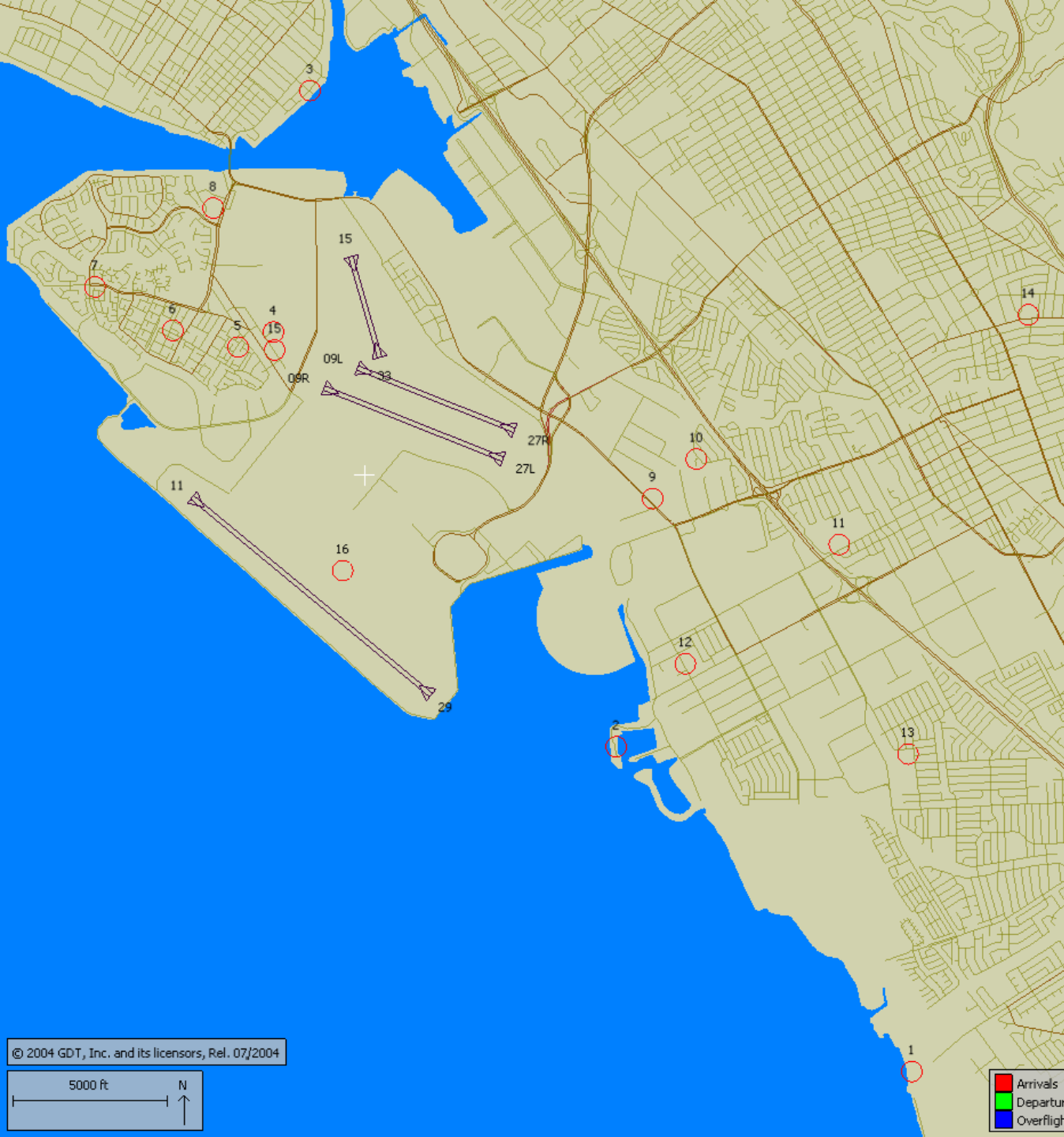


Table 1. North Field Night Aircraft Departure SEL Noise Measurements
Total Aircraft Departures = 155

First Quarter 2013 (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	2	2	0.0	0.4%	0	0.0	0.0%	0	0.0	0.0%	4
2	12	4	0.0	0.7%	2	0.0	0.4%	0	0.0	0.0%	18
3	36	5	0.1	0.9%	0	0.0	0.0%	0	0.0	0.0%	41
4	49	17	0.2	3.0%	17	0.2	3.0%	15	0.2	2.6%	98
5	33	12	0.1	2.1%	2	0.0	0.4%	17	0.2	3.0%	64
6	10	3	0.0	0.5%	11	0.1	1.9%	9	0.1	1.6%	33
7	8	12	0.1	2.1%	3	0.0	0.5%	1	0.0	0.2%	24
8	20	19	0.2	3.4%	4	0.0	0.7%	0	0.0	0.0%	43
9	20	14	0.2	2.5%	8	0.1	1.4%	1	0.0	0.2%	43
10	38	20	0.2	3.5%	4	0.0	0.7%	0	0.0	0.0%	62
11	6	4	0.0	0.7%	2	0.0	0.4%	0	0.0	0.0%	12
12	19	6	0.1	1.1%	5	0.1	0.9%	1	0.0	0.2%	31
13	8	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	9
14	12	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	12
All NMTs	273	119	1	0	58	1	0	44	0	0	494

Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 108

First Quarter 2013 (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	36	5	0.1	2.1%	0	0.0	0.0%	0	0.0	0.0%	41
4	49	17	0.2	7.1%	17	0.2	7.1%	15	0.2	6.3%	98
5	33	12	0.1	5.0%	2	0.0	0.8%	17	0.2	7.1%	64
6	10	3	0.0	1.3%	11	0.1	4.6%	9	0.1	3.8%	33
7	8	12	0.1	5.0%	3	0.0	1.3%	1	0.0	0.4%	24
8	20	19	0.2	7.9%	4	0.0	1.7%	0	0.0	0.0%	43
Total	156	68	0.8		37	0.4		42	0.5		303

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 47

First Quarter 2013 (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	4	0.0	1.2%	2	0.0	0.6%	0	0.0	0.0%	18
9	20	14	0.2	4.3%	8	0.1	2.4%	1	0.0	0.3%	43
10	38	20	0.2	6.1%	4	0.0	1.2%	0	0.0	0.0%	62
11	6	4	0.0	1.2%	2	0.0	0.6%	0	0.0	0.0%	12
12	19	6	0.1	1.8%	5	0.1	1.5%	1	0.0	0.3%	31
13	8	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	9
14	12	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	12
Total	115	49	0.5		21	0.2		2	0.0		187

**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	24
MD11	194	65	145	69	23
A306	223	74	108	65	18
B757	63	21	26	65	15
Difference [A-B]					
B727		-104	-101	-76	-44
DC10/MD10		-38	64	-1	2
MD11		33	132	-1	-1
A306		7	87	-2	-7

(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)
First 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
First Quarter 2012 [B]					
	Total [X]	Est. Avg. Monthly [X/3]			
B727	-	-	na	na	na
DC10/MD10	135	45	88	77	24
MD11	193	64	137	78	23
A306	194	65	83	75	20
B757	54	18	16	66	75
Difference [A-B]					
B727		-104	na	na	na
DC10/MD10		-42	56	-2	2
MD11		32	124	-2	-1
A306		-2	62	-1	-5

(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)

