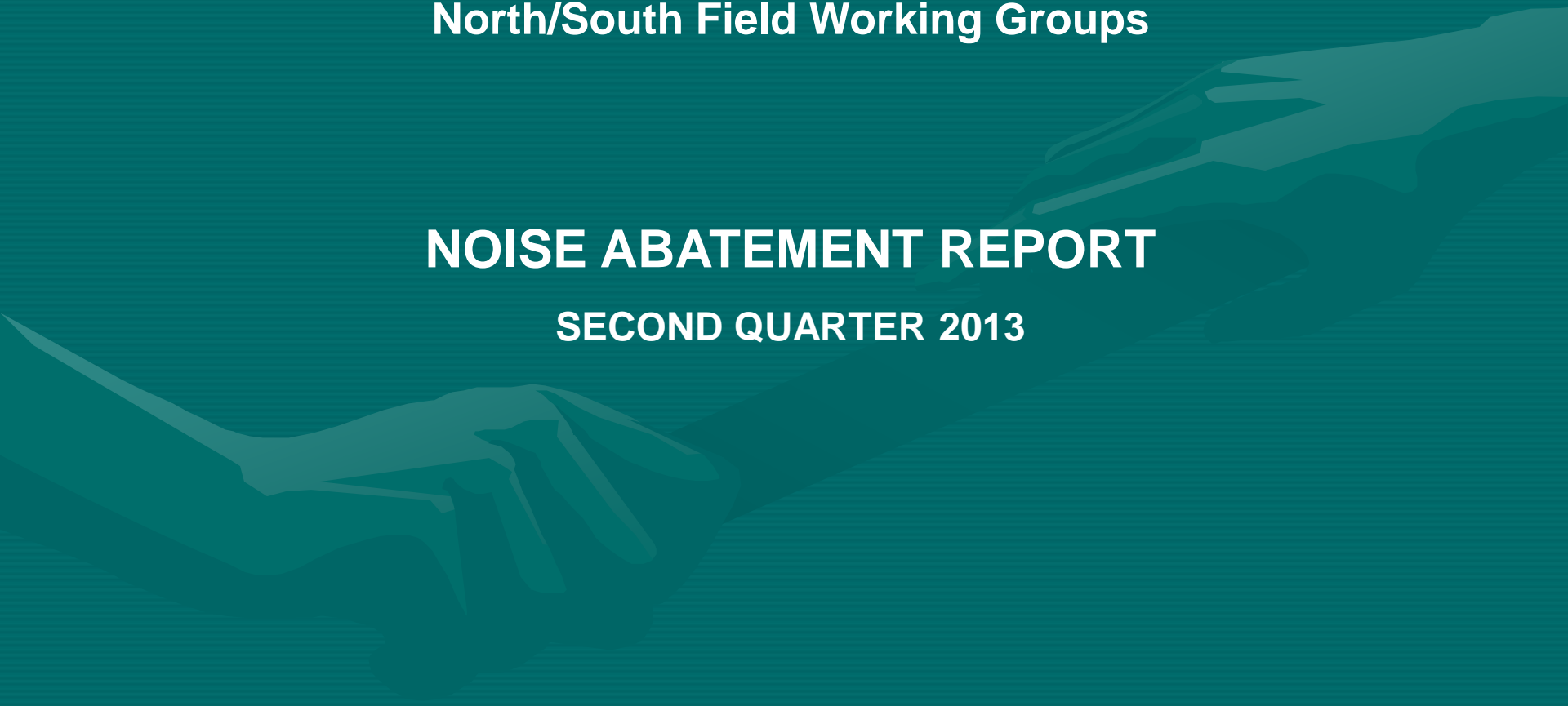


NOISE FORUM SUMMARY

North/South Field Working Groups

NOISE ABATEMENT REPORT

SECOND QUARTER 2013



**Compliance Monitoring Quarterly Summary Comparison
Second Quarter 2013**

	2012Q2		2013Q2	
	Compl.	N/C	Compl.	N/C
Runway 27R/L Jet Departure Compliance	98%	2%	94%	6%
Total Airport-wide Corporate Jet Departures	2,258	51	2,250	134
Runway 09R/L Jet Landing Compliance	74%	26%	62%	38%
Total Southeast Plan Corporate Jet Landings	23	6	74	46
North Field VFR Departure Compliance	98%	2%	97%	3%
Total Runways 27R/L & 33 Departures	1,116	25	1,024	36
North Field Quiet Hours Compliance	87%	13%	77%	23%
Total North Field Quiet Hours Departures	411	53	204	46
Runway 29 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 29 Turbojet Departures	16,012	4	15,418	6
Silent7 Night Departure Compliance	99%	1%	99%	1%
Total Runway 29 Night Turbojet Departures	3,006	44	3,025	36
Runway 11 Night Departure Compliance	96%	4%	51%	49%
Total Runway 11 Night Turbojet Departures	52	2	39	19
Runway 29 East Turn Departure Compliance	97%	3%	97%	3%
Total Runway 29 East Turn Departures	4,218	112	3,711	128
100 Degree Radial Turbojet Landing Compliance	95%	5%	92%	8%
Total 100 Degree Radial Turbojet Landings	2,649	152	2,189	187
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	19	0	17	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

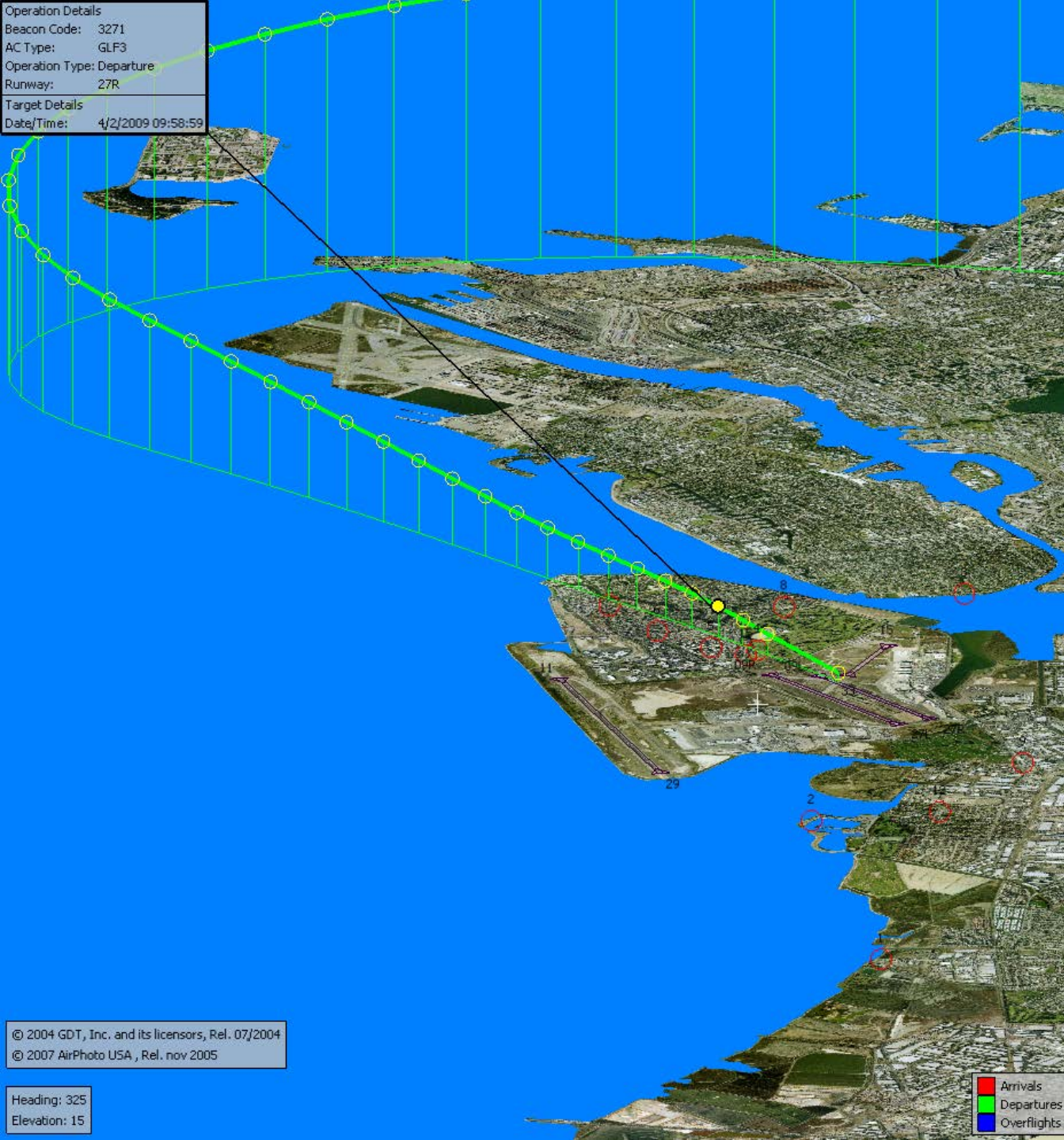
2013Q2
94% Compliance
(2,384 departures)

2012Q2
98% Compliance
(2,309 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

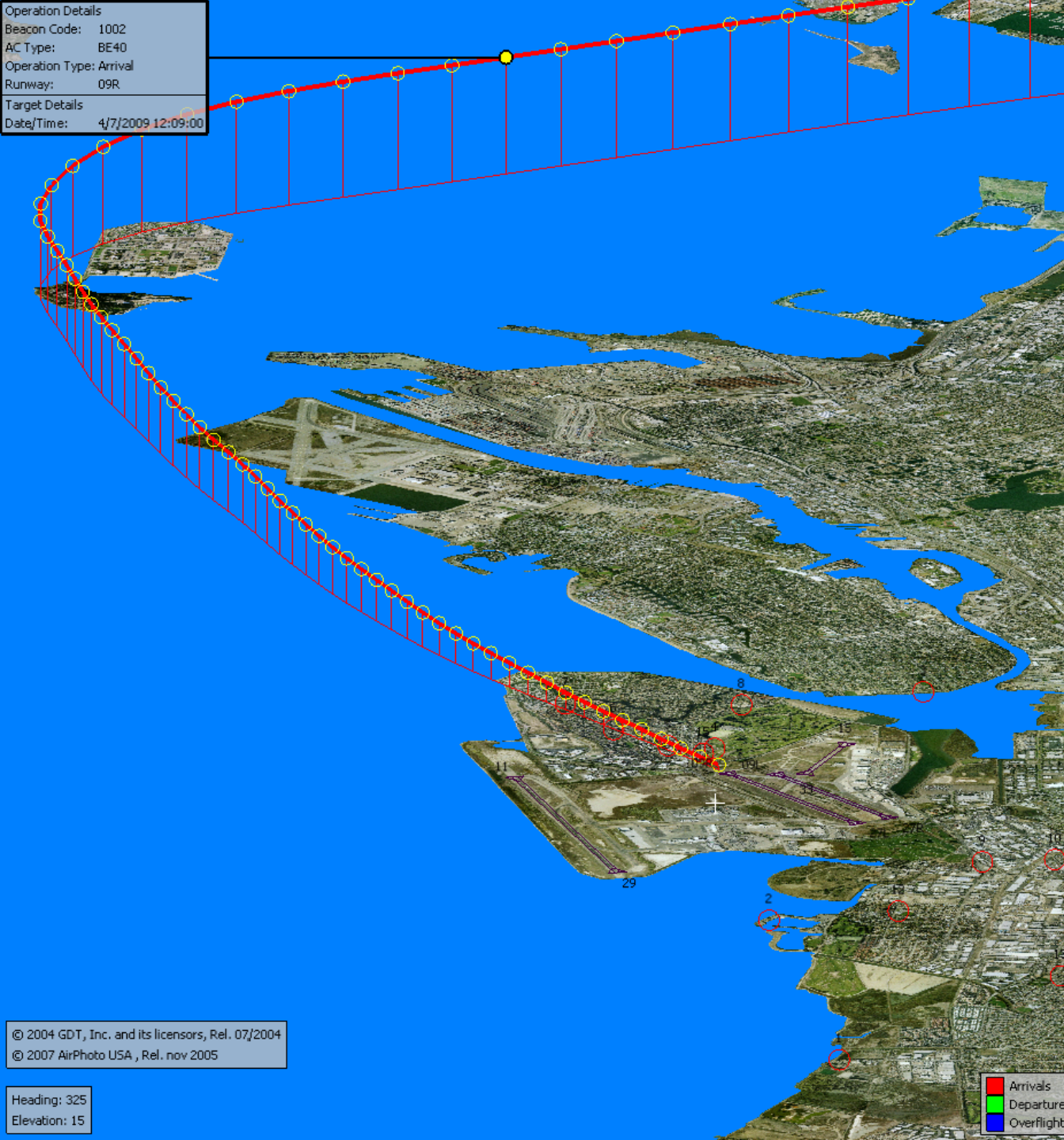
2013Q2
62% Compliance
(74 landings)

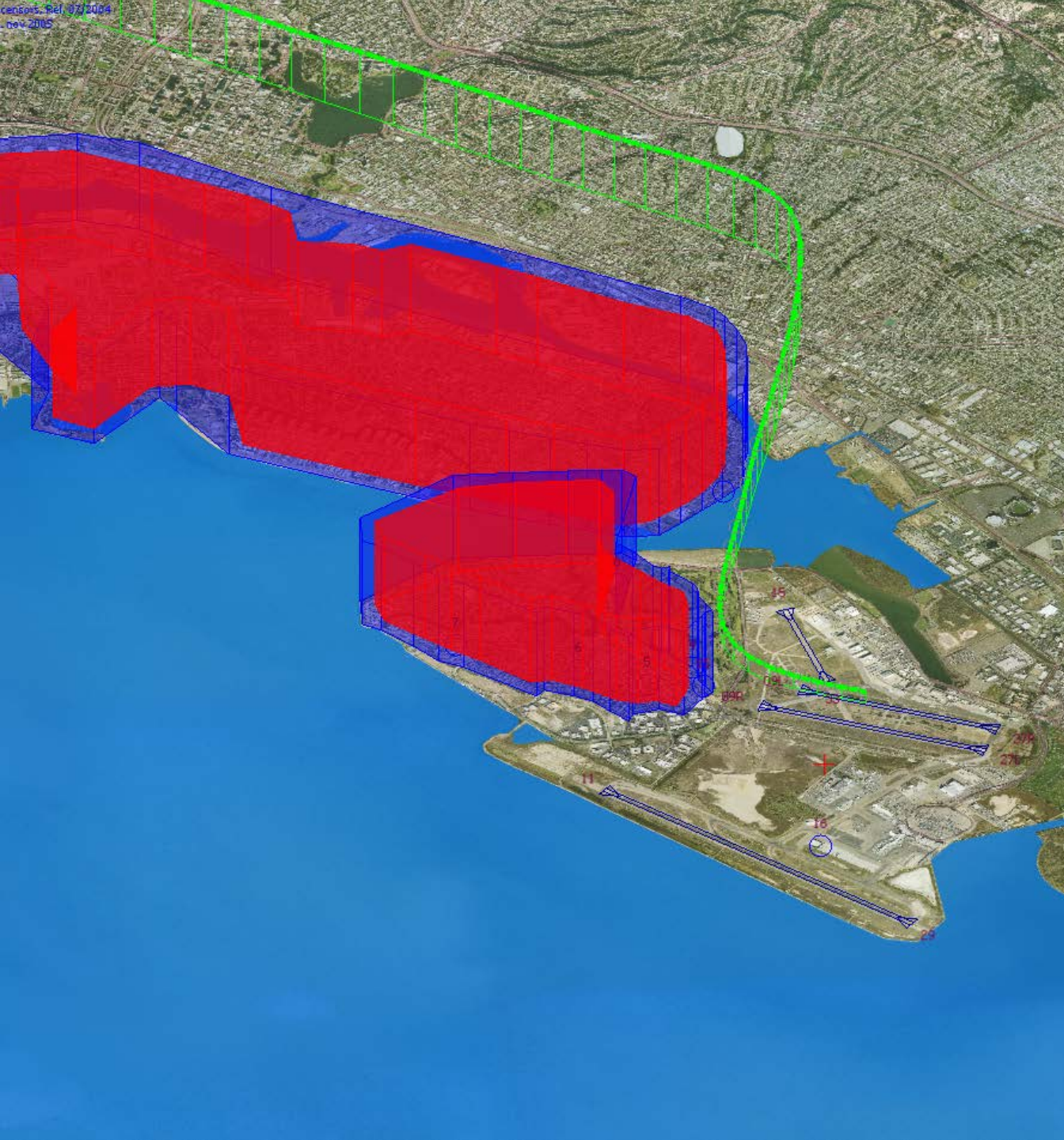
2012Q2
74% Compliance
(23 landings)

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© 2007 AirPhoto USA, Rel. nov 2005

Heading: 325
Elevation: 15

Arrivals
Departures
Overflights





VFR Aircraft Departure NAP

2013Q2

**97% Compliance
(1,024 departures)**

2012Q2

**98% Compliance
(1,116 departures)**

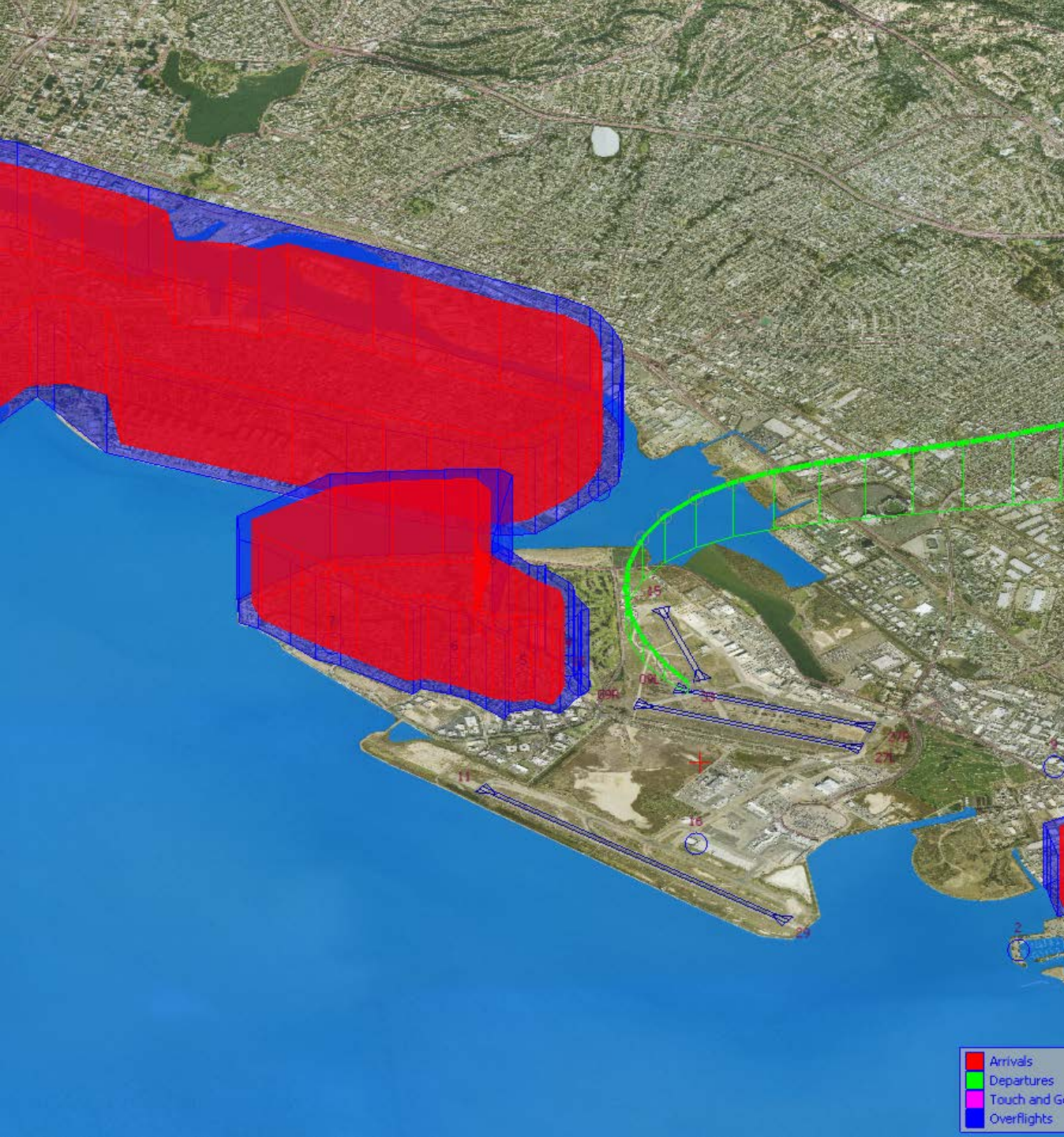
North Field Quiet Hours NAP

2013Q2

**77% Compliance
(204 departures)**

2012Q2

**87% Compliance
(411 departures)**



Runway 29 Bay Farm Right Turn NAP

2013Q2
100% Compliance
(15,418 departures)

2012Q2
100% Compliance
(16,012 departures)

Silent7 Night Departure NAP

2013Q2
99% Compliance
(3,025 departures)

2012Q2
99% Compliance
(3,006 departures)

Runway 11 Night Departure NAP

2013Q2
51% Compliance
(39 departures)

2012Q2
96% Compliance
(52 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

2013Q2
97% Compliance
(3,711 departures)

2012Q2
97% Compliance
(4,218 departures)

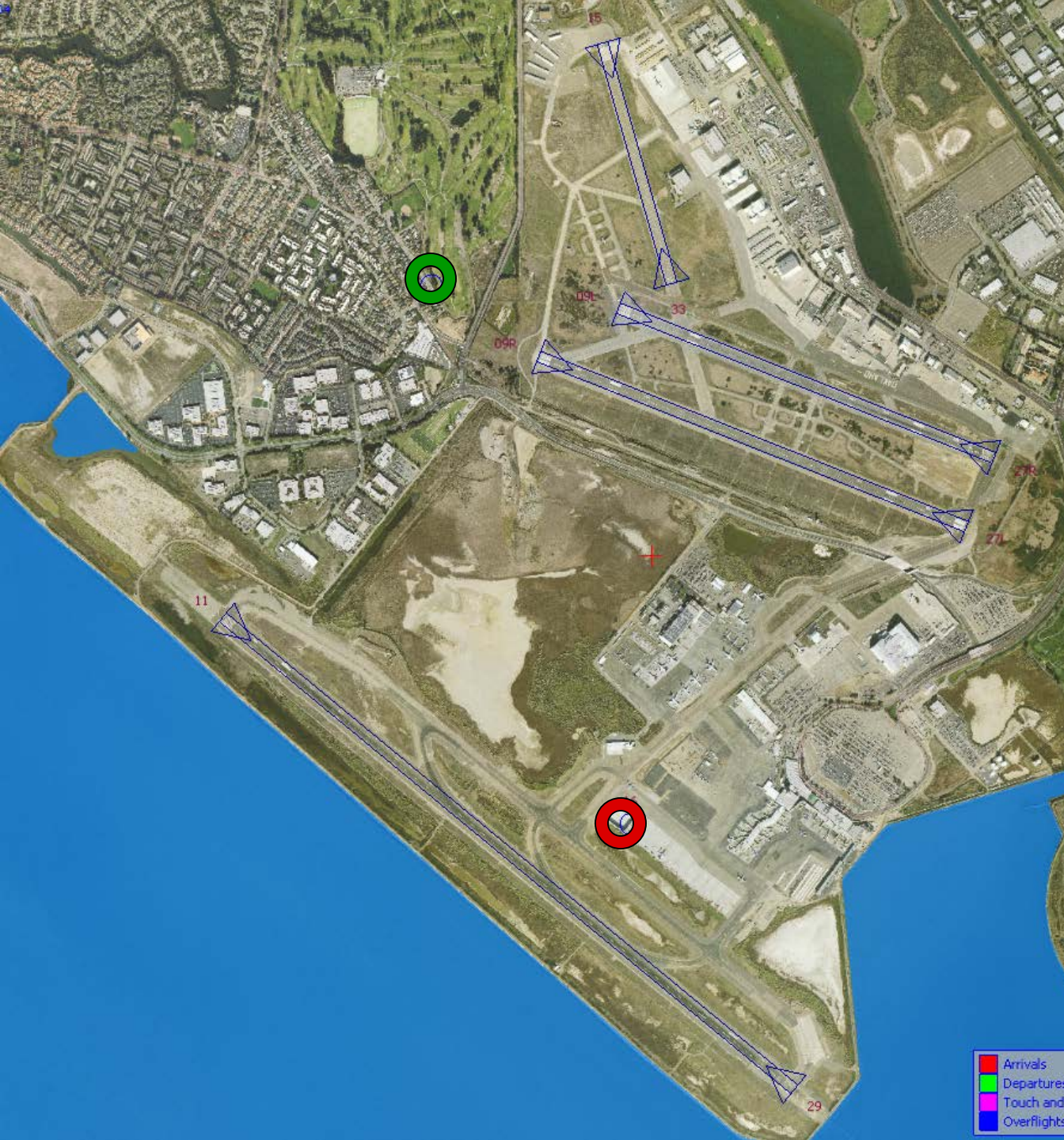


Operation Details	
Aircraft ID:	SWA273
Tail Number:	
Beacon Code:	6675
AC Type:	B737
Operation Type:	Arrival
Runway:	29
Origin:	GEG
Destination:	OAK
Altitude (ft):	3251
Ground Speed (kt):	159.4
Date/Time:	4/18/2012 19:58:23

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

**2013Q2
92% Compliance
(2,189 landings)**

**2012Q2
95% Compliance
(2,649 landings)**



Engine Run-up NAP

2013Q2
100% Compliance
(17 engine run-ups)*

2012Q2
100% Compliance
(19 engine run-ups)

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

- Arrivals
- Departures
- Touch and Go
- Overflights

Noise Monitor Terminal (NMT)

Site Map

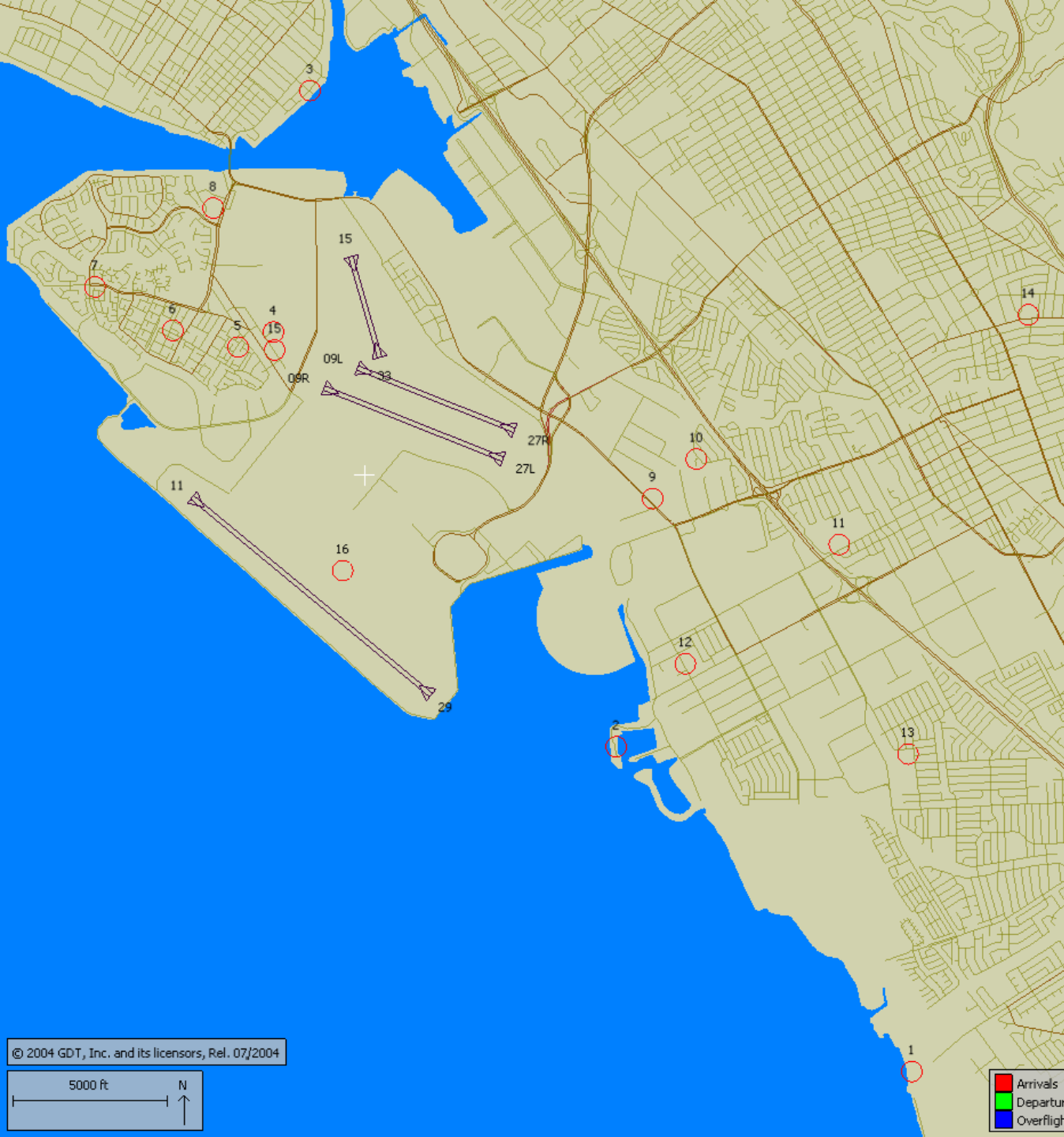


Table 1. North Field Night Aircraft Departure SEL Noise Measurements
Total Aircraft Departures = 204

Second 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	7	3	0.0	0.5%	1	0.0	0.2%	0	0.0	0.0%	11
2	15	1	0.0	0.2%	1	0.0	0.2%	0	0.0	0.0%	17
3	36	14	0.2	2.5%	1	0.0	0.2%	0	0.0	0.0%	51
4	68	32	0.4	5.6%	16	0.2	2.8%	21	0.2	3.7%	137
5	41	12	0.1	2.1%	9	0.1	1.6%	22	0.2	3.9%	84
6	15	8	0.1	1.4%	24	0.3	4.2%	5	0.1	0.9%	52
7	23	16	0.2	2.8%	3	0.0	0.5%	0	0.0	0.0%	42
8	36	24	0.3	4.2%	3	0.0	0.5%	0	0.0	0.0%	63
9	12	10	0.1	1.8%	5	0.1	0.9%	4	0.0	0.7%	31
10	25	7	0.1	1.2%	4	0.0	0.7%	0	0.0	0.0%	36
11	3	3	0.0	0.5%	0	0.0	0.0%	0	0.0	0.0%	6
12	12	10	0.1	1.8%	1	0.0	0.2%	2	0.0	0.4%	25
13	5	3	0.0	0.5%	0	0.0	0.0%	0	0.0	0.0%	8
14	7	1	0.0	0.2%	2	0.0	0.4%	0	0.0	0.0%	10
All NMTs	305	144	2	0	70	1	0	54	1	0	573

Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 161

Second 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	14	0.2	5.9%	1	0.0	0.4%	0	0.0	0.0%	51
4	68	32	0.4	13.4%	16	0.2	6.7%	21	0.2	8.8%	137
5	41	12	0.1	5.0%	9	0.1	3.8%	22	0.2	9.2%	84
6	15	8	0.1	3.3%	24	0.3	10.0%	5	0.1	2.1%	52
7	23	16	0.2	6.7%	3	0.0	1.3%	0	0.0	0.0%	42
8	36	24	0.3	10.0%	3	0.0	1.3%	0	0.0	0.0%	63
Total	219	106	1.2		56	0.6		48	0.5		429

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 43

Second 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	15	1	0.0	0.3%	1	0.0	0.3%	0	0.0	0.0%	17
9	12	10	0.1	3.0%	5	0.1	1.5%	4	0.0	1.2%	31
10	25	7	0.1	2.1%	4	0.0	1.2%	0	0.0	0.0%	36
11	3	3	0.0	0.9%	0	0.0	0.0%	0	0.0	0.0%	6
12	12	10	0.1	3.0%	1	0.0	0.3%	2	0.0	0.6%	25
13	5	3	0.0	0.9%	0	0.0	0.0%	0	0.0	0.0%	8
14	7	1	0.0	0.3%	2	0.0	0.6%	0	0.0	0.0%	10
Total	79	35	0.4		13	0.1		6	0.1		133

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM) Second 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
Second Quarter 2013 [B]					
	Total [X]	Est. Avg. Monthly [X/3]			
B727	0	-	-	-	-
DC10/MD10	148	49	25	65	15
MD11	188	63	65	66	15
A306	218	73	18	66	17
B757	62	21	2	66	13
Difference [A-B]					
B727		-104	-101	-76	-44
DC10/MD10		-38	-7	-4	-7
MD11		31	52	-4	-9
A306		6	-3	-1	-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)

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM)
Second 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
Second Quarter 2012 [B]					
	Total [X]	Est. Avg. Monthly [X/3]			
B727	-	-	-	na	na
DC10/MD10	149	50	42	66	75
MD11	214	71	89	66	75
A306	214	71	23	67	75
B757	54	18	3	67	72
Difference [A-B]					
B727		-104	na	na	na
DC10/MD10		-37	10	-3	-3
MD11		39	76	-4	-4
A306		4	2	-1	-2

