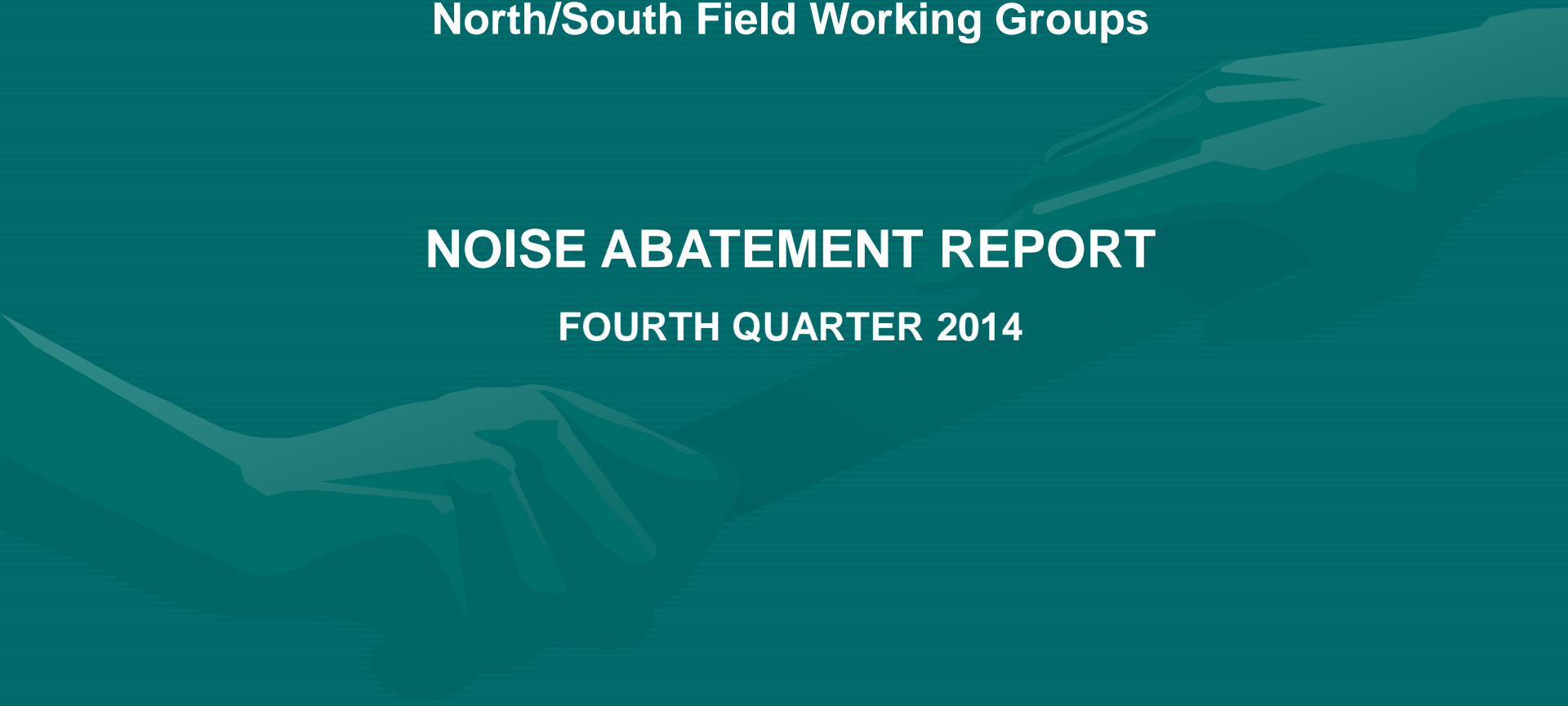


NOISE FORUM SUMMARY

North/South Field Working Groups

NOISE ABATEMENT REPORT

FOURTH QUARTER 2014



| Compliance Monitoring Quarterly Summary Comparison Fourth Quarter 2014 | | | | |
|---|--------|-----|--------|-----|
| | 2013Q4 | | 2014Q4 | |
| | Compl. | N/C | Compl. | N/C |
| Runway 28R/L Jet Departure Compliance | 95% | 5% | 93% | 7% |
| Total Airport-wide Corporate Jet Departures | 2,468 | 130 | 2,645 | 186 |
| Runway 10R/L Jet Landing Compliance | 100% | 0% | 85% | 15% |
| Total Southeast Plan Corporate Jet Landings | 5 | 0 | 383 | 68 |
| North Field VFR Departure Compliance | 96% | 4% | 97% | 3% |
| Total Runways 28R/L & 33 Departures | 957 | 36 | 964 | 27 |
| North Field Quiet Hours Compliance | 86% | 14% | 81% | 19% |
| Total North Field Quiet Hours Departures | 185 | 26 | 194 | 37 |
| Runway 30 BFI Right Turn Departure Compliance | 100% | 0% | 100% | 0% |
| Total Runway 30 Turbojet Departures | 15,888 | 4 | 14,322 | 1 |
| Silent8 Night Departure Compliance | 99% | 1% | 99% | 1% |
| Total Runway 30 Night Turbojet Departures | 2,797 | 24 | 2,531 | 30 |
| Runway 12 Night Departure Compliance | 100% | 0% | 65% | 35% |
| Total Runway 12 Night Turbojet Departures | 14 | 0 | 203 | 72 |
| Runway 30 East Turn Departure Compliance | 97% | 3% | 98% | 2% |
| Total Runway 30 East Turn Departures | 4,071 | 125 | 3,924 | 89 |
| 100 Degree Radial Turbojet Landing Compliance | 86% | 14% | 87% | 13% |
| Total 100 Degree Radial Turbojet Landings | 1,713 | 242 | 2,161 | 282 |
| Engine Runup Program Compliance | 100% | 0% | 100% | 0% |
| Total Evening and Nighttime Engine Runups | 12 | 0 | 14 | 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 28R/L Jet Departure NAP

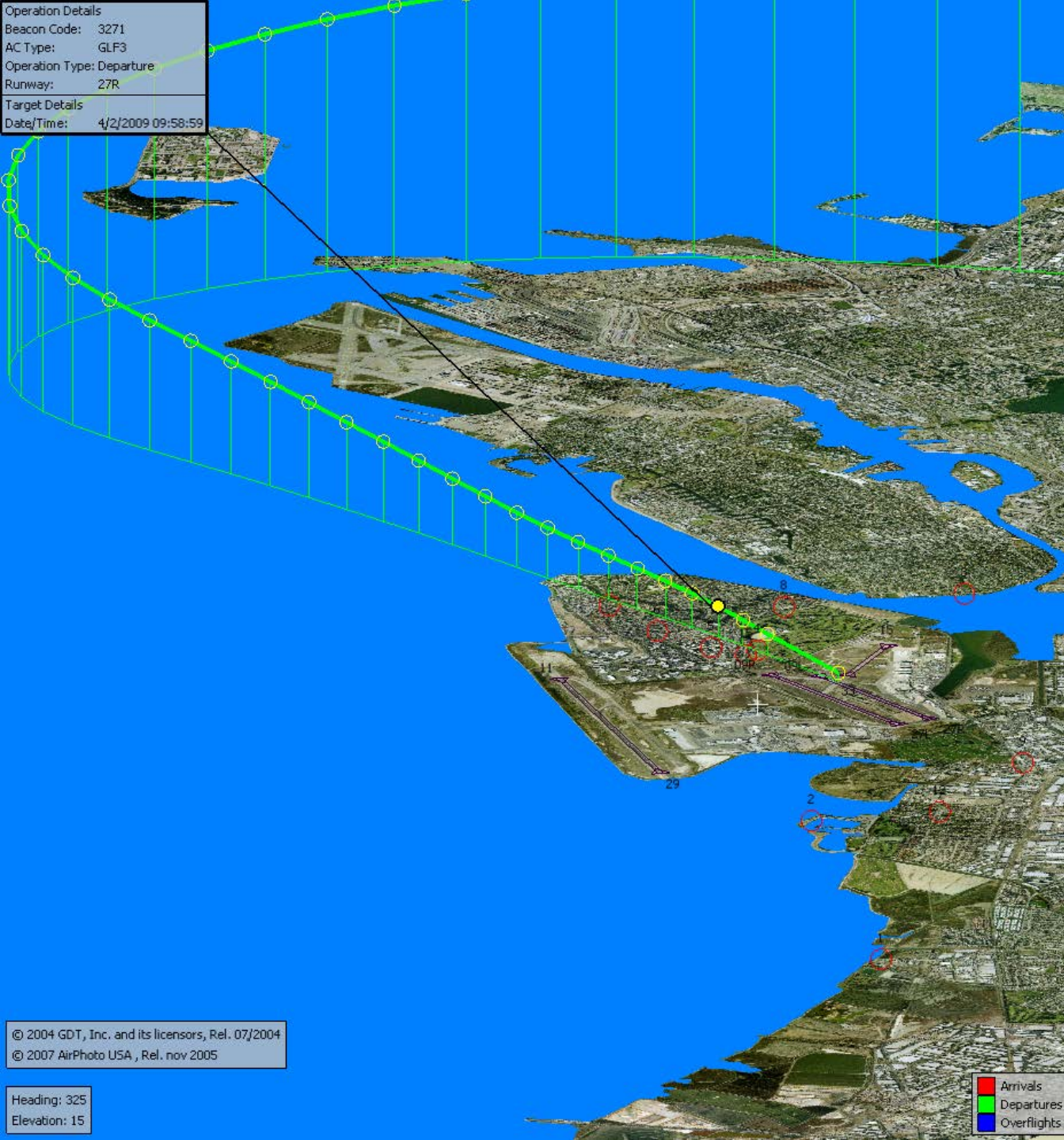
2014Q4
93% Compliance
(2,831 departures)

2013Q4
95% Compliance
(2,598 departures)

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© 2007 AirPhoto USA, Rel. nov 2005

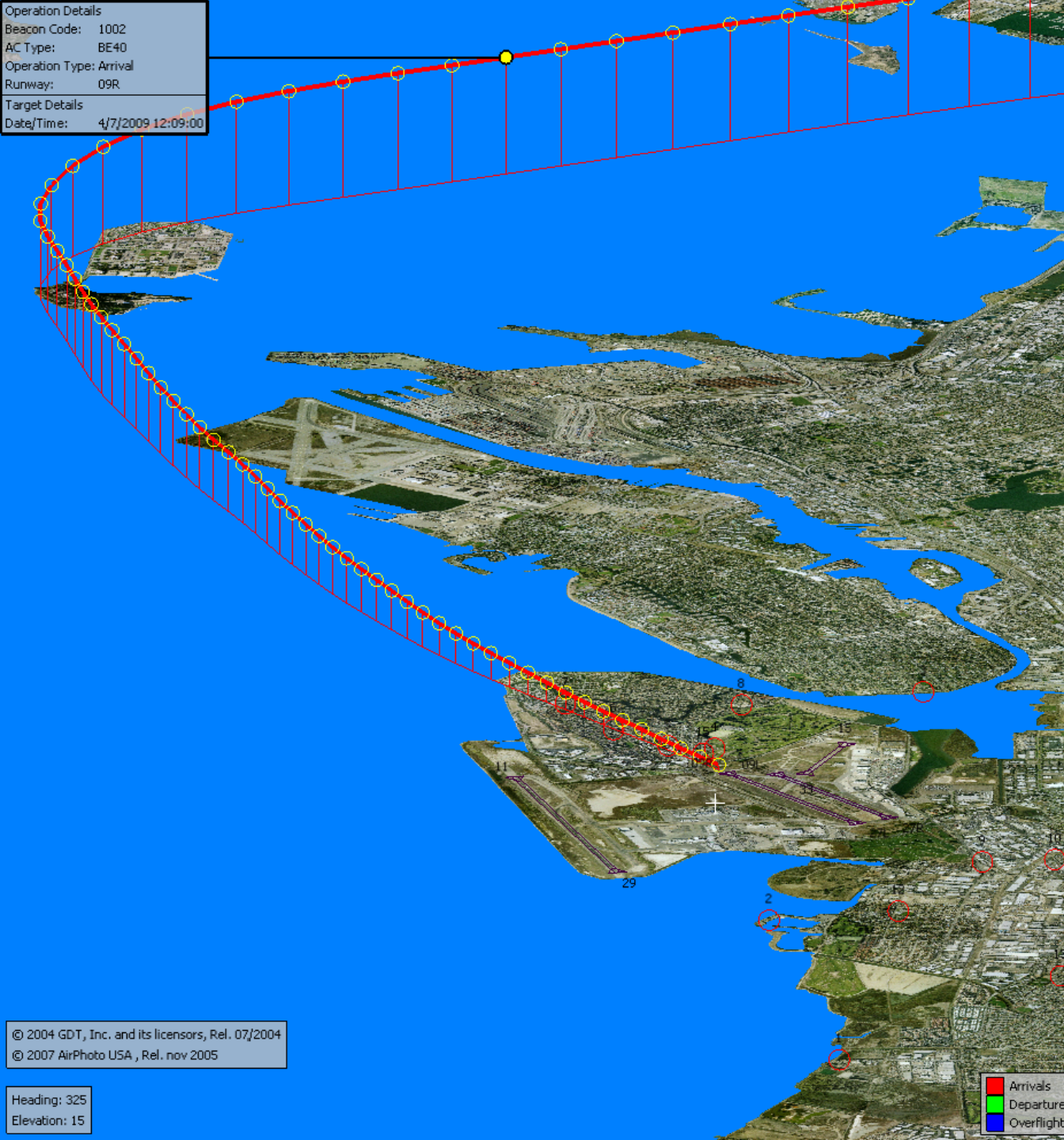
Heading: 325
Elevation: 15

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 10R/L Jet Landing NAP

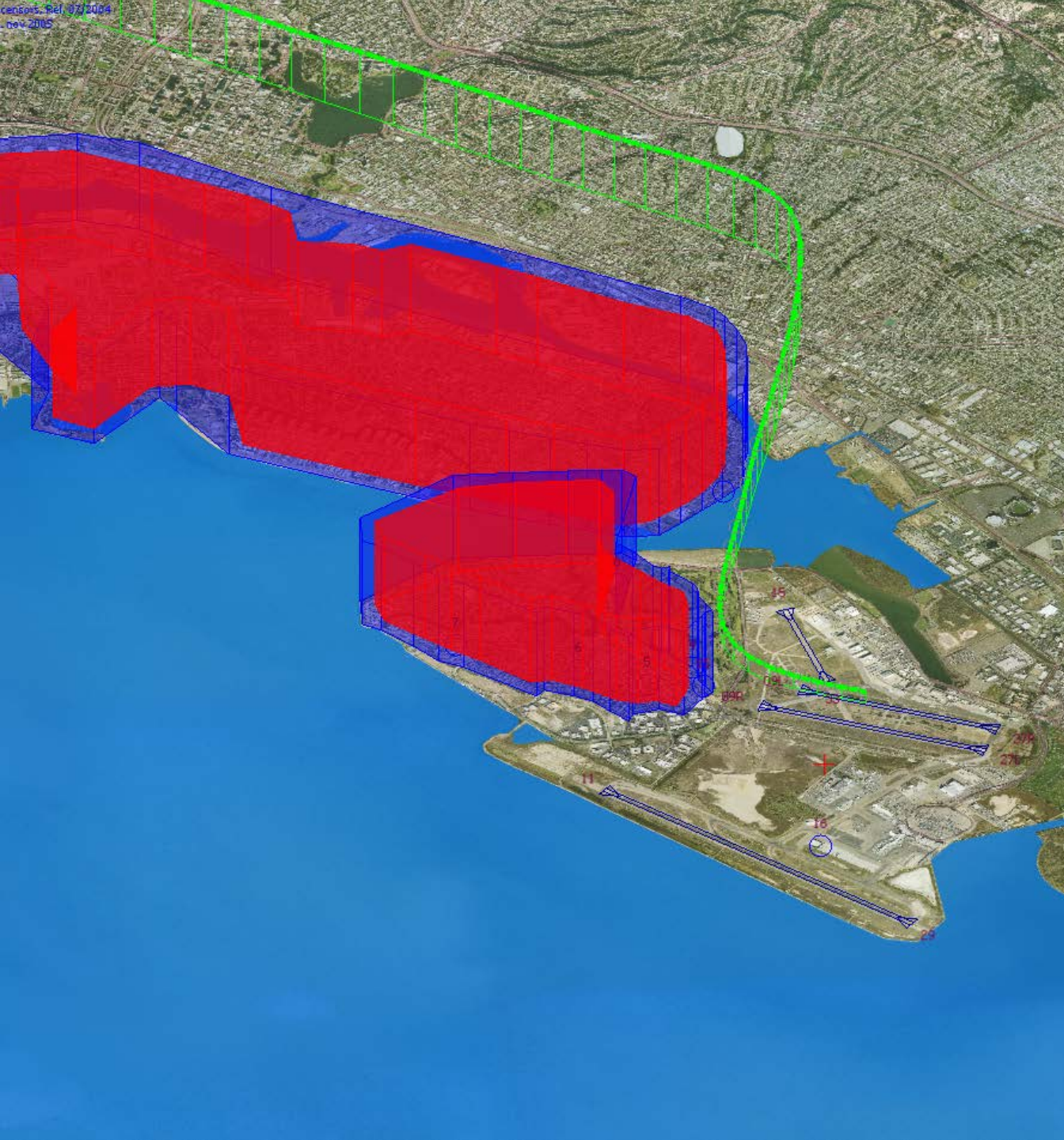
2014Q4
85% Compliance
(451 landings)

2013Q4
100% Compliance
(5 landings)

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© 2007 AirPhoto USA , Rel. nov 2005

Heading: 325
Elevation: 15

- Arrivals
- Departures
- Overflights



VFR Aircraft Departure NAP

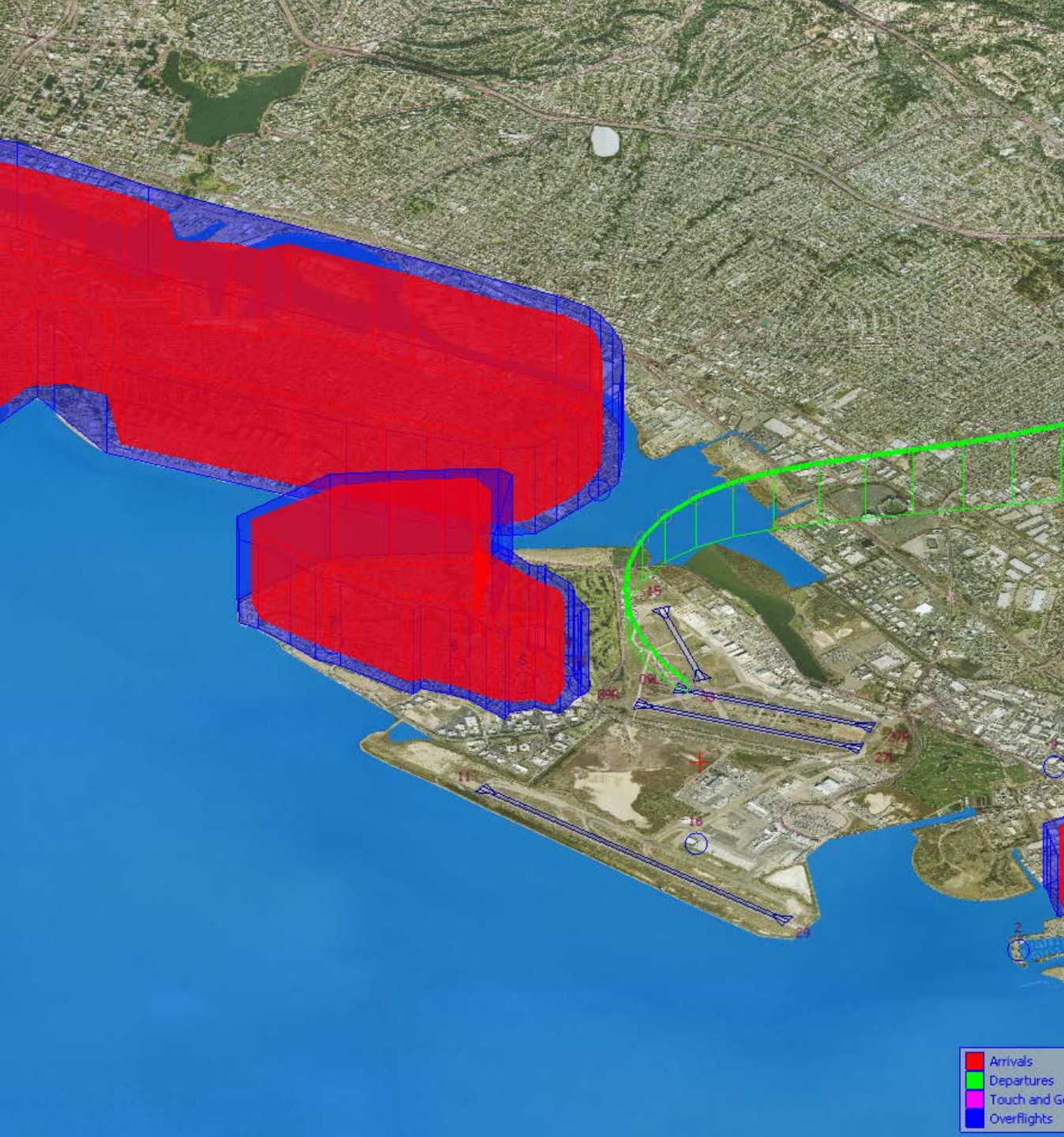
2014Q4
97% Compliance
(991 departures)

2013Q4
96% Compliance
(993 departures)

North Field Quiet Hours NAP

2014Q4
81% Compliance
(231 departures)

2013Q4
86% Compliance
(211 departures)



Runway 30 Bay Farm Right Turn NAP

2014Q4
100% Compliance
(14,323 departures)

2013Q4
100% Compliance
(15,892 departures)

Silent8 Night Departure NAP

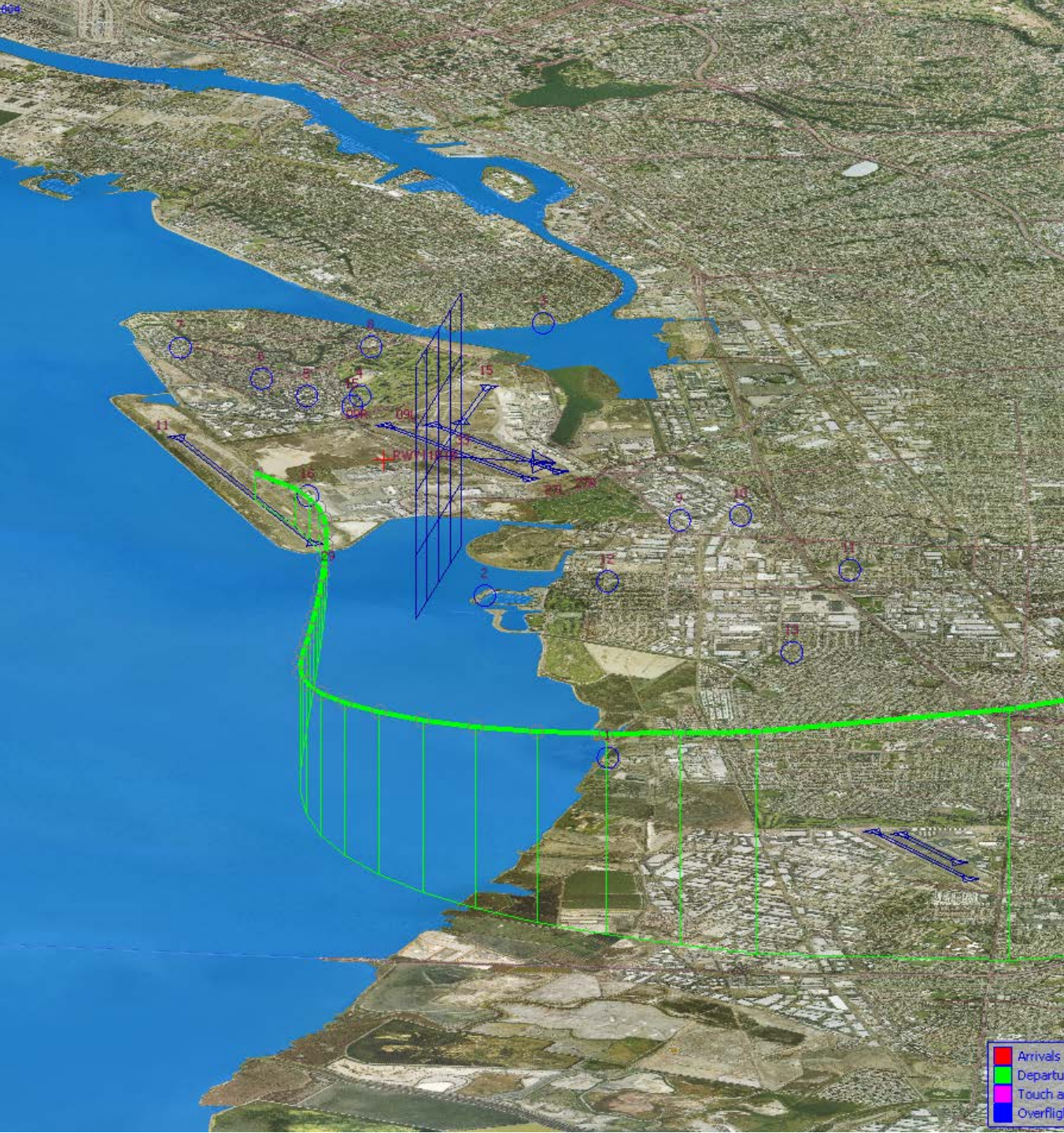
2014Q4
99% Compliance
(2,561 departures)

2013Q4
99% Compliance
(2,821 departures)

Runway 12 Night Departure NAP

2014Q4
65% Compliance
(275 departures)

2013Q4
100% Compliance
(14 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 30 East Turn NAP

2014Q4
98% Compliance
(4,013 departures)

2013Q4
97% Compliance
(4,196 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**

**2014Q4
87% Compliance
(2,443 landings)**

**2013Q4
86% Compliance
(1,955 landings)**

Engine Run-up NAP

2014Q4
100% Compliance
(14 engine run-ups)*

2013Q4
100% Compliance
(12 engine run-ups)

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

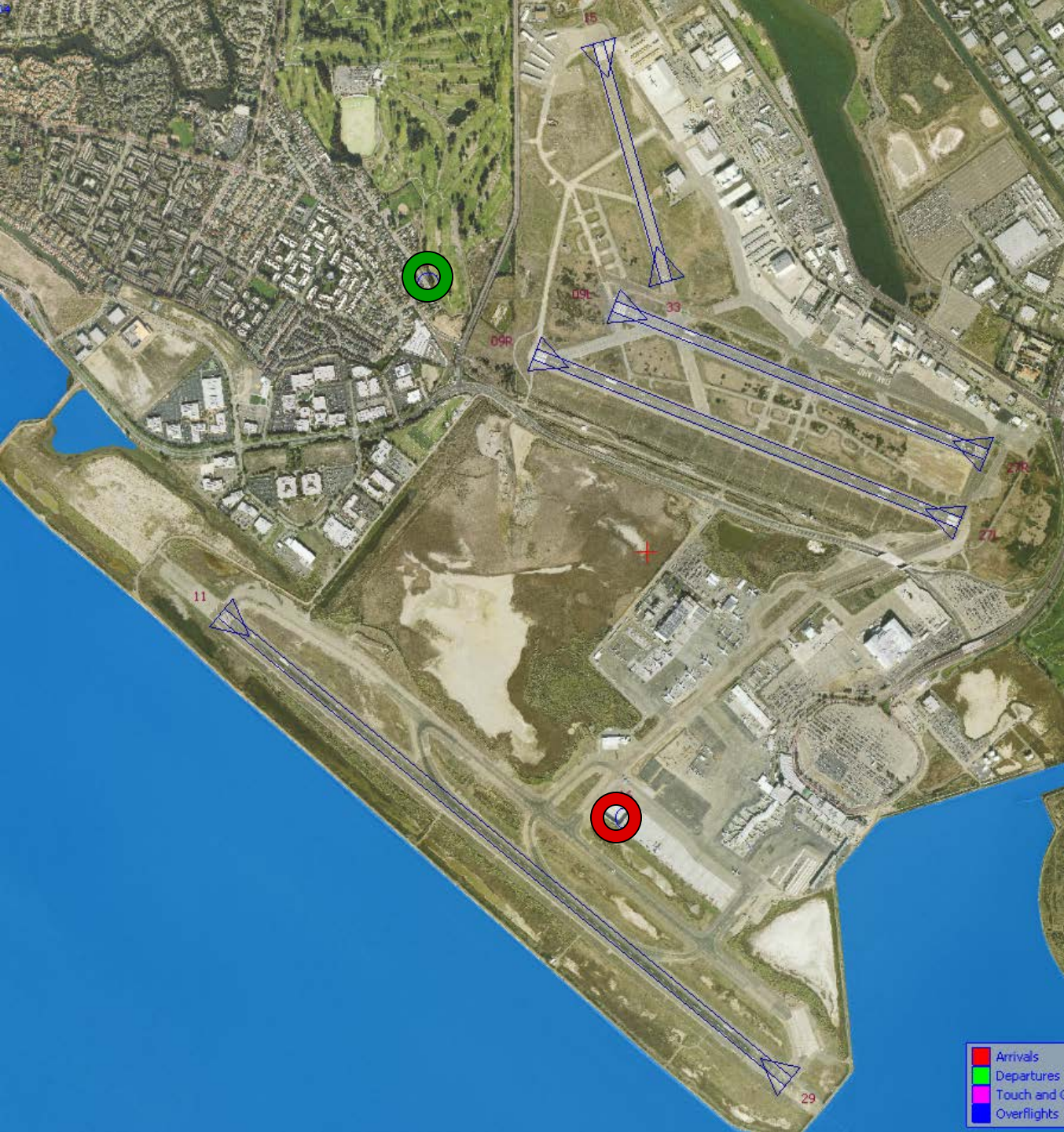


Table 1. North Field Night Aircraft Departure SEL Noise Measurements
Total Aircraft Departures = 194

Fourth Quarter 2014 (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 | 5 | 1 | 0.0 | 0.2% | 3 | 0.0 | 0.5% | 0 | 0.0 | 0.0% | 9 |
| 2 | 24 | 5 | 0.1 | 0.9% | 2 | 0.0 | 0.4% | 0 | 0.0 | 0.0% | 31 |
| 3 | 42 | 12 | 0.1 | 2.1% | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 54 |
| 4 | 50 | 42 | 0.5 | 7.4% | 15 | 0.2 | 2.6% | 11 | 0.1 | 1.9% | 118 |
| 5 | 50 | 15 | 0.2 | 2.6% | 2 | 0.0 | 0.4% | 5 | 0.1 | 0.9% | 72 |
| 6 | 16 | 7 | 0.1 | 1.2% | 8 | 0.1 | 1.4% | 3 | 0.0 | 0.5% | 34 |
| 7 | 9 | 9 | 0.1 | 1.6% | 4 | 0.0 | 0.7% | 0 | 0.0 | 0.0% | 22 |
| 8 | 23 | 25 | 0.3 | 4.4% | 5 | 0.1 | 0.9% | 1 | 0.0 | 0.2% | 54 |
| 9 | 20 | 16 | 0.2 | 2.8% | 13 | 0.1 | 2.3% | 8 | 0.1 | 1.4% | 57 |
| 10 | 50 | 38 | 0.4 | 6.7% | 11 | 0.1 | 1.9% | 2 | 0.0 | 0.4% | 101 |
| 11 | 8 | 10 | 0.1 | 1.8% | 1 | 0.0 | 0.2% | 0 | 0.0 | 0.0% | 19 |
| 12 | 16 | 13 | 0.1 | 2.3% | 2 | 0.0 | 0.4% | 1 | 0.0 | 0.2% | 32 |
| 13 | 12 | 2 | 0.0 | 0.4% | 1 | 0.0 | 0.2% | 0 | 0.0 | 0.0% | 15 |
| 14 | 10 | 1 | 0.0 | 0.2% | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 11 |
| All NMTs | 335 | 196 | 2 | 0 | 67 | 1 | 0 | 31 | 0 | 0 | 629 |

Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 139

Fourth Quarter 2014 (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 | 42 | 12 | 0.1 | 5.0% | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 54 |
| 4 | 50 | 42 | 0.5 | 17.6% | 15 | 0.2 | 6.3% | 11 | 0.1 | 4.6% | 118 |
| 5 | 50 | 15 | 0.2 | 6.3% | 2 | 0.0 | 0.8% | 5 | 0.1 | 2.1% | 72 |
| 6 | 16 | 7 | 0.1 | 2.9% | 8 | 0.1 | 3.3% | 3 | 0.0 | 1.3% | 34 |
| 7 | 9 | 9 | 0.1 | 3.8% | 4 | 0.0 | 1.7% | 0 | 0.0 | 0.0% | 22 |
| 8 | 23 | 25 | 0.3 | 10.5% | 5 | 0.1 | 2.1% | 1 | 0.0 | 0.4% | 54 |
| Total | 190 | 110 | 1.2 | | 34 | 0.4 | | 20 | 0.2 | | 354 |

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 55

Fourth Quarter 2014 (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 | 24 | 5 | 0.1 | 1.5% | 2 | 0.0 | 0.6% | 0 | 0.0 | 0.0% | 31 |
| 9 | 20 | 16 | 0.2 | 4.9% | 13 | 0.1 | 4.0% | 8 | 0.1 | 2.4% | 57 |
| 10 | 50 | 38 | 0.4 | 11.6% | 11 | 0.1 | 3.4% | 2 | 0.0 | 0.6% | 101 |
| 11 | 8 | 10 | 0.1 | 3.0% | 1 | 0.0 | 0.3% | 0 | 0.0 | 0.0% | 19 |
| 12 | 16 | 13 | 0.1 | 4.0% | 2 | 0.0 | 0.6% | 1 | 0.0 | 0.3% | 32 |
| 13 | 12 | 2 | 0.0 | 0.6% | 1 | 0.0 | 0.3% | 0 | 0.0 | 0.0% | 15 |
| 14 | 10 | 1 | 0.0 | 0.3% | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 11 |
| Total | 140 | 85 | 0.9 | | 30 | 0.3 | | 11 | 0.1 | | 266 |

**Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM)
Fourth 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 |
| Fourth Quarter 2014 [B] | | | | | |
| | Total [X] | Est. Avg. Monthly [X/3] | | | |
| B727 | 0 | - | - | - | - |
| DC10/MD10 | 114 | 38 | 47 | 77 | 20 |
| MD11 | 172 | 57 | 95 | 77 | 19 |
| A306 | 129 | 43 | 53 | 74 | 15 |
| B757 | 155 | 52 | 57 | 75 | 14 |
| B777 | 0 | - | - | - | - |
| Difference [A-B] | | | | | |
| B727 | | -104 | -101 | -87 | -44 |
| DC10/MD10 | | -49 | 15 | -1 | -2 |
| MD11 | | 25 | 82 | -2 | -5 |
| A306 | | -24 | 32 | -3 | -10 |

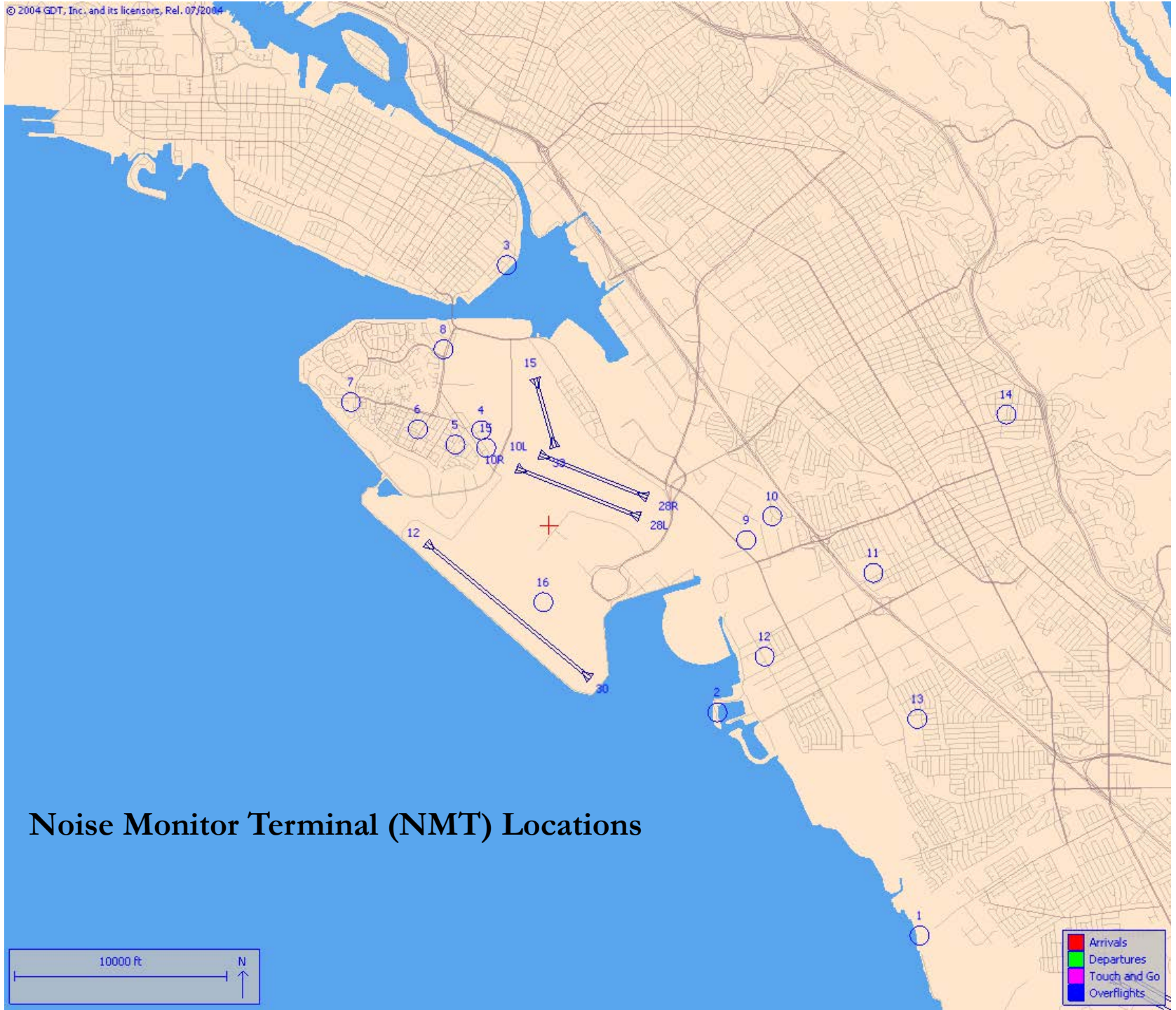
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event.

Source: ANOMS (Airport Noise and Operations Monitoring System)

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM)
Third Quarter 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 |
| Third Quarter 2014 [B] | | | | | |
| | Total [X] | Est. Avg. Monthly [X/3] | | | |
| B727 | 0 | - | - | - | - |
| DC10/MD10 | 128 | 43 | 30 | 65 | 12 |
| MD11 | 176 | 59 | 64 | 65 | 10 |
| A306 | 156 | 52 | 8 | 64 | 10 |
| B757 | 189 | 63 | 24 | 64 | 9 |
| B777 | 0 | - | - | - | - |
| Difference [A-B] | | | | | |
| B727 | | -104 | -101 | -76 | -44 |
| DC10/MD10 | | -44 | -2 | -4 | -10 |
| MD11 | | 27 | 51 | -5 | -14 |
| A306 | | -15 | -13 | -3 | -15 |

(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)



Noise Monitor Terminal (NMT) Locations