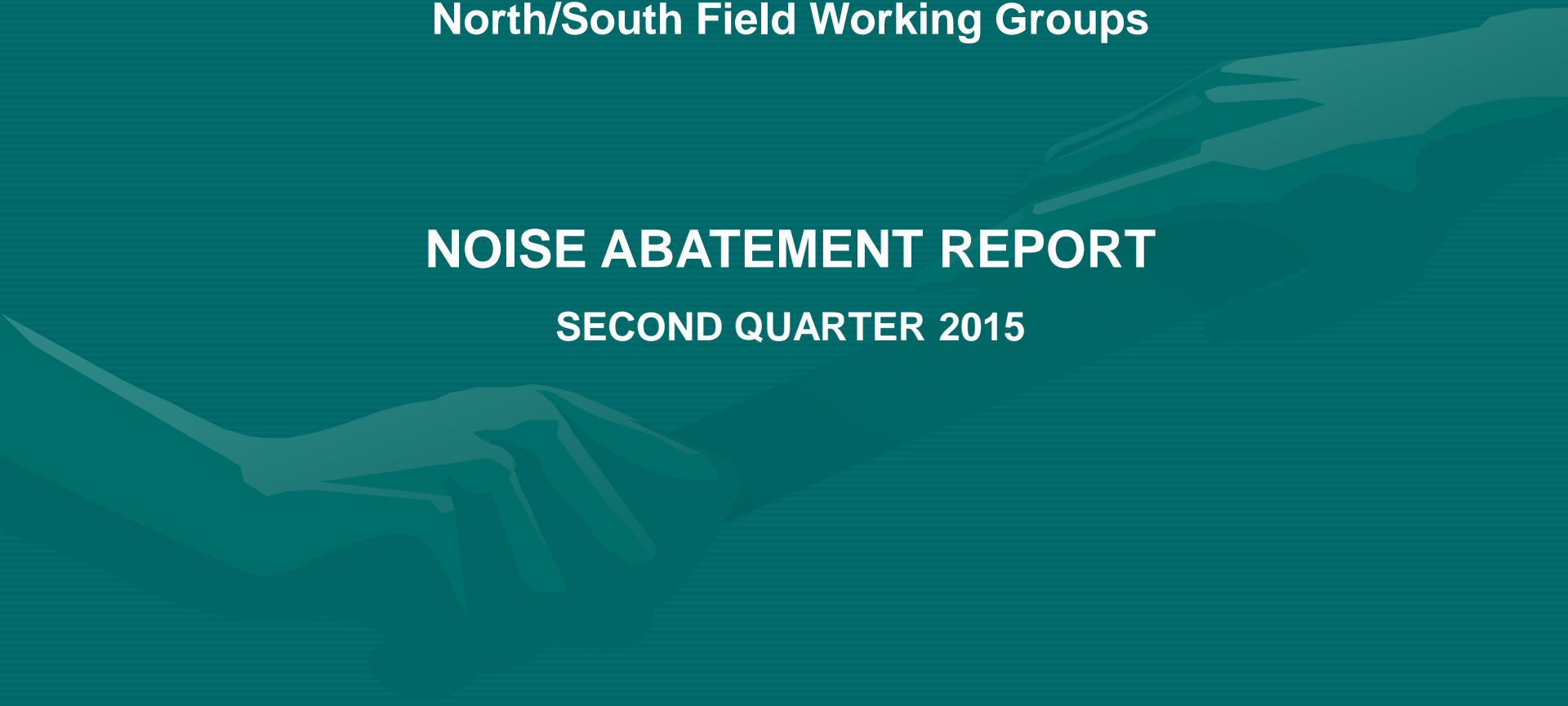


NOISE FORUM SUMMARY

North/South Field Working Groups

NOISE ABATEMENT REPORT

SECOND QUARTER 2015



Compliance Monitoring Quarterly Summary Comparison Second Quarter 2015				
	2014Q2		2015Q2	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	93%	7%	94%	6%
Total Airport-wide Corporate Jet Departures	2,554	201	2,409	156
Runway 10R/L Jet Landing Compliance	74%	26%	86%	14%
Total Southeast Plan Corporate Jet Landings	47	12	19	3
North Field VFR Departure Compliance	98%	2%	95%	5%
Total Runways 28R/L & 33 Departures	1,184	20	422	23
North Field Quiet Hours Compliance	82%	18%	65%	35%
Total North Field Quiet Hours Departures	190	34	91	48
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	15,688	2	15,654	3
Silent8 Night Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	3,028	37	2,950	37
Runway 12 Night Departure Compliance	97%	3%	62%	38%
Total Runway 12 Night Turbojet Departures	64	2	13	8
Runway 30 East Turn Departure Compliance	96%	4%	97%	3%
Total Runway 30 East Turn Departures	3,985	158	4,218	129
100 Degree Radial Turbojet Landing Compliance	93%	7%	96%	4%
Total 100 Degree Radial Turbojet Landings	2,349	156	2,231	102
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	13	0	8	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

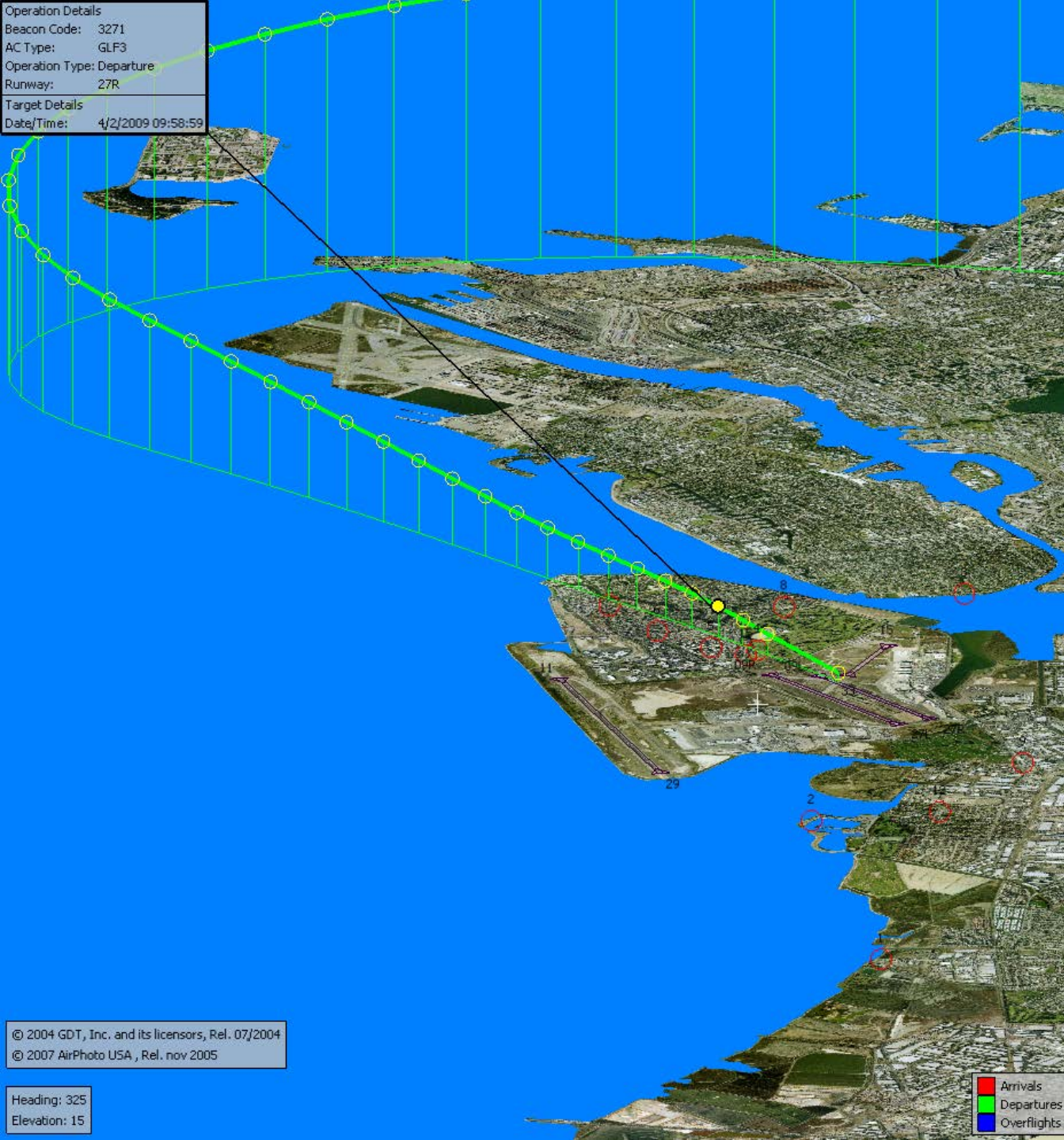
2015Q2
94% Compliance
(2,565 departures)

2014Q2
93% Compliance
(2,755 departures)

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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

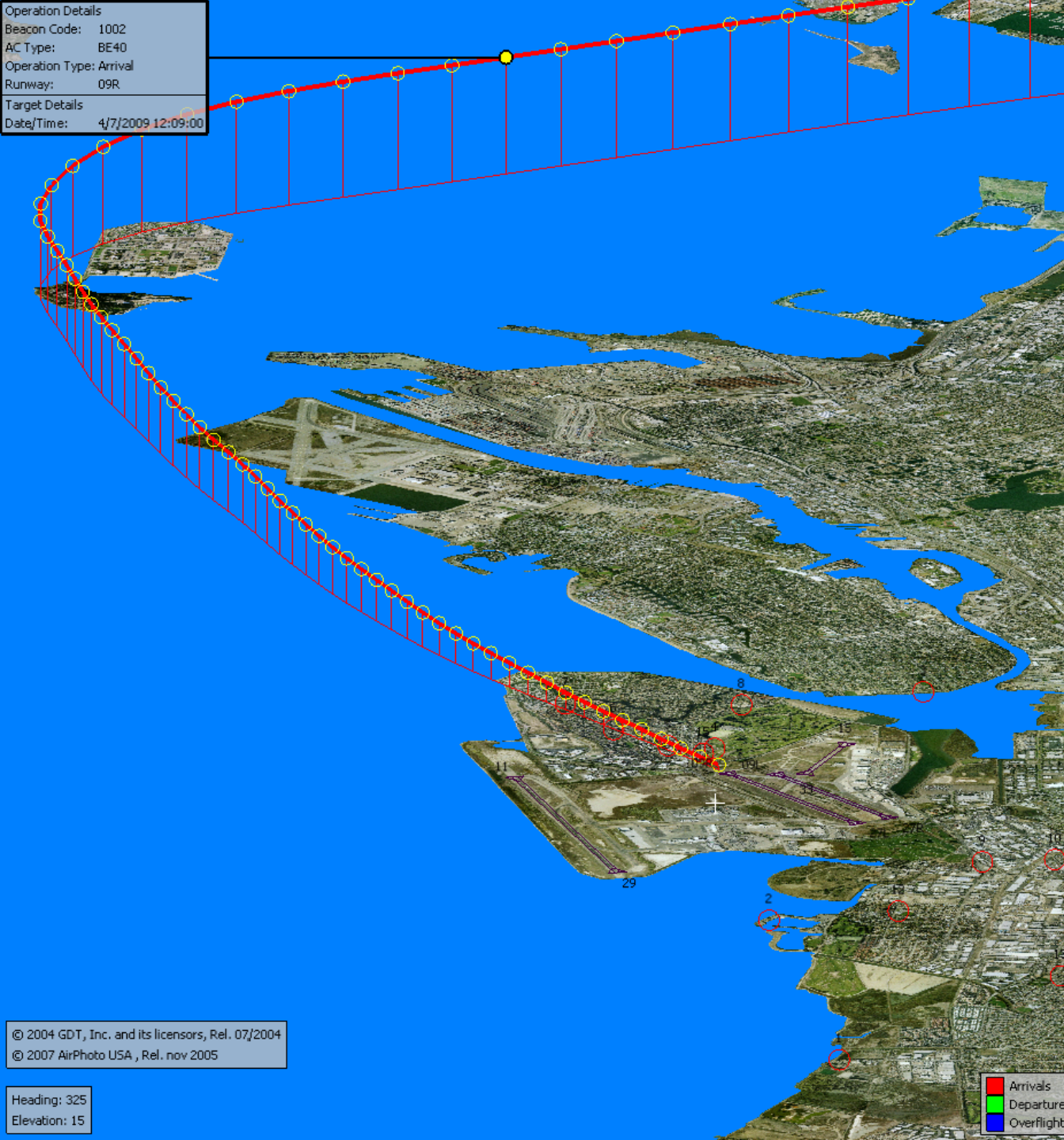
2015Q2
86% Compliance
(22 landings)

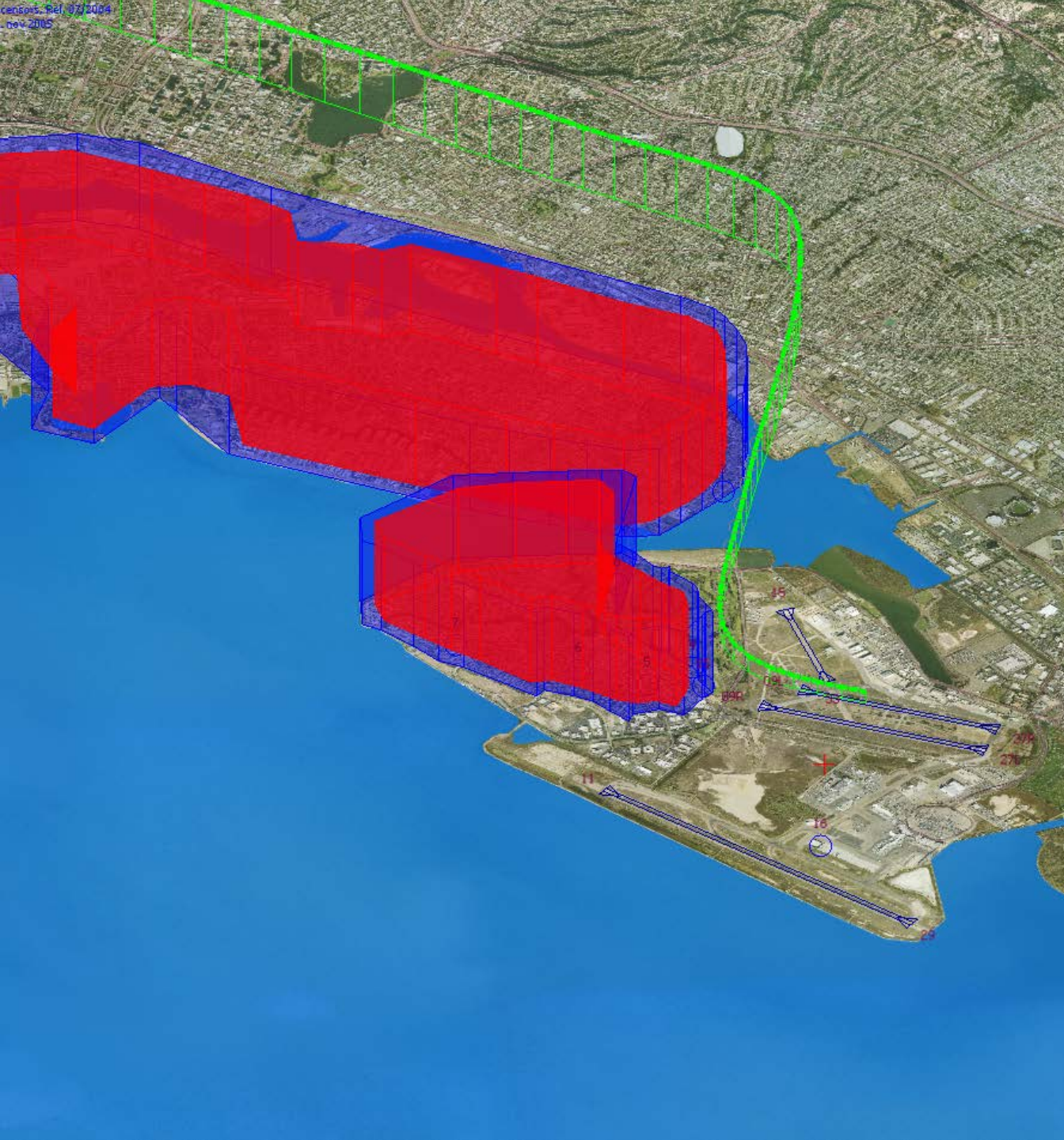
2014Q2
74% Compliance
(59 landings)

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© 2007 AirPhoto USA, Rel. nov 2005

Heading: 325
Elevation: 15

Arrivals
Departures
Overflights





VFR Aircraft Departure NAP

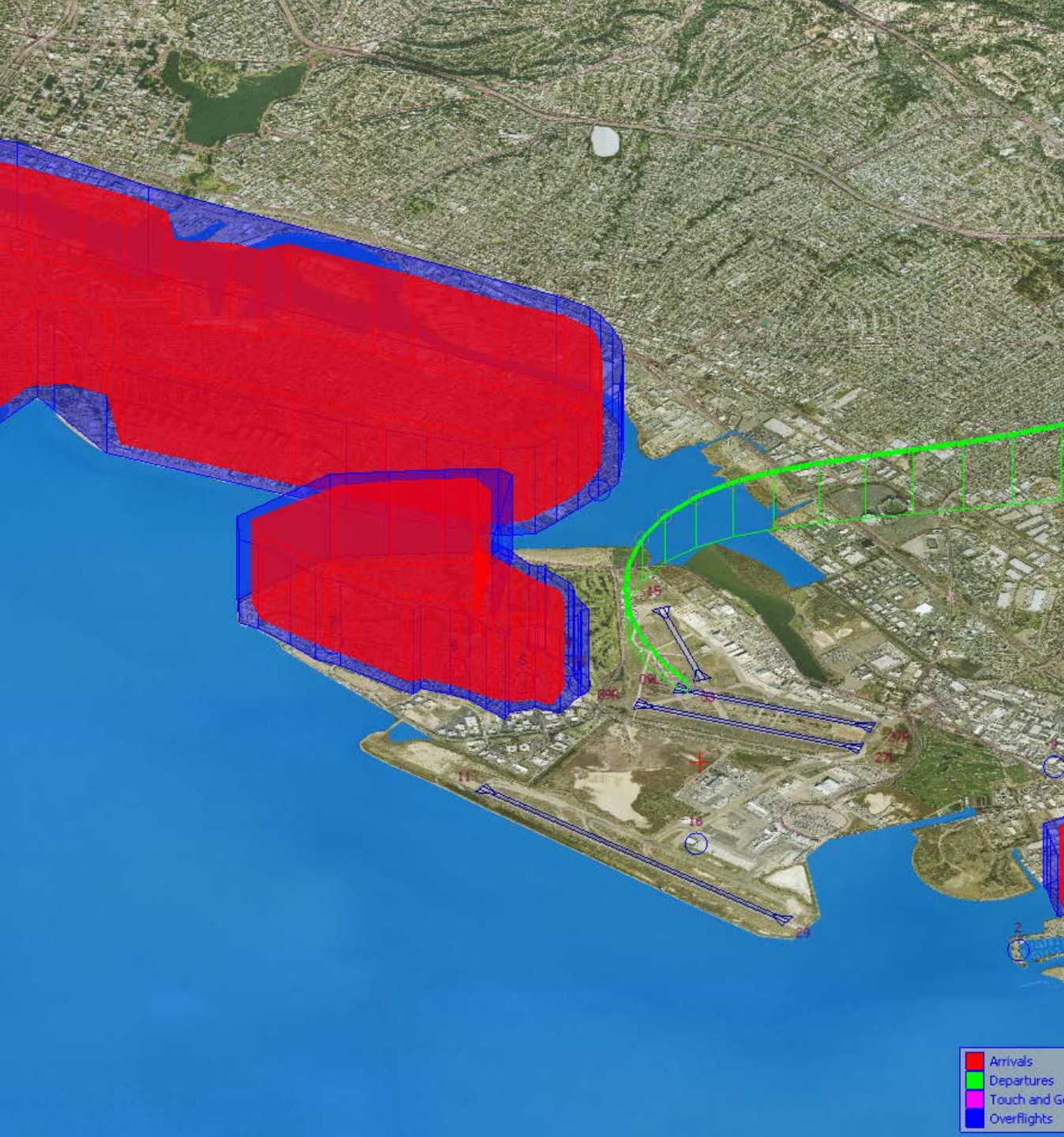
2015Q2
95% Compliance
(445 departures)

2014Q2
98% Compliance
(1,204 departures)

North Field Quiet Hours NAP

2015Q2
65% Compliance
(139 departures)

2014Q2
82% Compliance
(224 departures)



Runway 30 Bay Farm Right Turn NAP

2015Q2
100% Compliance
(15,657 departures)

2014Q2
100% Compliance
(15,690 departures)

Silent8 Night Departure NAP

2015Q2
99% Compliance
(2,987 departures)

2014Q2
99% Compliance
(3,065 departures)

Runway 12 Night Departure NAP

2015Q2
62% Compliance
(21 departures)

2014Q2
97% Compliance
(66 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

2015Q2
97% Compliance
(4,347 departures)

2014Q2
96% Compliance
(4,143 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**

**2015Q2
96% Compliance
(2,333 landings)**

**2014Q2
93% Compliance
(2,505 landings)**

Engine Run-up NAP

2015Q2
100% Compliance
(8 engine run-ups)*

2014Q2
100% Compliance
(13 engine run-ups)

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

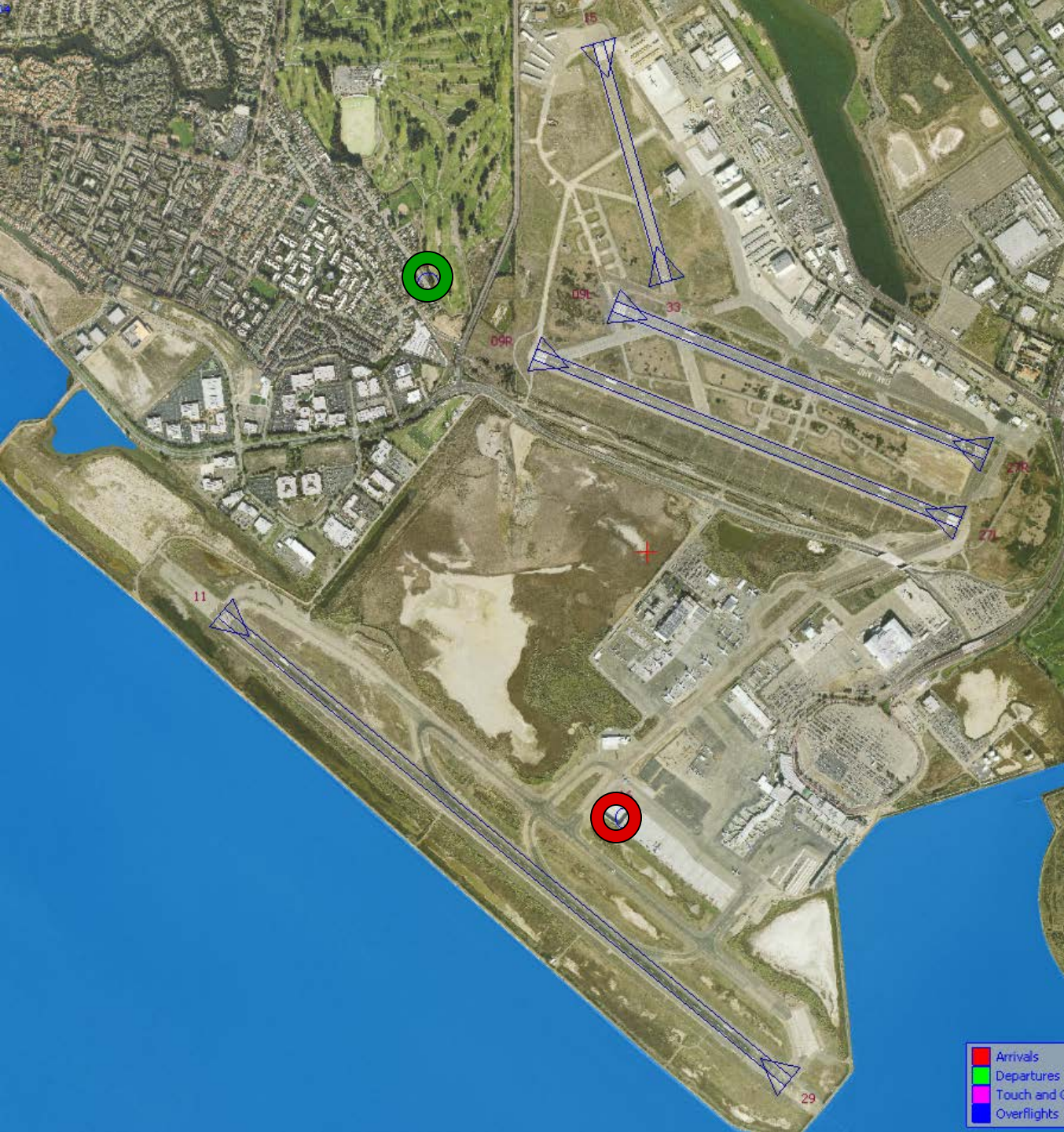


Table 1. North Field Night Aircraft Departure SEL Noise Measurements
Total Aircraft Departures = 139

Second Quarter 2015 (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	10	2	0.0	0.4%	0	0.0	0.0%	0	0.0	0.0%	12
3	34	11	0.1	1.9%	3	0.0	0.5%	0	0.0	0.0%	48
4	31	35	0.4	6.2%	18	0.2	3.2%	8	0.1	1.4%	92
5	41	20	0.2	3.5%	7	0.1	1.2%	6	0.1	1.1%	74
6	18	12	0.1	2.1%	6	0.1	1.1%	6	0.1	1.1%	42
7	16	10	0.1	1.8%	5	0.1	0.9%	0	0.0	0.0%	31
8	29	19	0.2	3.4%	4	0.0	0.7%	0	0.0	0.0%	52
9	5	3	0.0	0.5%	2	0.0	0.4%	0	0.0	0.0%	10
10	5	6	0.1	1.1%	0	0.0	0.0%	0	0.0	0.0%	11
11	3	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	4
12	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
13	1	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	1
14	1	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	1
All NMTs	194	119	1	0	45	1	0	20	0	0	378

Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 126

Second Quarter 2015 (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	34	11	0.1	4.6%	3	0.0	1.3%	0	0.0	0.0%	48
4	31	35	0.4	14.6%	18	0.2	7.5%	8	0.1	3.3%	92
5	41	20	0.2	8.4%	7	0.1	2.9%	6	0.1	2.5%	74
6	18	12	0.1	5.0%	6	0.1	2.5%	6	0.1	2.5%	42
7	16	10	0.1	4.2%	5	0.1	2.1%	0	0.0	0.0%	31
8	29	19	0.2	7.9%	4	0.0	1.7%	0	0.0	0.0%	52
Total	169	107	1.2		43	0.5		20	0.2		339

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 13

Second Quarter 2015 (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	10	2	0.0	0.6%	0	0.0	0.0%	0	0.0	0.0%	12
9	5	3	0.0	0.9%	2	0.0	0.6%	0	0.0	0.0%	10
10	5	6	0.1	1.8%	0	0.0	0.0%	0	0.0	0.0%	11
11	3	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	4
12	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
13	1	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	1
14	1	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	1
Total	25	12	0.1		2	0.0		0	0.0		39

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM) Second Quarter 2015, 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 2015 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B727	0	-	-	-	-	-
DC10/MD10	115	38	45	66	74	15
MD11	142	47	58	66	75	15
A306	75	25	17	65	74	15
B757	114	38	24	65	74	11
B777	0	-	-	-	-	-
Difference [A-B]						
B727		-104	-101	-76	-87	-44
DC10/MD10		-49	13	-3	-4	-7
MD11		15	45	-4	-4	-9
A306		-42	-4	-2	-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)						

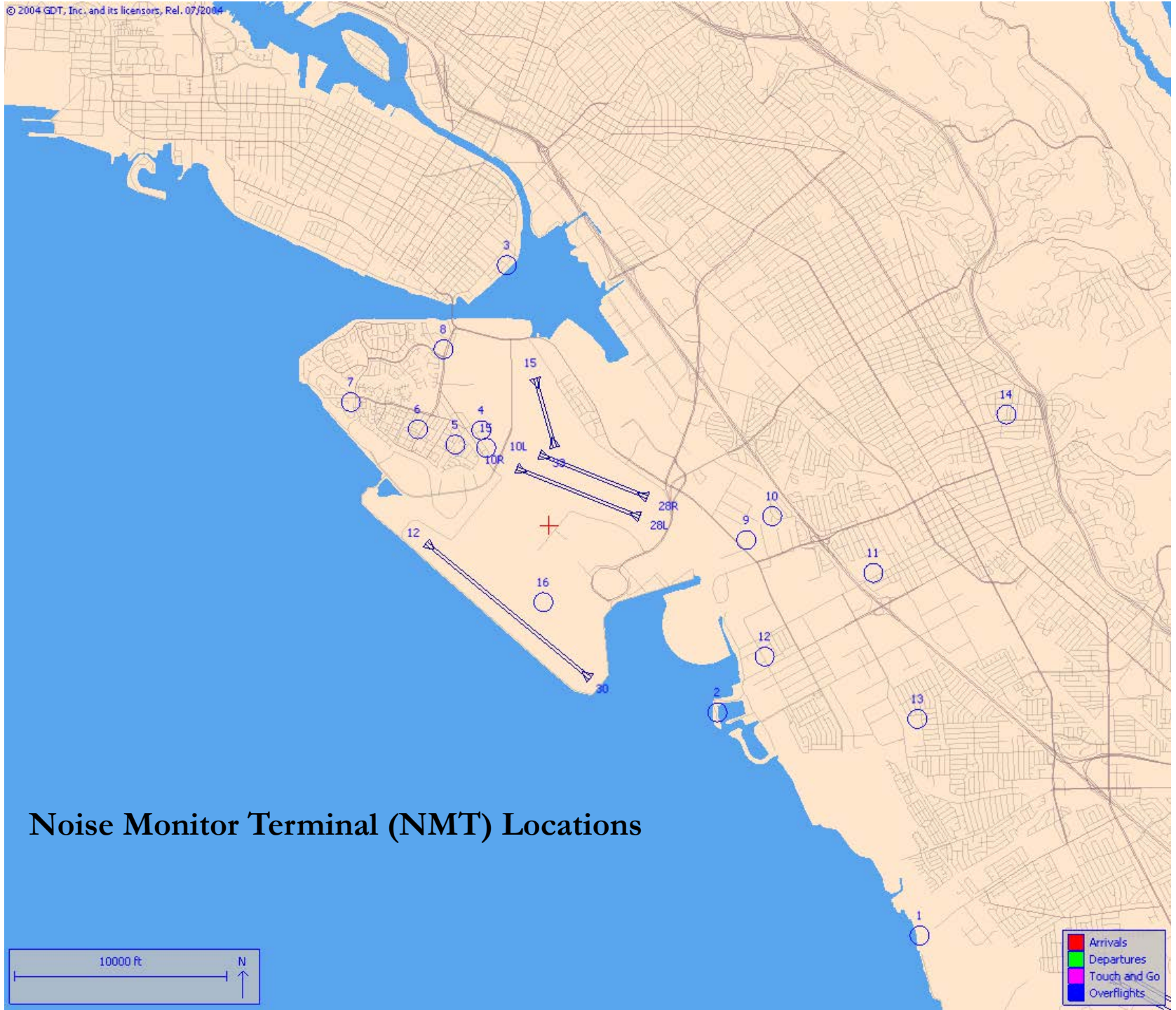
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event.
Source: ANOMS (Airport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

**Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM)
Second Quarter 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
Second Quarter 2014 [B]					
	Total [X]	Est. Avg. Monthly [X/3]			
B727	0	-	-	-	-
DC10/MD10	124	41	11	66	75
MD11	167	56	23	66	76
A306	151	50	6	67	73
B757	176	59	8	67	73
Difference [A-B]					
B727		-104	-101	-76	-87
DC10/MD10		-46	-21	-3	-3
MD11		24	10	-4	-3
A306		-17	-15	0	-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 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