

NOISE FORUM SUMMARY

North/South Field Working Groups

NOISE ABATEMENT REPORT

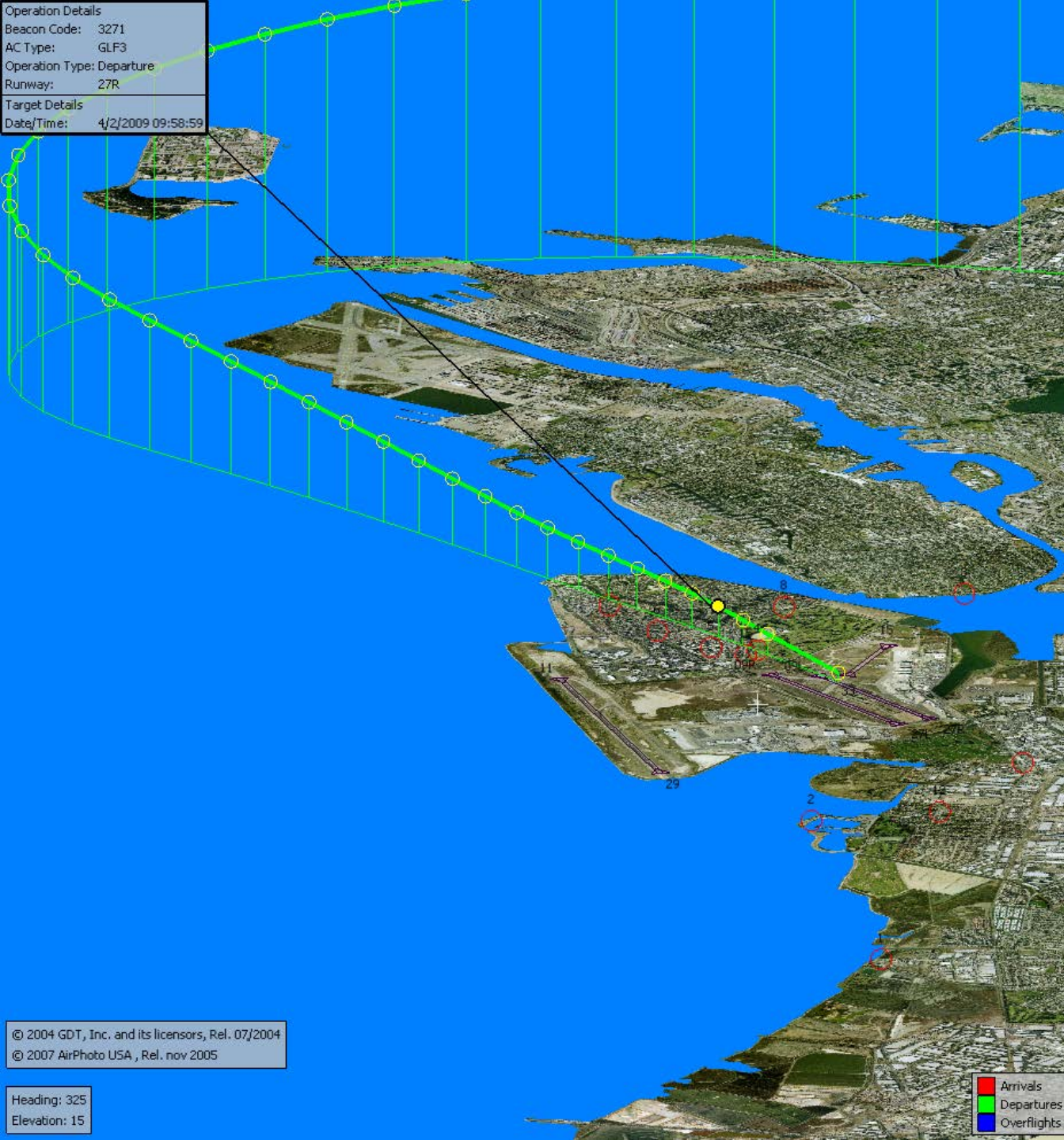
THIRD QUARTER 2015

**Compliance Monitoring Quarterly Summary Comparison
Third Quarter 2015**

	2014Q3		2015Q3	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	93%	7%	94%	6%
Total Airport-wide Corporate Jet Departures	2,417	179	2,363	151
Runway 10R/L Jet Landing Compliance	100%	0%	81%	19%
Total Southeast Plan Corporate Jet Landings	0	0	22	5
North Field VFR Departure Compliance	98%	2%	95%	5%
Total Runways 28R/L & 33 Departures	1,123	25	582	29
North Field Quiet Hours Compliance	74%	26%	71%	29%
Total North Field Quiet Hours Departures	205	53	105	43
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	16,652	6	16,883	7
Silent8 Night Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	2,954	33	3,255	40
Runway 12 Night Departure Compliance	100%	0%	100%	0%
Total Runway 12 Night Turbojet Departures	5	0	2	0
Runway 30 East Turn Departure Compliance	95%	5%	97%	3%
Total Runway 30 East Turn Departures	4,566	239	4,974	177
100 Degree Radial Turbojet Landing Compliance	93%	7%	92%	8%
Total 100 Degree Radial Turbojet Landings	2,566	191	2,335	194
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	18	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 28R/L Jet Departure NAP

2015Q3
94% Compliance
(2,514 departures)

2014Q3
93% Compliance
(2,596 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

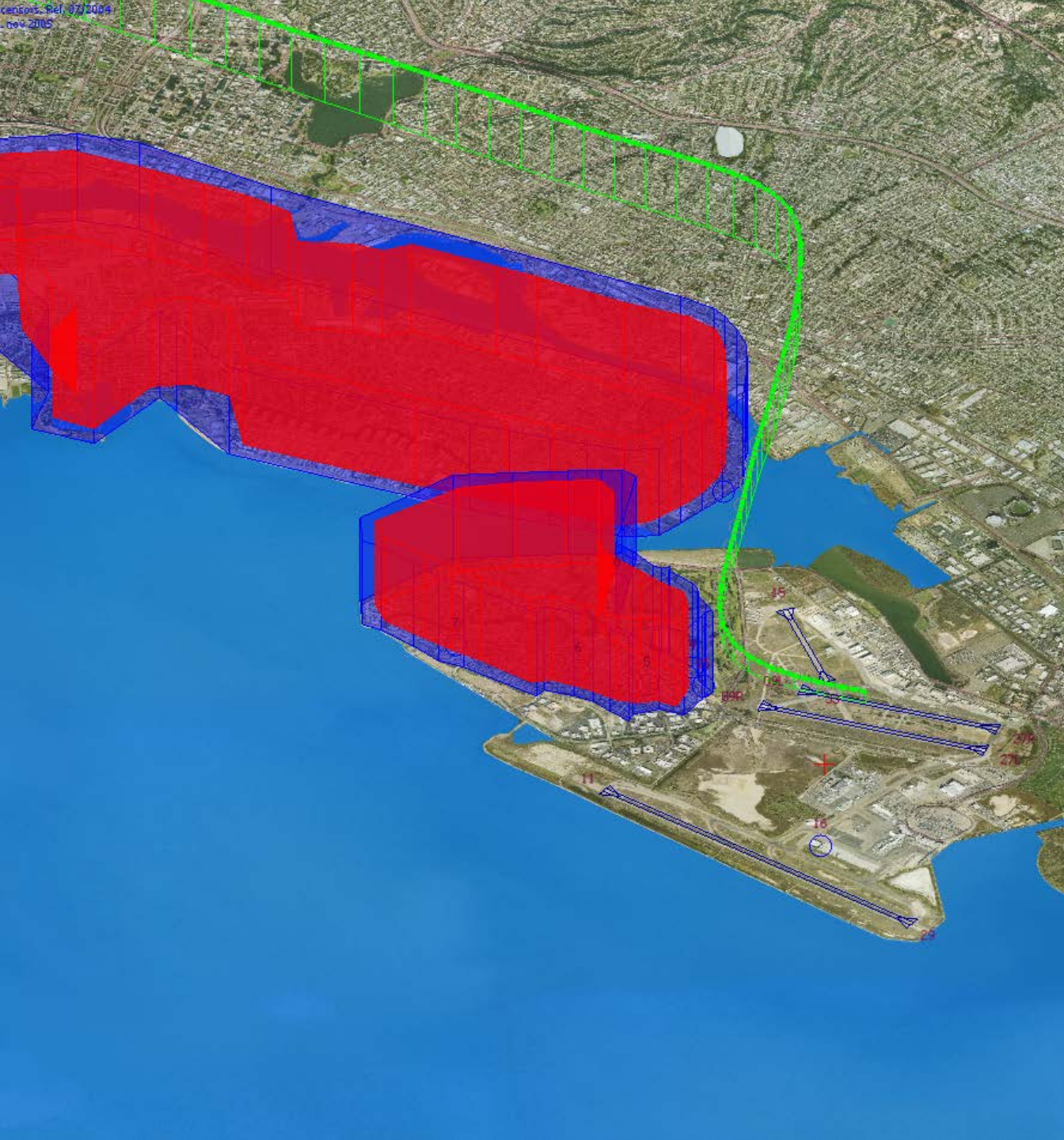
2015Q3
81% Compliance
(27 landings)

2014Q3
100% Compliance
(0 landings)

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Heading: 325
Elevation: 15

Arrivals
Departures
Overflights



VFR Aircraft Departure NAP

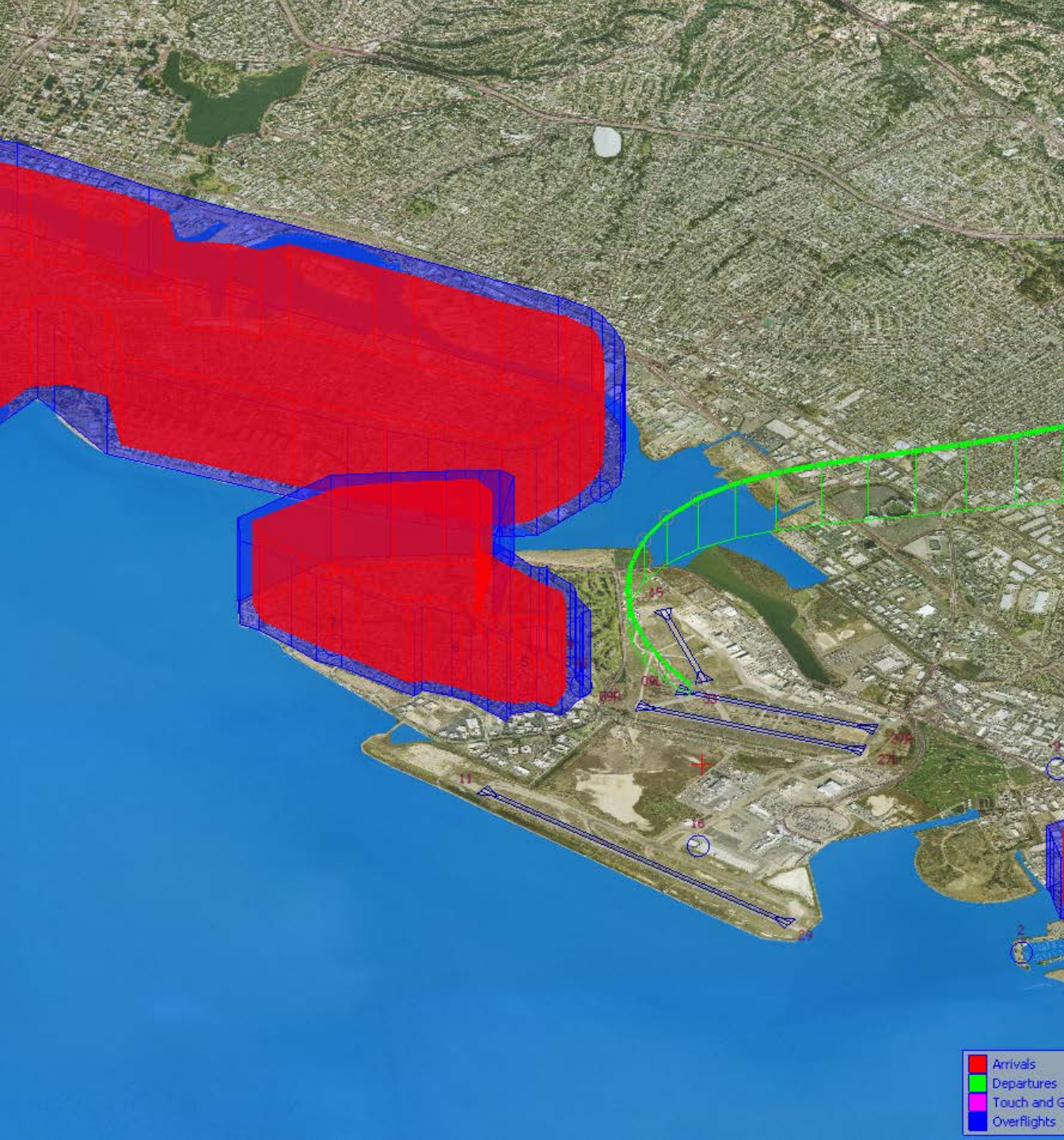
2015Q3
95% Compliance
(611 departures)

2014Q3
98% Compliance
(1,148 departures)

North Field Quiet Hours NAP

2015Q3
71% Compliance
(148 departures)

2014Q3
74% Compliance
(258 departures)

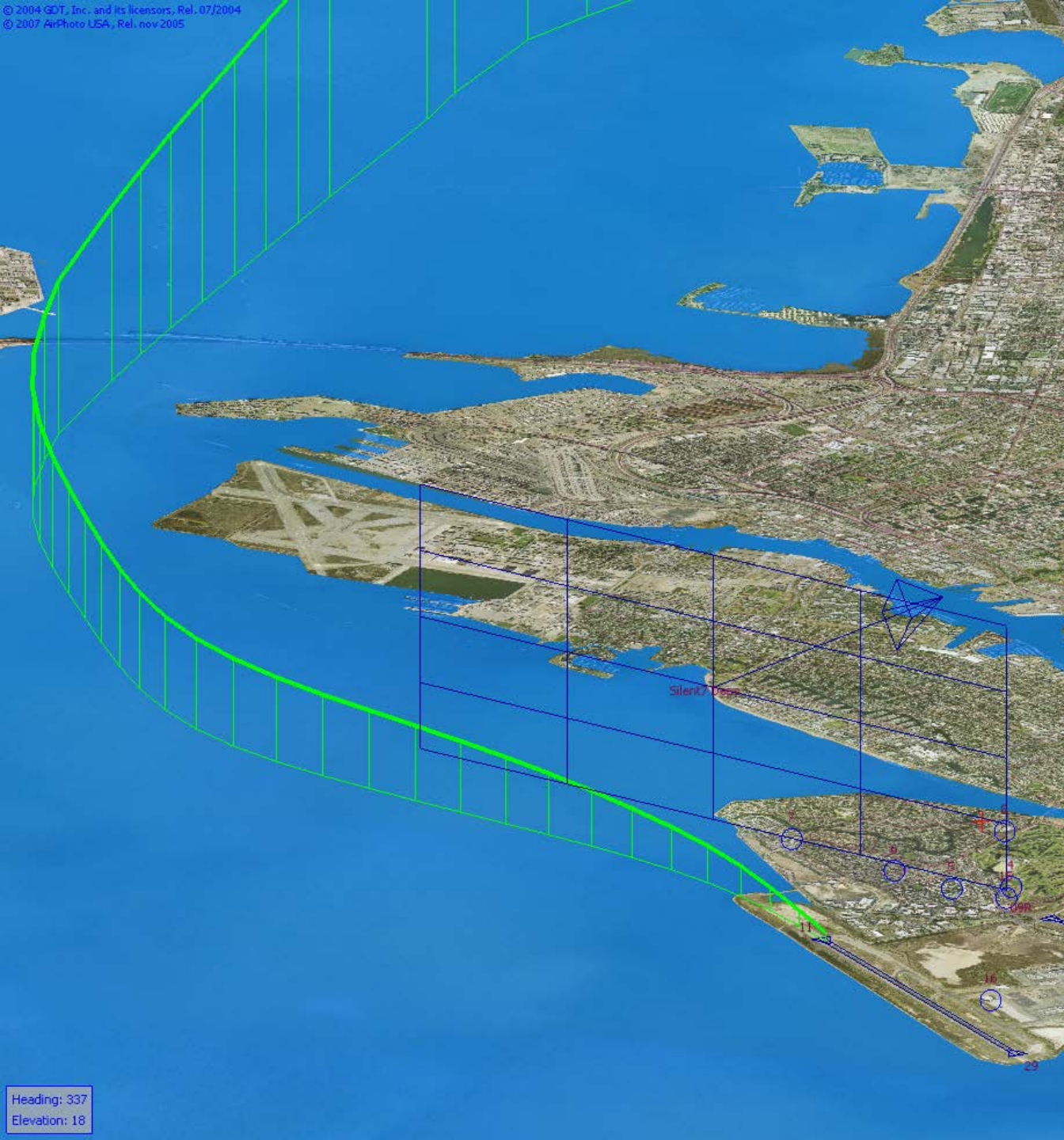




Runway 30 Bay Farm Right Turn NAP

2015Q3
100% Compliance
(16,890 departures)

2014Q3
100% Compliance
(16,658 departures)



Silent8 Night Departure NAP

2015Q3
99% Compliance
(3,295 departures)

2014Q3
99% Compliance
(2,987 departures)

Runway 12 Night Departure NAP

2015Q3
100% Compliance
(2 departures)

2014Q3
100% Compliance
(5 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

2015Q3
97% Compliance
(5,151 departures)

2014Q3
95% Compliance
(4,805 departures)



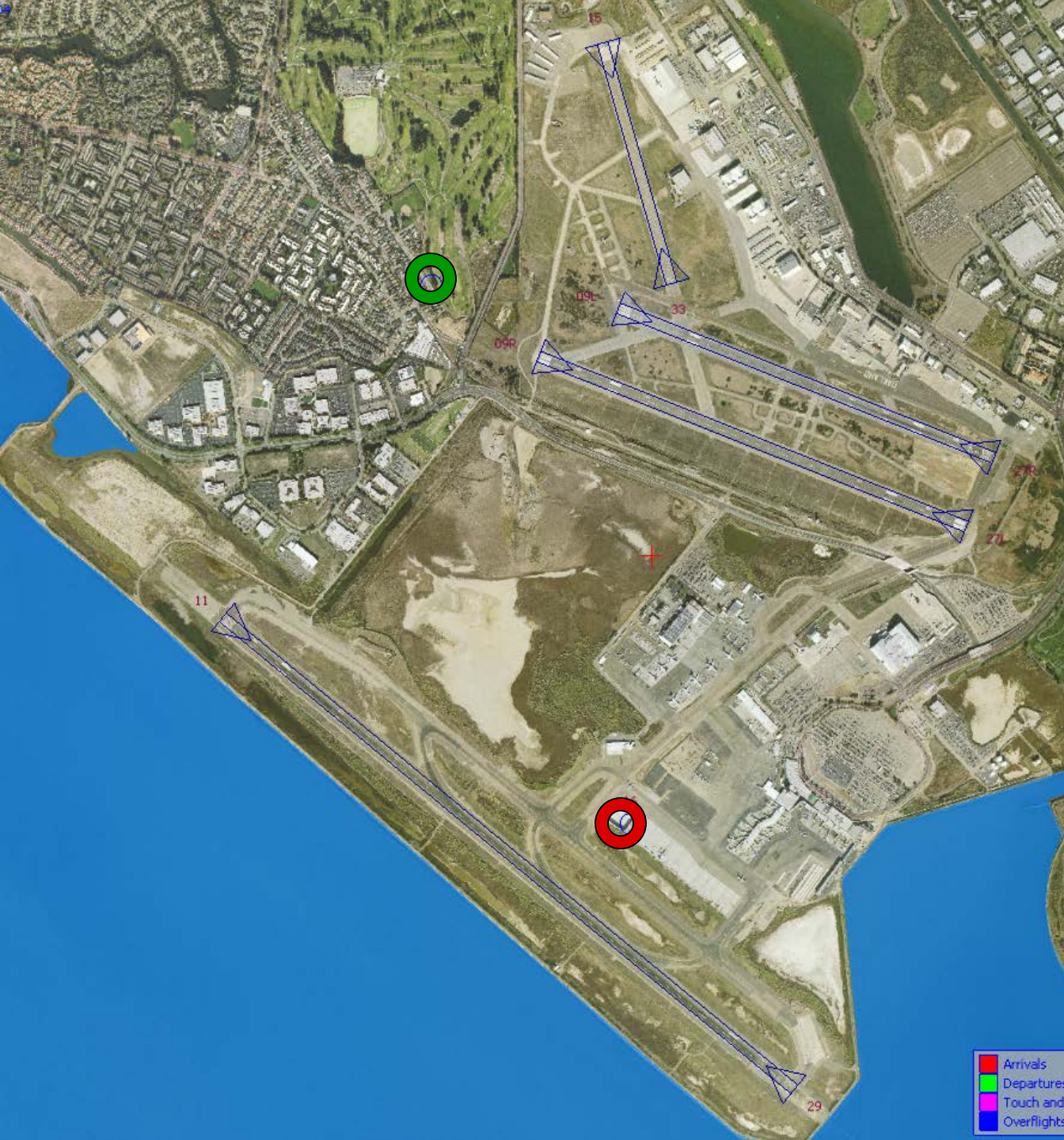
- Arrivals
- Departure
- Touch and Go
- Overflight

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

2015Q3
92% Compliance
(2,529 landings)

2014Q3
93% Compliance
(2,757 landings)



Engine Run-up NAP

2015Q3
100% Compliance
(17 engine run-ups)*

2014Q3
100% Compliance
(18 engine run-ups)

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

- Arrivals
- Departures
- Touch and G
- Overflights

Table 1. North Field Night Aircraft Departure SEL Noise Measurements
Total Aircraft Departures = 148

Third Quarter 2015 (10:00 p.m. to 7:00 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	13	2	0.0	0.4%	0	0.0	0.0%	0	0.0	0.0%	15
3	40	8	0.1	1.4%	0	0.0	0.0%	0	0.0	0.0%	48
4	44	38	0.4	6.7%	14	0.2	2.5%	8	0.1	1.4%	104
5	41	19	0.2	3.4%	13	0.1	2.3%	10	0.1	1.8%	83
6	22	13	0.1	2.3%	14	0.2	2.5%	6	0.1	1.1%	55
7	18	11	0.1	1.9%	7	0.1	1.2%	1	0.0	0.2%	37
8	23	14	0.2	2.5%	3	0.0	0.5%	1	0.0	0.2%	41
9	4	6	0.1	1.1%	0	0.0	0.0%	2	0.0	0.4%	12
10	16	2	0.0	0.4%	2	0.0	0.4%	0	0.0	0.0%	20
11	1	1	0.0	0.2%	0	0.0	0.0%	1	0.0	0.2%	3
12	9	1	0.0	0.2%	0	0.0	0.0%	1	0.0	0.2%	11
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	233	115	1	0	53	1	0	30	0	0	431

Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 136

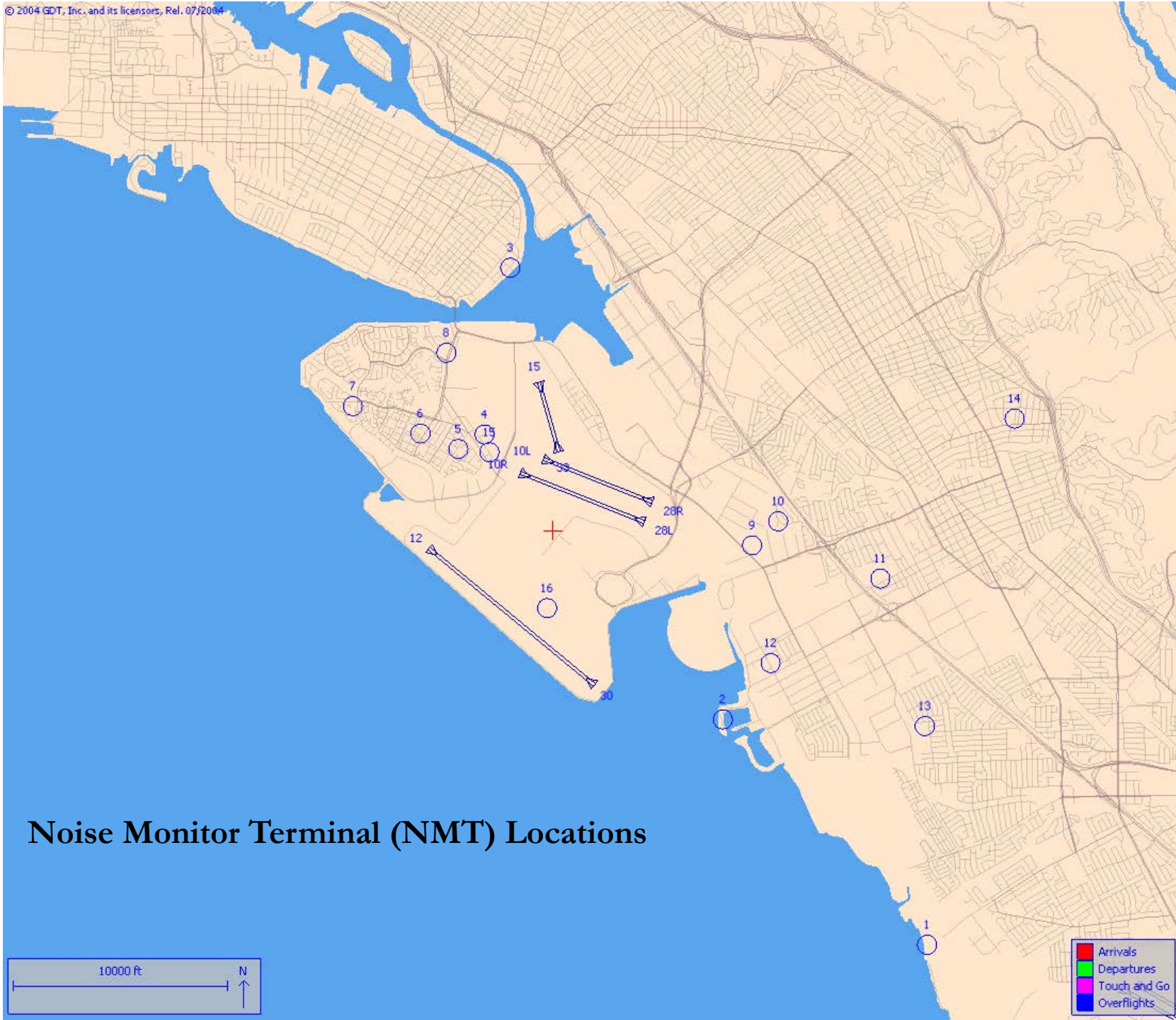
Third Quarter 2015 (10:00 p.m. to 7:00 a.m.)											
NMT Number	Aircraft Noise Events Below SEL 80 dBA	Aircraft Noise Events SEL 80 - 84.9 dBA			Aircraft Noise Events SEL 85 - 89.9 dBA			Aircraft Noise Events SEL ≥ 90 dBA			Total Aircraft Noise Events
		Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	
3	40	8	0.1	3.3%	0	0.0	0.0%	0	0.0	0.0%	48
4	44	38	0.4	15.9%	14	0.2	5.9%	8	0.1	3.3%	104
5	41	19	0.2	7.9%	13	0.1	5.4%	10	0.1	4.2%	83
6	22	13	0.1	5.4%	14	0.2	5.9%	6	0.1	2.5%	55
7	18	11	0.1	4.6%	7	0.1	2.9%	1	0.0	0.4%	37
8	23	14	0.2	5.9%	3	0.0	1.3%	1	0.0	0.4%	41
Total	188	103	1.1		51	0.6		26	0.3		368

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 12

Third Quarter 2015 (10:00 p.m. to 7:00 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	13	2	0.0	0.6%	0	0.0	0.0%	0	0.0	0.0%	15
9	4	6	0.1	1.8%	0	0.0	0.0%	2	0.0	0.6%	12
10	16	2	0.0	0.6%	2	0.0	0.6%	0	0.0	0.0%	20
11	1	1	0.0	0.3%	0	0.0	0.0%	1	0.0	0.3%	3
12	9	1	0.0	0.3%	0	0.0	0.0%	1	0.0	0.3%	11
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	45	12	0.1		2	0.0		4	0.0		63

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM) Third 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	
Third Quarter 2015 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B727	0	-	-	-	-	-
DC10/MD10	90	30	26	65	73	12
MD11	166	55	50	65	73	11
A306	119	40	8	66	74	14
B757	177	59	13	66	72	9
B777	0	-	-	-	-	-
Difference [A-B]						
B727		-104	-101	-76	-87	-44
DC10/MD10		-57	-6	-4	-5	-10
MD11		23	37	-5	-6	-13
A306		-27	-13	-1	-3	-11
(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	73	12
MD11	176	59	64	65	73	10
A306	156	52	8	64	72	10
B757	189	63	24	64	72	9
B777	0	-	-	-	-	-
Difference [A-B]						
B727		-104	-101	-76	-87	-44
DC10/MD10		-44	-2	-4	-5	-10
MD11		27	51	-5	-6	-14
A306		-15	-13	-3	-5	-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

