



Oakland International Airport



A division of the Port of Oakland

Alameda Quarterly Report

First Quarter 2008



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Prepared for
CLASS
The City of Alameda

Prepared by
Oakland International Airport
Noise/Environmental Compliance Office

Alameda Quarterly Report Introduction

The Alameda Quarterly Report presents monitoring and progress information on several aircraft noise abatement programs managed by the Noise/Environmental Compliance Office at Oakland International Airport. These noise abatement programs are designed to reduce the impacts of aircraft noise on Alameda residences.

This report includes:

1. North Field Preferential Runway Use Program

- Report description.

A. Jet Aircraft Departure Restriction for Runways 27R/L

- A summary table of the quarterly performance statistics
- A list of all non-compliant and acceptable jet departures

B. Jet Aircraft Landing Restriction for Runways 09R/L

- A summary table of the quarterly performance statistics
- A list of non-compliant jet landings

2. Runway 29 Right Turn Departure Restriction

- Procedure and report descriptions
- A summary table of the quarterly performance statistics
- A list of all non-compliant departures for the quarter
- Flight track map of non-compliant departures

3. Engine Run-up Restriction Program

- Regulation and report descriptions
- A map illustrating the location of microphone #15
- A summary table of the quarterly performance statistics
- A list of all aircraft engine run-ups performed in the GRE

4. North Field VFR Aircraft Departure Procedure

- Procedure and report descriptions
- Summary table of quarterly performance statistics
- A list of non-compliant VFR aircraft departures

5. Silent 7 Departure Procedure

- Procedure and report descriptions
- A summary table of the quarterly performance statistics
- A list of all non-compliant departures for the quarter
- Flight track map of noncompliant departures

6. North Field quiet hours program

- Report description
- A summary table of the quarterly performance statistics
- Monthly list of all non-compliant nighttime departures

Compliance Outside the Control of the Port of Oakland

Noise abatement procedures at Oakland International Airport are based upon a number of voluntary actions that air traffic controllers and pilots may take to help reduce the impacts of aircraft noise on communities adjacent to the airport. The airport has no authority in regards to the movement of aircraft or the direction of flight. The authority to regulate flight patterns of aircraft is vested exclusively in the Federal Aviation Administration. FAA air traffic controllers have the responsibility for directing aircraft on the ground and in flight and the pilot in command has the final authority as to the safe flight of his aircraft.

Safety Comes First

Safety always takes precedence over noise abatement procedures and pilots must follow air traffic control instructions and other safety considerations caused by weather, potential air space conflicts or emergencies. FAA may advise pilots, or pilots may determine on their own, that there is another nearby aircraft that must be avoided to maintain safe aircraft separation. Safe separation of aircraft may result in a flight over residential areas. Military, law enforcement and medical aircraft flights also may have an operational need to fly over residential areas.

Disclaimer

Although the Airport Noise and Operations Monitoring System (ANOMS) is a very sophisticated computer program that provides a state-of-the-art solution for monitoring aircraft operations, problems with the system's data integration and analysis programs occasionally cause erroneous information or loss of data. Usually errors are minimal and are limited to such things as aircraft departure assignment to an inappropriate runway designation or providing incomplete aircraft identification information regarding a specific flight track.

Also, the Federal Aviation Administration allows for certain tolerances in the accuracy of radar data, and ANOMS relies on FAA air traffic control radar data for its database and reporting capability. At times flight track data is lost due to FAA or Port of Oakland equipment failure. Since FAA Bay TRACON radar equipment was updated in October 2002, radar data has been very consistent and more complete than in the past. Airport staff carefully reviews the data for accuracy and will make corrections whenever possible.

1. North Field Preferential Runway Use Program

The North Field Preferential Runway Use noise abatement procedure states that the following aircraft should not depart from Runways 27R/L, nor land on Runways 09R/L, except during emergencies, whenever Runways 11/29 are closed or by any cause beyond the control of the Airport. Runways 11/29 should be used whenever safely possible.

- Turbo-jet and turbo-fan powered aircraft.
- Turbo-props over 17,000 pounds.
- Four-engine reciprocating powered aircraft.
- Surplus military aircraft over 12,500 pounds.

Pilots in command make the final decisions relative to runway use; therefore, pilots may request to use any available runway. Neither the Airport nor the Federal Aviation Administration (FAA) Air Traffic Controllers (ATC) may restrict a pilot's access to an available runway.

Non-compliant Classifications:

Pilot Request

- **Departures:** Although air traffic controllers instruct jet aircraft pilots to taxi to Runway 29 for departure for noise abatement, FAA regulations allow pilots to request departure from Runways 27R/L. Occasionally, pilots may request departure from Runways 27R/L during their request to taxi or initial contact with air traffic control. Requests for departure from Runways 27R/L are normally granted.
- **Arrivals:** Northern California TRACON and OAK Tower guide jet aircraft to land on Runway 11 during the Southeast Plan air traffic pattern. However, pilots may request to land on Runways 09R/L.

ATC departure - Air Traffic Control (ATC) may instruct a pilot to depart from Runways 27R/L in order to maintain the flow of air traffic and to avoid delays on the South Field during operational peak-times.

VFR Landings - During the Southeast Plan air traffic patterns, pilots may approach the North Field Runways 09R/L by flying Visual Flight Rules (VFR) and contact the North Field ATC Tower directly without receiving instructions from Northern California TRACON and the South Field ATC Tower to land on Runway 11.

Classifications for Exempt Runway 27R/L Jet Departures and Runway 09R/L Jet Landings:

Medical - Medical operations such as organ or patient transportation are exempt from this noise abatement procedure due to their operational necessity.

South Field Closure/Repair - The South Field was closed due to construction, maintenance, Foreign Object Debris (FOD) removal, runway repair, or an emergency. Routine South Field maintenance is often scheduled for Mondays between 12:00am and 6:00am because there are no scheduled air carrier operations during that time, which minimize the need to use the North Field.

Safety - During the Southeast Plan air traffic pattern, several different types of jet aircraft are guided to land on Runway 11. Because some aircraft were able to decrease speed better than others, some aircraft could have reached or did reach minimum separation from aircraft in front or behind especially during peak hours. These conditions, although rare, are very difficult to avoid due to the complexity of the Southeast Plan air traffic pattern. As a safety measure, controllers request that the business jet aircraft land on Runways 09R/L.

Wind/Weather - West Plan was in effect for SFO, but Southeast Plan was in effect at OAK creating a non-standard air traffic environment. Some business jets landed on North Field to alleviate South Field congestion and/or improve safety and separation of aircraft.

Actions taken by noise office staff:

If a pilot chooses to depart from Runways 27R/L or land on Runways 09R/L, the Noise Abatement Office will contact the aircraft owner via written correspondence or telephone. To effectively reach business jet airlines, their staff will be contacted by phone or by e-mail after their pilot(s) deviate from the procedure.

If ATC does not instruct a pilot to use the South Field runways for the above operations, the radio conversation recording system will be reviewed to determine the reason for the non-compliant operation. Airport staff will work with the FAA to ensure that this noise abatement procedure is the standard instruction given to pilots whenever feasible.

This report includes:

1.A. Jet Departure Restriction for Runways 27R/L

- Summary table of jet departure compliance performance, including comparison of non-compliant jet departures from Runways 27R/L with both total business jet departures from all runways and with total airport-wide departures (including air carrier aircraft operating on the South Field).
- Table list of all jet departures from Runways 27R/L. **The jet departures highlighted in red text are considered to be non-compliant as opposed to others listed that are exempted flights because they were determined to meet specific criteria.**

1.B. Jet Landing Restriction for Runways 09R/L

- Summary table of program compliance performance, including comparison of non-compliant jet arrivals on Runway 09R/L to total business jet arrivals on Runways 09R/L*, and 11 and to total airport-wide landings (including air carrier aircraft operating on the South Field).
- Table list of all jet arrivals on Runway 09R/L. **The jet landings highlighted in red text are considered to be non-compliant as opposed to others listed that are exempted flights because they were determined to meet specific criteria.**

Total Business Jet Operations – To measure the quantity of pilots deviating from the recommended noise abatement procedures, only business jet aircraft using facilities at the North Field will be evaluated and included in the number of flights. Charter air carrier-type

aircraft are not included in this category, but are included as non-compliant operations if they occur.

A Business Jet is defined as a jet aircraft that uses the North Field facilities. Therefore, the pilot is instructed to use the recommended runways when departing or landing.

* Runways 27R/L departure and Runways 09R/L arrival compliance rates are calculated differently to take into account the Runways 09R/L arrivals occur during Southeast Plan operations.

1.A. North Field Jet Departure Restriction for Runways 27R/L

Runway 27R/L Jet Departure Restriction Compliance Summary First Quarter 2008				
	January	February	March	Quarterly
Airport-wide Corporate Jet Departures	967	886	855	2,708
Compliant Departures	946	856	830	2,632
Non-compliant Departures from Runways 27R/L	21	30	25	76
Compliance Rate	97.8%	96.6%	97.1%	97.2%
The section below compares compliance performance to total airport-wide jet departures.				
Total Airport Jet Departures	8,090	7,611	7,312	23,013
Compliant Departures	8,069	7,581	7,287	22,937
Non-compliant Departures from Runways 27R/L	21	30	25	76
Compliance Rate	99.7%	99.6%	99.7%	99.7%

Runways 27R/L Jet Departure List

Date/Time	Flight No	Tail No	Aircraft Type	Runway	AC Categ.	Comments
1/2/2008 10:11		N518CL	CL60	27L	J	Pilot Requested
1/2/2008 16:51		N444G	C550	27R	J	Pilot Requested
1/4/2008 16:39	OPT913	N913LX	E135	27L	J	Pilot Requested
1/4/2008 17:58		N2CC	GLF4	27L	J	Pilot Requested
1/7/2008 2:07	MXA149	N428MX	A320	27R	C	Runway Maintenance
1/7/2008 3:27	AMT4622	N323TZ	B738	27L	C	Runway Maintenance
1/10/2008 16:47		N196SB	C56X	27L	J	Pilot Requested
1/10/2008 16:53	GTH24	N474D	GLF4	27L	J	Pilot Requested
1/10/2008 17:02	CFBCR	CFBCR	CL60	27L	J	Audio not reviewed
1/11/2008 9:09	EJA749	N749QS	GALX	27L	J	Weather
1/11/2008 15:11	RAX621		LJ25	27R	J	Pilot Requested
1/11/2008 15:18		N686SC	BE40	27L	J	Pilot Requested
1/12/2008 13:31		N50EJ	EA50	27L	J	ATC did not Advise
1/14/2008 7:12	LN9UP		H25B	27L	J	Medical
1/14/2008 10:09	LN480DG		C560	27L	J	Medical
1/14/2008 11:57		N427SS	C501	27R	J	ATC did not Advise

Date/Time	Flight No	Tail No	Aircraft Type	Runway	AC Categ.	Comments
1/15/2008 8:14		N950SF	F900	27L	J	Weather
1/15/2008 8:21		N199FG	FA50	27L	J	Weather
1/15/2008 8:35		N303CP	C560	27L	J	Weather
1/15/2008 8:50		N917VZ	GLF4	27L	J	Weather
1/15/2008 12:03	EJA837	N837QS	C560	27L	J	Weather
1/15/2008 12:14		N43HF	C56X	27L	J	Weather
1/15/2008 15:55		N400KE	FA50	27L	J	Weather
1/15/2008 16:19	OPT710	N710TA	BE40	27L	J	Emergency
1/17/2008 14:56		N500PE	CL60	27L	J	Pilot Requested
1/17/2008 14:57		N518CL	CL60	27L	J	Pilot Requested
1/17/2008 16:18	CFSDL	CFSDL	LJ45	27L	J	ATC did not Advise
1/19/2008 11:39		N116K	C550	27R	J	Audio not reviewed
1/19/2008 11:53		N444RL	EA50	27R	J	Pilot Requested
1/22/2008 14:46		N427SS	C501	27L	J	Pilot Requested
1/23/2008 17:18	AXJ219		GALX	27L	J	Audio not reviewed
1/23/2008 17:35		N43FC	C650	27L	J	Pilot Requested
1/23/2008 17:44	TWY420		BE40	27R	J	ATC did not Advise
1/28/2008 17:37	LN46MF		LJ35	27R	J	Medical
1/31/2008 21:55	DAL418		B738	27R	C	Audio not reviewed
2/4/2008 8:32		N518CL	CL60	27L	J	Audio not reviewed
2/4/2008 8:59		N760PT	C750	27R	J	Pilot Requested
2/5/2008 15:25		N303CP	C560	27R	J	Pilot Requested
2/6/2008 15:48	WWI36		GLF3	27L	J	ATC did not Advise
2/7/2008 14:11	EJA808	N808QS	C560	27R	J	Pilot Requested
2/7/2008 15:10		N901MM	F900	27L	J	Pilot Requested
2/7/2008 15:10		N754WS	LJ35	27R	J	Audio not reviewed
2/8/2008 17:26		N312CC	LJ31	27R	J	Pilot Requested
2/9/2008 12:50		N650WC	C550	27R	J	Pilot Requested
2/10/2008 9:26		N5WN	C25B	27R	J	Pilot Requested
2/10/2008 12:47		N312CC	LJ31	27R	J	ATC did not Advise
2/10/2008 17:26		N54HD	BE40	27R	J	ATC did not Advise
2/11/2008 3:33	MXA149		A320	27L	C	Runway Maintenance
2/11/2008 12:45		N705SG	C56X	27L	J	Pilot Requested
2/11/2008 19:21	LN9UP	N9UP	H25B	27L	J	Medical
2/12/2008 11:16		N804BC	C550	27R	J	Pilot Requested
2/12/2008 15:53		N705SG	C56X	27L	J	Pilot Requested
2/12/2008 21:40		N50EJ	EA50	27R	J	Pilot Requested
2/14/2008 15:52		N681CE	C560	27R	J	Pilot Requested
2/15/2008 14:09		N451HC	LJ45	27R	J	Pilot Requested
2/16/2008 13:10	LN70LJ	N70LJ	LJ35	27L	J	Medical
2/16/2008 13:21	OPT702	N702LX	C750	27L	J	Pilot Requested
2/16/2008 19:11	FIV318	N318CS	C550	27L	J	Pilot Requested
2/17/2008 17:28		N870BA	WW24	27L	J	Audio not reviewed
2/19/2008 17:00	TWI740		LJ40	27R	J	Pilot Requested
2/20/2008 12:30	LN46MF	N46MF	LJ35	27R	J	Medical
2/20/2008 17:19		N366TT	LJ35	27L	J	Pilot Requested
2/22/2008 9:31		N427SS	C501	27L	J	Audio not reviewed
2/25/2008 11:01	LXJ511	N511FX	CL30	27R	J	Medical
2/25/2008 13:04		N838TH	LJ45	27R	J	Audio not reviewed
2/26/2008 10:47	KAI64	N232K	GLF4	27L	J	Audio not reviewed
2/26/2008 12:24	LKFS33		LJ25	27L	J	Medical

Date/Time	Flight No	Tail No	Aircraft Type	Runway	AC Categ.	Comments
2/26/2008 19:36		N555HY	HSKY	27R	J	Audio not reviewed
2/27/2008 15:20	LN860S		LJ35	27L	J	Medical
2/28/2008 13:08		N250VC	GLF4	27L	J	Audio not reviewed
2/29/2008 13:43		N96SK	H25B	27L	J	Audio not reviewed
2/29/2008 19:25		N585DG	C525	27R	J	Audio not reviewed
3/2/2008 10:59	-	N87VM	C25B	27R	J	Audio not reviewed
3/2/2008 11:23	-	N96SK	H25B	27R	J	Audio not reviewed
3/4/2008 14:03	DDA7	N977JP	LJ31	27R	J	Audio not reviewed
3/5/2008 8:22	-	N518CL	CL60	27L	J	Audio not reviewed
3/6/2008 7:23	-	N200CQ	C750	27R	J	Audio not reviewed
3/6/2008 10:02	DDA7	N977JP	LJ31	27R	J	Audio not reviewed
3/6/2008 13:53	LCEP44	-	LJ35	27L	J	Medical
3/7/2008 12:38	-	N152SV	C680	27R	J	Audio not reviewed
3/8/2008 8:42	-	N919SA	F900	27L	J	Audio not reviewed
3/8/2008 9:20	SWA180	N602SW	B733	27R	C	Audio not reviewed
3/11/2008 14:30	NGF4RL	N444RL	EA50	27R	J	Audio not reviewed
3/14/2008 19:42	EJA828	N828QS	H25B	27R	J	Audio not reviewed
3/17/2008 17:33	-	N53RD	C500	27R	J	Audio not reviewed
3/18/2008 14:24	-	N705SG	C56X	27L	J	Audio not reviewed
3/18/2008 14:44	-	N137LA	C560	27R	J	Audio not reviewed
3/20/2008 16:40	-	N137LA	C560	27R	J	Audio not reviewed
3/20/2008 16:47	EJM327	-	H25B	27L	J	Audio not reviewed
3/20/2008 17:30	-	N921MW	C56X	27R	J	Audio not reviewed
3/20/2008 18:22	-	N247CJ	F900	27L	J	Audio not reviewed
3/27/2008 12:12	-	N529PC	C525	27R	J	Audio not reviewed
3/28/2008 7:57	OPT702	-	C750	27R	J	Audio not reviewed
3/28/2008 12:24	-	N15BV	C525	27R	J	Audio not reviewed
3/29/2008 12:16	-	N518CL	CL60	27L	J	Audio not reviewed
3/30/2008 10:59	-	N529PC	C525	27R	J	Audio not reviewed
3/30/2008 16:05	-	N705SG	C56X	27L	J	Audio not reviewed
3/30/2008 17:53	TWY740	-	LJ40	27R	J	Audio not reviewed
3/31/2008 2:51	MXA149	-	A320	27L	C	Runway Maintenance

1.B. North Field Jet Landing Restriction for Runways 09R/L

Runway 09R/L Jet Landing Restriction Compliance Summary First Quarter 2008				
	January	February	March	Quarterly
Total SE Plan Corporate Jet Landings *	520	144	1	665
Compliant Landings	297	125	1	423
Non-compliant Landings on Runways 09R/L	180	39	0	219
Compliance Rate	57.1%	86.8%	100.0%	63.6%
The section below compares compliance performance to total airport-wide corporate jet landings.				
Total Corporate Jet Landings	1,127	1,008	813	2,948
Compliant Landings	947	969	813	2,729
Non-compliant Landings on Runways 09R/L	180	39	0	219
Compliance Rate	84.0%	96.1%	100.0%	92.6%
The section below compares compliance performance to total airport-wide jet landings.				
Total Airport Jet Landings	8,062	7,446	7,160	22,668
Compliant Landings	7,882	7,407	7,160	22,449
Non-compliant Landings on Runways 09R/L	180	39	0	219
Compliance Rate	97.8%	99.5%	100.0%	99.0%
* Note: During Southeast Plan, business jets will land on Runways 09R/L and 11.				

Runways 09R/L Jet Landings Compliance List

Date Time	Runway	Aircraft Type	Flight Number	Tail Number	Aircraft Category	Comment
1/3/2008 11:40	09R	H25B	EJA862	-	J	Audio not reviewed
1/3/2008 12:18	09R	H25B	-	N789LB	J	Audio not reviewed
1/3/2008 12:27	09R	C750	-	N915RB	J	Audio not reviewed
1/3/2008 13:46	09R	C560	-	N926CE	J	Audio not reviewed
1/3/2008 14:26	09R	E135	OPT912	N912LX	J	Audio not reviewed
1/3/2008 16:50	09R	H25B	FWK92	N92FT	J	Audio not reviewed
1/3/2008 17:32	09R	BE40	OPT478	N478LX	J	Audio not reviewed
1/3/2008 17:37	09R	LJ45	-	N45NM	J	Audio not reviewed
1/3/2008 18:03	09R	C550	-	N444G	J	Audio not reviewed
1/3/2008 18:51	09R	GLF4	-	N851EL	J	Audio not reviewed
1/3/2008 19:32	09R	GLF4	-	N486QS	J	Audio not reviewed
1/3/2008 20:06	09R	GLF5	-	N725MM	J	Audio not reviewed
1/3/2008 20:57	09R	C560	-	N903BH	J	Audio not reviewed
1/5/2008 9:03	09R	F2TH	TN48WK	N48WK	J	Audio not reviewed
1/5/2008 9:22	09R	LJ45	TN439FX	N439FX	J	Audio not reviewed
1/5/2008 10:23	09R	F2TH	EJA265	N265QS	J	Audio not reviewed
1/5/2008 10:29	09R	C560	-	N54DD	J	Audio not reviewed
1/5/2008 15:39	09R	CL60	HPJ604	N604HJ	J	Audio not reviewed

Date Time	Runway	Aircraft Type	Flight Number	Tail Number	Aircraft Category	Comment
1/5/2008 15:47	09R	WW24	-	N345TR	J	Audio not reviewed
1/5/2008 15:50	09R	CL60	WWI60	N604ME	J	Audio not reviewed
1/5/2008 15:52	09R	C560	-	N303CP	J	Audio not reviewed
1/5/2008 17:14	09L	C56X	EJA665	N665QS	J	Audio not reviewed
1/5/2008 18:31	09R	H25A	-	BLOCKED	J	Audio not reviewed
1/5/2008 18:33	09R	GLF3	-	N973MW	J	Audio not reviewed
1/6/2008 11:50	09R	C750	-	N776PT	J	Audio not reviewed
1/6/2008 12:01	09R	BE40	OPT468	N468LX	J	Audio not reviewed
1/6/2008 12:03	09L	C550	-	N116LA	J	Audio not reviewed
1/6/2008 12:31	09R	GLF3	-	N555GL	J	Audio not reviewed
1/6/2008 14:03	09R	CL60	-	N802PA	J	Audio not reviewed
1/6/2008 14:37	09L	F900	SQU1	N960SF	J	Audio not reviewed
1/6/2008 14:39	09R	CL60	-	N601BW	J	Audio not reviewed
1/6/2008 14:56	09R	C56X	-	N488CP	J	Audio not reviewed
1/6/2008 15:13	09R	CL60	-	N848CC	J	Audio not reviewed
1/6/2008 15:28	09R	CL60	-	N991TW	J	Audio not reviewed
1/6/2008 15:46	09R	C750	-	N780PT	J	Audio not reviewed
1/6/2008 15:50	09R	FA50	-	N400KE	J	Audio not reviewed
1/6/2008 16:20	09R	C525	-	N15BV	J	Audio not reviewed
1/6/2008 16:33	09R	C680	EJA397	N397QS	J	Audio not reviewed
1/6/2008 16:48	09R	H25B	-	N55BA	J	Audio not reviewed
1/6/2008 17:01	09R	GLF5	-	N506QS	J	Audio not reviewed
1/6/2008 17:38	09R	LJ35	USC236	-	J	Audio not reviewed
1/6/2008 17:47	09R	F900	-	N901MM	J	Audio not reviewed
1/6/2008 18:11	09R	CL60	-	N45PH	J	Audio not reviewed
1/6/2008 18:46	09R	BE40	-	N188JF	J	Audio not reviewed
1/8/2008 8:42	09R	C750	-	N776PT	J	Audio not reviewed
1/8/2008 10:42	09R	C501	-	N501FJ	J	Audio not reviewed
1/8/2008 11:29	09R	LJ60	-	N520SC	J	Audio not reviewed
1/8/2008 12:54	09L	C525	-	N952SP	J	Audio not reviewed
1/8/2008 13:01	09R	E135	OPT912	N912LX	J	Audio not reviewed
1/8/2008 13:07	09R	LJ35	-	N35BG	J	Audio not reviewed
1/8/2008 13:28	09R	BE40	EJA147	N147QS	J	Audio not reviewed
1/8/2008 16:25	09R	GLEX	-	N6VB	J	Audio not reviewed
1/8/2008 16:57	09R	C550	-	N550GH	J	Audio not reviewed
1/8/2008 16:59	09L	C560	-	N303CP	J	Audio not reviewed
1/8/2008 17:01	09R	GLF4	-	N614RD	J	Audio not reviewed
1/8/2008 17:03	09R	C560	EJA347	N347QS	J	Audio not reviewed
1/8/2008 17:30	09R	CL60	-	N601RC	J	Audio not reviewed
1/8/2008 17:33	09R	H25B	BJT17	N700MG	J	Audio not reviewed
1/8/2008 19:03	09R	LJ40	TWY740	N740KG	J	Audio not reviewed
1/8/2008 19:41	09R	H25B	OPT831	N831LX	J	Audio not reviewed
1/10/2008 8:46	09R	C526	-	N900GW	M	Audio not reviewed
1/10/2008 9:27	09R	BE40	OPT408	N408CW	J	Audio not reviewed
1/10/2008 10:30	09R	LJ35	-	N35BG	J	Audio not reviewed
1/10/2008 11:40	09R	C680	EJA381	N381QS	J	Audio not reviewed
1/10/2008 11:51	09R	C510	-	N725JB	J	Audio not reviewed
1/10/2008 12:42	09R	BE40	-	N686SC	J	Audio not reviewed
1/17/2008 8:29	09R	LJ35	-	N35BG	J	Audio not reviewed
1/17/2008 9:35	09L	C750	EJA906	N906QS	J	Audio not reviewed
1/17/2008 11:05	09R	C550	-	N656PS	J	Audio not reviewed

Date Time	Runway	Aircraft Type	Flight Number	Tail Number	Aircraft Category	Comment
1/17/2008 13:23	09L	C560	-	N560AV	J	Audio not reviewed
1/21/2008 9:04	09L	C550	-	N143BP	J	Audio not reviewed
1/21/2008 9:34	09R	LJ60	TN251FX	-	J	Audio not reviewed
1/21/2008 10:30	09R	GLF4	-	N723MM	J	Audio not reviewed
1/21/2008 10:50	09R	CL30	HKI54	-	J	Audio not reviewed
1/21/2008 11:08	09R	BE40	OPT462	-	J	Audio not reviewed
1/21/2008 11:30	09R	LJ60	-	N10MB	J	Audio not reviewed
1/21/2008 12:51	09R	CL60	-	N888WS	J	Audio not reviewed
1/21/2008 13:02	09R	CL30	LXJ536	-	J	Audio not reviewed
1/21/2008 13:45	09R	LJ35	-	N235MC	J	Audio not reviewed
1/21/2008 13:53	09R	C550	-	N1MM	J	Audio not reviewed
1/21/2008 14:02	09R	C650	-	N78AP	J	Audio not reviewed
1/21/2008 14:46	09R	BE40	EJA154	-	J	Audio not reviewed
1/21/2008 14:54	09R	GLF4	WWI82	-	J	Audio not reviewed
1/21/2008 15:23	09R	F2TH	EJA213	-	J	Audio not reviewed
1/21/2008 16:20	09R	LJ45	TN433FX	-	J	Audio not reviewed
1/21/2008 16:29	09L	C56X	-	N47HF	J	Audio not reviewed
1/21/2008 16:53	09R	C650	-	N629MD	J	Audio not reviewed
1/21/2008 16:57	09R	PRM1	-	N16DK	J	Audio not reviewed
1/21/2008 17:04	09R	CL30	LXJ505	-	J	Audio not reviewed
1/21/2008 17:15	09R	F900	TAG654	-	J	Audio not reviewed
1/21/2008 17:19	09R	GLF5	-	N5102	J	Audio not reviewed
1/21/2008 17:22	09R	SBR1	-	N75VC	J	Audio not reviewed
1/21/2008 18:11	09R	H25B	-	N55BA	J	Audio not reviewed
1/21/2008 18:28	09R	H25B	OPT831	-	J	Audio not reviewed
1/21/2008 18:32	09R	LJ60	TN254FX	-	J	Audio not reviewed
1/21/2008 18:40	09R	CL60	TAG486	-	J	Audio not reviewed
1/21/2008 18:49	09R	C56X	EJA678	-	J	Audio not reviewed
1/21/2008 19:50	09R	C750	-	N760PT	J	Audio not reviewed
1/21/2008 21:41	09R	C56X	EJA687	-	J	Audio not reviewed
1/22/2008 6:30	09R	C56X	TN1867M	-	J	Audio not reviewed
1/22/2008 7:54	09L	C525	-	N400WD	J	Audio not reviewed
1/22/2008 7:56	09L	C25B	FIV412	-	J	Audio not reviewed
1/22/2008 8:01	09R	LJ35	-	N35BG	J	Audio not reviewed
1/22/2008 8:32	09R	C56X	EJA663	-	J	Audio not reviewed
1/22/2008 9:32	09L	C501	-	N427SS	J	Audio not reviewed
1/22/2008 10:45	09L	CL30	TN530FX	-	J	Audio not reviewed
1/22/2008 10:48	09R	BE40	OPT445	-	J	Audio not reviewed
1/22/2008 11:02	09R	H25B	-	N55BA	J	Audio not reviewed
1/22/2008 11:14	09R	H25B	FWK96	-	J	Audio not reviewed
1/22/2008 11:22	09R	C25B	-	N93PE	J	Audio not reviewed
1/22/2008 11:34	09R	LJ45	-	N10R	J	Audio not reviewed
1/22/2008 11:37	09R	H25B	-	N96SK	J	Audio not reviewed
1/23/2008 8:42	09R	C560	-	N543LE	J	Audio not reviewed
1/23/2008 9:03	09R	F2TH	EJA222	-	J	Audio not reviewed
1/23/2008 10:06	09R	LJ45	-	N279AJ	J	Audio not reviewed
1/24/2008 7:29	09R	C750	EJA970	-	J	Audio not reviewed
1/24/2008 7:32	09R	GLF3	-	N973MW	J	Audio not reviewed
1/24/2008 7:39	09R	C560	-	N903BH	J	Audio not reviewed
1/24/2008 8:06	09R	C550	-	N123GF	J	Audio not reviewed
1/24/2008 8:43	09R	C56X	EJA627	-	J	Audio not reviewed

Date Time	Runway	Aircraft Type	Flight Number	Tail Number	Aircraft Category	Comment
1/24/2008 10:11	09R	CL30	-	N772JS	J	Audio not reviewed
1/24/2008 10:43	09R	LJ45	CFSDL	-	J	Audio not reviewed
1/24/2008 11:36	09R	C680	PRSOV	-	J	Audio not reviewed
1/24/2008 12:06	09R	CL30	LXJ505	-	J	Audio not reviewed
1/24/2008 12:26	09R	C56X	EJA687	-	J	Audio not reviewed
1/24/2008 13:30	09R	CL30	-	N772JS	J	Audio not reviewed
1/24/2008 14:12	09R	BE40	-	N400GR	J	Audio not reviewed
1/24/2008 14:52	09R	BE40	EJA117	-	J	Audio not reviewed
1/24/2008 15:21	09R	F2TH	-	N622QW	J	Audio not reviewed
1/24/2008 16:06	09R	LJ55	-	N700SR	J	Audio not reviewed
1/24/2008 17:31	09R	CL60	-	N888WS	J	Audio not reviewed
1/24/2008 18:02	09R	C25A	-	N525KR	J	Audio not reviewed
1/24/2008 18:04	09L	LJ25	-	N35DL	J	Audio not reviewed
1/24/2008 18:13	09R	GLF4	-	N424QS	J	Audio not reviewed
1/24/2008 18:42	09R	CL30	HKI56	-	J	Audio not reviewed
1/24/2008 19:04	09R	GLF4	KAI91	-	J	Audio not reviewed
1/24/2008 20:09	09R	CL60	-	N163WG	J	Audio not reviewed
1/25/2008 7:51	09L	C550	-	N550GX	J	Audio not reviewed
1/25/2008 8:36	09R	C750	OPT700	-	J	Audio not reviewed
1/25/2008 8:39	09R	C25A	-	N25LZ	J	Audio not reviewed
1/25/2008 9:01	09L	BE40	OPT452	-	J	Audio not reviewed
1/25/2008 12:25	09R	C750	EJA931	-	J	Audio not reviewed
1/25/2008 14:49	09R	GLF4	-	N5114	J	Audio not reviewed
1/25/2008 14:59	09R	LJ35	-	N35BG	J	Audio not reviewed
1/25/2008 15:07	09L	C650	-	N651CV	J	Audio not reviewed
1/25/2008 15:53	09L	LJ31	-	N68ES	J	Audio not reviewed
1/25/2008 16:41	09R	C525	-	N186TW	J	Audio not reviewed
1/25/2008 17:30	09R	LJ60	PRD63	-	J	Audio not reviewed
1/25/2008 17:35	09R	CL30	TN521FX	-	J	Audio not reviewed
1/25/2008 19:42	09L	F2TH	EJA245	-	J	Audio not reviewed
1/26/2008 7:46	09R	C56X	-	N151KV	J	Audio not reviewed
1/26/2008 8:52	09R	C750	OPT700	-	J	Audio not reviewed
1/26/2008 9:39	09L	GLF4	-	N620JH	J	Audio not reviewed
1/26/2008 10:01	09R	CL30	LXJ525	-	J	Audio not reviewed
1/26/2008 10:32	09R	LJ25	-	N254CL	J	Audio not reviewed
1/26/2008 11:23	09L	C550	-	N30JD	J	Audio not reviewed
1/26/2008 14:22	09R	B752	WCP8742	-	C	Audio not reviewed
1/26/2008 16:14	09R	L29B	-	N725MK	J	Audio not reviewed
1/26/2008 16:54	09R	C525	-	N24BC	J	Audio not reviewed
1/26/2008 17:05	09R	C560	-	N579CE	J	Audio not reviewed
1/26/2008 23:18	09L	C680	PRSOV	-	J	Audio not reviewed
1/27/2008 9:55	09R	GLF4	EJM773	-	J	Audio not reviewed
1/27/2008 10:30	09L	C56X	-	N862CF	J	Audio not reviewed
1/27/2008 10:32	09R	CL60	-	N991TW	J	Audio not reviewed
1/27/2008 12:29	09R	C750	OPT704	-	J	Audio not reviewed
1/27/2008 12:36	09L	C56X	-	N816CS	J	Audio not reviewed
1/27/2008 13:03	09R	C560	-	N303CP	J	Audio not reviewed
1/27/2008 14:04	09R	C501	-	N427SS	J	Audio not reviewed
1/27/2008 14:29	09R	C550	-	N889FA	J	Audio not reviewed
1/27/2008 16:57	09R	LJ35	USC236	-	J	Audio not reviewed
1/27/2008 17:17	09R	F2TH	-	N622QW	J	Audio not reviewed

Date Time	Runway	Aircraft Type	Flight Number	Tail Number	Aircraft Category	Comment
1/29/2008 10:37	09R	BE40	-	N188JF	J	Audio not reviewed
1/29/2008 11:16	09R	CL60	TAG486	N90AR	J	Audio not reviewed
1/29/2008 11:21	09R	C525	-	N700CJ	J	Audio not reviewed
1/31/2008 8:56	09R	C25B	-	N535GH	J	Audio not reviewed
1/31/2008 9:48	09R	F900	-	N377SC	J	Audio not reviewed
1/31/2008 11:33	09L	BE40	TWY460	N460KG	J	Audio not reviewed
1/31/2008 12:51	09R	C560	-	N303CP	J	Audio not reviewed
1/31/2008 14:30	09R	LJ35	-	N37FA	J	Audio not reviewed
1/31/2008 15:21	09R	C56X	EJA622	N622QS	J	Audio not reviewed
2/2/2008 10:53	09L	C56X	-	N717NB	J	Audio not reviewed
2/2/2008 11:11	09R	C550	-	N200VT	J	Audio not reviewed
2/2/2008 11:40	09R	LJ60	-	N732LH	J	Audio not reviewed
2/2/2008 11:45	09R	LJ45	LXJ438	N438FX	J	Audio not reviewed
2/2/2008 12:26	09R	GLF2	-	N376PJ	J	Audio not reviewed
2/2/2008 12:29	09R	GLF4	-	N575CT	J	Audio not reviewed
2/19/2008 10:09	09R	BE40	-	N8YM	J	Audio not reviewed
2/19/2008 10:52	09R	CL30	LXJ528	-	J	Audio not reviewed
2/19/2008 11:57	09R	C560	-	N969DW	J	Audio not reviewed
2/19/2008 13:02	09R	C56X	FIV522	N522CS	J	Audio not reviewed
2/19/2008 13:33	09R	CL60	-	N45PH	J	Audio not reviewed
2/19/2008 13:43	09L	C550	-	N311AF	J	Audio not reviewed
2/19/2008 14:08	09R	BE40	OPT471	N471LX	J	Audio not reviewed
2/19/2008 14:52	09L	C56X	EJA600	N600QS	J	Audio not reviewed
2/19/2008 15:06	09R	GLF4	-	N308AB	J	Audio not reviewed
2/21/2008 7:33	09L	C500	-	N53RD	J	Audio not reviewed
2/21/2008 7:45	09R	GLEK	-	N393BZ	J	Audio not reviewed
2/21/2008 9:19	09R	C750	EJA970	N970QS	J	Audio not reviewed
2/21/2008 11:22	09R	C56X	ASP298	-	J	Audio not reviewed
2/21/2008 11:45	09R	C550	-	N91VB	J	Audio not reviewed
2/21/2008 12:58	09R	WW24	LN117AH	N117AH	J	Audio not reviewed
2/21/2008 15:05	09R	C560	-	N303CP	J	Audio not reviewed
2/21/2008 15:20	09R	H25B	OPT848	N848CW	J	Audio not reviewed
2/21/2008 15:34	09R	GALX	EJA761	N761QS	J	Audio not reviewed
2/21/2008 15:43	09R	WW24	-	N769MS	J	Audio not reviewed
2/21/2008 17:19	09R	C56X	-	N862CF	J	Audio not reviewed
2/21/2008 17:37	09R	E135	SWQ642	N642AG	J	Audio not reviewed
2/21/2008 18:17	09L	C500	-	N53RD	J	Audio not reviewed
2/21/2008 19:07	09R	CL30	-	N772JS	J	Audio not reviewed
2/23/2008 9:04	09R	GLF4	-	N999LX	J	Audio not reviewed
2/23/2008 9:40	09R	C750	-	N879PT	J	Audio not reviewed
2/23/2008 10:32	09R	H25B	-	N746UP	J	Audio not reviewed
2/23/2008 11:40	09R	CL30	TN527FX	N527FX	J	Audio not reviewed
2/23/2008 11:53	09R	C560	EJA818	N818QS	J	Audio not reviewed
2/23/2008 12:13	09R	FA10	-	N40ND	J	Audio not reviewed
2/23/2008 13:16	09L	C25B	FIV425	N425CS	J	Audio not reviewed
2/23/2008 14:24	09L	H25B	-	N705BB	J	Audio not reviewed
2/24/2008 12:27	09R	HS25	-	N96SK	J	Audio not reviewed
2/24/2008 13:25	09R	E135	OPT913	N913LX	J	Audio not reviewed

2. Runway 29 Right Turn Departure Restriction

For noise reduction purposes, turbojet aircraft are not permitted to make right turn climb out departures off Runway 29 over Bay Farm Island. This noise abatement procedure is commonly referred to as the **No Right Turn Climb Out Departure Procedure** and is monitored 24 hours per day.

Compliance Monitoring Procedure

This report identifies the turbojet aircraft that did not comply with the **No Right Turn Climb Out Departure Procedure**. Noncompliant departures are reported to the air carrier's chief pilot or the owner/operator of the aircraft. Letters, along with flight track maps identifying the noncompliant flight, are sent in each case with the intent of encouraging cooperation and request assistance to minimize the amount of future noncompliance.

Noncompliant Departures

Noncompliant departures occur when a turbojet aircraft does not maintain a straight-out departure heading but turns right when departing from Runway 29 and ascends over any area of Bay Farm Island.

This report includes:

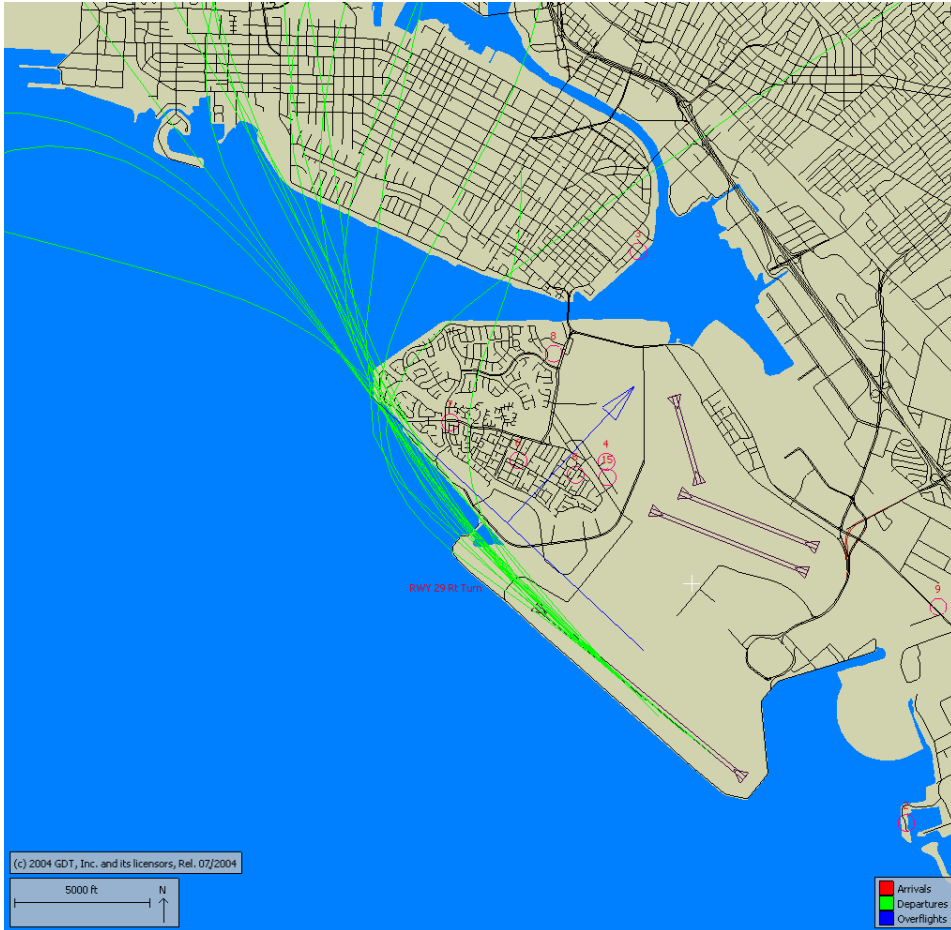
- A summary table on compliance performance for the *No Right Turn Climb Out Departure Procedure* in comparison with Runway 29 departures
- A list of all turbojet aircraft that did not comply with the *No Right Turn Climb Out Departure Procedure*
- A flight track map of all non-complying aircraft departures on the right turn climb out procedure during the calendar quarter

Runway 29 Right Turn Departure Restriction Compliance Summary Third Quarter 2008				
	January	February	March	Quarter
Runway 29 Turbojet Departures	4,966	6,602	7,251	18,819
Runway 29 Right Turn Climb Out Departures	10	6	2	18
Percentage	0.20%	0.09%	0.03%	0.10%
Runway 29 RT Departure Success Rate	99.80%	99.91%	99.97%	99.90%

Non-compliant Runway 29 Turbojet Departures

Date/Time	Flight No	Tail No	Airline	Aircraft Type	Operator Categ.	AC Categ.
1/4/2008 16:37	SWA2011	N726SW	SWA	B737	COM	C
1/4/2008 17:30	SWA985	N613SW	SWA	B733	COM	C
1/4/2008 17:41	SWA430	N465WN	SWA	B737	COM	C
1/4/2008 18:04	SWA872	N240WN	SWA	B737	COM	C
1/4/2008 18:24	SWA3402	N741SA	SWA	B737	COM	C
1/5/2008 14:19	SWA125	N278WN	SWA	B737	COM	C
1/7/2008 21:33	SWA644	N902WN	SWA	B737	COM	C
1/20/2008 17:32	SWA2970	-	SWA	B737	COM	C
1/29/2008 21:07	SWA1842	N347SW	SWA	B733	COM	C
1/29/2008 21:35	ASA357	N613AS	ASA	B737	COM	C
2/1/2008 14:01	FDX3861	N201FE	FDX	B722	COM	C
2/1/2008 14:19	SWA1536	N422WN	SWA	B737	COM	C
2/1/2008 21:31	SWA1007	N392SW	SWA	B733	COM	C
2/17/2008 14:38	OPT471	N471LX	OPT	BE40	AIR	J
2/17/2008 18:06	SWA1338	N424WN	SWA	B737	COM	C
2/18/2008 11:48	SKB215	-	SKB	A319	COM	C
3/7/2008 8:11	SKB215	N522VA	SKB	A319	COM	C
3/23/2008 17:50	SWA701	-	SWA	B733	COM	C

Flight Track Map



3. Engine Run-up Restriction Program

Policy & Procedures

The Port of Oakland maintains an aircraft engine run-up restriction policy at Oakland International Airport and regulates enforcement of the program under Operations Directive Number 616.5. The directive requires regulation of all engine run-ups for aircraft over 12,500 pounds and all military type aircraft and specifies the location and time-of-day for this activity. A summary of the regulation is provided below.

In addition, settlement agreements between the Port of Oakland and the City of Alameda stipulate that noise level limits be maintained for evening and nighttime aircraft engine run-up activity. During the evening hours, 7:00 p.m. to 10:00 p.m., engine run-up noise levels should not exceed 75 decibels in residential areas of Bay Farm Island. During the nighttime hours, 10:00 p.m. to 7:00 a.m., engine run-up noise levels should not exceed 70 decibels. These noise limits are measured at a permanent noise microphone located on Beach Road adjacent to the airport.

Non-compliant Engine Run-ups

Maximum noise levels are reviewed at the permanent noise microphone located on Beach Road (RMT #15) when a power engine run-up occurs between 7:00 p.m. and 7:00 a.m. daily. Aircraft engine run-up information is correlated to maximum noise level data collected from RMT 15. A non-compliant engine run-up will equal or exceed 75 dB (Lmax) between 7:00 p.m. and 10:00 p.m. and will equal or exceed 70 dB (Lmax) between 10:00 p.m. and 7:00 a.m. daily. If a non-compliant operation should occur, the Noise/Environmental Compliance Office will investigate the occurrence and work with Airport Operations and the aircraft operator/airline to minimize future non-compliant run-up operations.

Summary of Airport Operations Directive 616.5

In summary, the Operations Directive that regulates the Port's policy on aircraft engine run-ups and the use of the Ground Run-up Enclosure (GRE) facility states:

- All engine run-ups for aircraft in excess of 12,500 pounds and all military/military surplus aircraft must be performed at the Ground Run-up Enclosure (GRE) or at the Alaska Airlines maintenance blast fences. Engine run-ups may be performed in the GRE between 10:00 p.m. to 7:00 a.m. **only** for revenue flights occurring that day.

This report includes:

- A listing of all high power aircraft engine run-ups including the date of the run-up, the time the run-up began, the air carrier performing the run-up, aircraft type, the percent of power of the aircraft run-up, and whether the run-up equaled or exceeded the allowable maximum noise levels.
- Any correspondence with the aircraft operator/airline in regards to a maximum noise event above restricted levels.

Remote Microphone Terminal (RMT) #15



3. Engine Run-up Restriction Program

Engine Run-up Restriction Program First Quarter 2008				
	January	February	March	Quarter
Runups - 7:00 PM to 10:00 PM	0	2	0	2
Runups Greater Than 75 dB	0	0	0	0
Runups - 10:00 PM to 7:00 AM	8	6	14	28
Runups Greater Than 70 dB	0	0	0	0
Total Runups in Enclosure (GRE)	12	18	26	56
Total Engine Runups	32	23	32	87

List of GRE Aircraft Engine Run-ups

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
1/2/2008	0950	KAI	C550	2	High	HG6	1000	N/A	N/A
1/2/2008	1830	KAI	HK80	1	High	ABF	1833	N/A	N/A
1/3/2008	0028	SWA	B737	2	High	GRE	0040	NO	N/A
1/6/2008	2208	SWA	B737	2	High	GRE	2215	NO	N/A
1/11/2008	1407	KAI	HK80	2	High	ABF	1415	N/A	N/A
1/12/2008	0227	SWA	B737	2	High	GRE	0227	NO	N/A
1/13/2008	2340	FDX	MD10	2	High	GRE	2340	NO	N/A
1/17/2008	0027	SWA	B737	2	High	GRE	0040	NO	N/A
1/18/2008	0030	AAH	B737	2	High	GRE	0030	NO	N/A
1/20/2008	1215	UPS	B767	2	High	GRE	1240	N/A	N/A
1/21/2008	0916	FDX	A320	2	High	GRE	0915	N/A	N/A
1/21/2008	0910	SWA	B737	2	High	GRE	0920	N/A	N/A
1/25/2008	0450	FDX	B727	3	High	GRE	0500	NO	N/A
1/27/2008	1351	FDX	MD10	3	Med	GRE	1400	N/A	N/A
1/30/2008	0212	AAH	B737	2	High	GRE	0212	NO	N/A
2/1/2008	1552	ASA	B737	2	High	GRE	1600	N/A	N/A
2/3/2008	0914	ASA	B737	2	High	GRE	0920	N/A	N/A
2/6/2008	1423	ASA	MD80	2	High	GRE	1500	N/A	N/A
2/6/2008	1835	ASA	MD80	2	Med	GRE	1855	N/A	N/A
2/6/2008	2110	FDX	MD11	1	High	GRE	2200	NO	N/A
2/7/2008	2118	SWA	B737	2	High	GRE	2150	N/A	NO
2/8/2008	0730	SWA	B737	2	High	GRE	0735	N/A	N/A
2/13/2008	0920	KAI	GLF4	2	High	HG6	0920	N/A	N/A
2/13/2008	1530	KAI	GLF4	2	High	HG6	1535	N/A	N/A
2/14/2008	1410	KAI	GLF3	2	High	HG6	1415	N/A	N/A

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
2/14/2008	1430	CFS	ASTR	2	High	ABF	1445	N/A	N/A
2/15/2008	0150	ASA	B737	2	High	GRE	0215	NO	N/A
2/16/2008	0628	SWA	B737	2	High	GRE	0640	NO	N/A
2/18/2008	0327	AAH	B737	2	High	GRE	0400	NO	N/A
2/18/2008	1220	UPS	B767	2	High	GRE	1230	N/A	N/A
2/20/2008	1402	ASA	B737	2	High	GRE	1415	N/A	N/A
2/21/2008	1043	ASA	MD80	2	High	GRE	1100	N/A	N/A
2/22/2008	1215	KAI	HK80	2	High	ABF	1230	N/A	N/A
2/23/2008	1235	UPS	B767	2	High	GRE	1300	N/A	N/A
2/23/2008	2238	SWA	B737	2	High	GRE	2250	NO	N/A
2/25/2008	0050	FDX	DC10	3	High	GRE	0050	NO	N/A
2/26/2008	1530	KAI	HK80	2	High	HG6	1530	N/A	N/A
2/27/2008	2040	KAI	BE40	2	High	ABF	2050	N/A	NO
2/28/2008	1602	KAI	BE40	2	High	HG6	1610	N/A	N/A
2/29/2008	1100	KAI	GLF4	2	High	GRE	1115	N/A	N/A
2/29/2008	1735		DC8	2	Med	GRE	1735	N/A	N/A
3/1/2008	0255	ASA	MD80	2	High	GRE	0300	NO	N/A
3/1/2008	1215	UPS	B767	2	High	GRE	1230	N/A	N/A
3/1/2008	1427	SWA	B737	2	High	GRE	1445	N/A	N/A
3/1/2008	1526	UPS	DC8	2	Med	GRE	1540	N/A	N/A
3/3/2008	1250	KAI	HK80	2	High	HG6	1250	N/A	N/A
3/3/2008	1430	FDX	DC10	3	High	GRE	1445	N/A	N/A
3/4/2008	2205	AAH	B737	2	High	GRE	2225	NO	N/A
3/7/2008	0037	AAH	B737	2	High	GRE	0100	NO	N/A
3/8/2008	0830	FDX	DC10	2	High	GRE	0840	N/A	N/A
3/8/2008	1055	KAI	HK80	1	High	ABF	1100	N/A	N/A
3/8/2008	1440	SWA	B737	1	Med	GRE	1445	N/A	N/A
3/9/2008	1240	FDX	DC10	1	High	GRE	1300	N/A	N/A
3/10/2008	1532	KAI	F900	3	High	ABF	1535	N/A	N/A
3/11/2008	1120	KAI	F900	3	High	ABF	1130	N/A	N/A
3/13/2008	0800	KAI	HK80	2	High	HG6	0800	N/A	N/A
3/14/2008	1438	FDX	DC10	2	High	GRE	1450	N/A	N/A
3/15/2008	1615	FDX	DC10	2	High	GRE	1625	N/A	N/A
3/16/2008	1215	UPS	B767	2	High	GRE	1230	N/A	N/A
3/17/2008	0756	FDX	MD80	3	High	GRE	1330	N/A	N/A
3/17/2008	1631	ATA	B737	2	High	GRE	1650	N/A	N/A
3/20/2008	0108	SWA	B737	2	High	GRE	0115	NO	N/A
3/20/2008	0230	SWA	B737	2	High	GRE	0235	NO	N/A
3/20/2008	1320	UAL	CRJ2	2	High	ABF	1345	N/A	N/A
3/20/2008	2247	ASA	MD80	2	High	GRE	2215	NO	N/A
3/21/2008	0130	AAH	B737	2	High	GRE	0145	NO	N/A
3/21/2008	0225	AAH	B737	2	High	GRE	0240	NO	N/A

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
3/21/2008	0343	SWA	B737	2	High	GRE	0350	NO	N/A
3/22/2008	0021	ASA	MD80	1	Med	GRE	0040	NO	N/A
3/26/2008	0049	AAH	B737	2	High	GRE	0110	NO	N/A
3/27/2008	0010	SWA	B737	2	High	GRE	0020	NO	N/A
3/28/2008	0133	SWA	B737	2	High	GRE	0140	NO	N/A
3/29/2008	2333	SWA	B737	2	High	GRE	2340	NO	N/A

4. North Field VFR Aircraft Departure Procedures

Noise Abatement Procedure

Noise abatement procedures for North Field VFR (Visual Flight Rules) aircraft departures from Runways 27R/L or 33 instruct pilots to make a right crosswind turn over San Leandro Bay until reaching I-880 (Nimitz Freeway) and continue per FAA air traffic control instructions. Whenever safely possible, pilots should avoid flying over nearby residential areas.

In this report, all VFR aircraft departures are monitored and reported according to the runway used. The number of VFR aircraft departures is provided for each runway as well as the amount of noncompliance as a percentage of total VFR aircraft departures per runway. These values are also compared with the number of IFR (Instrument Flight Rules) aircraft departures per runway and the total number of North Field VFR and IFR aircraft departures combined. Touch and go aircraft training flights are not included in this report.

Noncompliant Departures

This report provides information on noncompliant VFR aircraft departures for all flights recorded by ANOMS (Airport Noise and Operations Monitoring System) during the calendar quarter. A noncompliant departure is defined as a VFR departure from Runways 27R/L or 33 that flies over Alameda residential areas when it may have been safe to follow the VFR noise abatement procedure. **Noncompliant VFR aircraft departures are highlighted in red text in the table and aircraft list below.**

Many VFR aircraft that fly over Alameda residences on departure from the North Field may need to do so in order to maintain safe separation from other general aviation aircraft flying in the vicinity of the airport. Often aircraft on arrival flight patterns from the north and east of the airport are flying in directions opposite from those aircraft that are departing from the North Field. In these circumstances, departing VFR aircraft are considered to be in compliance with the noise abatement procedure.

Definitions

The Noise/Environmental Compliance Office reviews flight track data on all VFR aircraft departures over Alameda using a *flight replay* function in ANOMS to observe aircraft movement activity in real time. With safety in mind, VFR aircraft departures are evaluated to determine if they comply with the noise abatement procedure. In the report below, a list is provided of all VFR aircraft departures over Alameda residences. Within the list, VFR aircraft that departed in compliance with noise abatement procedures are printed in black and a comment is provided regarding the reason why the aircraft departure was determined to be compliant. The abbreviated comments are defined as follows:

1. **Airspace Busy** – Pilot or air Airspace Busy control may have needed to maintain safe separation due to other aircraft Airspace Busy in the vicinity of the airport or close to the aircraft departing from the North Field on a VFR flight.
2. **Good Effort** – Pilot appears to have attempted to make the necessary turns and avoid residential areas but the aircraft flight pattern brought the aircraft close enough to the ANOMS monitoring gate to flag the aircraft as an errant VFR departure.

3. **Good Effort/Air Traffic** – The aircraft flight pattern brought the aircraft close enough to the ANOMS monitoring gate to flag the aircraft as an errant VFR departure and other air Airspace Busy in the vicinity may have necessitated a concern for safe separation.
4. **IFR Training** – Some aircraft are departing VFR but the pilots or student pilots may be practicing flying IFR, in which case they need to depart the aircraft in a specific heading (i.e. 310 degrees).
5. **Police Activity** – An aircraft is piloted by law enforcement officials and may need to divert from the noise abatement procedure due to public safety concerns or to perform their law enforcement duties.
6. **Flight Replay Not Reviewed** – An aircraft is considered non-compliant as staff did not review ANOMS flight replay to determine whether or not the flight could be excused for safety reasons or otherwise.

This report includes:

- A table that summarizes compliance with VFR aircraft noise abatement departure procedures for the calendar quarter
- A table listing all VFR aircraft departures that flew over residential areas of Alameda. All VFR aircraft departures that were considered noncompliant with the VFR departure noise abatement procedure are printed in **red** text. A comment is provided regarding the reason why the aircraft departure was determined to be compliant.

4. North Field VFR Aircraft Departure Procedure

VFR Aircraft Departure Procedure Compliance Summary First Quarter 2008				
	Runway 27R	Runway 27L	Runway 33	Total
Total VFR Departures	847	70	801	1,718
Total VFR Departures Over Alameda	76	11	54	141
Percentage of Total VFR Departures Over Alameda	9%	16%	7%	8%
Non-compliant VFR Departures Over Alameda	42	8	35	85
Compliant VFR Departures	805	62	766	1,633
Percentage of VFR Departure Compliance	95%	89%	96%	95%
IFR Departures	2,334	412	538	3,284
Total Departures	3,181	482	1,339	5,002
Compliance Percentage of Total Departures	99%	98%	97%	98%

List of VFR Departures Over Alameda

Actual Date/Time	Runway	Flight No	Tail No	Aircraft	Beacon	Operation No	Comment
1/1/2008 11:33	27R	-	N770HY	C172	320	25545187	
1/1/2008 15:13	27R	-	N4317W	BE35	316	25546073	Good Effort
1/1/2008 17:00	33	-	N8787Y	SR22	350	25546595	
1/2/2008 14:54	27R	-	N1658F	C172	360	25550165	
1/7/2008 13:44	27R	-	N4782E	C172	345	25563133	Air Traffic
1/11/2008 17:48	27R	NN850WT	N850WT	TBM	344	25576074	Good Effort
1/11/2008 20:50	27R	-	N250MF	C172	367	25576552	
1/12/2008 14:38	27R	-	N4319Y	P28A	320	25579128	
1/13/2008 11:09	27R	-	N1658F	C172	325	25581484	Good Effort
1/13/2008 11:30	27R	-	N122AD	EXPR	362	25581621	
1/13/2008 11:36	33	-	N64ME	EXPR	371	25581660	
1/13/2008 11:45	27R	-	N20117	C172	315	25581735	Air Traffic
1/13/2008 11:47	27R	-	N972TA	C172	325	25581740	Air Traffic
1/13/2008 11:54	27R	-	N4433P	2YAK	321	25581780	
1/13/2008 15:08	33	-	N43434	BE35	334	25583159	
1/14/2008 10:12	33	-	N43434	PA28	346	25585683	Good Effort
1/14/2008 11:46	33	-	N619EH	BE36	367	25586102	
1/14/2008 11:47	27L	-	N4317W	BE36	363	25586107	
1/14/2008 14:29	27L	-	N972TA	C172	327	25586849	
1/14/2008 16:41	27R	-	N55295	PASE	372	25587569	
1/16/2008 11:01	33	-	N21051	C172	317	25592518	Good Effort
1/16/2008 12:16	27L	-	N36VF	BE55	324	25593226	
1/16/2008 16:24	33	-	N8686M	BE35	344	25594392	

Actual Date/Time	Runway	Flight No	Tail No	Aircraft	Beacon	Operation No	Comment
1/16/2008 16:55	33	-	N21051	C172	374	25593917	
1/17/2008 14:37	33	-	N1658F	C172	314	25598796	Air Traffic
1/17/2008 16:10	27R	-	N8368Q	C206	337	25597989	
1/18/2008 9:58	27R	AMF8043	-	PA31	347	25600978	
1/18/2008 10:51	33	-	N1658F	C172	341	25601269	
1/18/2008 12:39	33	-	N21051	C172	331	25602463	Air Traffic
1/18/2008 13:43	27R	-	N50BW	PA30	364	25601649	
1/18/2008 21:45	27R	-	N3060T	PA28	321	25605038	Air Traffic
1/19/2008 17:01	27R	-	N1658F	C172	324	25609146	
1/20/2008 11:10	33	-	N252SJ	MO20	351	25610543	
1/20/2008 11:55	27R	-	N4891C	C172	314	25610724	
1/22/2008 15:37	27R	-	N52272	C172	322	25616732	Air Traffic
1/23/2008 15:40	27R	-	N6015Q	BE76	336	25619150	
1/28/2008 10:49	33	-	N43434	PA28	335	25629809	
1/30/2008 14:04	33	-	N21051	C172	313	25637963	Air Traffic
1/30/2008 14:06	33	-	N739UL	C172	314	25638086	Air Traffic
2/3/2008 12:08	33	-	N950KA	PC12	361	25650532	
2/3/2008 13:57	27R	-	N50BW	PA30	344	25650881	
2/3/2008 15:15	27R	-	N3480Q	PA28	374	25651117	Good Effort
2/4/2008 13:17	27R	-	N4317W	BE35	320	25653952	Good Effort
2/4/2008 16:31	27R	-	N711TR	BE55	367	25654804	Air Traffic
2/5/2008 11:59	27R	-	N3YM	GLAS	327	25657570	Air Traffic
2/8/2008 15:33	33	-	N972TA	C172	316	25672225	
2/8/2008 16:02	27R	-	N21051	C172	363	25672213	
2/8/2008 16:20	27L	-	N304PT	PC12	372	25672339	
2/8/2008 16:50	27L	-	N35939	C177	323	25672574	
2/8/2008 23:22	27R	-	N1228Y	C172	342	25673832	
2/9/2008 9:53	27L	-	N9494J	PA28	323	25674590	
2/9/2008 12:07	33	-	N5038C	CH10	346	25676085	Air Traffic
2/9/2008 12:38	27R	-	N505MC	C441	373	25676327	
2/9/2008 13:38	27R	-	N8184L	C152	365	25676776	Good Effort
2/9/2008 14:34	33	-	N9148W	MO20	332	25677209	
2/9/2008 16:15	33	-	N20117	C172	314	25677922	Air Traffic
2/9/2008 16:22	33	-	N972TA	C172	316	25678167	
2/9/2008 22:40	27R	-	N443FL	PA28	356	25679210	
2/11/2008 10:47	27R	-	N972TA	C172	376	25684739	Air Traffic
2/11/2008 15:08	27R	-	N21051	C172	364	25686151	Air Traffic
2/11/2008 17:25	27R	-	N4782E	C172	315	25686862	
2/11/2008 19:46	27R	-	N6023E	BE76	362	25687436	
2/12/2008 9:32	27R	-	N4317W	BE35	352	25688631	Air Traffic
2/13/2008 12:22	27R	-	N972TA	C172	351	25693654	
2/13/2008 14:52	33	-	N1658F	C172	334	25694399	Good Effort
2/14/2008 15:17	33	-	N20439	C172	327	25698329	
2/14/2008 15:27	33	-	N8787Y	SR22	337	25698382	
2/14/2008 17:54	33	-	N76D	SR22	344	25699225	Air Traffic
2/15/2008 14:44	33	-	N6605D	C172	331	25702904	Air Traffic
2/15/2008 17:26	27R	-	N43434	PA28	360	25703992	

Actual Date/Time	Runway	Flight No	Tail No	Aircraft	Beacon	Operation No	Comment
2/16/2008 12:01	33	-	N31087	PA32	340	25706521	
2/17/2008 12:27	33	-	N16196	C152	317	25710897	
2/17/2008 16:41	27R	-	N738PC	C172	327	25712092	
2/17/2008 17:05	27R	-	N733UG	C172	367	25712203	
2/17/2008 18:03	27L	-	N43434	PA28	322	25712431	
2/20/2008 12:52	33	-	N757JD	C172	363	25721686	
2/20/2008 17:19	27L	-	N366TT	LJ35	321	25723041	Good Effort
2/22/2008 17:48	27R	-	N366SL	BE30	365	25730123	
2/26/2008 9:16	27R	-	N53TJ	BE90	344	25740447	Air Traffic
2/27/2008 10:41	33	-	N361AM	CH2T	334	25745281	
2/27/2008 12:30	27R	IDA26	-	SW4	316	25745950	Air Traffic
2/29/2008 14:09	27R	-	N4334V	C172	374	25755210	
3/1/2008 10:32	27R	-	N1658F	C172	367	25758195	Good Effort
3/1/2008 12:17	33	-	N5038C	CH10	365	25758778	Good Effort
3/1/2008 16:24	27R	-	N21051	C172	345	25759969	
3/2/2008 10:27	27R	-	N161AJ	PC12	324	25761547	
3/2/2008 12:24	33	-	N16196	C172	336	25762220	
3/4/2008 18:32	27R	-	N6123L	C152	314	25772799	
3/4/2008 21:41	27R	-	N3ZK	C172	320	25773404	Air Traffic
3/5/2008 6:44	27R	-	N43434	PA28	331	25773831	Good Effort
3/5/2008 15:30	27R	-	N6605D	C172	314	25776626	
3/6/2008 11:30	33	-	N43434	PA28	352	25780129	
3/6/2008 14:40	33	-	N1658F	C172	325	25780849	Good Effort
3/6/2008 17:47	27R	-	N6023E	BE76	325	25781854	Air Traffic
3/7/2008 16:19	27R	-	N43434	PA28	375	25785988	Good Effort
3/7/2008 16:28	33	-	N3912R	C172	334	25786041	
3/8/2008 10:34	27R	-	N242JH	PC12	335	25788413	Air Traffic
3/8/2008 11:32	33	-	N20117	C172	321	25788771	Air Traffic
3/8/2008 12:41	33	-	N682AA	BE35	316	25789261	
3/10/2008 9:30	27L	-	N1948F	C172	335	25797191	Good Effort
3/10/2008 14:44	33	-	N1658F	C172	337	25798675	
3/11/2008 10:25	33	-	N757JD	C172	316	25801418	Good Effort
3/11/2008 13:44	27L	-	N4080Y	C185	363	25802468	
3/12/2008 18:37	27R	-	N4782E	C172	337	25808001	Good Effort
3/15/2008 7:17	33	-	N242JH	PC12	321	25815969	
3/16/2008 9:31	33	-	N6123L	C172	356	25819241	
3/16/2008 11:30	27R	-	N401GK	BE36	372	25819745	Air Traffic
3/16/2008 12:39	33	-	N234JG	C172	351	25820097	
3/17/2008 8:21	27L	-	N737PZ	C172	313	25822798	Good Effort
3/17/2008 13:04	33	-	N8079X	C172	342	25824431	Good Effort
3/17/2008 14:25	33	-	N1658F	C172	371	25824638	Air Traffic
3/18/2008 12:05	27R	-	N913L	PA28	340	25828319	Air Traffic
3/18/2008 16:53	27R	-	N8289G	C177	347	25829868	
3/19/2008 15:24	27R	-	-	C208	316	25833288	
3/20/2008 14:07	27R	-	N215HP	BE20	326	25837252	
3/20/2008 15:11	33	-	N4433P	2YAK	360	25837649	
3/21/2008 6:22	27R	-	N43434	PA28	333	25839878	Good Effort

Actual Date/Time	Runway	Flight No	Tail No	Aircraft	Beacon	Operation No	Comment
3/21/2008 13:17	27R	-	N672SD	PC12	354	25841953	Good Effort
3/21/2008 18:01	27R	-	N99153	T28	314	25843846	Good Effort
3/22/2008 14:12	27R	-	N4772T	C172	373	25847326	
3/22/2008 14:35	27R	-	N21051	C172	371	25847503	Air Traffic
3/23/2008 14:19	33	-	N76D	SR22	316	25851349	
3/23/2008 17:07	33	-	N6605D	C172	343	25852240	Air Traffic
3/23/2008 17:16	33	-	N478G	SR22	361	25852282	
3/23/2008 17:26	33	-	N21051	C172	370	25852340	
3/24/2008 17:48	27R	-	N5331Y	PA44	347	25856639	Air Traffic
3/24/2008 23:00	27R	-	N442JR	BE20	355	25857515	
3/25/2008 19:55	27R	-	N234BJ	SR22	336	25860895	
3/26/2008 9:40	27R	-	N5331Y	PA44	313	25862242	
3/26/2008 15:08	27R	-	N47952	PA28	367	25863910	Good Effort
3/26/2008 15:15	27R	-	N911RX	BE20	377	25863946	
3/26/2008 15:18	33	BAJA22	N52272	C182	332	25864299	Air Traffic
3/26/2008 16:59	33	BAJA22	-	C182	360	25864635	
3/26/2008 20:07	33	BAJA22	-	C182	344	25865661	
3/27/2008 11:32	33	-	N21051	C172	370	25867097	
3/27/2008 12:59	33	-	N3799Q	BE35	374	25867588	
3/27/2008 13:14	27R	-	N210SH	C210	331	25867682	
3/27/2008 14:11	27R	-	N4093H	MO20	335	25867983	
3/28/2008 14:32	27R	-	N820B	C340	324	25872360	
3/29/2008 17:35	27R	-	N5WU	DA20	337	25876500	Good Effort
3/30/2008 12:10	27R	-	N518BP	SR22	344	25878620	

5. Silent Seven Departure Procedure

The Silent Seven departure is a Federal Aviation Administration instrument departure procedure at Oakland International Airport established to reduce noise on residential communities at nighttime. The Silent Seven departure procedure is described as a turbojet aircraft take-off from Runway 29 that turns left on a heading of 270 degrees to intercept and proceed via the SFO R-342 (the San Francisco International Airport radial heading of 342 degrees). When flying the Silent Seven departure, aircraft are further from residential areas and there is less aircraft noise impact on residences than there would be when departing aircraft fly straight out over the San Francisco Bay on a runway heading. The FAA air traffic controllers assign this departure procedure between 10:00 p.m. and 7:00 a.m. for turbojet aircraft departures.

Compliance Monitoring Procedure

This report identifies the turbojet aircraft that did not comply with the Silent Seven departure procedure. Noncompliance is reported to the Federal Aviation Administration to encourage communications that would help minimize the number of future noncompliance. Since the FAA is responsible for assigning the Silent Seven to a pilot, Noncompliance is not reported to the air carrier involved.

Noncompliant Departures

Noncompliance in the Silent Seven departure procedure occurs when a turbojet aircraft, departing from Runway 29, does not make the initial 270 degrees heading turn and/or passes over Alameda instead of following the Silent Seven departure pattern up the San Francisco Bay.

Although the Silent Seven departure procedure is assigned to turbojet aircraft that depart off Runway 29 between 10:00 p.m. and 7:00 a.m., a ***time buffer of ten minutes*** is applied for monitoring performance. Turbojet aircraft departures between 10:00 p.m. and 10:10 p.m., as well as those between 6:50 a.m. and 7:00 a.m., are exempt from meeting the noise abatement departure procedure even if they do not fly the Silent Seven. *Aircraft that are exempt will be italicized.* Aircraft that are identified as noncompliant will appear in red text.

The ***time buffer*** needs to be applied since two different air traffic controllers are involved in directing a pilot on departure from the airport. The “clearance delivery” air traffic controller is the first controller who instructs the pilot prior to taxiing to the runway and assigns the departure procedure. The second air traffic controller is responsible for directing the aircraft onto taxiways and releasing the aircraft onto the runway for departure. Several minutes may pass between instructions from one controller to the next and aircraft normally scheduled to depart before 10:00 p.m. and that are not assigned the Silent Seven may be delayed a few minutes and depart shortly after 10:00 p.m.. In a similar situation, turbojet aircraft that are scheduled to depart after 7:00 a.m. may depart a few minutes earlier than the normally scheduled time.

This report includes:

- A summary table for nighttime Runway 29 turbojet aircraft departures and Silent Seven departure compliance performance
- A list of all Silent Seven noncompliant departures including “buffer time” departures and
- Flight track maps displaying all Silent Seven noncompliant departures each month during the quarter.

5. Silent Seven Departure Procedure

Silent 7 Night Departure Procedure Compliance Summary First Quarter 2008				
	January	February	March	Quarter
Runway 29 Nighttime Turbojet Departures	667	1,100	1,282	3,049
Buffer Zone Departures	8	14	15	37
Percentage	1.2%	1.3%	1.2%	1.2%
Silent 7 Noncompliance	18	16	54	88
Percentage	2.7%	1.5%	4.2%	2.9%
Silent 7 Departure Success Rate	97.3%	98.5%	95.8%	97.1%

Silent Seven Departure List

Date	Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comments
1/2/2008	6:17:24	SWA	SWA2111	B733	C	N625SW	
1/2/2008	6:59:25	SWA	SWA720	B737	C	N443WN	Buffer Zone
1/6/2008	22:12:03	SWA	SWA2730	B737	C	N900WN	
1/6/2008	22:38:17	SWA	SWA3396	B733	C	N359SW	
1/8/2008	1:44:20	FDX	FDX26	MD11	C	N525FE	
1/8/2008	22:25:42	EJA	EJA946	C750	J	N946QS	
1/8/2008	22:35:05	DAL	DAL1236	B738	C	N3743H	
1/8/2008	22:46:00	JBU	JBU318	A320	C	N593JB	
1/8/2008	23:06:37	JBU	JBU270	A320	C	N590JB	
1/8/2008	23:34:16	AAH	AAH442	B737	C	N742AL	
1/8/2008	23:57:25	JBU	JBU476	A320	C	N503JB	
1/9/2008	6:58:28	UPS	UPS2953	B763	C	N318UP	Buffer Zone
1/11/2008	6:04:12	AWE	AWE3	A320	C	N625AW	
1/12/2008	6:40:32	FDX	FDX435	MD11	C	N596FE	
1/15/2008	2:34:12	FDX	FDX1858	A306	C	-	
1/15/2008	3:20:21	FDX	FDX1860	A310	C	-	
1/15/2008	6:54:29	SWA	SWA633	B735	C	-	Buffer Zone
1/18/2008	6:56:52	SWA	SWA633	B735	C	N523SW	Buffer Zone
1/18/2008	6:57:26	FDX	FDX1867	B722	C	-	Buffer Zone

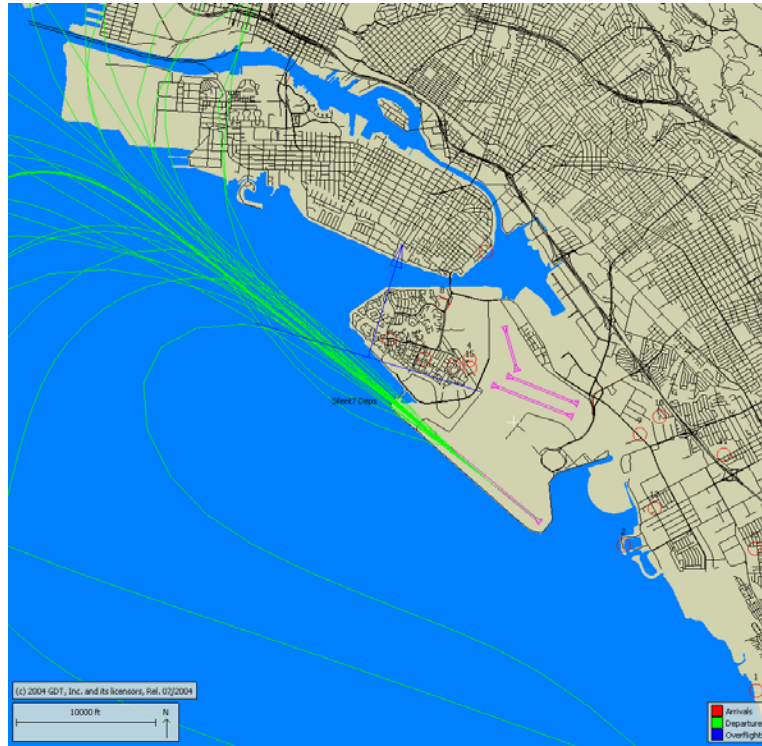
Date	Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comments
1/18/2008	6:59:16	FDX	FDX435	MD10	C	N397FE	Buffer Zone
1/21/2008	6:11:07	SWA	SWA3069	B737	C	-	
1/21/2008	6:47:58	JBU	JBU241	A320	C	-	
1/28/2008	6:57:12	SWA	SWA406	B733	C	N664WN	Buffer Zone
1/29/2008	6:38:39	SWA	SWA1851	B733	C	N695SW	
1/29/2008	6:59:32	SWA	SWA406	B733	C	N373SW	Buffer Zone
1/30/2008	6:37:39	SKW	SKW6539	CRJ2	R	-	
2/1/2008	6:57:39	SWA	SWA459	B737	C	N758SW	Buffer Zone
2/1/2008	22:00:16	UPS	UPS961	B763	C	N307UP	Buffer Zone
2/3/2008	23:49:05	SWA	-	B737	C	N323SW	
2/5/2008	6:58:56	TAG	TAG543	CL60	J	-	Buffer Zone
2/6/2008	6:59:19	SWA	SWA406	B733	C	N632SW	Buffer Zone
2/6/2008	22:00:15	SWA	SWA376	B737	C	N290WN	Buffer Zone
2/7/2008	6:57:45	SWA	SWA406	B733	C	N384SW	Buffer Zone
2/13/2008	6:00:35	AWE	AWE3	A320	C	N631AW	
2/14/2008	0:46:36	TAI	TAI565	A320	C	N461TA	
2/15/2008	6:56:34	JBU	JBU241	A320	C	N665JB	Buffer Zone
2/15/2008	6:57:38	SWA	SWA459	B737	C	N214WN	Buffer Zone
2/15/2008	6:58:48	SWA	SWA633	B735	C	N515SW	Buffer Zone
2/15/2008	6:59:39	FDX	FDX1867	B722	C	N215FE	Buffer Zone
2/17/2008	22:26:46	SWA	SWA3761	B737	C	N714CB	
2/18/2008	6:57:03	SWA	SWA406	B733	C	N396SW	Buffer Zone
2/19/2008	6:59:23	FDX	FDX435	MD10	C	N373FE	Buffer Zone
2/20/2008	6:00:34	AWE	AWE3	A320	C	N622AW	
2/20/2008	6:07:07	KAI	KAI88	C560	J	N115K	
2/20/2008	6:09:02	SWA	SWA3852	B737	C	N792SW	
2/20/2008	6:22:44	SWA	SWA1630	B733	C	N609SW	
2/21/2008	22:10:47	SWA	SWA3764	B733	C	N608SW	Buffer Zone
2/22/2008	2:20:25	FDX	FDX1864	B722	C	N215FE	
2/24/2008	22:01:19	SWA	SWA1842	B737	C	N312SW	Buffer Zone
2/25/2008	22:37:36	DAL	DAL1236	B738	C	N385DN	
2/25/2008	22:40:23	JBU	JBU318	A320	C	N568JB	
2/25/2008	22:53:09	AAH	AAH442	B737	C	N740AL	
2/25/2008	22:58:37	JBU	JBU476	A320	C	N592JB	
2/26/2008	6:23:17	FDX	FDX1890	B722	C	N276FE	
2/26/2008	6:44:04	JBU	JBU241	A320	C	N648JB	
2/26/2008	6:45:17	SWA	SWA807	B737	C	N900WN	
3/1/2008	2:51:53	CFS	CFS8091	AT72	T	N917FX	
3/1/2008	6:58:42	ASA	ASA343	MD83	C	N968AS	Buffer Zone
3/1/2008	6:59:56	SWA	SWA1447	B733	C	N367SW	Buffer Zone
3/4/2008	6:48:51	SWA	SWA459	B737	C	N221WN	
3/5/2008	1:50:06	CFS	CFS8091	AT72	T	N917FX	
3/5/2008	6:52:08	SWA	SWA459	B737	C	N457WN	Buffer Zone
3/6/2008	2:28:45	CFS	CFS8091	AT72	T	N917FX	
3/7/2008	1:49:24	CFS	CFS8091	AT72	T	N917FX	
3/7/2008	6:16:32	SWA	SWA1608	B737	C	N710SW	
3/9/2008	6:40:49	CCP	CCP2701	B722	C	N675MG	
3/9/2008	22:00:56	UPS	UPS2955	B763	C	N324UP	Buffer Zone
3/9/2008	22:36:12	DAL	DAL1236	B738	C	N376DA	
3/11/2008	2:21:57	CFS	CFS8091	AT72	T	N917FX	
3/11/2008	2:53:40	CFS	CFS8080	AT72	T	N821FX	

Date	Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comments
3/11/2008	6:58:58	ASA	ASA343	MD83	C	N960AS	Buffer Zone
3/11/2008	22:20:15	SWA	SWA1369	B737	C	-	
3/11/2008	22:31:14	DAL	DAL1236	B738	C	N387DA	
3/11/2008	22:48:28	JBU	JBU318	A320	C	N645JB	
3/11/2008	22:53:48	JBU	JBU476	A320	C	N536JB	
3/11/2008	23:05:54	AAH	AAH442	B737	C	N748AL	
3/13/2008	6:41:35	FDX	FDX3602	A306	C	N687FE	
3/14/2008	3:21:18	CFS	CFS8080	AT72	T	N821FX	
3/14/2008	4:12:54	FDX	FDX87	MD11	C	N623FE	
3/15/2008	3:03:56	CFS	CFS8091	AT72	T	N917FX	
3/17/2008	6:13:20	AWE	AWE3	A320	C	N674AW	
3/17/2008	6:59:17	SWA	SWA1938	B737	C	N448WN	Buffer Zone
3/17/2008	22:44:11	DAL	DAL1236	B738	C	N3739P	
3/17/2008	22:55:53	AAH	AAH442	B737	C	N741AL	
3/17/2008	23:00:30	JBU	JBU476	A320	C	N506JB	
3/18/2008	2:30:03	CFS	CFS8091	AT72	T	N917FX	
3/18/2008	6:57:54	SWA	SWA1938	B737	C	N228WN	Buffer Zone
3/18/2008	6:59:22	AAL	AAL1452	MD83	C	N9302B	Buffer Zone
3/18/2008	22:05:32	SWA	SWA957	B737	C	N262WN	Buffer Zone
3/18/2008	22:06:55	SWA	SWA1369	B737	C	N713SW	Buffer Zone
3/18/2008	22:15:31	SWA	SWA127	B737	C	N482WN	
3/18/2008	22:39:43	DAL	DAL1236	B738	C	N399DA	
3/18/2008	22:58:59	JBU	JBU318	A320	C	N646JB	
3/18/2008	22:59:58	SWA	SWA270	B737	C	N379SW	
3/19/2008	6:36:20	SWA	SWA2286	B737	C	-	
3/19/2008	6:42:43	SWA	SWA31	B733	C	-	
3/19/2008	6:59:16	FDX	FDX3103	MD10	C	-	Buffer Zone
3/20/2008	23:14:52	AAH	AAH442	B737	C	N739AL	
3/24/2008	22:27:48	SWA	SWA525	B737	C	N799SW	
3/24/2008	22:35:57	DAL	DAL1236	B738	C	N3757D	
3/24/2008	22:58:40	JBU	JBU318	A320	C	N613JB	
3/24/2008	23:04:36	JBU	JBU476	A320	C	N564JB	
3/25/2008	22:13:40	SWA	SWA525	B737	C	-	
3/25/2008	22:34:37	DAL	DAL1236	B738	C	-	
3/25/2008	22:44:56	EJA	EJA752	GALX	J	-	
3/25/2008	22:46:01	VMP	VMP319	GLEX	J	-	
3/25/2008	22:55:15	JBU	JBU476	A320	C	-	
3/25/2008	23:17:39	AAH	AAH442	B737	C	-	
3/26/2008	6:39:09	SWA	SWA31	B733	C	N613SW	
3/26/2008	6:40:09	SWA	SWA546	B737	C	N244WN	
3/28/2008	4:29:53	FDX	FDX87	MD11	C	N603FE	
3/28/2008	22:01:39	UPS	UPS961	B763	C	N327UP	Buffer Zone
3/28/2008	22:03:06	SWA	SWA3517	B737	C	N748SW	Buffer Zone
3/28/2008	22:20:45	SWA	SWA560	B737	C	N406WN	
3/28/2008	22:22:36	SWA	SWA3322	B737	C	N414WN	
3/31/2008	6:28:37	SWA	SWA31	B733	C	N638SW	
3/31/2008	6:36:33	SWA	SWA2286	B737	C	N733SA	
3/31/2008	6:59:44	ASA	ASA372	B737	C	N619AS	Buffer Zone
3/31/2008	22:04:15	SWA	SWA957	B733	C	N318SW	Buffer Zone
3/31/2008	22:12:02	SWA	SWA333	B733	C	N380SW	
3/31/2008	22:24:07	SWA	SWA3322	B737	C	N416WN	

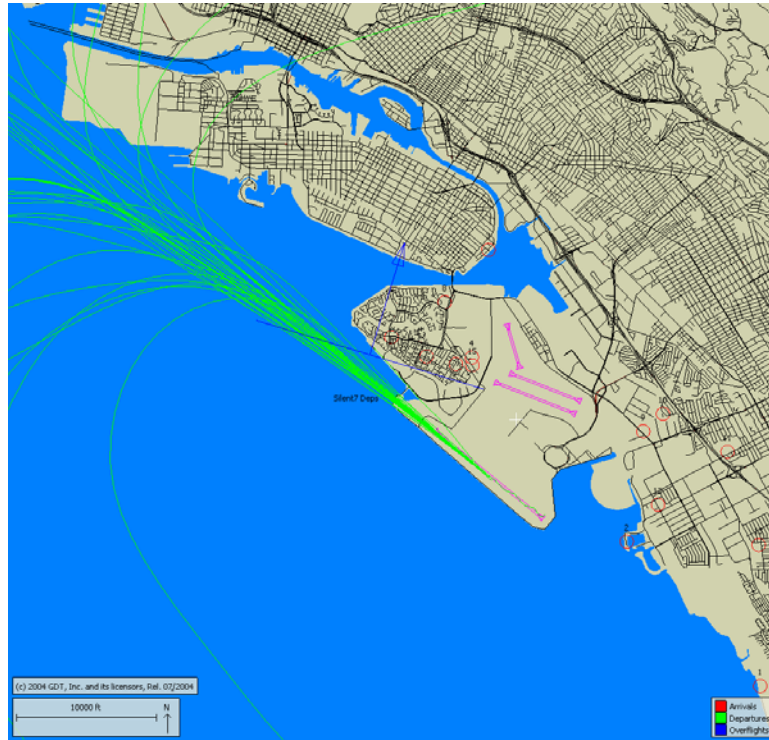
Date	Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comments
3/31/2008	22:29:25	SWA	SWA270	B733	C	N388SW	
3/31/2008	22:32:48	SWA	SWA3517	B737	C	N482WN	
3/31/2008	22:45:35	KAI	KAI82	GLF4	J	N619A	
3/31/2008	22:57:40	JBU	JBU476	A320	C	N529JB	

Silent7 IDP Non-compliant Departures Flight Track Maps

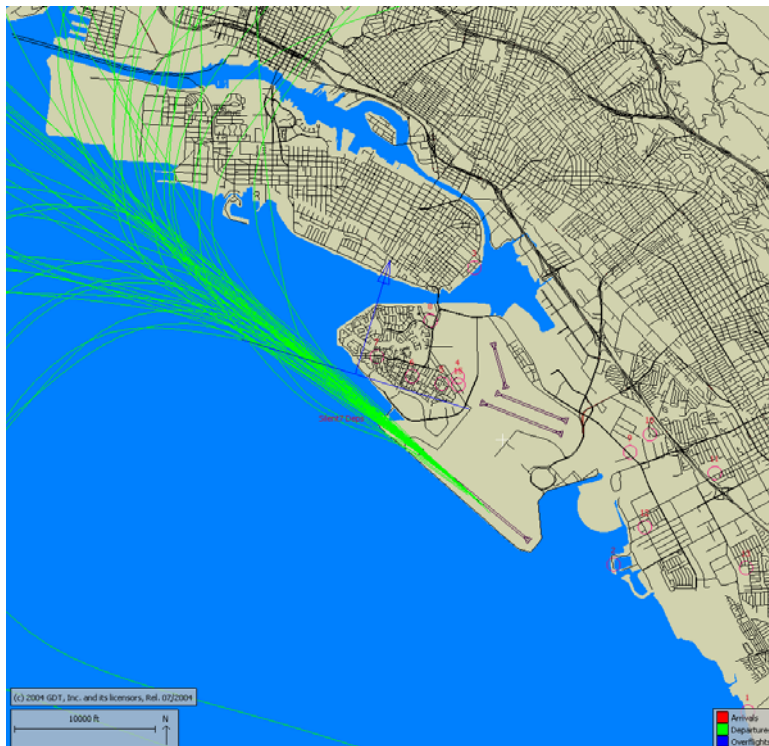
January 2008



February 2008



March 2008



6. North Field Quiet Hours Program

The Nighttime Quiet Hours program was designed to minimize aircraft noise on residential areas adjacent to Oakland International Airport's North Field from 10 p.m. to 6 a.m. daily. To achieve this goal the North Field Flight Pattern Research Group has developed a variety of noise abatement departure procedures at the North Field that give pilots recommendations for runway use, including a choice of departure routes for both eastbound and westbound air traffic. If the procedures are flown as intended, aircraft will avoid flying over nearby residential areas on Bay Farm Island, the Fernside area of Alameda and the Davis West/Timothy Drive area of San Leandro.

Actions taken by noise office staff

If a company-owned aircraft departure flies over nearby residential areas, noise abatement staff will contact the manager or chief pilot and provide a printout from ANOMS, illustrating the flight track in question and its date/time, altitude and noise level (if available). Staff will also provide a noise abatement brochure and discuss the Airport's expectations for compliance when possible.

If a departure by a private general aviation aircraft flies over a nearby residential area, noise abatement staff will send a letter which explains the noise abatement procedure and the Airport's expectations for compliance when possible. Also included are a brochure on noise abatement procedures and a printout from ANOMS, illustrating the flight track in question and its date/time of departure.

This report includes:

- A table summarizing the Quiet Hours Program performance statistics
- A table listing non-compliant nighttime departures and exempt departures with a comment on the nature of the exemption.

Terminology for Quiet Hours Report

The following definitions are intended to increase understanding of the nighttime Quiet Hours procedures and to clarify the reporting of those procedures.

- **Audio Not Reviewed** – Unable to determine cause for non-compliance either due to the unavailability of the ATC audio recording or due to other technical or logistical problem.
- **Wide Salad** – SALAD ONE departure turn that flew over Alameda residential areas.
- **VFR** – Visual Flight Rules departure that flew over nearby residential areas.
- **310 Heading** – Departures from Runway 27R/L that turn to a 310 degree heading after take-off.
- **Touch-and-Go** – Aircraft performed a Touch-and-Go training flight after 10 pm.
- **Stage 2** – Departure from Runways 09R/L performed by a Stage 2 corporate jet.
- **Straight Out** – Runway heading departure from Runways 09R/L or 27R/L that flew over nearby residential areas.
- **Traffic Conflict / ATC** – Noise abatement departure could not be performed due to

other aircraft operations or other Air Traffic Controller requirements.

- **Time Buffer** – Departures between 10:00-10:10 pm and 5:50-6:00 am.
- **Medical** – Medical operations are exempt from noise abatement procedures.
- **Law Enforcement** – Law Enforcement Operation that flew over residential areas.
- **South Field Closure** – Due to South Field closure for maintenance on Monday mornings (Midnight – 6:00am) jet aircraft departed from North Field.

7. North Field Nighttime Departure Procedure

North Field Quiet Hours Compliance Summary (10:00 p.m. to 6:00 a.m.) First Quarter 2008				
	January	February	March	Quarterly
Total Nighttime Departures	148	208	242	598
Compliant Departures	137	179	229	545
Average Compliant Departures per Night	4.4	6.0	7.4	5.9
Non-Compliant Departures	11	29	13	53
Average Non-Compliant Departures per Night	0.4	1.0	0.4	0.6
Compliance Percentage	93%	86%	95%	91%

North Field Nighttime Departure List

Date/Time	Flight Number	Tail Number	Aircraft Type	Runway	Comments
1/1/2008 23:00	-	N851JS	C185	09L	Non-preferred Runway
1/2/2008 3:45	-	-	-	33	RWY 33 Departure
1/2/2008 22:31	-	N1400	C210	27R	Wide Salad
1/3/2008 5:21	AMF4118	-	BE99	09L	Non-preferred Runway
1/9/2008 0:09	AMF271	-	SW4	09R	Good Effort
1/11/2008 0:52	AMF217	-	BE99	27L	Wide Salad
1/11/2008 5:48	-	N911RX	BE20	27R	Wide Salad
1/18/2008 22:41	AMF229	-	SW4	27R	Wide Salad
1/24/2008 5:32	-	N930FE	C208	09L	Non-preferred Runway
1/24/2008 22:07	AMF270	-	BE99	09L	Time Buffer
1/25/2008 22:09	-	N911RX	BE20	09L	Time Buffer
1/28/2008 1:08	-	-	-	33	RWY 33 Departure
1/30/2008 5:34	VNR131	-	P180	27R	Wide Salad
1/31/2008 22:29	-	-	-	27R	310 Heading
2/3/2008 0:13	VNR180	-	P180	27L	Wide Salad
2/5/2008 0:09	-	-	-	27R	310 Heading

Date/Time	Flight Number	Tail Number	Aircraft Type	Runway	Comments
2/6/2008 4:27	AMF208	-	BE99	09R	Drifted East
2/6/2008 23:36	-	-	-	09L	Non-preferred Runway
2/8/2008 1:32	AMF272	-	SW4	09R	Good Effort
2/8/2008 3:15	-	-	-	27R	Wide Salad
2/8/2008 3:40	AMF259	-	BE99	27R	Wide Salad
2/8/2008 22:30	AMF229	-	SW4	27R	Wide Salad
2/8/2008 23:22	-	N1228Y	C172	27R	Wide Salad
2/9/2008 0:14	-	-	-	33	RWY 33 Departure
2/9/2008 22:40	-	N443FL	PA28	27R	VFR Good Effort
2/11/2008 3:33	MXA149	-	A320	27L	Maintenance
2/11/2008 5:44	MRA687	-	C208	27R	310 Heading
2/12/2008 2:56	AMF288	N26RZ	SW4	27R	Wide Salad
2/15/2008 23:50	-	N942TW	PC12	33	RWY 33 Departure
2/16/2008 23:50	-	-	-	33	RWY 33 Departure
2/18/2008 0:47	-	N309PH	EC35	27R	313 Heading
2/19/2008 0:28	-	N164SD	RV7	27R	310 Heading
2/19/2008 2:33	AMF288	N111YV	B190	27R	Wide Salad
2/20/2008 22:47	-	N546C	BE90	27R	Wide Salad
2/22/2008 0:00	AMF271	-	SW4	27R	Wide Salad
2/22/2008 1:40	AMF272	-	SW4	27R	Wide Salad
2/22/2008 2:37	AMF288	N111YV	B190	27R	Wide Salad
2/22/2008 3:04	-	N41RX	-	33	RWY 33 Departure
2/23/2008 1:30	-	N6462Q	MO20	09L	Non-preferred Runway
2/24/2008 22:33	-	N73WC	B350	27L	Wide Salad
2/24/2008 23:17	-	-	-	33	RWY 33 Departure
2/26/2008 0:53	-	-	-	33	RWY 33 Departure
2/28/2008 2:35	AMF288	N26RZ	-	27R	Wide Salad
2/29/2008 2:36	AMF288	N26RZ	B190	27R	Wide Salad
2/29/2008 5:56	AMF223	-	-	27R	Time Buffer
2/29/2008 22:40	AMF229	-	SW4	27R	313 Heading
2/29/2008 23:57	-	N1898Q	C177	27R	310 Heading
3/3/2008 22:03	-	N6403C	-	27R	Time Buffer
3/4/2008 2:42	AMF288	-	B190	27R	Wide Salad
3/5/2008 5:57	AMF213	-	PA31	27R	Time Buffer
3/6/2008 0:21	-	N31KT	C421	27L	Good Effort
3/6/2008 22:18	-	N2236D	PA44	27R	Wide Salad
3/10/2008 3:08	-	-	-	27R	VFR Departure
3/12/2008 2:36	AMF288	N26RZ	-	27R	Good Effort
3/13/2008 5:55	AMF214	-	PA31	27R	Time Buffer
3/13/2008 5:58	AMF212	-	BE99	27R	Time Buffer
3/13/2008 23:52	AMF271	-	SW4	27R	Wide Salad
3/15/2008 1:18	-	N1VQ	AC90	27R	Wide Salad
3/16/2008 2:28	CHP32	-	-	33	Helicopter
3/17/2008 5:56	AMF214	-	PA31	27R	Time Buffer
3/18/2008 0:14	AMF271	-	SW4	27L	Wide Salad
3/19/2008 22:00	AMF270	-	BE99	27R	Time Buffer
3/20/2008 0:57	-	N500BG	PC12	27R	Wide Salad
3/21/2008 22:49	AMF229	-	SW4	27R	Good Effort
3/21/2008 23:21	-	N2236D	PA44	27R	Good Effort
3/24/2008 5:29	MRA687	-	C208	33	IFR Good Effort
3/24/2008 5:29	MRA687	-	C208	33	VFR Departure

Date/Time	Flight Number	Tail Number	Aircraft Type	Runway	Comments
3/24/2008 23:00	-	N442JR	BE20	27R	VFR Departure
3/25/2008 2:37	AMF288	N111YV	B190	27R	Wide Salad
3/30/2008 22:24	-	N802MJ	BE20	27R	Straight-out Departure
3/31/2008 2:51	MXA149	-	A320	27L	Runway 29 Maintenance
3/31/2008 4:32	-	N91MF	BE20	27R	Wide Salad
3/31/2008 23:24	-	-	-	33	VFR Departure