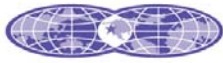




Oakland International Airport



A division of the Port of Oakland

South Field Quarterly Report Third Quarter 2008



Prepared for
The South Field Research Group

Prepared by
Oakland International Airport
Noise and Environmental Compliance Office

October 22, 2008

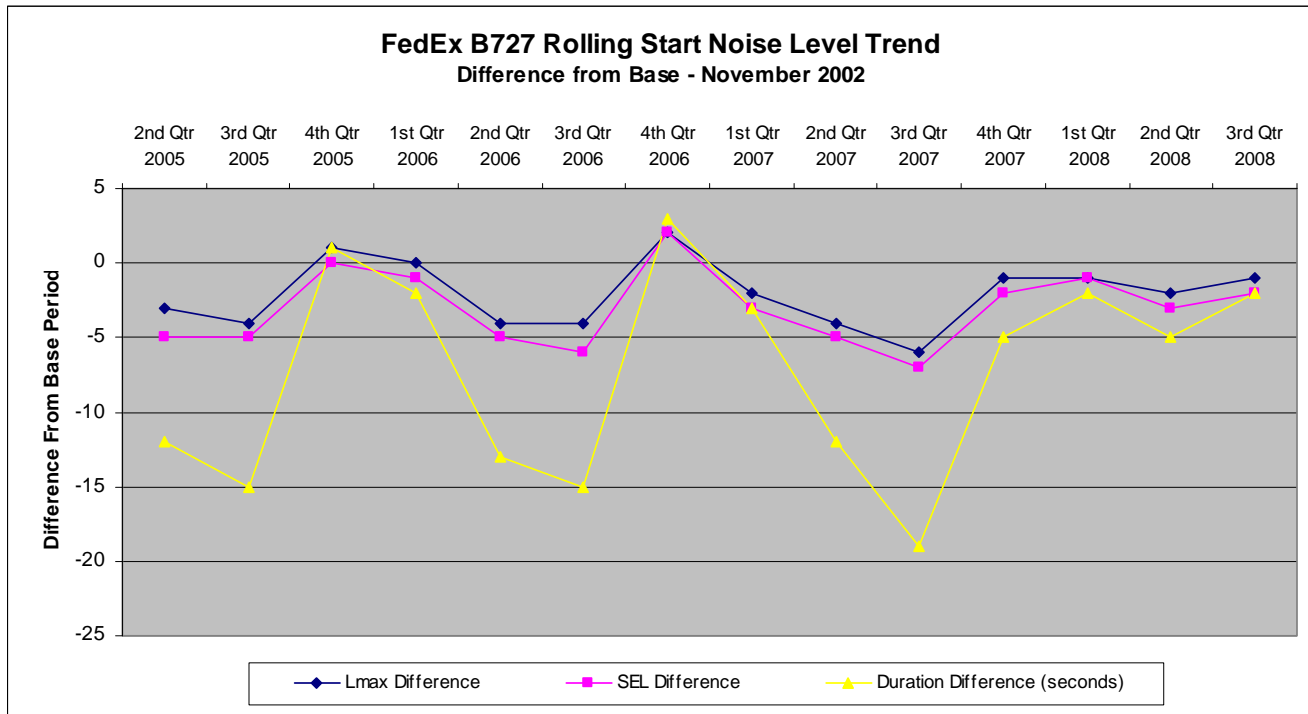
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Rolling Takeoff Procedure, Runway 29 Departures (1:00 to 5:00 AM) 3rd Quarter 2008, RMT 2						
	Aircraft Departures	Recorded Noise Events (a)	Lmax Average	SEL Average	Avg. Duration (sec.)	
Baseline (November 2002) [A]						
B727	104	101	76	87	44	
DC10/MD10	87	32	69	78	22	
MD11	32	13	70	79	24	
A306	67	21	67	77	25	
3rd Quarter (July through September) 2008 [B]						
	Total [X]	Avg. Monthly [X/3]				
B727	188	63	172	75	85	42
DC10/MD10	224	75	26	66	75	15
MD11	199	66	53	67	75	14
A306	202	67	17	66	74	13
Difference [A-B]						
B727		-41	71	-1	-2	-2
DC10/MD10		-12	-6	-3	-3	-7
MD11		34	40	-3	-4	-10
A306		0	-4	-1	-3	-12
(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)						

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Rolling Takeoff Procedure, Runway 29 Departures, 1:00 to 5:00 AM) 3rd Quarter 2007						
RMT #2 Noise Measurements	Aircraft Departures	Recorded Noise Events (a)	Lmax Average	SEL Average	Avg. Duration (sec.)	
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	
3rd Quarter July through September 2007 [B]						
	Total [X]	Avg. Monthly [X/3]				
B727	123	41	110	70	80	
DC10/MD10	227	76	29	67	76	
MD11	184	61	41	67	76	
A306	208	69	16	66	75	
Difference [A-B]						
B727		-63	9	-6	-7	
DC10/MD10		-11	-3	-2	-2	
MD11		29	28	-3	-3	
A306		2	-5	-1	-2	

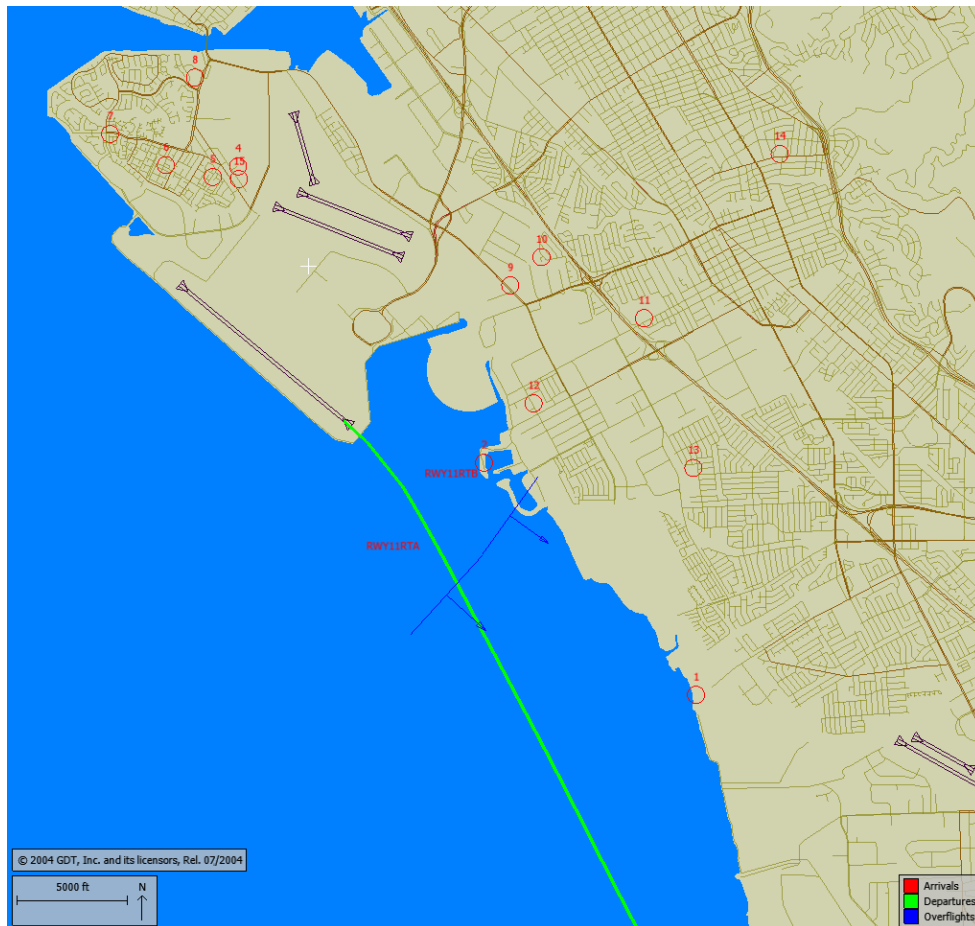
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft backblast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event. Source: ANOMS (Airport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



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Runway 11 Night Departure Right Turn Procedure Compliance Summary Third Quarter 2008				
	July	August	September	Quarter
Runway 11 Jet Departures (10:00 pm - 7:00 am)	1	2	0	3
Non-compliant Departures (10:00 pm - 7:00 am)	0	1	0	1
Compliant Departures	1	1	0	2
Right Turn Departure Success Rate	100.0%	50.0%	N/A	66.7%
Runway 11 Jet Departures (10:00 pm - 6:00 am)	0	1	0	1
Non-compliant Departures (10:00 pm - 6:00 am)	0	0	0	0
Compliant Departures (10:00 pm - 6:00 am)	0	1	0	1
Success Rate without 6-7 AM Departures	N/A	100.0%	N/A	100.0%

July Flight Tracks



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August Flight Tracks

