



Oakland International Airport



A division of the Port of Oakland

NOISE ABATEMENT PROGRAM MANAGEMENT

Quarterly Reports Summary

Third Quarter 2009

Prepared By

Noise/Environmental Management Office

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North Field Quarterly Reports Summary

| Runway 27R/L Jet Departure Procedure Compliance Summary Third Quarter 2009 | | | | |
|---|-------|--------|-----------|-----------|
| | July | August | September | Quarterly |
| Airport-wide Corporate Jet Departures | 564 | 537 | 558 | 1,659 |
| Compliant Corporate Jet Departures | 536 | 508 | 543 | 1,587 |
| Non-compliant Departures from Runways 27R/L | 28 | 29 | 15 | 72 |
| Jet Departure Compliance Rate | 95% | 95% | 97% | 96% |
| The section below compares compliance performance to all airport-wide jet departures. | | | | |
| Total Airport Jet Departures | 5,826 | 5,688 | 5,417 | 16,931 |
| Compliant Jet Departures | 5,798 | 5,659 | 5,402 | 16,859 |
| Non-compliant Departures from Runways 27R/L | 28 | 29 | 15 | 72 |
| Jet Departure Compliance Rate | 100% | 99% | 100% | 100% |

| Runway 09R/L Jet Landing Procedure Compliance Summary Third Quarter 2009 | | | | |
|---|-------|---------|-----------|---------|
| | July | August | September | Quarter |
| Total SE Plan Corporate Jet Landings * | 1 | 0 | 0 | 1 |
| Compliant Landings | 1 | 0 | 0 | 1 |
| Non-compliant Landings on Runways 09R/L | 0 | 0 | 0 | 0 |
| Jet Landing Compliance Rate | 100% | no data | no data | 100% |
| * Note: During Southeast Plan, business jets may land on Runways 09R/L and 11. | | | | |
| The section below compares compliance performance to total airport-wide corporate jet landings. | | | | |
| Total Corporate Jet Landings | 572 | 551 | 554 | 1,677 |
| Compliant Landings | 572 | 551 | 554 | 1,677 |
| Non-compliant Landings on Runways 09R/L | 0 | 0 | 0 | 0 |
| Jet Landing Compliance Rate | 100% | 100% | 100% | 100.0% |
| The section below compares compliance performance to total airport-wide jet landings. | | | | |
| Total Airport Jet Landings | 5,858 | 5,704 | 5,431 | 16,993 |
| Compliant Landings | 5,858 | 5,704 | 5,431 | 16,993 |
| Non-compliant Landings on Runways 09R/L | 0 | 0 | 0 | 0 |
| Jet Landing Compliance Rate | 100% | 100% | 100% | 100.0% |
| * Note: During Southeast Plan, business jets may land on Runways 09R/L and 11. | | | | |

North Field Quarterly Reports Summary

| North Field Quiet Hours Compliance Summary (10:00 p.m. to 6:00 a.m.) Third Quarter 2009 | | | | |
|---|------------|------------|------------|------------|
| | July | August | September | Quarterly |
| Total Night Departures (10:00 p.m. to 6:00 a.m.) | 238 | 210 | 240 | 688 |
| Compliant Night Departures | 224 | 197 | 226 | 647 |
| Average Compliant Departures per Night | 7.2 | 6.6 | 7.3 | 7.0 |
| Non-Compliant Night Departures | 14 | 13 | 14 | 41 |
| Average Non-Compliant Departures per Night | 0.5 | 0.4 | 0.5 | 0.4 |
| Night Departure Compliance Rate | 94% | 94% | 94% | 94% |

| VFR Aircraft Departure Procedure Compliance Summary Third Quarter 2009 | | | | |
|--|------------|------------|-----------|-----------|
| | Runway 27R | Runway 27L | Runway 33 | Total |
| Total VFR Departures | 896 | 156 | 600 | 1,652 |
| VFR Departures Over Alameda | 76 | 11 | 29 | 116 |
| Percentage of VFR Departures Over Alameda | 8% | 7% | 5% | 7% |
| Non-compliant VFR Departures Over Alameda | 18 | 1 | 5 | 24 |
| Compliant VFR Departures | 878 | 155 | 595 | 1,628 |
| VFR Departure Compliance Rate | 98% | 99% | 99% | 99% |
| IFR Departures | 2,589 | 498 | 843 | 3,930 |
| Total IFR and VFR Departures | 3,485 | 654 | 1,443 | 5,582 |
| Compliance Rate of Combined Departures | 99% | 100% | 100% | 100% |

South Field Quarterly Reports Summary

| Runway 29 Bay Farm Right Turn Departure Procedure Compliance Summary Third Quarter 2009 | | | | |
|--|----------|----------|-----------|-----------|
| | July | August | September | Quarter |
| Runway 29 Turbojet Departures | 5,758 | 5,616 | 5,377 | 16,751 |
| Runway 29 Right Turn Climb Out Departures | 2 | 5 | 4 | 11 |
| Percentage of Non-compliance | 0.03% | 0.09% | 0.07% | 0.07% |
| Runway 29 RT Departure Compliance Rate | 100% | 100% | 100% | 100% |

| Silent 7 Night Departure Procedure Compliance Summary Third Quarter 2009 | | | | |
|---|-------------|-------------|-------------|-------------|
| | July | August | September | Quarter |
| Runway 29 Nighttime Turbojet Departures | 904 | 823 | 786 | 2,513 |
| Buffer Zone Departures | 16 | 12 | 7 | 35 |
| Percentage of Buffer Zone Departures | 1.8% | 1.5% | 0.9% | 1.4% |
| Silent 7 Non-compliant Departures | 7 | 6 | 1 | 14 |
| Non-compliance Rate | 0.8% | 0.7% | 0.1% | 0.6% |
| Silent 7 Departure Compliance Rate | 99% | 99% | 100% | 99% |

South Field Quarterly Reports Summary

| Runway 11 Night Departure Right Turn Procedure Compliance Summary Third Quarter 2009 | | | | |
|---|-------------|----------------|-------------|-------------|
| | July | August | September | Quarter |
| Runway 11 Jet Departures (10:00 pm - 7:00 am) | 1 | 0 | 1 | 2 |
| Non-quiet Departures (10:00 pm - 7:00 am) | 0 | 0 | 0 | 0 |
| Quiet Departures (10:00 pm - 7:00 am) | 1 | 0 | 1 | 2 |
| Quiet Right Turn Departure Rate (10:00 pm - 7:00 am) | 100% | no data | 100% | 100% |
| Runway 11 Jet Departures (10:00 pm - 6:00 am) | 1 | 0 | 1 | 2 |
| Non-compliant Departures (10:00 pm - 6:00 am) | 0 | 0 | 0 | 0 |
| Compliant Departures (10:00 pm - 6:00 am) | 1 | 0 | 1 | 2 |
| Target Compliance Rate (10:00 pm - 6:00 am) | 100% | no data | 100% | 100% |
| Note: The noise abatement procedure is officially implemented between 10:00 p.m. and 6:00 a.m. nightly. | | | | |

| Rolling Takeoff Procedure, Runway 29 Departures (1:00 to 5:00 AM) 3rd Quarter 2009, RMT 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 | |
| 3rd Quarter July through September 2009 [B] | | | | | | |
| | Total [X] | Avg. Monthly [X/3] | | | | |
| B727 | 63 | 21 | 61 | 72 | 82 | 32 |
| DC10/MD10 | 157 | 52 | 27 | 68 | 77 | 19 |
| MD11 | 197 | 66 | 55 | 67 | 75 | 14 |
| A306 | 221 | 74 | 14 | 66 | 76 | 18 |
| Difference [A-B] | | | | | | |
| B727 | | -83 | -40 | -4 | -5 | -12 |
| DC10/MD10 | | -35 | -5 | -1 | -1 | -3 |
| MD11 | | 34 | 42 | -3 | -4 | -10 |
| A306 | | 7 | -7 | -1 | -1 | -7 |
| (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) | | | | | | |