

# NOISE COMPLAINT REPORT

COMPLAINT ID: 48790

COMPLAINT TYPE: Off Course

OPERATION TYPE: Arrival

RUNWAY: 29

A/C TYPE: P28B

DATE AND TIME: May 02 2016, 10:10 AM

POINT OF CLOSEST APPROACH(PCA): 0.54 nm

ALTITUDE AT PCA: 9100 ft



Piston single engine aircraft made high, wide left midfield crosswind to 29 after circling through glider activity area. Spoke to this pilot about patternwork, glider activity area, and residential areas. See 05/31 synopsis for further info.



# NOISE COMPLAINT REPORT

COMPLAINT ID: 48805

COMPLAINT TYPE: Low And Loud

OPERATION TYPE: Arrival

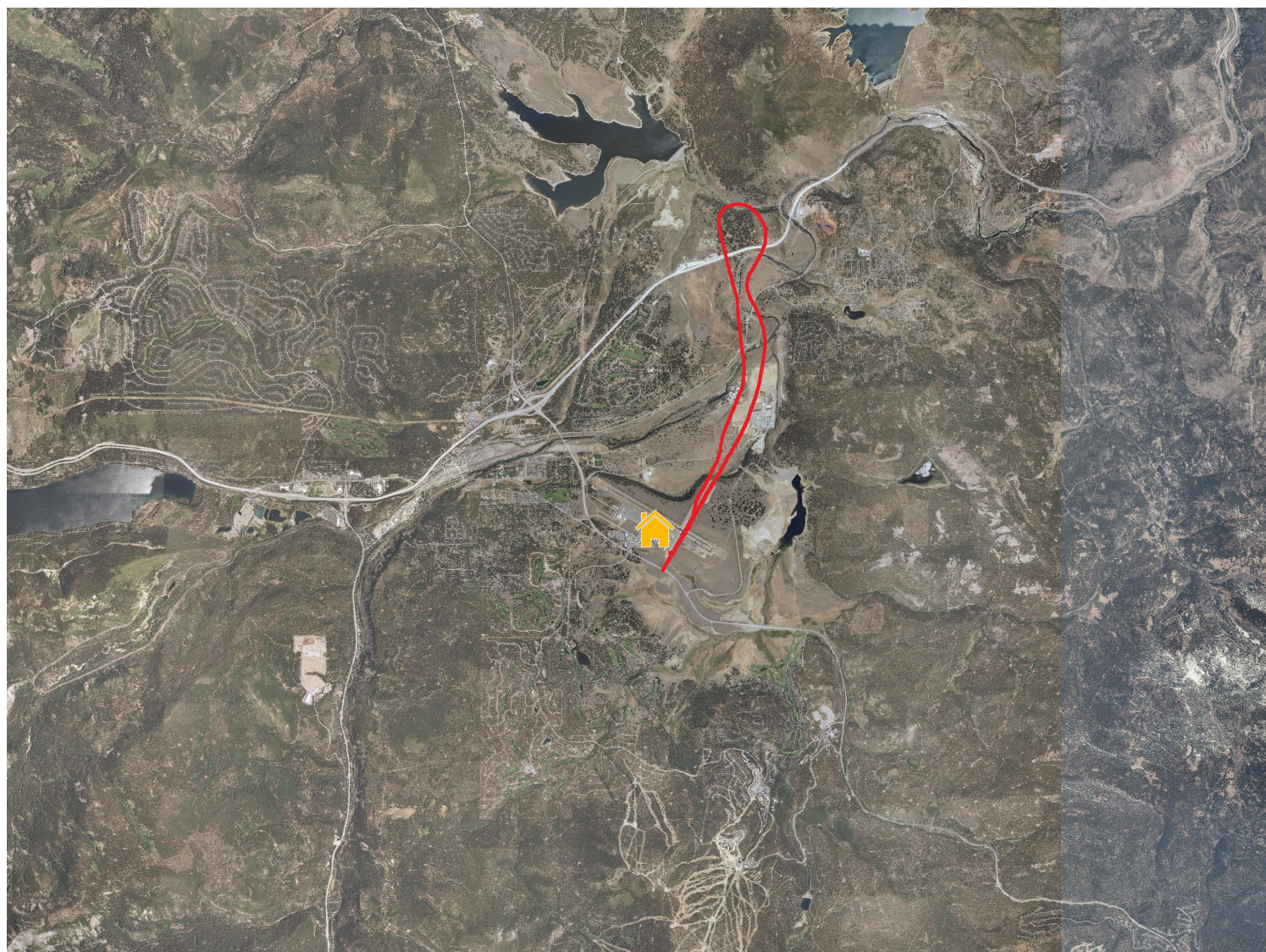
RUNWAY: 2

A/C TYPE: MSQ2

DATE AND TIME: May 03 2016, 08:47 AM

POINT OF CLOSEST APPROACH(PCAO): 0.24 nm

ALTITUDE AT PCAO: 5900 ft



Track does not include 1.5 hours of overflights and touch and go's.

Anonymous commenter "in Martis Camp area" stated aircraft "too low, too loud" No reply info left, no caller ID Management has spoken to this pilot on multiple occasions. Because of the nature of this aircraft's operations, staff and pilots are experimenting with routing to keep operations over the field, traffic-permitting, to reduce residential overflights. Use of Runway 02 however does put the aircraft in the area from which the comment came. Staff continues to refine protocols for this pilot and others who fly similar aircraft.



# NOISE COMPLAINT REPORT

COMPLAINT ID: 48811

COMPLAINT TYPE: Loud Disturbance

OPERATION TYPE: Departure

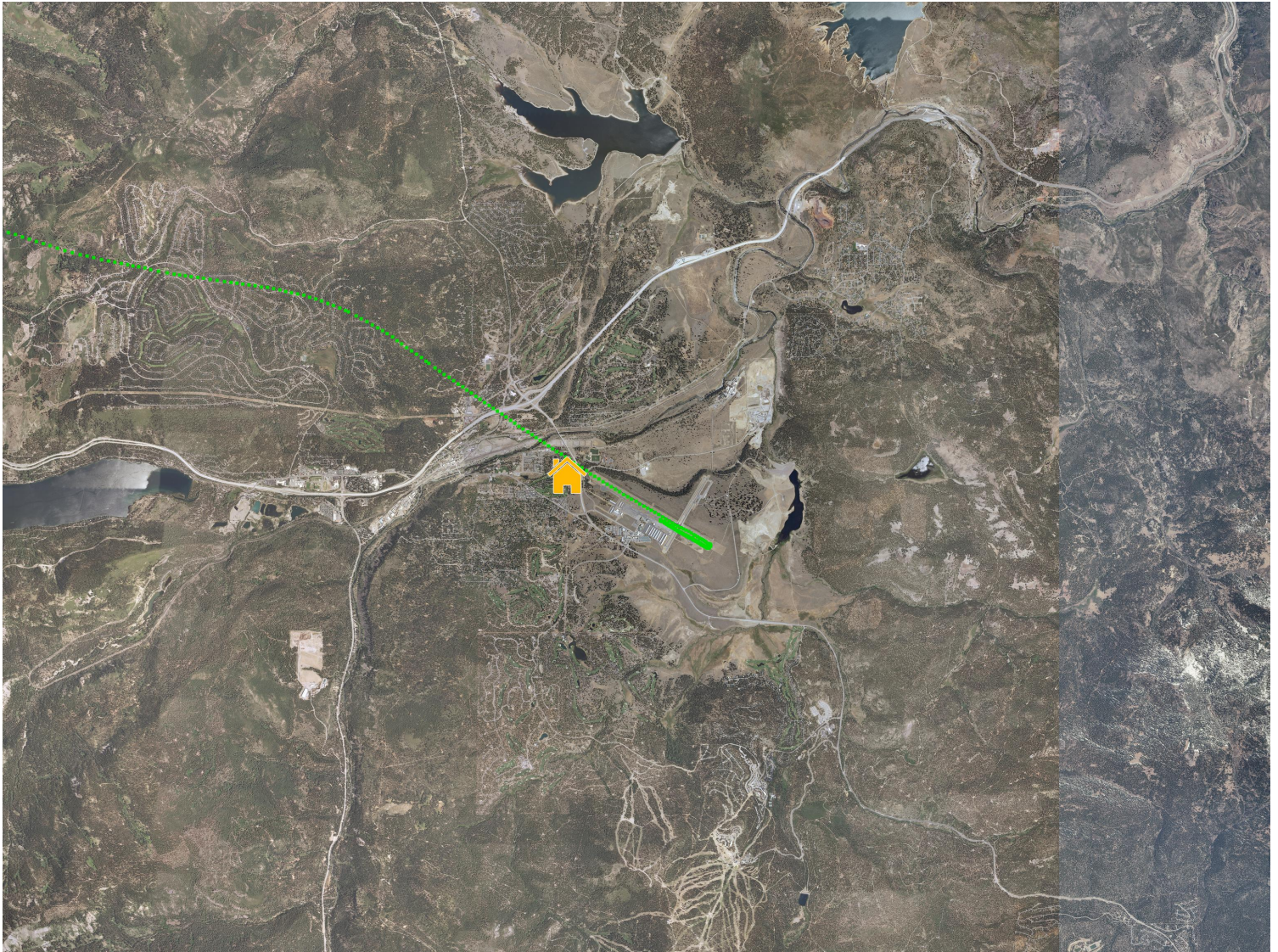
RUNWAY: 29

A/C TYPE: CL60

DATE AND TIME: May 12 2016, 05:00 PM

POINT OF CLOSEST APPROACH(PCA): 0.15 nm

ALTITUDE AT PCA: 6300 ft



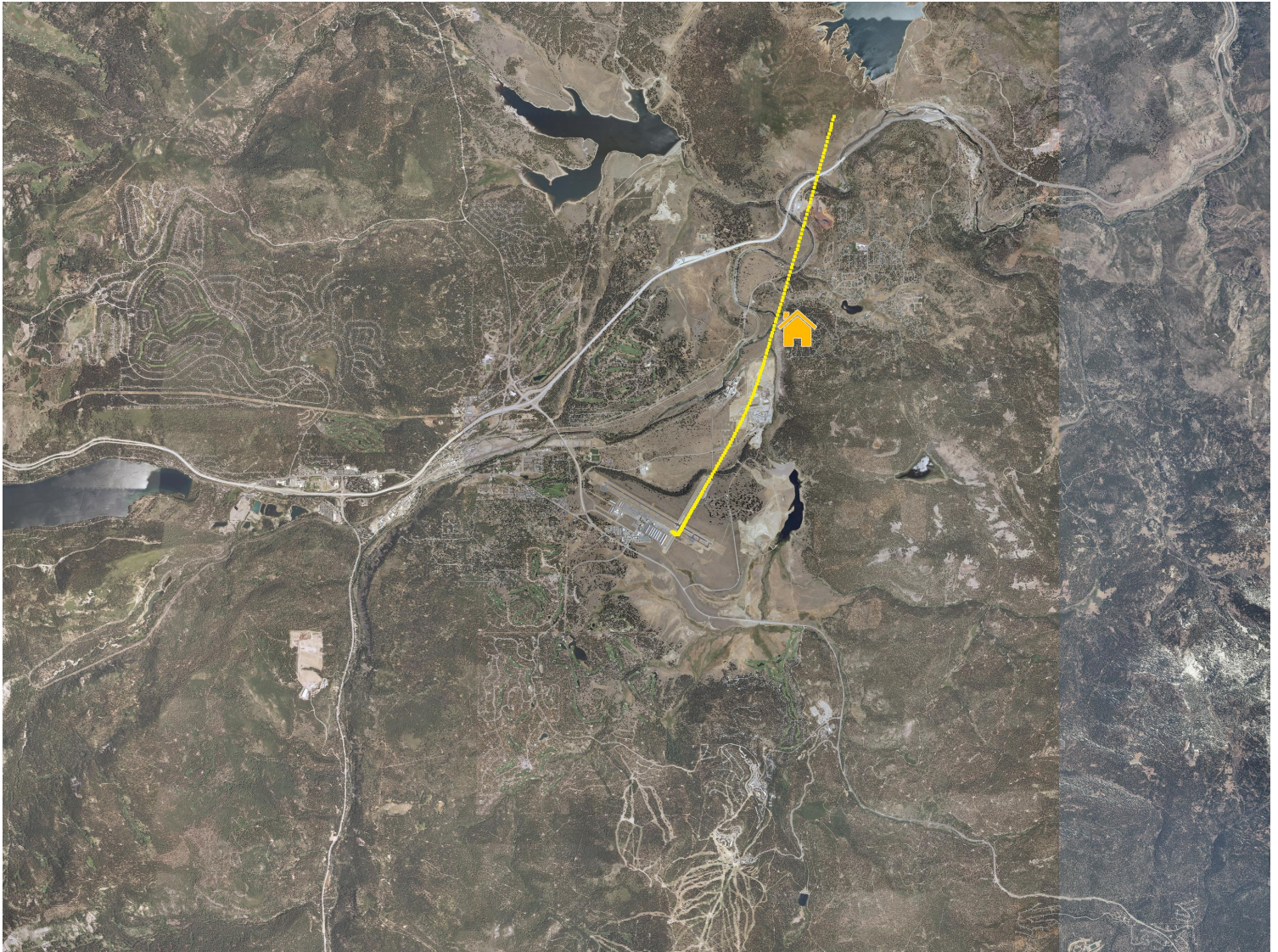
Challenger 600 making a VFR departure from 29. Emailed operator.



# NOISE COMPLAINT REPORT

COMPLAINT ID: 48970  
COMPLAINT TYPE: Curfew  
OPERATION TYPE: Arrival  
RUNWAY: 20  
A/C TYPE: PA46

DATE AND TIME: May 25 2016, 10:06 PM  
POINT OF CLOSEST APPROACH(PCA): 0.26 nm  
ALTITUDE AT PCA: 6600 ft



PA46 Arrival 20. 6 minutes after voluntary curfew. Staff emailed and spoke to transient operator.



# NOISE COMPLAINT REPORT

COMPLAINT ID: 49161  
COMPLAINT TYPE: Low  
OPERATION TYPE: Departure  
RUNWAY: 29  
A/C TYPE: BE33

DATE AND TIME: May 28 2016, 05:30 PM  
POINT OF CLOSEST APPROACH(PCA): 0.12 nm  
ALTITUDE AT PCA: 6200 ft



Beech Bonanza departure runway 29. Off course and low. Non-Compliant. Staff spoke to and emailed transient pilot information.



# NOISE COMPLAINT REPORT

COMPLAINT ID: 49160

COMPLAINT TYPE: Off Course

OPERATION TYPE: Departure

RUNWAY: **29**

A/C TYPE: **BE35**

DATE AND TIME: May 29 2016, 02:10 PM

POINT OF CLOSEST APPROACH(PCA): 0.18 nm

ALTITUDE AT PCA: 6600 ft



Bonanza departure runway 29. Non-Compliant - staff called and emailed transient pilot.



# NOISE COMPLAINT REPORT

COMPLAINT ID: 49159

COMPLAINT TYPE: Loud Disturbance

OPERATION TYPE: Touch & Go

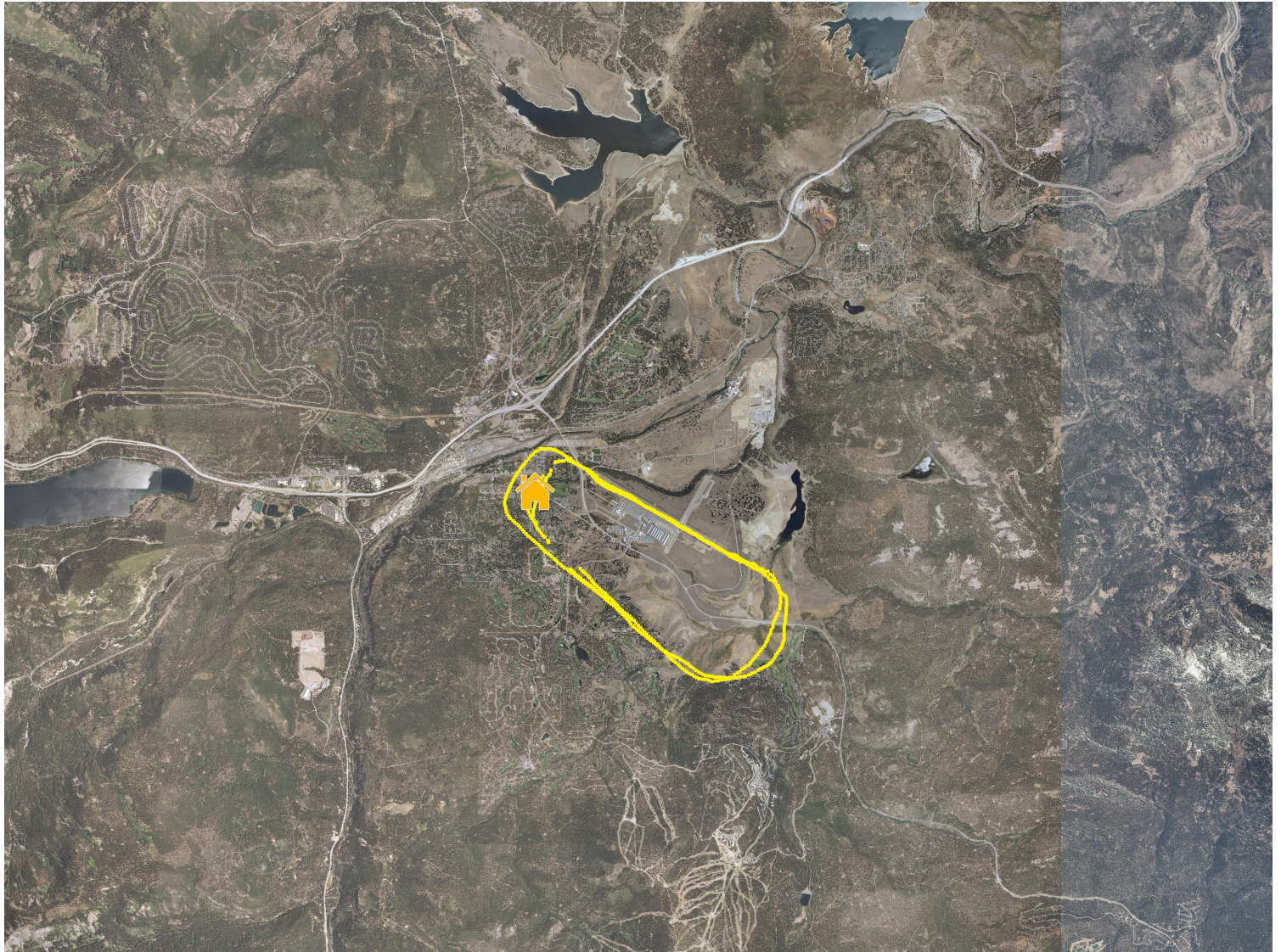
RUNWAY: 29

A/C TYPE: P28B

DATE AND TIME: May 31 2016, 09:30 AM

POINT OF CLOSEST APPROACH(PCA): 0.85 nm

ALTITUDE AT PCA: 6800 ft



Piper Cherokee doing pattern work. Same aircraft as 05/02 but significant effort and time to identify the aircraft. Spoke to transient pilot - see notes from synopsis of 5/02 10:10 comment.



# NOISE COMPLAINT REPORT

COMPLAINT ID: 49320

COMPLAINT TYPE: Low

OPERATION TYPE: Touch & Go

RUNWAY: 29

A/C TYPE: C172

DATE AND TIME: Jun 04 2016, 04:00 PM

POINT OF CLOSEST APPROACH(PCA): 0.07 nm

ALTITUDE AT PCA: 6300 ft



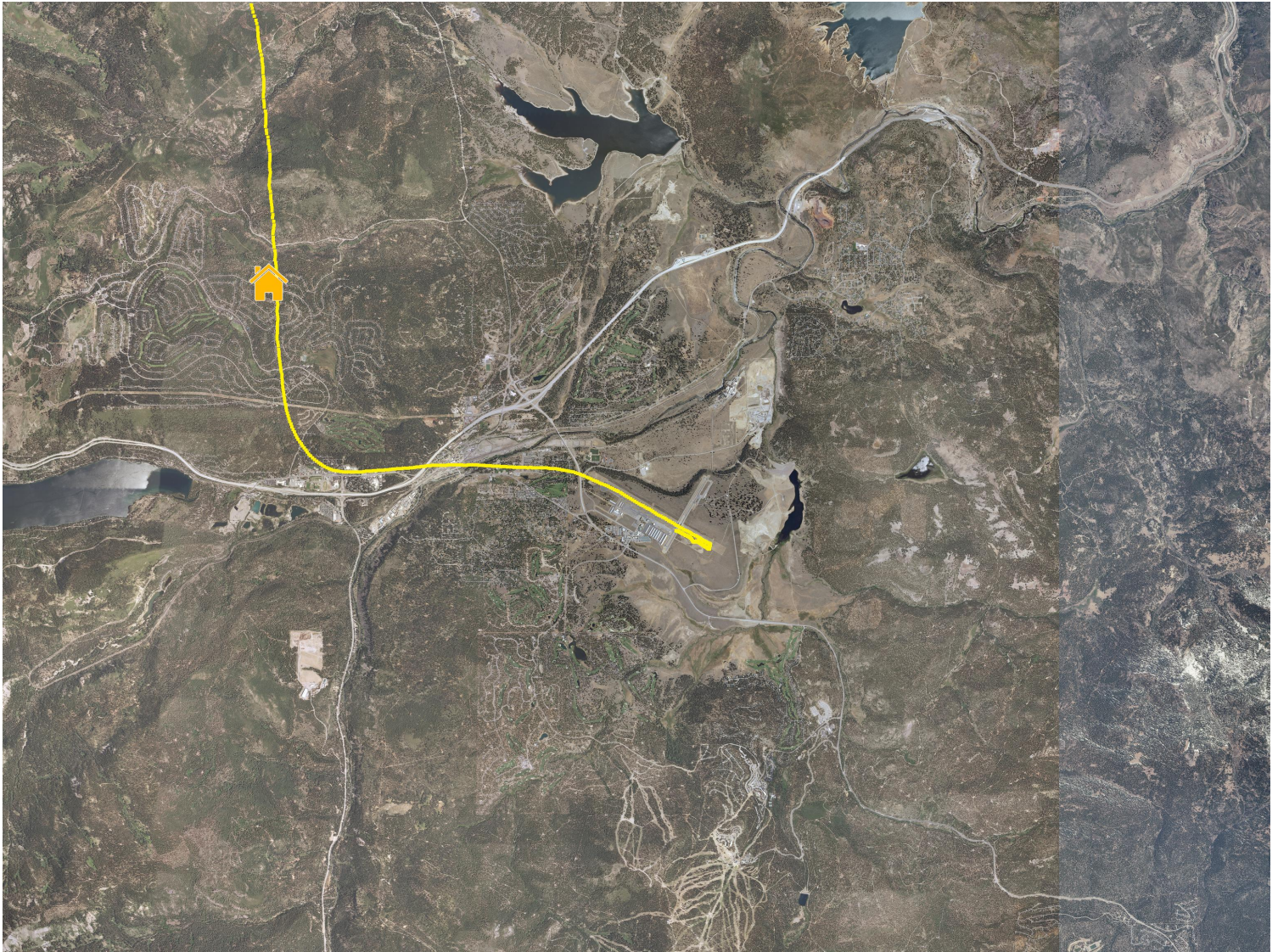
C172. Broken Track - touch and go on 29. Off course and low. Non-compliant however this commenter made multiple comments. Staff spoke to pilot and to commenter.



# NOISE COMPLAINT REPORT

COMPLAINT ID: 49331  
COMPLAINT TYPE:  
OPERATION TYPE: Departure  
RUNWAY: 29  
A/C TYPE: C182

DATE AND TIME: Jun 07 2016, 04:57 PM  
POINT OF CLOSEST APPROACH(PCA): 0.3 nm  
ALTITUDE AT PCA: 7700 ft



C182. Departure runway 29. Off course. Non-Compliant. No contact info so mailed letter to registry address.



# NOISE COMPLAINT REPORT

COMPLAINT ID: 49510

COMPLAINT TYPE: Low And Loud

OPERATION TYPE: Arrival

RUNWAY: 11

A/C TYPE: GLF3

DATE AND TIME: Jun 10 2016, 09:18 AM

POINT OF CLOSEST APPROACH(PCA): 0.35 nm

ALTITUDE AT PCA: 7300 ft



G3 with hush kit visual arrival to 11. Spoke to Chief pilot. Aircraft will not be coming back.



# NOISE COMPLAINT REPORT

COMPLAINT ID: 49518

COMPLAINT TYPE: Loud Disturbance

OPERATION TYPE: Departure

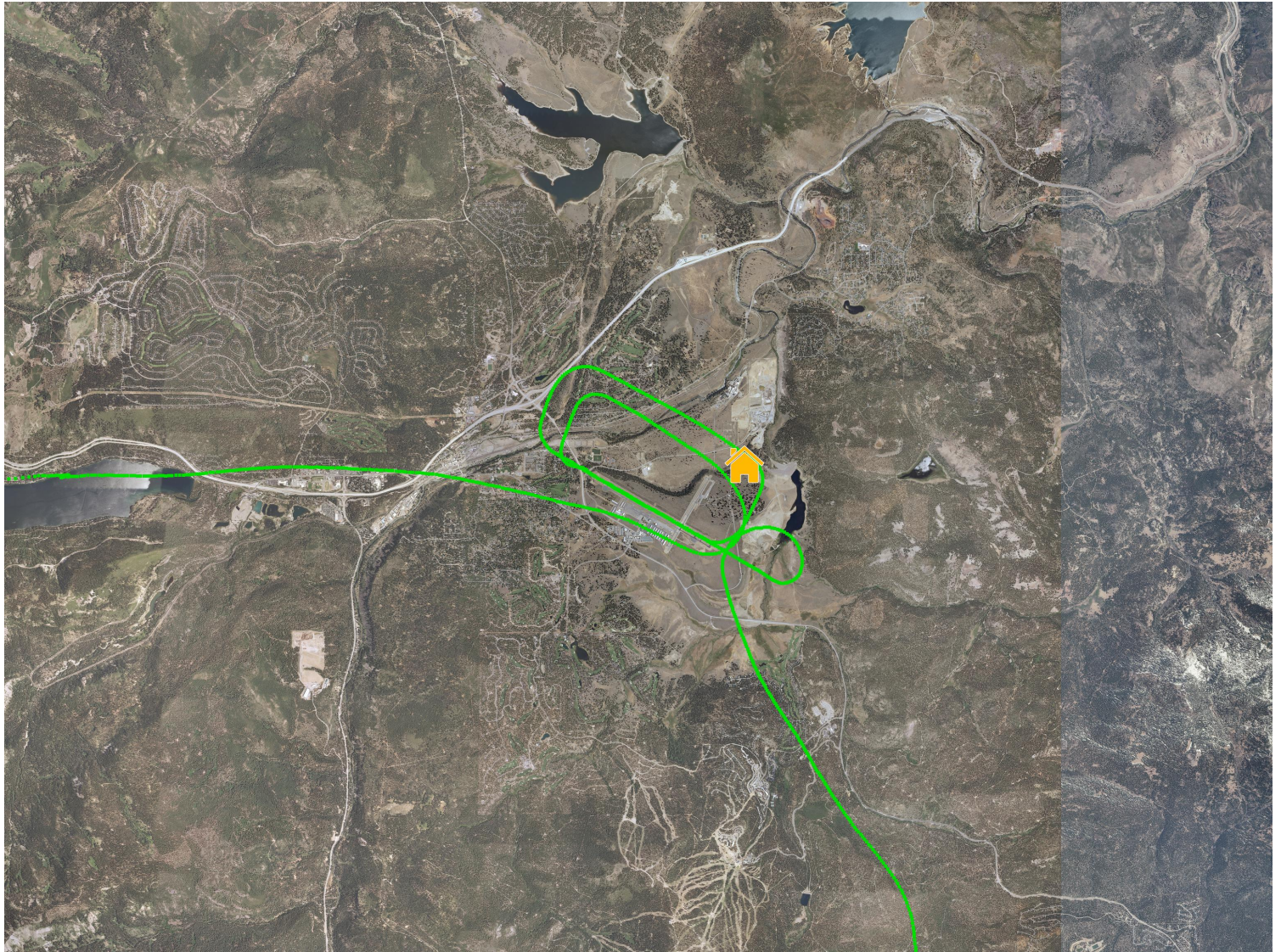
RUNWAY: **11**

A/C TYPE: C182

DATE AND TIME: Jun 11 2016, 07:10 PM

POINT OF CLOSEST APPROACH(PCA): 0.19 nm

ALTITUDE AT PCA: 6900 ft



Cessna 182. Left pattern runway 11. Non-Compliant. Emailed operator.



# NOISE COMPLAINT REPORT

COMPLAINT ID: 49519

COMPLAINT TYPE: Loud Disturbance

OPERATION TYPE: Departure

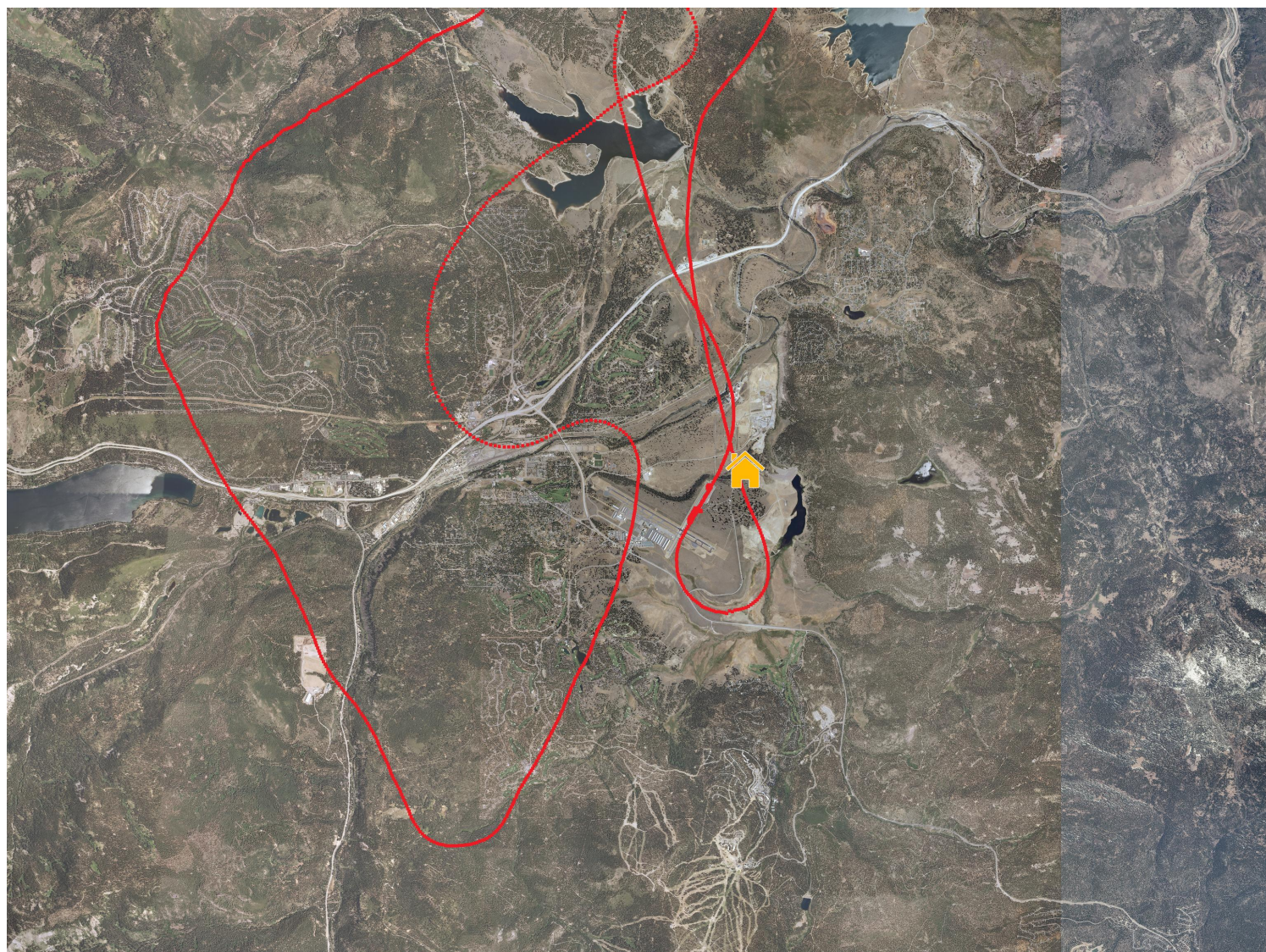
RUNWAY: **20**

A/C TYPE: C206

DATE AND TIME: Jun 12 2016, 09:30 AM

POINT OF CLOSEST APPROACH(PCA): 0.2 nm

ALTITUDE AT PCA: 7000 ft



C206 departed Runway 20 to drop sky divers. Comment from campground at Martis Valley reservoir stated this is a regular disturbance. Staff forwarded operator info to campground host and suggested the 2 businesses meet and discuss options.



# NOISE COMPLAINT REPORT

COMPLAINT ID: 49515

COMPLAINT TYPE: Off Course

OPERATION TYPE: Departure

RUNWAY: **29**

A/C TYPE: C182

DATE AND TIME: Jun 12 2016, 03:48 PM

POINT OF CLOSEST APPROACH(PCA): 0.09 nm

ALTITUDE AT PCA: 6300 ft



C182. Departure runway 29. Off to the east. Low 481' AGL. Non-compliant. Emailed and spoke to pilot.



# NOISE COMPLAINT REPORT

COMPLAINT ID: 49562

COMPLAINT TYPE: Off Course

OPERATION TYPE: Departure

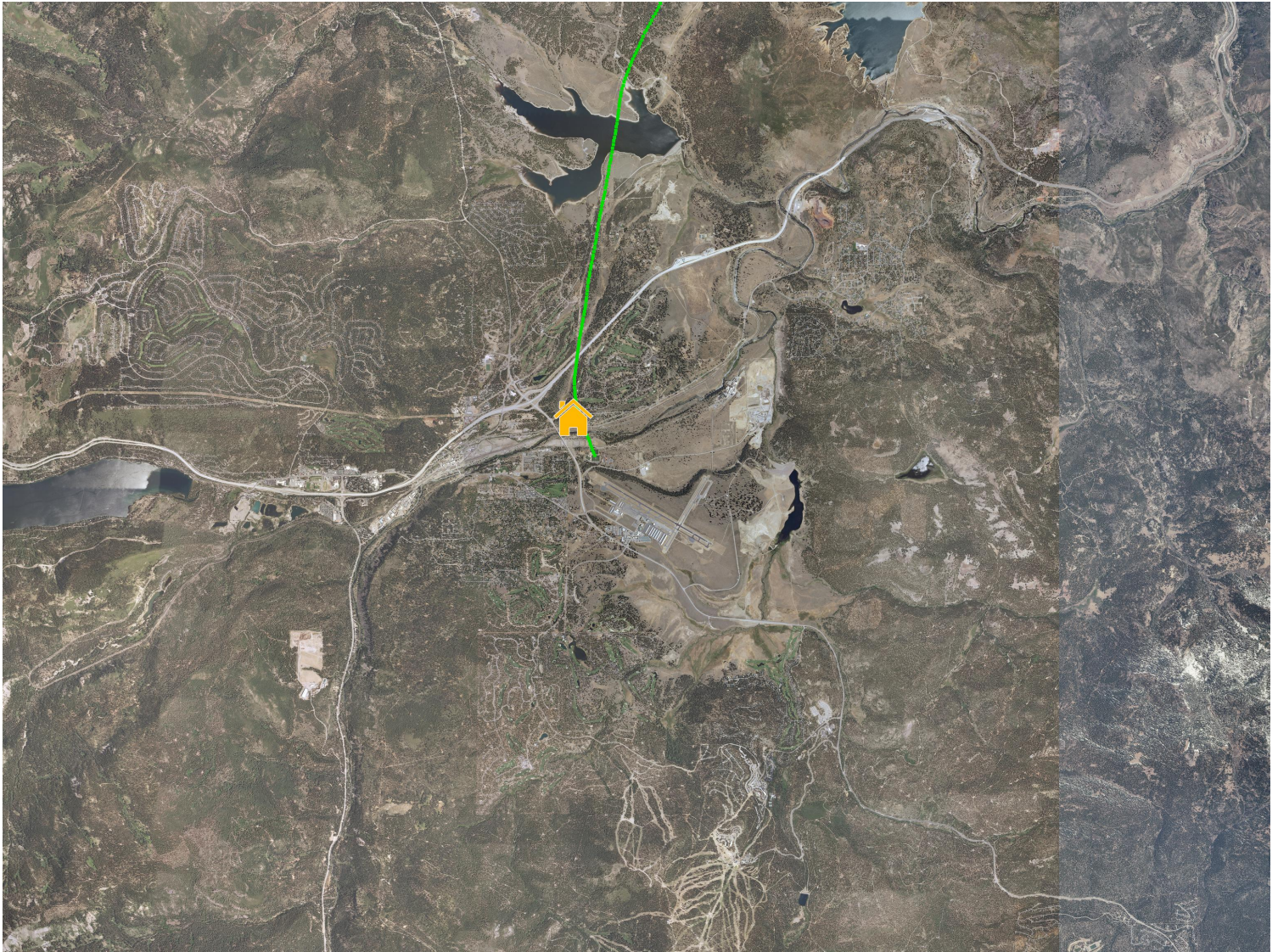
RUNWAY: 29

A/C TYPE: BE36

DATE AND TIME: Jun 15 2016, 07:45 AM

POINT OF CLOSEST APPROACH(PCA): 0.06 nm

ALTITUDE AT PCA: 6100 ft



Bonanza departed over Olympic Heights, low. Emailed pilot.



# NOISE COMPLAINT REPORT

COMPLAINT ID: 49593

COMPLAINT TYPE: Off Course

OPERATION TYPE: Departure

RUNWAY: 29

A/C TYPE: PC12

DATE AND TIME: Jun 16 2016, 04:24 PM

POINT OF CLOSEST APPROACH(PCA): 0.13 nm

ALTITUDE AT PCA: 6600 ft



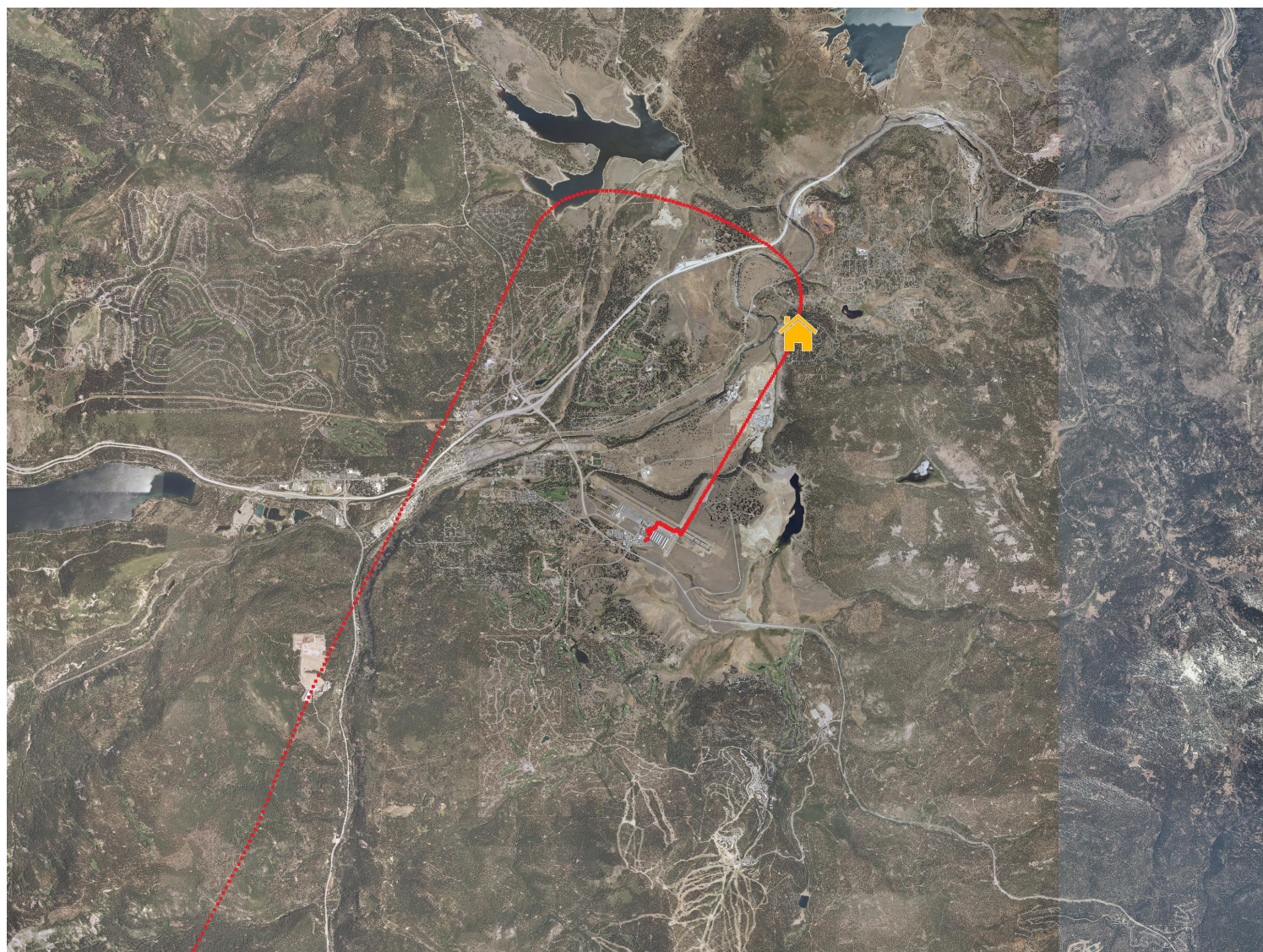
PC12. Departure runway 29. off course. 965' AGL. Non-compliant. Staff spent much time reaching out to this operator, even making handouts for flight crews and spent about a week reaching out to them at every visit.



# NOISE COMPLAINT REPORT

COMPLAINT ID: 49661  
COMPLAINT TYPE: Low  
OPERATION TYPE: Arrival  
RUNWAY: 20  
A/C TYPE: PC12

DATE AND TIME: Jun 17 2016, 03:38 PM  
POINT OF CLOSEST APPROACH(PCA): 0.08 nm  
ALTITUDE AT PCA: 6400 ft



PC12. VFR arrival to Runway 20. Commenting resident is just under 2 miles out on extended centerline. Aircraft was about 400' agl on final at time of comment and slightly offset to the west. Regular PC12 visitor and local home-owner felt she was perfectly executing a typical right traffic arrival to 20 in winds gusting to 30.



# NOISE COMPLAINT REPORT

COMPLAINT ID: 49867

COMPLAINT TYPE: Low And Loud

OPERATION TYPE: Departure

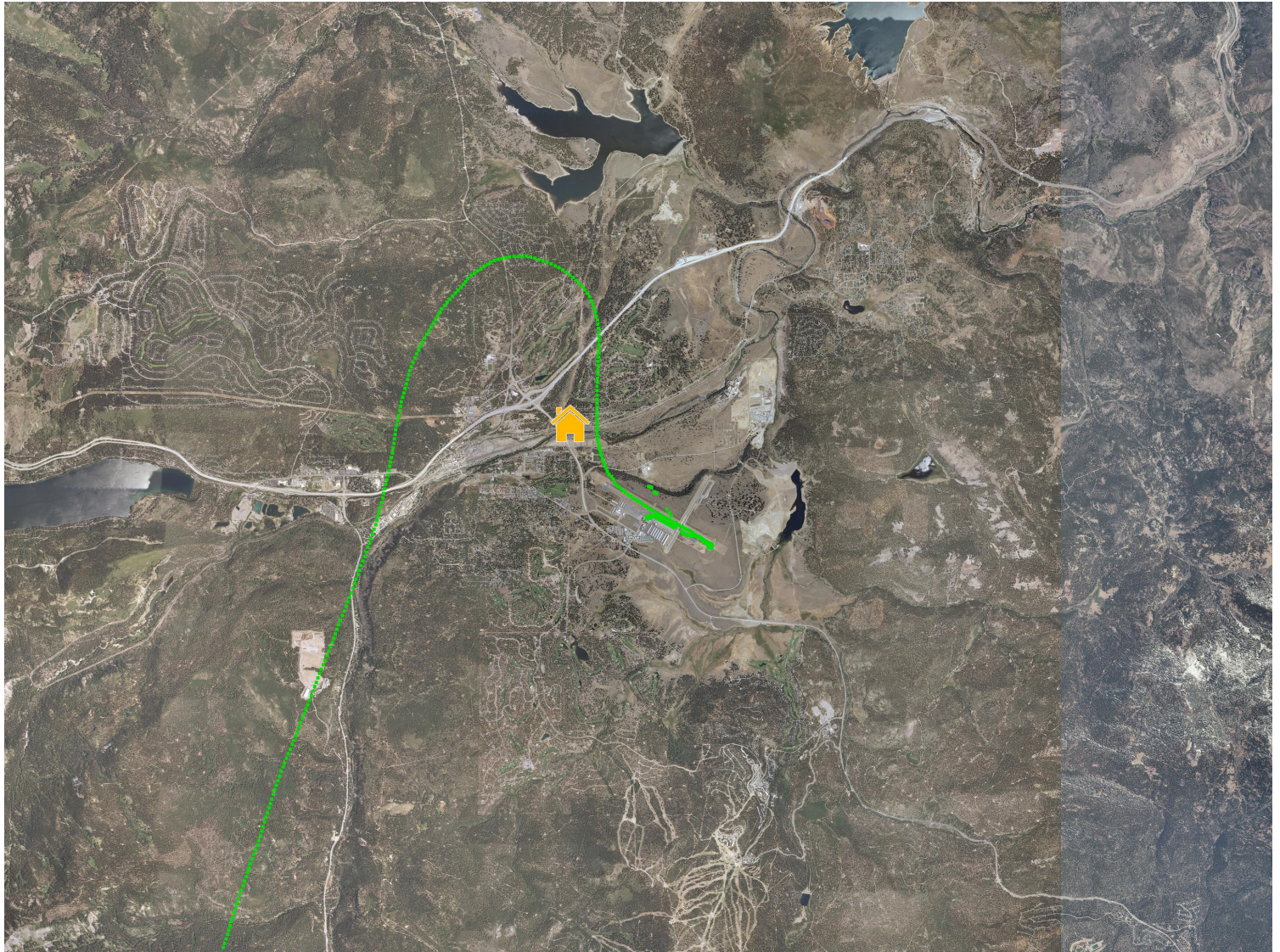
RUNWAY: 29

A/C TYPE: PC12

DATE AND TIME: Jun 22 2016, 10:58 AM

POINT OF CLOSEST APPROACH(PCA): 0.25 nm

ALTITUDE AT PCA: 6400 ft



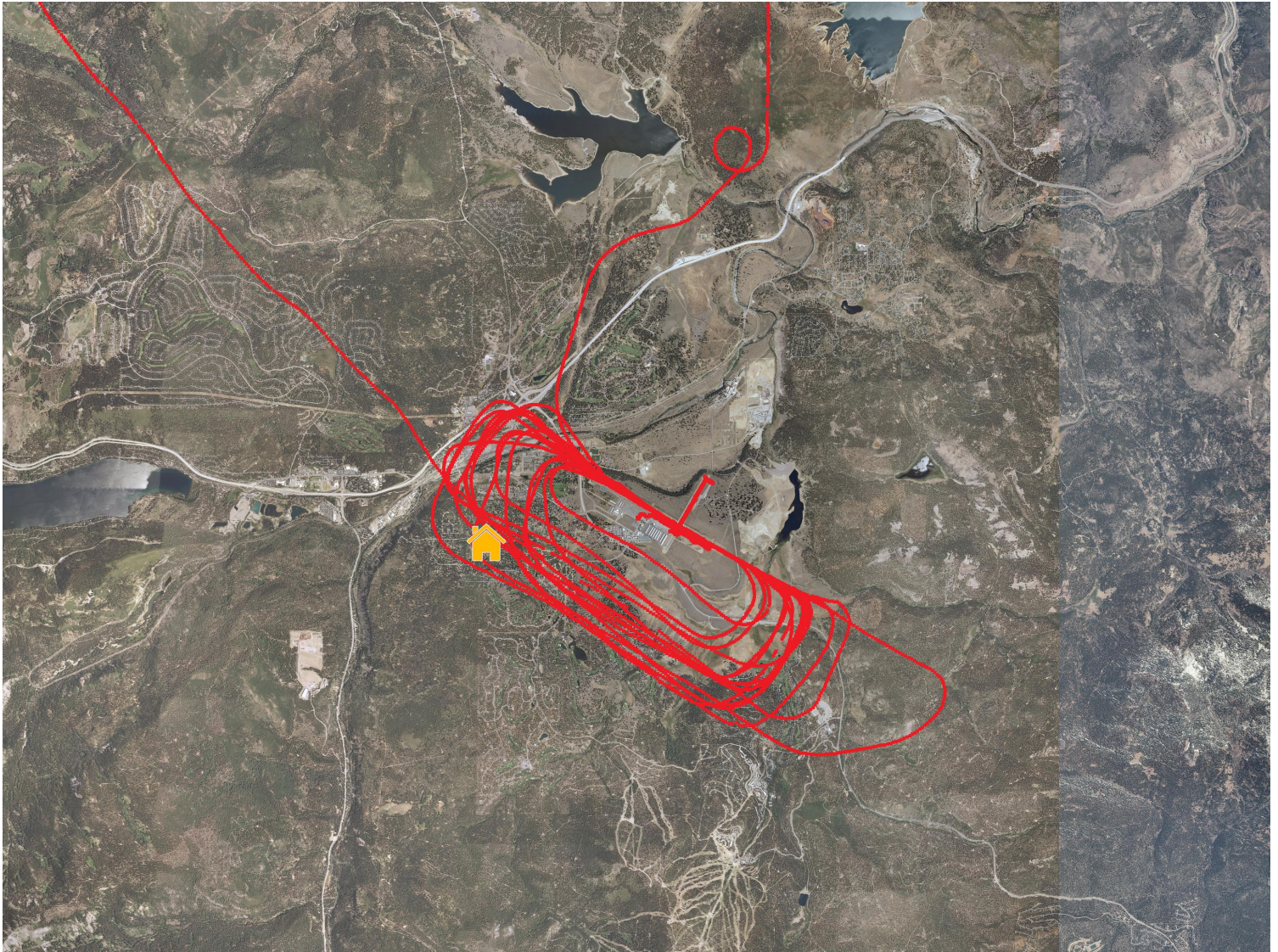
PC12 departure. NAP turn too early and aircraft flew over Olympic Heights. Staff reached out to company executives and handed out custom NAP sheets to flight crews of this operator for a week.



# NOISE COMPLAINT REPORT

COMPLAINT ID: 50009  
COMPLAINT TYPE:  
OPERATION TYPE: Arrival  
RUNWAY: 29  
A/C TYPE: C182

DATE AND TIME: Jun 24 2016, 05:30 PM  
POINT OF CLOSEST APPROACH(PCA): 0.23 nm  
ALTITUDE AT PCA: 7100 ft



Two Bay area flight club aircraft depicted track. Reached out to both and shared NAP info for pattern work and operating at KTRK.



# NOISE COMPLAINT REPORT

COMPLAINT ID: 50008

COMPLAINT TYPE: Low And Loud

OPERATION TYPE: Departure

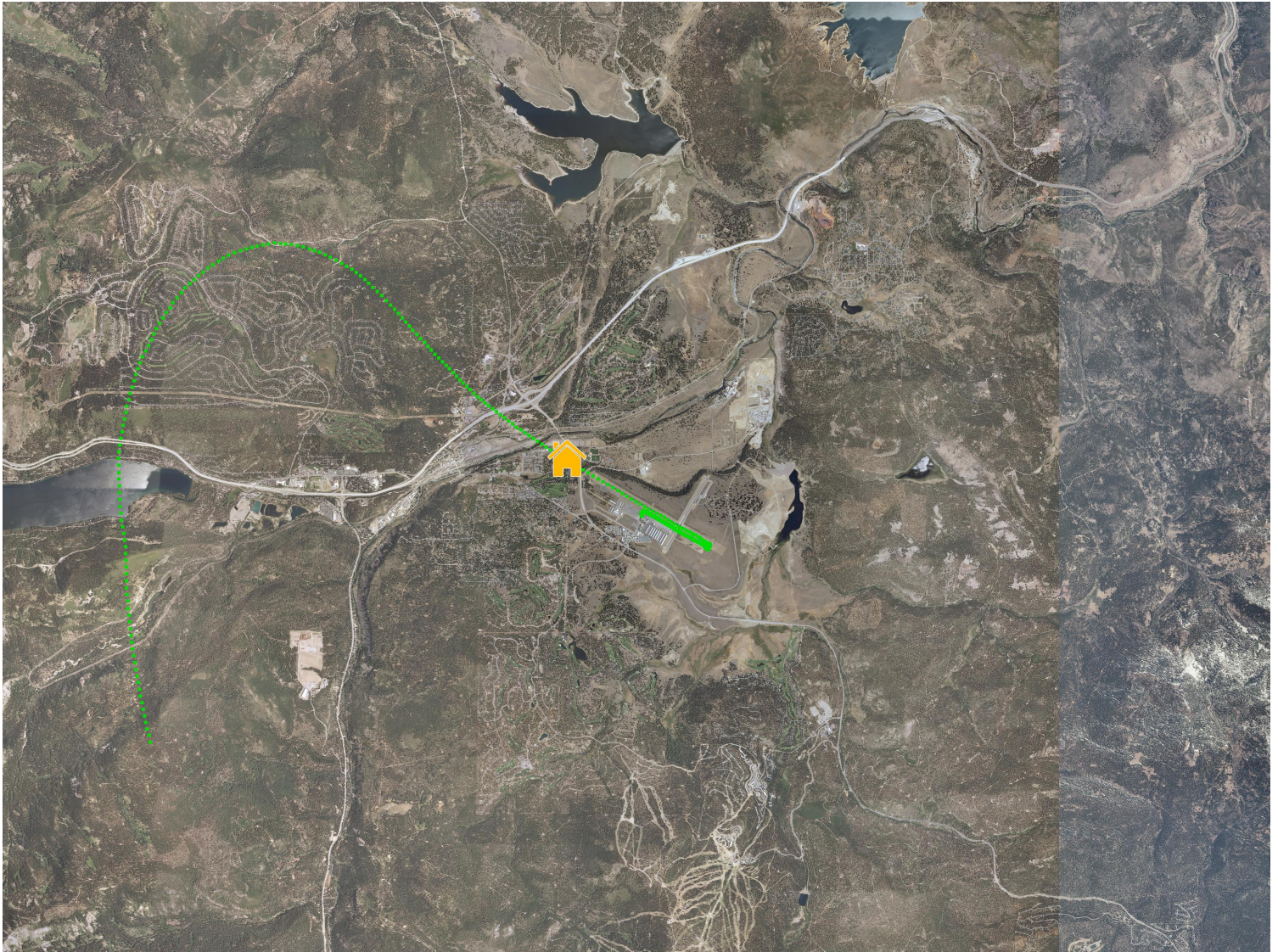
RUNWAY: 29

A/C TYPE: GLF4

DATE AND TIME: Jun 24 2016, 05:43 PM

POINT OF CLOSEST APPROACH(PCA): 0.1 nm

ALTITUDE AT PCA: 6300 ft



Comment: "Approximately 543 pm a jet took off that was extremely close to my house. Almost as if the runway was not even long enough for him to safely take off. It was also so close that it scared my 2.5 year old son who started crying and running into the house and tripped and fell as he was running because he was startled. This plane also did not follow the recommended pattern over the highway while it seems multiple planes before it and after it seemed to have no problem taking off and following the recommended path."

Staff emailed commenter and made outreach to Gulfstream operator.

*Staff note: This is good item for discussion: typically larger aircraft depart via SID even in VMC. This was a typical VFR jet departure. It is highly unlikely an aircraft like this can/would make the recommended dog leg along 267 then up to 80 and on course. Staff typically asks operators to fly the SID or use Vx, best angle to gain altitude sooner and then follow 80.*



# NOISE COMPLAINT REPORT

COMPLAINT ID: 50232

COMPLAINT TYPE: Low And Loud

OPERATION TYPE: Departure

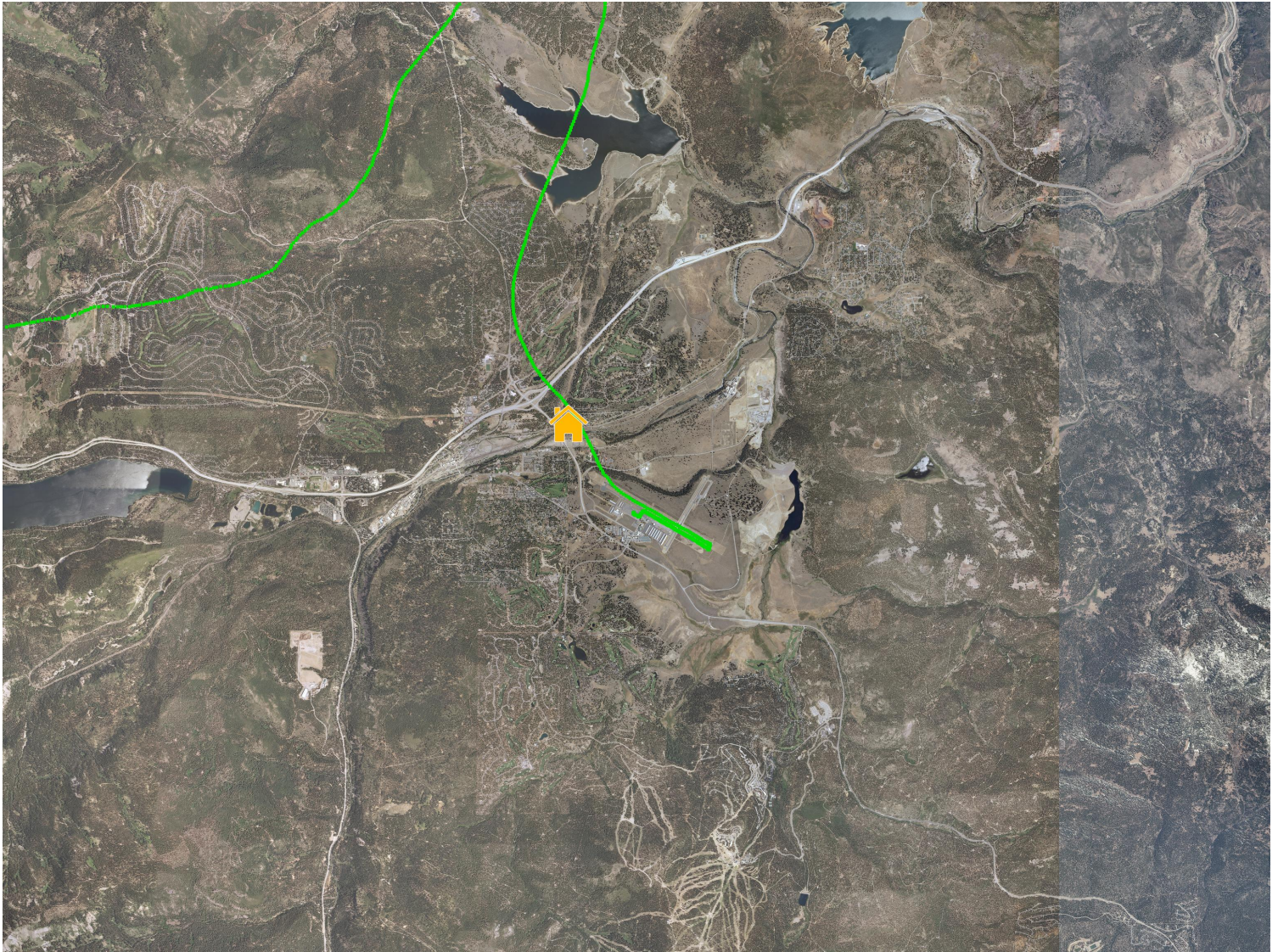
RUNWAY: 29

A/C TYPE: C182

DATE AND TIME: Jun 26 2016, 06:12 PM

POINT OF CLOSEST APPROACH(PCA): 0.13 nm

ALTITUDE AT PCA: 6400 ft



Right turn too early on VFR departure and aircraft overflew Olympic Heights. Spoke to transient pilot, a regular visitor about departures and NAPs and holding runway heading a bit longer before the turn up to the Bypass.



# NOISE COMPLAINT REPORT

COMPLAINT ID: 50166

COMPLAINT TYPE: Off Course

OPERATION TYPE: Departure

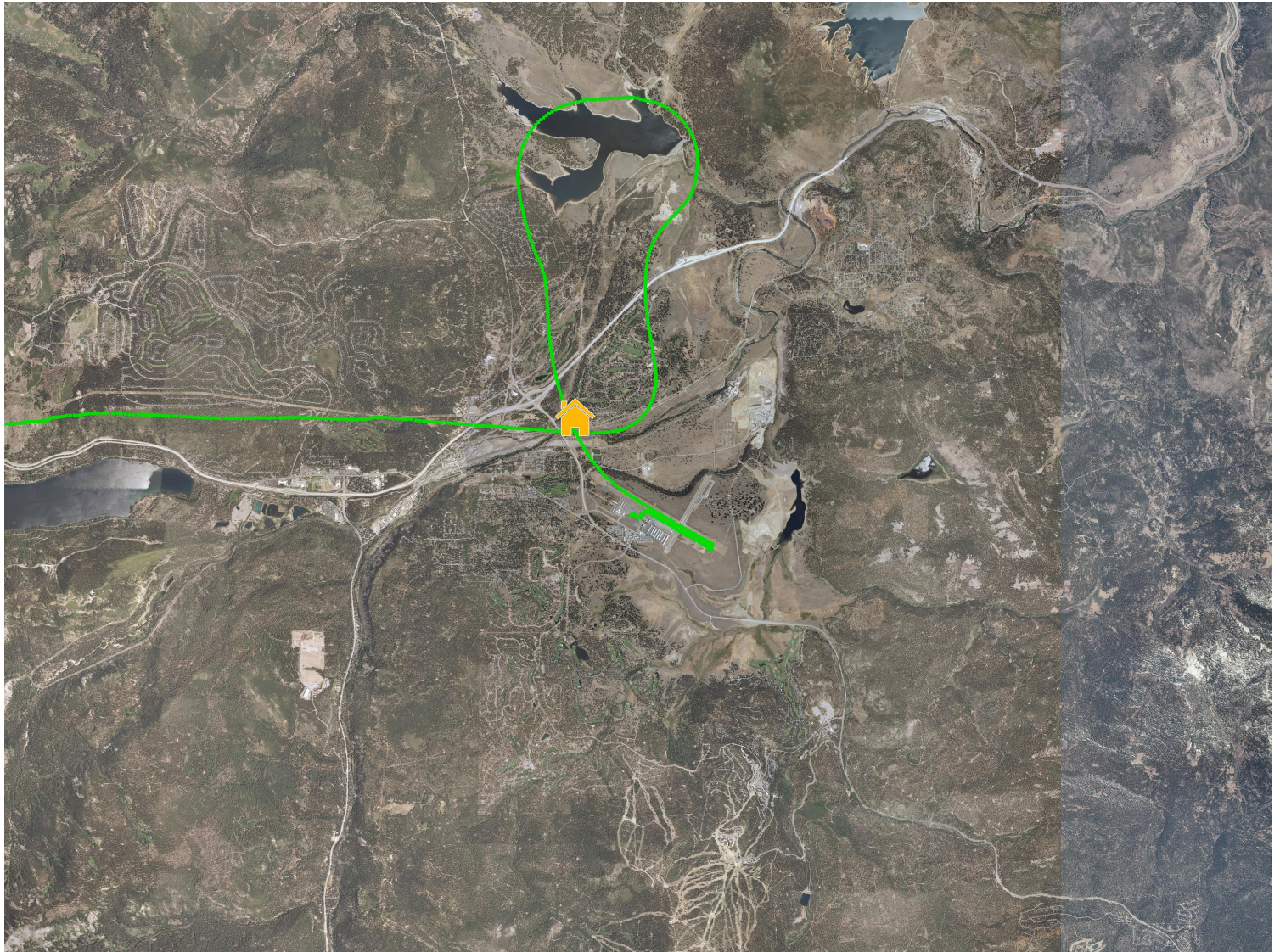
RUNWAY: 29

A/C TYPE: M20T

DATE AND TIME: Jun 26 2016, 07:20 PM

POINT OF CLOSEST APPROACH(PCA): 0.11 nm

ALTITUDE AT PCA: 6400 ft



Mooney departed 29 then headed north to circle for altitude. No contact information other than registry address. Mailed letter with requests to follow roads and avoid flight over residential areas.



# NOISE COMPLAINT REPORT

COMPLAINT ID: 50248

COMPLAINT TYPE: Low And Loud

OPERATION TYPE: Arrival

RUNWAY: 29

A/C TYPE: G280

DATE AND TIME: Jun 27 2016, 11:11 AM

POINT OF CLOSEST APPROACH(PCA): 0.11 nm

ALTITUDE AT PCA: 6500 ft



Gulfstream G280 arriving VFR to 29. Comment was that it was very low but base as 6,500' is routine. While the track is largely compliant, staff made outreach to the operator with suggestions for future arrival routes that might eliminate a need to circle.



# NOISE COMPLAINT REPORT

COMPLAINT ID: 50458  
COMPLAINT TYPE: Loud Disturbance  
OPERATION TYPE: Arrival  
RUNWAY: 29  
A/C TYPE: C172

DATE AND TIME: Jun 28 2016, 07:15 PM  
POINT OF CLOSEST APPROACH(PCA): 0.13 nm  
ALTITUDE AT PCA: 6600 ft



C172, a local training aircraft doing pattern work on 29. Occasional drifting over the western edge of Olympic Heights. Generated 2 comments from the same household. Staff discussed requested pattern procedures with CFI and student pilot.



# NOISE COMPLAINT REPORT

COMPLAINT ID: 50325

COMPLAINT TYPE:

OPERATION TYPE: UNKNOWN

RUNWAY: 29

A/C TYPE: C182

DATE AND TIME: Jun 29 2016, 07:38 AM

POINT OF CLOSEST APPROACH(PCA): 0.1 nm

ALTITUDE AT PCA: 6300 ft



C182 on floats arrival and then T&G on 29. Staff made outreach for pattern work to follow standard NAP.



# NOISE COMPLAINT REPORT

COMPLAINT ID: 51593

COMPLAINT TYPE: Loud Disturbance

OPERATION TYPE: Departure

RUNWAY: 29

A/C TYPE: GLF5

DATE AND TIME: Jun 30 2016, 06:44 AM

POINT OF CLOSEST APPROACH(PCA): 1.49 nm

ALTITUDE AT PCA: 5800 ft



Gulfstream departure at 06:44 AM. 2 comments received about the departure. Staff spoke to chief pilot who apologized and said it won't happen again.



# NOISE COMPLAINT REPORT

COMPLAINT ID: 50370

COMPLAINT TYPE: Off Course

OPERATION TYPE: Departure

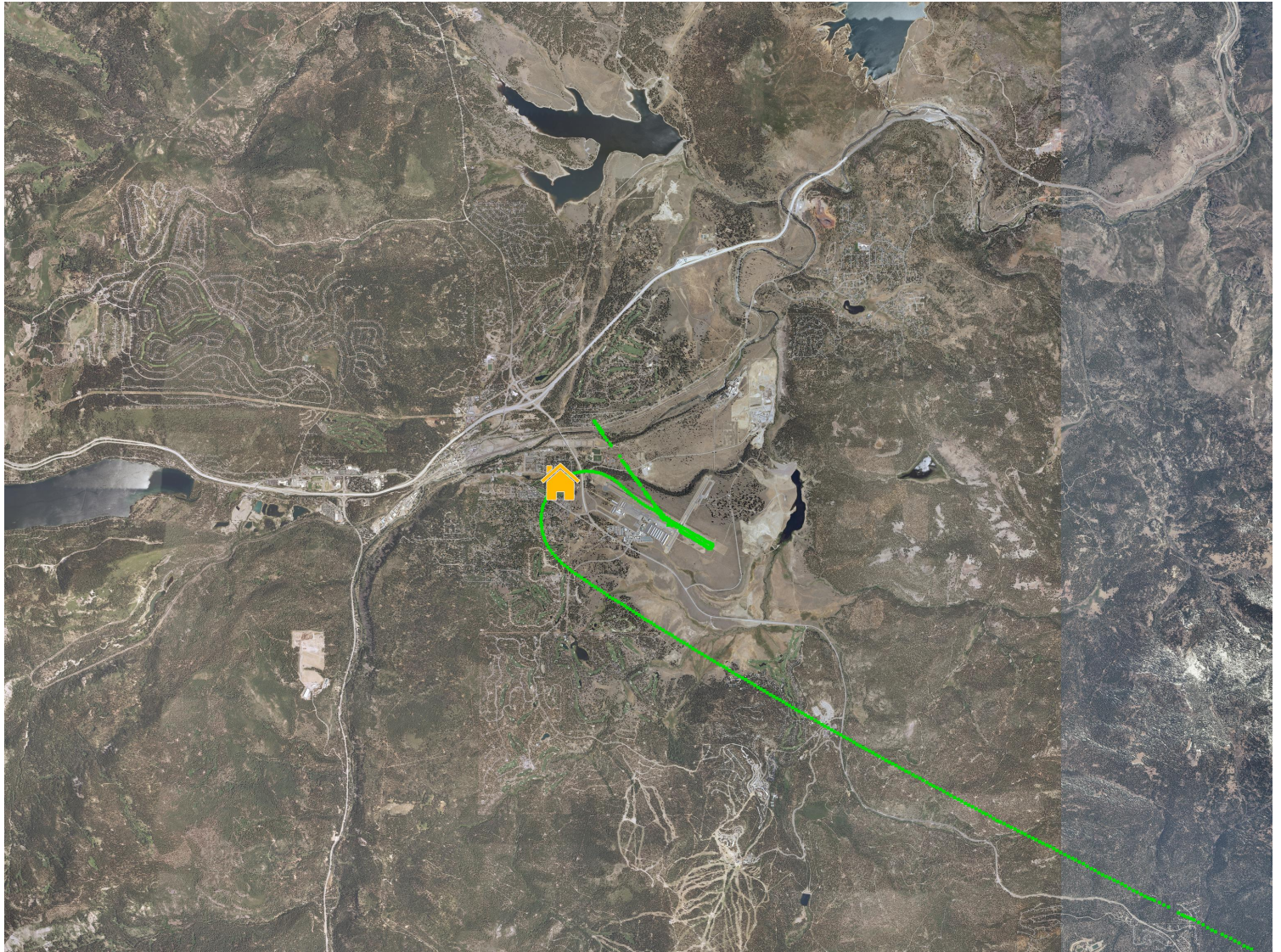
RUNWAY: 29

A/C TYPE: SR22

DATE AND TIME: Jun 30 2016, 09:37 AM

POINT OF CLOSEST APPROACH(PCA): 0.11 nm

ALTITUDE AT PCA: 6500 ft



Cirrus departed 29 VMC with a left crosswind then downwind departure. Staff called pilot who claimed he was on the NAP until shown his departure track. Pilot is now aware of proper Bypass departure route.



# NOISE COMPLAINT REPORT

COMPLAINT ID: 50470

COMPLAINT TYPE: Low And Loud

OPERATION TYPE: Arrival

RUNWAY: 29

A/C TYPE: C750

DATE AND TIME: Jun 30 2016, 03:48 PM

POINT OF CLOSEST APPROACH(PCA): 0.26 nm

ALTITUDE AT PCA: 7800 ft



Comment: "Flew right over house- low jet." Citation 10 arrival to 29 - flew over house at 7800' in a left 360 possibly for sequencing, then went around and flew pattern at 7000'. Reached out to operator.