

North Field Jet Departure Procedure on Runway 27 R/L

The North Field Preferential Runway Use noise abatement procedure states that the following aircraft should not depart from Runways 27R/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 for Departure: 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.

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.

Flights below are acceptable:

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.

Actions taken by noise office staff:

If a pilot chooses to depart from Runways 27R/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.

The report includes:

Jet Departures from 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 South Field (air carriers included) departures.
- Table list of all jet departures from Runways 27R/L. **The jet departures highlighted in green print are determined to be acceptable non-compliant flights.**
- Flight track map sample illustrating and identifying an individual non-compliant jet departure. Identification includes flight # or tail #, aircraft type (if available), and departure time (military).
- Correspondence sample.

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.

Note: 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.

SAMPLE REPORT

Compliance Performance Summary

Corporate Jet Preferential Runway Use Program Runway 27R/L Jet Departure Procedure Compliance Summary - Fourth Quarter 2006				
	October	November	December	Quarterly
Airport-wide Corporate Jet Departures	898	848	723	2,469
Compliant Departures	871	817	705	2,393
Non-compliant Departures from Runways 27R/L	27	31	18	76
Compliance Rate	97.0%	96.3%	97.5%	96.9%
The section below compares compliance performance to total airport-wide jet departures.				
Total Airport Turbojet Departures	8,235	8,101	8,264	24,600
Compliant Departures	8,208	8,070	8,246	24,524
Non-compliant Departures from Runways 27R/L	27	31	18	76
Compliance Rate	99.7%	99.6%	99.8%	99.7%

North Field Jet Departure List - Runways 27R/L

Date Time	Flight Number	Tail Number	Aircraft Type	Runway	Aircraft Category	Noncompliance Comment
10/4/2006 3:29	LN54DD	N54DD	C560	27L	J	Recording not available
10/4/2006 12:32		N77HY	C20	27L	J	Recording not available
10/5/2006 18:47		N25MC	PRM1	27L	J	Recording not available
10/6/2006 11:06		N926MC	H25B	27L	J	Recording not available
10/8/2006 15:21	OPT847	N847CW	H25B	27L	J	Recording not available
10/10/2006 21:39	LN9UP	N9UP	H25B	27L	J	Recording not available
10/11/2006 20:24		N43PB	GL3	27R	J	Recording not available
10/13/2006 10:34		N53RD	C500	27R	J	Pilot Request
10/13/2006 13:13		N681CE	C560	27R	J	Pilot Request
10/13/2006 18:00		N38MG	LJ31	27L	J	Pilot Request
10/14/2006 17:03		N74FH	C501	27L	J	Pilot Request
10/15/2006 15:53		N56GA	C560	27L	J	Pilot Request
10/15/2006 16:04		N53RD	C500	27R	J	Pilot Request
10/16/2006 19:08	CEP35		LJ35	27L	J	Medical
10/17/2006 9:22		N53RD	C500	27R	J	Pilot Request
10/17/2006 17:48		N53RD	C500	27L	J	Pilot Request
10/18/2006 12:12		N291DV	C56X	27L	J	Pilot Request
10/18/2006 17:36		N291DV	C56X	27L	J	Pilot Request
10/19/2006 18:12		N15BV	C525	27L	J	Pilot Request
10/23/2006 5:54	KAI82	N420CC	GLF4	27L	J	Rwy 29 scheduled closure
10/23/2006 6:53	LN433DD	N433DD	LJ35	27L	J	Medical
10/25/2006 16:54		N705SG	C56X	27L	J	Pilot Request
10/26/2006 12:49	FLC55	N55	LJ55	27R	J	Pilot Request
10/27/2006 12:11		N336MA	C550	27R	J	Pilot Request
10/27/2006 12:17		N122BX	LJ31	27L	J	Pilot Request
10/29/2006 12:30		N57TS	LJ31	27L	J	Pilot Request
10/29/2006 16:41		N192DW	C550	27L	J	Pilot Request
10/29/2006 19:59		N705SG	C56X	27L	J	Pilot Request
10/30/2006 18:37		N705SG	C56X	27L	J	Recording not available
10/31/2006 13:47		N155MM	GLF3	27L	J	Recording not available
11/1/2006 8:54	FLC54	N54	LR60	27R	J	Recording not available
11/1/2006 15:54		N127GK	GLF3	27L	J	Recording not available
11/2/2006 18:00		N3726T	PRM1	27R	J	Recording not available
11/2/2006 20:50		N53RD	C500	27L	J	Recording not available
11/3/2006 7:02	TAG347	N401KH	C560	27L	J	Recording not available
11/4/2006 14:08		N705SG	C56X	27L	J	Recording not available
11/5/2006 10:57	SKW6529	N917SW	CRJ2	27L	R	Recording not available
11/7/2006 11:08		N705SG	C56X	27R	J	Recording not available
11/7/2006 11:24	LXJ509	N509FX	CL30	27R	J	Recording not available
11/8/2006 9:23		N74FH	C501	27L	J	Pilot Request
11/9/2006 12:24		N354TC	CL60	27R	J	Pilot Request
11/9/2006 14:51		N460BG	LJ60	27R	J	Pilot Request
11/11/2006 12:25		N113BG	C25A	27R	J	Pilot Request
11/14/2006 9:20		N53RD	C500	27R	J	Pilot Request