

North Field Jet Landing Procedure on Runway 09R/L

The North Field Preferential Runway Use noise abatement program states that the following aircraft should not 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.

Compliance Classifications

Non-compliant flights below are not acceptable:

Pilot Request on Arrival: 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.

VFR – 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.

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.

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 – 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 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:

Report on Jet Arrivals on to Runways 09R/L

- Summary table of jet arrivals 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 South Field (air carriers included) arrivals.
- Table list of all jet arrivals on Runway 09R/L. **The jet arrivals 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 09R/L Jet Arrival Procedure Compliance Summary - Fourth Quarter 2006				
	October	November	December	Quarterly
Total SE Plan Corporate Jet Arrivals *	8	107	146	261
Compliant Arrivals	4	71	109	184
Non-compliant Arrivals on Runways 09R/L	4	36	37	77
Compliance Rate	50.0%	66.4%	74.7%	70.5%
The section below compares compliance performance to total airport-wide corporate jet landings.				
Total Corporate Jet Arrivals	898	848	723	2,469
Compliant Arrivals	894	812	686	2,392
Non-compliant Arrivals on Runways 09R/L	4	36	37	77
Compliance Rate	99.6%	95.8%	94.9%	96.9%
The section below compares compliance performance to total airport-wide jet landings.				
Total Airport Turbojet Arrivals	8,247	8,117	8,253	24,617
Compliant Arrivals	8,243	8,081	8,216	24,540
Non-compliant Arrivals on Runways 09R/L	4	36	37	77
Compliance Rate	100.0%	99.6%	99.6%	99.7%
* Note: During Southeast Plan, business jets will land on Runways 09R/L and 11.				

Jet Arrivals on Runways 09R/L

Date Time	Runway	Aircraft Type	Flight Number	Tail Number	Aircraft Category	Noncompliance Comment
10/4/2006 10:39	09R	GLF4		N800AL	J	Recording not available
10/4/2006 11:12	09R	C550		N9VF	J	Recording not available
10/4/2006 11:16	09R	CL60	LXJ324		J	Recording not available
10/4/2006 11:26	09R	LJ60	FLC55	N55	J	Recording not available
11/1/2006 22:22	09R	GALX		N204DD	J	Recording not available
11/1/2006 22:30	09R	WW24		N741C	J	Recording not available
11/2/2006 7:13	09R	C680	EJA349	N349QS	J	Recording not available
11/2/2006 7:19	09R	LJ31		N825AC	J	Recording not available
11/2/2006 7:21	09R	BE40	TWY420	N420DH	J	Recording not available
12/8/2006 13:55	09L	LJ31		N314XS	J	Recording not available
12/8/2006 15:02	09R	GALX	TN363GA	N363GA	J	Recording not available
12/8/2006 15:33	09L	H25B		N321MS	J	Recording not available
12/8/2006 17:54	09R	BE40	OPT698	N698TA	J	Recording not available
12/8/2006 18:05	09R	GLEX		N887WS	J	Recording not available
12/8/2006 19:38	09R	CL60		N45PH	J	Recording not available
12/8/2006 19:48	09R	PRM1		N3725L	J	Recording not available
12/9/2006 8:56	09R	C560		N229VP	J	Recording not available
12/9/2006 12:22	09R	H25B		N26SC	J	Recording not available
12/9/2006 14:53	09R	LJ60		N601GG	J	Recording not available
12/9/2006 15:25	09R	WW24		BLOCKED	J	Recording not available
12/10/2006 9:38	09L	C550		N550PF	J	Recording not available
12/10/2006 11:33	09R	CL60		N604ME	J	Recording not available
12/13/2006 12:09	09L	H25B	EJM550		J	Recording not available
12/13/2006 12:46	09R	C550	FIV329	N329CS	J	ATC suggestion
12/13/2006 12:51	09R	CL60	LXJ329	N329FX	J	Pilot Request
12/13/2006 13:08	09R	C560		N416HF	J	Pilot Request
12/17/2006 21:10	09R	CL60		N888WS	J	Pilot Request
12/21/2006 10:53	09L	BE40	OPT743	N743TA	J	Pilot Request
12/21/2006 10:57	09R	GLF3	TN528AP	N528AP	J	Pilot Request
12/21/2006 11:41	09L	C750	EJA921	N921QS	J	Pilot Request
12/21/2006 15:08	09L	C56X		N77UW	J	Pilot Request
12/26/2006 9:29	09R	C501		N53EZ	J	Pilot Request
12/26/2006 9:42	09R	C501		N501CD	J	Pilot Request
12/26/2006 12:17	09R	BE40	TWY460	N460KG	J	Pilot Request
12/26/2006 13:51	09R	C56X	EJA688	N688QS	J	Pilot Request
12/26/2006 13:59	09R	GLF4	TAG308	N113CS	J	Pilot Request
12/26/2006 15:11	09R	F2TH	EJA296	N296QS	J	Pilot Request
12/26/2006 15:23	09R	CL60	LXJ331	N331FX	J	ATC suggestion
12/26/2006 19:26	09R	C560	EJA374	N374QS	J	Separation/Request/ATC suggestion
12/26/2006 19:41	09L	C560	EJA304	N304QS	J	Pilot Request