

North Field Quiet Hours Departure Procedure

The Quiet Hours program is intended to minimize noise between 10 p.m. – 6 a.m. on residents living near Oakland Airport's North Field. To achieve this goal, a committee of representatives from Alameda, San Leandro, the FAA, pilots and Airport staff (the North Field Flight Pattern Research Group) has developed a variety of noise abatement departure and arrival procedures from North Field that give pilots recommendations for runway use, including a choice of departure routes towards both the east and the west. If the procedures are flown as intended, aircraft will avoid flying over nearby residential areas on Bay Farm Island, East End Alameda, and the Davis West/Timothy Drive area of San Leandro.

NORTH FIELD NIGHTTIME NOISE ABATEMENT PROCEDURES (10:00 P.M. TO 6:00 A.M.)

Safety permitting, pilots should avoid flying over nearby residential areas when arriving or departing OAK. Pilots should follow these procedures when safety, weather and ATC instructions permit:

- Runways 09R and 27R are the preferred departure runways.
- No left turns from Runways 09R/L.
- No straight out departures from Runway 09L.
- All aircraft over 75,000 pounds are directed to use Runways 11/29.
- Use only full-length departures from the chosen North Field Runway.

Pilots may choose from the following departure procedures, wind and weather permitting:

- **VFR and SALAD ONE IFR departures from Runway 27R**
 - The VFR departure shall include a right crosswind or additional downwind segment avoiding Bay Farm Island and the main island of Alameda.
 - The SALAD ONE Instrument Departure Procedure was published in August 2000. Please consult ATC instructions. (Note: Do not use the OAK313 or 310 degree heading departure).
- **VFR and IFR departures from Runway 9R/L**
 - For Runway 9R departures, use 140-180 degree departure headings when able for E/SE-bound departures. Continue to use right turns over the airport for N/NE-bound departures when able from Runways 9R or 9L.
 - Runway 27L is the preferred arrival runway.

Nighttime Arrivals

- **Runway 27L is the preferred arrival runway**

All Nighttime Flights

- Pilots should fly over freeways and water as much as possible to avoid flying over hotels and residential areas.
- Departing and landing helicopters should fly over freeways and water as much as possible to avoid flying over hotels and residential areas.

TERMINOLOGY FOR QUIET HOURS PROCEDURES

The following definitions are intended to increase understanding of the nighttime Quiet Hours procedures and to clarify the reporting of those procedures.

Non-Compliant flights: A general term used to define noncompliant aircraft that are flown over residential areas.

Straight out departures – A departure that follows runway heading and flies over residences in Alameda from Runways 27R, 27L (27R/L), 33 or San Leandro from Runways 9R, 9L (9R/L).

Salad One departure– The preferred Standard Instrument Departure (SID) Procedure from Runways 27R/L. A noncompliant departure occurs when pilots do not turn right soon enough over the golf course and estuary and instead perform a wide, sweeping right turn over Alameda residences.

313/310° departure – A departure heading given by an Air Traffic Controller (ATC) for take offs from Runways 27R/L or 33, which causes pilots to fly over Alameda residences.

ACCEPTABLE FLIGHTS

Medical/Law Enforcement: A departure for medical or law enforcement purposes

Air Traffic Control: A noncompliant departure resulting from ATC instructions (mainly, the 313/310° heading departure)

Time Buffer: A 10-minute grace period allowed at the beginning and end of the Quiet Hours period. Nighttime noise abatement departure procedures are assigned from 10 p.m.- 6 a.m. on North Field. Sometimes, aircraft that are scheduled to depart before 10 p.m. actually depart a few minutes after that time. In similar fashion, aircraft that are scheduled to depart after 6 a.m. depart a few minutes before their scheduled departure time. This takes place because pilots receive their departure clearances from ATC prior to taxiing to the runway, which sometimes results in a noncompliant departure. Since these are not “true” noncompliant departures in the nighttime North Field noise abatement departure procedure, a 10-minute “buffer” zone was created.

Air Traffic Conflict: A noncompliant departure that occurs as a result of an air traffic conflict. Departures from Runways 9R/L will sometimes depart Straight Out due to a conflicting aircraft on arrival to Runway 29. These departures from 9R/L are usually by corporate jet aircraft.

SAMPLE REPORT

North Field Quiet Hours Report Summary Table – 1st Quarter 2007 (10:00 p.m. to 6:00 a.m.)				
	January	February	March	Quarterly
Total Nighttime Departures	267	246	300	813
Compliant Departures	241	224	268	733
Average Compliant Departures per Night	7.8	8.0	8.6	8.1
Non-Compliant Departures	26	22	32	80
Average Non-Compliant Departures per Night	0.8	0.8	1.0	0.9
Compliance Percentage	90%	91%	89%	90%

North Field Nighttime Runway Use Table 1st Quarter 2007 (10:00 p.m. to 6:00 a.m.)					
	January	February	March	Total	Percentage
Runway 27L	1	6	8	15	2%
Runway 27R	102	71	128	301	37%
Runway 33	22	12	25	59	7%
Runway 09L	12	26	10	48	6%
Runway 09R	130	130	129	389	48%
Runway 15	0	1	0	1	0%
NW Flow (Alameda)	125	89	161	375	46%
SE Flow (San Leandro)	142	157	139	438	54%
Total Night Departures	267	246	300	813	100%

North Field Nighttime Departure Report List of Noncompliant Departures

Date Time	Flight Number	Tail Number	Aircraft Type	Runway	Comments on Compliance
1/2/2007 5:56	AMF223		PA31	27R	Time Buffer
1/3/2007 5:54	AMF214		PA31	27R	Time Buffer
1/4/2007 23:13		N2669N	C340	27R	310 Heading
1/5/2007 22:14		N762TB	C421	27R	310 Heading
1/5/2007 23:49		N975TA		27R	Audio Not Reviewed
1/9/2007 5:58	AMF223		PA31	27R	Time Buffer
1/10/2007 5:56	AMF5140		BE99	27R	Time Buffer
1/10/2007 22:02	AMF270		BE99	27R	Time Buffer
1/16/2007 3:11	CHP30		HELO	33	Law Enforcement
1/16/2007 22:04	AMF270		BE99	27R	Audio Not Reviewed
1/17/2007 4:44	AMF208		BE99	27L	Wide Salad
1/17/2007 22:00	AMF270		BE99	27R	Time Buffer
1/17/2007 23:19		N3587G	C310	27R	Wide Salad
1/18/2007 22:00	AMF270		BE99	27R	Time Buffer
1/18/2007 22:19		N92TH	B350	27R	Straight Out
1/21/2007 3:08	CHP30			33	Law Enforcement
1/21/2007 23:09	TN949PC	N949PC	B350	27R	Wide Salad
1/22/2007 22:10	CHP30			27R	Law Enforcement
1/22/2007 22:15	AMF270		BE99	27R	Wide Salad
1/23/2007 22:03	AMF270		BE99	27R	Time Buffer
1/24/2007 5:49	AMF5161		BE99	27R	310 Heading
1/24/2007 5:59	AMF212		PA31	27R	Time Buffer
1/24/2007 22:00	AMF270		BE99	27R	Time Buffer
1/25/2007 22:02	AMF270		BE99	27R	Time Buffer
1/26/2007 5:30	AMF5388		SW3	27R	Wide Salad
1/31/2007 0:52	AMF217		SW4	27R	Wide Salad
2/1/2007 3:02	LN689AE	N689AE	C441	27R	310 Heading
2/3/2007 3:37	AMF207		BE99	27R	Audio Not Reviewed
2/5/2007 5:26	UPS4947	N409UP	B752	27L	South Field Closure
2/5/2007 5:51	AMF214		PA31	27R	Time Buffer
2/5/2007 5:51	KAI75	N420CC	GLF4	27L	Time Buffer
2/6/2007 5:50	AMF5144		BE99	27R	Time Buffer
2/6/2007 5:56	AMF214		PA31	27R	Time Buffer
2/6/2007 5:58	AMF212		PA31	27R	Time Buffer
2/12/2007 5:58	AMF213		PA31	33	Time Buffer
2/14/2007 5:38	AMF5205		SW3	27R	Wide Salad
2/14/2007 5:59	AMF223		PA31	27R	Time Buffer
2/15/2007 5:35	AMF5188		SW3	27R	Audio Not Reviewed
2/17/2007 0:30		N733AD	C172	27R	Wide Salad
2/20/2007 5:57	AMF223		PA31	27R	Time Buffer
2/22/2007 3:40	AMF259		BE99	27R	Audio Not Reviewed
2/22/2007 4:31	AMF208		BE99	27R	Audio Not Reviewed