

North Field VFR Aircraft Departure Procedures

Noise Abatement Procedure

Noise abatement procedures for North Field VFR (Visual Flight Rules) aircraft departures from Runways 27R/L or 33 instruct pilots to make a right crosswind turn over San Leandro Bay until reaching I-880 (Nimitz Freeway) and continue per FAA Air Airspace Busy control instructions. Whenever safely possible, pilots should avoid flying over nearby residential areas.

In this report, all VFR aircraft departures are monitored and reported according to the runway used. The number of VFR aircraft departures is provided for each runway as well as the amount of noncompliance as a percentage of total VFR aircraft departures per runway. These values are also compared with the number of IFR (Instrument Flight Rules) aircraft departures per runway and the total number of North Field VFR and IFR aircraft departures combined. Touch and go aircraft training flights are not included in this report.

Noncompliant Departures

This report provides information on noncompliant VFR aircraft departures for all flights recorded by ANOMS (Airport Noise and Operations Monitoring System) during the calendar year quarter reported. A noncompliant departure is defined as a VFR departure from Runways 27R/L or 33 that flies over Alameda residential areas when it may have been safe to follow the VFR noise abatement procedure. ***Noncompliant VFR aircraft departures are highlighted in red print in the tables and aircraft lists below.***

Many VFR aircraft that fly over Alameda residences on departure from the North Field may need to do so in order to maintain safe separation from other general aviation aircraft flying in the vicinity of the airport. Often aircraft on arrival flight patterns from the north and east of the airport are flying in directions opposite from those aircraft that are departing from the North Field. In these circumstances, departing VFR aircraft are considered to be in compliance with the noise abatement procedure.

Definitions

The Noise/Environmental Compliance Office reviews flight track data on all VFR aircraft departures over Alameda using a *replay* function in ANOMS to observe aircraft movement activity in real time. With safety in mind, VFR aircraft departures are evaluated to determine if they comply with the noise abatement procedure. In the report below, a list is provided of all VFR aircraft departures over Alameda residences. Within the list, VFR aircraft that departed in compliance with noise abatement procedures are printed in black and a comment is provided regarding the reason why the aircraft departure was determined to be compliant. The abbreviated comments are defined as follows:

1. **Airspace Busy** – Pilot or air Airspace Busy control may have needed to maintain safe separation due to other aircraft Airspace Busy in the vicinity of the airport or close to the aircraft departing from the North Field on a VFR flight.
2. **Good Effort** – Pilot appears to have attempted to make the necessary turns and avoid residential areas but the aircraft flight pattern brought the aircraft close enough to the ANOMS monitoring gate to flag the aircraft as an errant VFR departure.
3. **Good Effort/Air Traffic** – The aircraft flight pattern brought the aircraft close enough to the ANOMS monitoring gate to flag the aircraft as an errant VFR departure and other air Airspace Busy in the vicinity may have necessitated a concern for safe separation.
4. **IFR Training** – Some aircraft are departing VFR but the pilots or student pilots may be practicing flying IFR, in which case they need to depart the aircraft in a specific heading (i.e. 310 degrees).
5. **Police Activity** – An aircraft is piloted by law enforcement officials and may need to divert from the noise abatement procedure due to public safety concerns or to perform their law enforcement duties.

This report includes:

- A table that summarizes compliance with VFR aircraft noise abatement departure procedures for the reported calendar quarter, and similar tables for each month. The summary table also provides the number of total VFR and IFR aircraft departures and the runways used on these departures.
- A table listing all VFR aircraft departures that flew over residential areas of Alameda. All VFR aircraft departures that were considered noncompliant with the VFR departure noise abatement procedure are highlighted in **red** print. Aircraft that departed in compliance with noise abatement procedures are printed in black and a comment is provided regarding the reason why the aircraft departure was determined to be compliant.

SAMPLE REPORT

VFR Aircraft Departure Procedure Performance Report

VFR Aircraft Departure Procedure Performance Report Summary Fourth Quarter 2006				
	Runway 27R	Runway 27L	Runway 33	Total
Total VFR Departures	737	70	1,010	1,817
Total VFR Departures Over Alameda	132	11	66	209
Percentage of Total VFR Departures Over Alameda	18%	16%	7%	12%
Non-compliant VFR Departures Over Alameda	41	1	20	62
Compliant VFR Departures	696	69	990	1,755
Percentage of VFR Departure Compliance	94%	99%	98%	97%
IFR Departures	2,563	487	624	3,674
Total Departures	3,300	557	1,634	5,491
Compliance Percentage of Total Departures	99%	100%	99%	99%

List of VFR Departures Over Alameda
Fourth Quarter 2006

Date	Time	Gate	Rwy	Beacon	A/C	Tail#	Flt#	Comment
10/1/06	11:48	VFR #1	27R	375	C172	N1658F		Good Effort - Air Traffic
10/1/06	15:06	VFR #1	27R	324	BE90	N12CF		
10/1/06	15:35	VFR #1	27R	365	M20		NN1016S	Air Traffic
10/2/06	18:20	VFR #2	33	303	C72R	N5403V		Good Effort - Air Traffic
10/3/06	10:29	VFR #1	33	314	PA28	N4319Y		Good Effort
10/3/06	11:49	313 Dep	27R	314	P28R	N4147M		IFR Training
10/3/06	14:43	VFR #1	33	331	PA30	N8299C		Good Effort
10/3/06	17:22	VFR #1	27R	336	C177	N8289G		
10/3/06	18:48	313 Dep	27R	357	TRIN	N2812Y		IFR Training
10/4/06	14:23	VFR #2	27R	307	EXP		RBU10	Good Effort
10/4/06	15:23	VFR #2	33	307	EXP		RBU2	Good Effort
10/5/06	10:29	VFR #2	33	366	C172	N99348		Good Effort
10/5/06	12:41	VFR #1	33	346	EXPR		ORA01	
10/5/06	19:09	VFR #1	27R	360	C208		BXR567	Good Effort
10/6/06	12:55	VFR #2	27R	307	EXPR		RBU69	
10/6/06	13:00	VFR #2	27R	307	EXPR		RBU04	Good Effort - Air Traffic
10/6/06	13:10	VFR #2	27R	307	EXPR		RBU19	Good Effort
10/6/06	13:20	VFR #1	33	323	PITS		ORKL1	Good Effort
10/6/06	13:41	VFR #1	27R	307	EXPR		RBU03	
10/7/06	9:41	313 Dep	27R	317	COL4	N401ST		IFR Training
10/7/06	14:11	VFR #2	33	342	C172	N99348		Good Effort - Air Traffic
10/7/06	19:10	VFR #1	33	371	P28A	N8924N		
10/8/06	10:42	VFR #1	33	332	AGCT	N54U		
10/8/06	12:23	VFR #1	27R	366	C421	N421MD		
10/8/06	15:12	313 Dep	33	323	C172	N99348		IFR Training
10/8/06	16:09	313 Dep	33	372	BNR	N60111		IFR Training
10/8/06	16:27	VFR #1	27R	316	PA28	N4319Y		
10/8/06	19:17	313 Dep	27R	336	BE24	N9737Q		IFR Training
10/9/06	17:34	VFR #2	33	361	C172	N1658F		Air Traffic
10/10/06	12:46	VFR #4	27R	343	BE55	N704YB		
10/10/06	16:54	VFR #1	27R	350	C208	N950PA		
10/11/06	14:03	VFR #1	27R	354	PAZT	N23LT		Good Effort
10/11/06	15:14	VFR #1	27R	313	C210	N6421P		
10/11/06	15:57	VFR #1	33	362	C182	N6605D		Air Traffic
10/11/06	18:47	VFR #1	27L	354	C208		BXR567	Air Traffic
10/11/06	19:00	VFR #4	27R	376	C208	N40363		
10/13/06	19:46	313 Dep	27R	356	TBM7	N850JM		IFR Training
10/15/06	11:10	313 Dep	33	343	G164	N654U		IFR Training