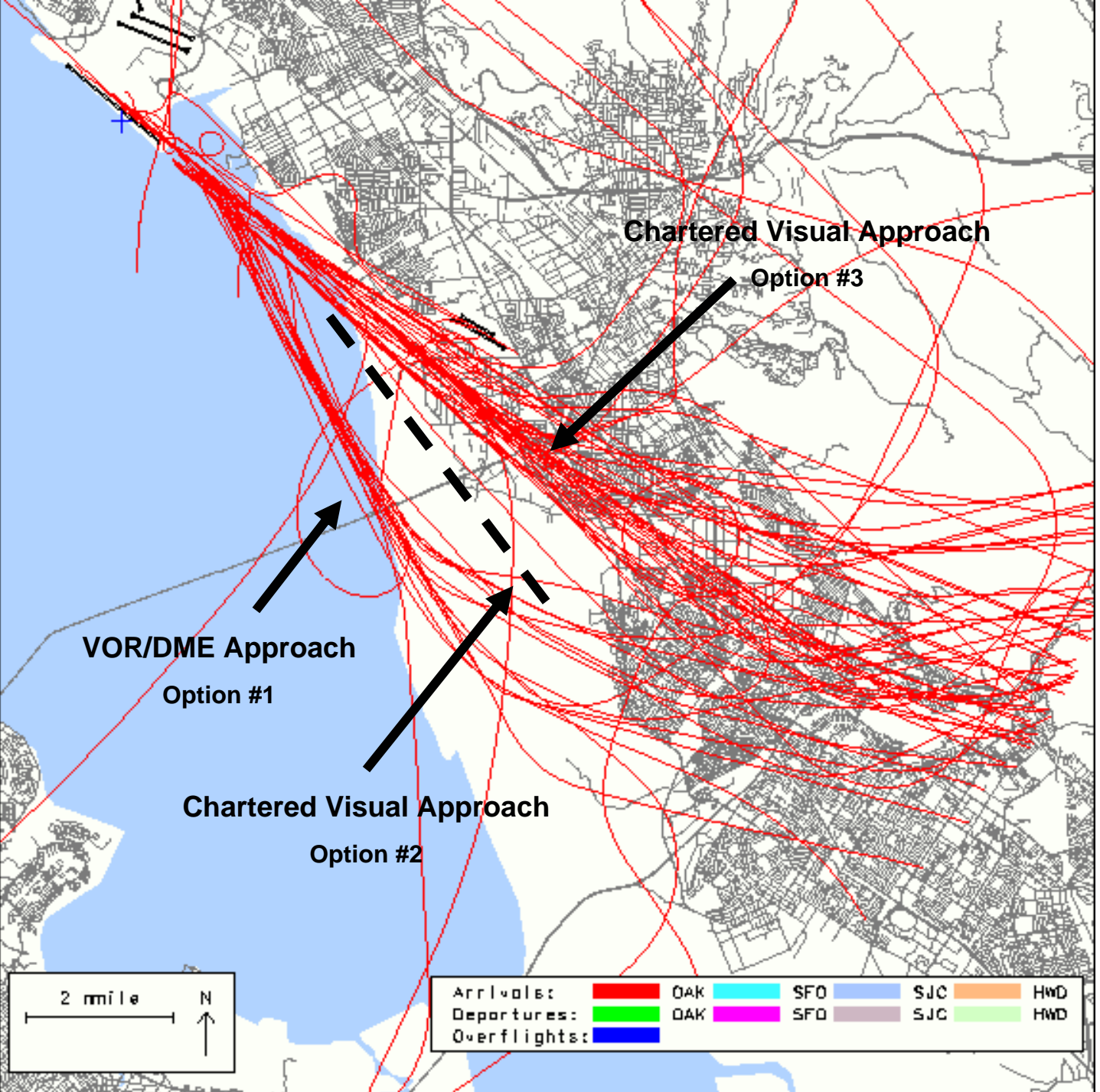


# **Oakland Airport-Community Noise Management Forum**

April 20, 2005



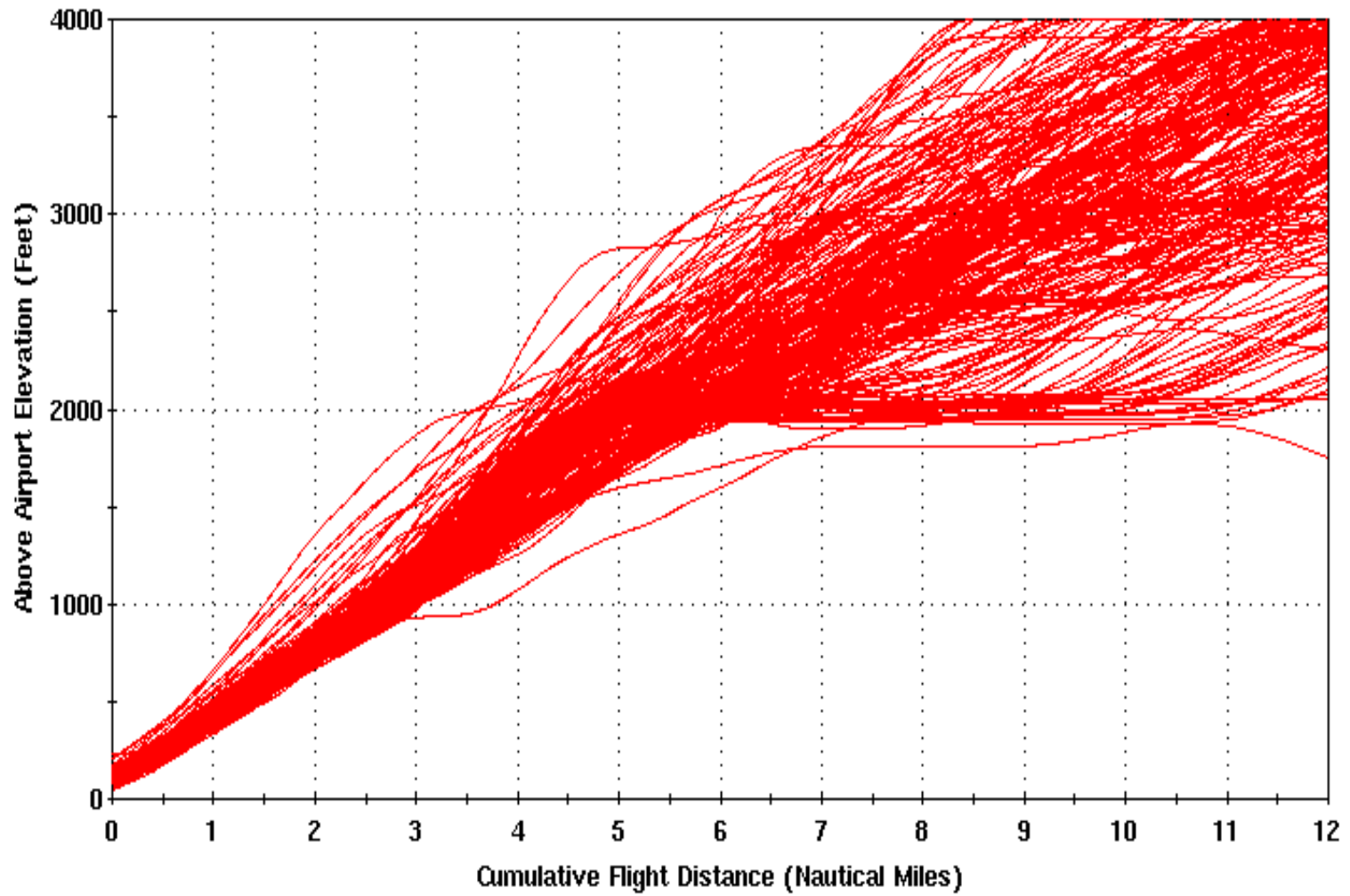
# Noise Mitigation Proposal

- **Option #3** – Development of a **Charted Visual Approach** utilizing existing ILS Runway 29 approach path with proposed higher altitudes approaching Hayward area to mimic a Continuous Descent Approach (CDA).
- **Impacts** – Little to none with benefits to ATC operations (i.e. reduced phraseology). No new neighborhoods affected.

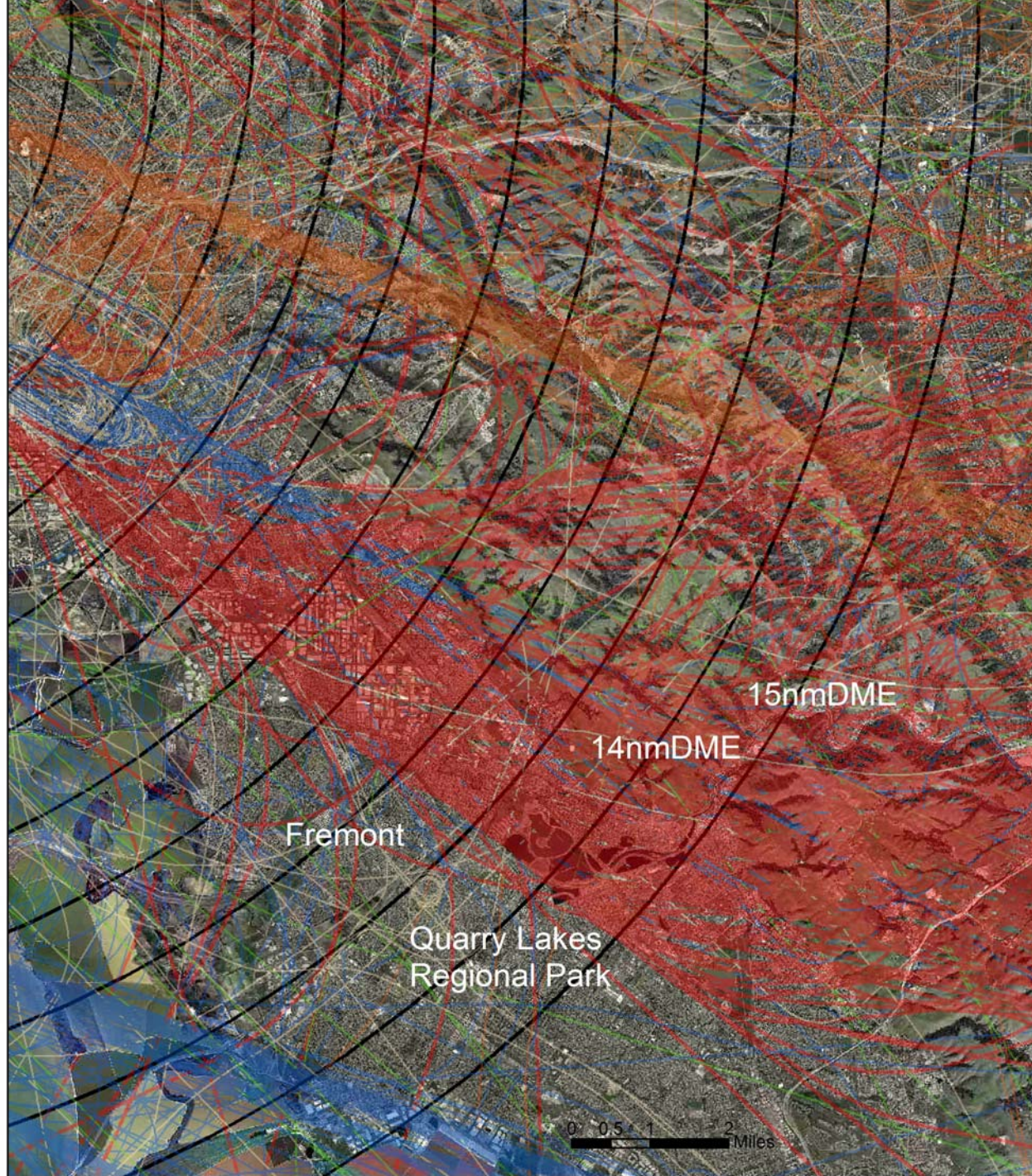
# Chartered Visual Approach

- Option three preferable and likely only one endorsed by ATC because of operational concerns
- Most preferred by user groups – straight-in vice off-set.
- Likely improvement of interim altitudes issued by ATC prior to approach clearance. (Could mimic “Continuous Descent Approach (CDA)”)
- Research suggests the Chartered Visual Approach Procedure is an approach application that may produce some noise relief because of the continuous descent profile
- NOTE – Will not improve descent / track profiles from about 6 miles east of airport

Oakland International Airport  
Multiple Track Profiles  
11/01/2004 01:06:04 - 11/01/2004 23:57:43



— Arrival — Departure — Overflight

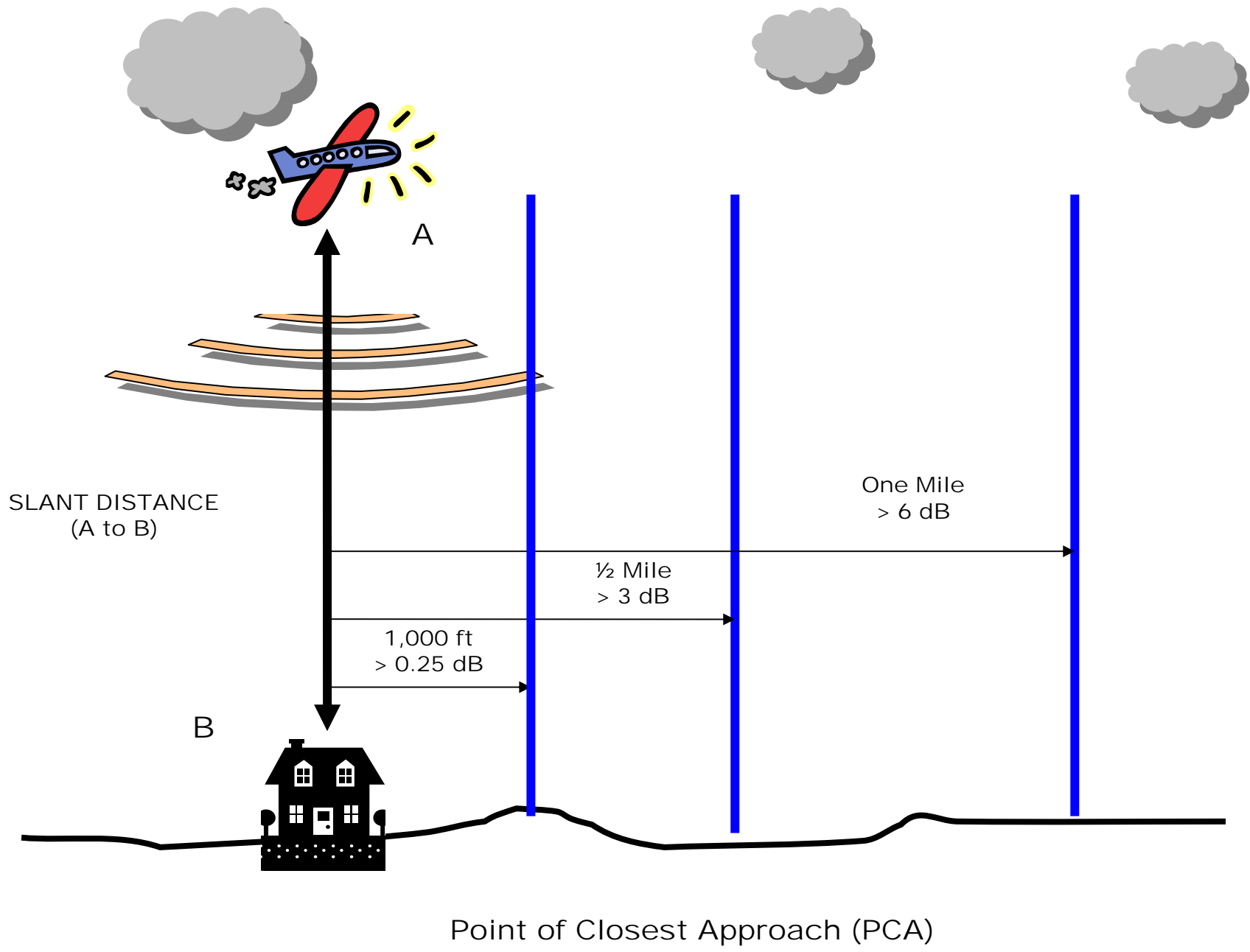


# Options

- New Technologies allowing for “precision” off-set type approaches are not yet available
- If / When these new technologies are available, application will likely introduce new flight tracks and all new environmental issues

# Chartered Visual Approach

- South Field Research Group requests the Forum submit written request to the FAA to expedite implementation of Chartered Visual Approach procedure for Runway 29



Point of Closest Approach (PCA)

# Clarification and Review of Visual Approaches and Associated Flight Tracks

- Right Down Wind
- Straight-In procedure
- Modified Straight-In procedure

