



**Oakland** International Airport



A division of the Port of Oakland

## Alameda Quarterly Report

Fourth Quarter 2009



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Prepared for  
CLASS  
The City of Alameda

Prepared by  
Oakland International Airport  
Noise/Environmental Compliance Office

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## Alameda Quarterly Report Introduction

The Alameda Quarterly Report presents monitoring and progress information on several aircraft noise abatement programs managed by the Noise/Environmental Compliance Office at Oakland International Airport. These noise abatement programs are designed to reduce the impacts of aircraft noise on Alameda residences.

### Compliance Beyond the Control of the Port of Oakland

Noise abatement procedures at Oakland International Airport are based upon a number of voluntary actions that air traffic controllers and pilots may take to help reduce the impacts of aircraft noise on communities adjacent to the airport. The airport has no authority in regards to the movement of aircraft or the direction of flight. The authority to regulate flight patterns of aircraft is vested exclusively in the Federal Aviation Administration. FAA air traffic controllers have the responsibility for directing aircraft on the ground and in flight and the pilot in command has the final authority as to the safe flight of his aircraft.

### Safety Comes First

Safety always takes precedence over noise abatement procedures and pilots must follow air traffic control instructions and other safety considerations caused by weather, potential air space conflicts or emergencies. FAA may advise pilots, or pilots may determine on their own, that there is another nearby aircraft that must be avoided to maintain safe aircraft separation. Safe separation of aircraft may result in a flight over residential areas. Military, law enforcement and medical aircraft flights also may have an operational need to fly over residential areas.

### Disclaimer

Although the Airport Noise and Operations Monitoring System (ANOMS) is a very sophisticated computer program that provides a state-of-the-art solution for monitoring aircraft operations, problems with the system's data integration and analysis programs occasionally cause erroneous information or loss of data. Usually errors are minimal and are limited to such things as aircraft departure assignment to an inappropriate runway designation or providing incomplete aircraft identification information regarding a specific flight track.

Also, the Federal Aviation Administration allows for certain tolerances in the accuracy of radar data, and ANOMS relies on FAA air traffic control radar data for its database and reporting capability. At times flight track data is lost due to FAA or Port of Oakland equipment failure. Since FAA Bay TRACON radar equipment was updated in October 2002, radar data has been very consistent and more complete than in the past. Airport staff carefully reviews the data for accuracy and will make corrections whenever possible.

### Definitions of Comments

In the noise abatement procedure compliance tables listing the flights under review, there are comments provided, which describe the status of the flight investigation and are generically applied to any of the noise abatement procedures. The term "**Audio Not Available**" refers to a flight investigation when the ATC audio file is lost due to recording system failure. The term "**Audio Not Reviewed**" refers to a flight investigation when the ATC audio file has not been reviewed due to staffing constraints or other reason. In either case, the flight is considered a deviation or not in compliance with the noise abatement procedure.

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# 1. North Field Preferential Runway Use Program

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The North Field Preferential Runway Use noise abatement procedure program states that the following aircraft should not depart at any time of the day from Runways 27R/L, nor land on Runways 09R/L, except during emergencies, whenever Runways 11/29 are closed or by any cause beyond the control of the Airport. Pilots are requested to use Runways 11/29 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

- **Departures:** 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.
- **Arrivals:** 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.

**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.

**VFR Landings** - 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.

## Classifications for Exempt Runway 27R/L Jet Departures and Runway 09R/L Jet Landings:

**Lifeguard 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/Weather** - 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 depart from Runways 27R/L or 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:**

**Table A. Jet Departure Procedure for 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 airport-wide departures (including air carrier aircraft operating on the South Field).
- Table list of all jet departures from Runways 27R/L. **The jet departures highlighted in red text are considered to be non-compliant as opposed to others listed that are exempted flights because they were determined to meet specific criteria.**

**Table B. Jet Landing Procedure for Runways 09R/L**

- Summary table of program 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 airport-wide landings (including air carrier aircraft operating on the South Field).
- Table list of all jet arrivals on Runway 09R/L. **The jet landings highlighted in red text are considered to be non-compliant as opposed to others listed that are exempted flights because they were determined to meet specific criteria.**

**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.

\* 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.

**Table A. North Field Jet Departure Procedure for Runways 27R/L**

Runway 27R/L Jet Departure Procedure Compliance Summary Fourth Quarter 2009				
	October	November	December	Quarterly
Airport-wide Corporate Jet Departures	650	609	586	1,845
Compliant Departures	633	582	565	1,780
Non-compliant Departures from Runways 27R/L	17	27	21	65
Compliance Rate	97%	96%	96%	96%
The section below compares compliance performance to total airport-wide jet departures.				
Total Airport Jet Departures	5,657	5,373	5,817	16,847
Compliant Departures	5,640	5,346	5,796	16,782
Non-compliant Departures from Runways 27R/L	17	27	21	65
Compliance Rate	100%	99%	100%	100%

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**Runways 27R/L Jet Departure List**

Date/Time	Flight No	Tail No	Aircraft Type	Beacon Code	Runway	AC Categ.	Comments
10/2/2009 12:38	N727AW	N727AW	C650	3660	27R	B	Pilot Requested
10/2/2009 17:06	AWE9216	-	A320	1757	27L	J	Pilot Requested
10/3/2009 15:26	N143BP	N143BP	C550	1416	27R	B	Pilot Requested
10/3/2009 16:34	N450AB	N450AB	GLF4	3252	27R	B	Pilot Requested
10/4/2009 19:34	LN350EF	-	LJ35	1704	27L	B	Lifeguard Medical
10/5/2009 15:46	N774XJ	N774XJ	C750	3305	27L	B	ATC did not Advise
10/6/2009 16:50	OPT469	-	BE40	1773	27L	B	Pilot Requested
10/9/2009 12:35	N500SW	N500SW	LJ60	4556	27R	B	Pilot Requested
10/10/2009 13:25	N708GP	N708GP	C25A	3645	27R	B	Pilot Requested
10/10/2009 16:24	N500SW	N500SW	LJ60	4214	27L	B	Pilot Requested
10/12/2009 12:23	N456MF	N456MF	EA50	3632	27L	B	Pilot Requested
10/15/2009 15:54	AJ1135	-	FA20	3267	27L	B	Pilot Requested
10/21/2009 14:40	FIV418	-	C25B	3334	27L	B	Pilot Requested
10/21/2009 18:22	TWY740	-	LJ40	3201	27L	B	Pilot Requested
10/24/2009 10:47	N46HA	N46HA	F2TH	6366	27L	B	Pilot Requested
10/26/2009 03:47	MXA149	-	A319	3206	27L	J	Runway Maintenance
10/26/2009 20:36	LN71PG	-	LJ35	3355	27L	B	Lifeguard Medical
10/27/2009 14:22	TWY740	-	LJ40	4222	27R	B	Pilot Requested
10/28/2009 06:22	LN71PG	-	LJ35	3363	27L	B	Lifeguard Medical
10/29/2009 16:46	NWA9938	-	A319	3270	27L	J	Pilot Requested
10/31/2009 00:53	CGTDE	-	LJ35	3246	27L	B	Pilot Requested
11/2/2009 02:32	MXA149	-	A320	3237	27L	J	Runway Maintenance
11/3/2009 08:50	N303CP	N303CP	C560	4220	27R	B	Pilot Requested
11/6/2009 14:19	N27WP	N27WP	E50P	4524	27R	B	Pilot Requested

Date/Time	Flight No	Tail No	Aircraft Type	Beacon Code	Runway	AC Categ.	Comments
11/7/2009 11:37	N991TW	N991TW	CL60	3201	27L	B	Pilot Requested
11/8/2009 17:40	N27WP	N27WP	E50P	6330	27R	B	Pilot Requested
11/8/2009 19:15	N363PJ	N363PJ	LJ35	3626	27L	B	Pilot Requested
11/9/2009 07:54	N2486B	N2486B	EA50	3341	27R	B	Pilot Requested
11/9/2009 19:13	N771DV	N771DV	F2TH	1724	27L	B	Pilot Requested
11/9/2009 21:27	N2468B	N2468B	EA50	342	27R	B	Runway Maintenance
11/12/2009 08:54	N767FL	N767FL	6376	GLF5	27L	B	Pilot Requested
11/14/2009 16:00	N143BP	N143BP	3327	C550	27R	B	Pilot Requested
11/14/2009 16:19	N991TW	N991TW	4267	CL60	27L	B	Pilot Requested
11/15/2009 09:54	N3JM	N3JM	6344	C25B	27R	B	Pilot Requested
11/16/2009 21:02	N973AC	N973AC	3244	C680	27L	B	Pilot Requested
11/17/2009 01:29	N774XJ	N774XJ	C750	4230	27R	B	Pilot Requested
11/20/2009 14:12	N217BA	N217BA	GALX	6324	27L	B	Pilot Requested
11/22/2009 13:58	N2486B	N2486B	EA50	6331	27L	B	Pilot Requested
11/22/2009 15:54	N149CD	N149CD	LJ45	3207	27R	B	Pilot Requested
11/22/2009 17:29	BJS517	-	CL60	3777	27L	B	Pilot Requested
11/22/2009 20:38	N2486B	N2486B	EA50	370	27R	B	Pilot Requested
11/23/2009 02:03	MXA149	-	A319	3204	27L	J	Runway Maintenance
11/23/2009 05:46	ASA9001	-	B734	3227	27L	J	Runway Maintenance
11/25/2009 13:14	N143BP	N143BP	C550	1751	27R	B	Pilot Requested
11/25/2009 13:15	TWY740	-	LR40	4573	27R	B	Pilot Requested
11/26/2009 01:18	N361PJ	N361PJ	LJ35	3324	27L	B	Pilot Requested
11/27/2009 13:14	N64MG	N64MG	C750	3716	27L	B	Pilot Requested
11/27/2009 13:26	N85SM	N85SM	EA50	4556	27R	B	Pilot Requested
11/28/2009 12:03	N923JP	N923JP	C510	3722	27L	B	Pilot Requested
11/28/2009 16:52	N991TW	N991TW	CL60	4511	27L	B	Pilot Requested
11/29/2009 08:45	N46HA	N46HA	F2TH	1766	27L	B	Pilot Requested
11/29/2009 12:20	N68MG	N68MG	C56X	3307	27R	B	Pilot Requested
12/1/2009 17:46	N143BP	N143BP	C550	3614	27L	B	Pilot Requested
12/3/2009 23:16	KFS33	-	LJ25	3325	27L	B	Lifeguard Medical
12/4/2009 14:15	EJA949	-	C750	3664	27L	B	Pilot Requested
12/4/2009 15:55	N818PF	N818PF	C500	4204	27R	B	ATC did not Advise
12/4/2009 16:03	N162DS	N162DS	C650	6375	27L	B	Pilot Requested
12/5/2009 16:57	N277G	N277G	EA50	3202	27R	B	Pilot Requested
12/5/2009 22:48	N923JP	N923JP	C510	3370	27R	B	Pilot Requested
12/8/2009 13:22	N106JT	N106JT	C25B	3646	27L	B	Pilot Requested
12/10/2009 08:02	N991TW	N991TW	CL60	6347	27R	B	Pilot Requested
12/13/2009 10:43	N991TW	N991TW	CL60	6313	27L	B	Pilot Requested
12/13/2009 17:00	N904DS	N904DS	GLEX	3322	27L	B	ATC did not Advise
12/13/2009 17:06	N789RR	N789RR	GLF4	3270	27L	B	ATC did not Advise
12/15/2009 11:43	N1GH	N1GH	C550	4560	27L	B	Pilot Requested
12/16/2009 10:04	EJA731	-	GALX	4527	27L	B	ATC Request
12/16/2009 11:31	LN25PW	-	LJ25	3232	27R	B	Lifeguard Medical
12/16/2009 15:07	N217BA	N217BA	GALX	1704	27L	B	Pilot Requested
12/19/2009 06:59	N56RJ	N56RJ	H25B	3342	27R	B	ATC did not Advise
12/20/2009 19:49	LN71PG	-	LJ35	3226	27L	B	Lifeguard Medical

Date/Time	Flight No	Tail No	Aircraft Type	Beacon Code	Runway	AC Categ.	Comments
12/21/2009 09:08	N125BP	N125BP	LJ60	4236	27R	B	ATC did not Advise
12/24/2009 09:29	N2486B	N2486B	EA50	3304	27R	B	Pilot Requested
12/26/2009 16:27	N991TW	N991TW	CL60	4510	27L	B	Pilot Requested
12/28/2009 02:00	MXA149	-	A319	3245	27L	J	Runway Maintenance
12/28/2009 13:18	N431DA	N431DA	LJ31	6351	27L	B	Audio not available
12/29/2009 08:55	N470CT	N470CT	BE40	3335	27L	B	ATC Request
12/30/2009 14:49	N431DA	N431DA	LJ31	6344	27R	B	Pilot Requested

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**Table B. North Field Jet Landing Procedure for Runways 09R/L**

Runway 09R/L Jet Landing Procedure Compliance Summary Fourth Quarter 2009				
	October	November	December	Quarter
Total SE Plan Corporate Jet Landings *	30	11	59	100
Compliant Landings	6	1	37	44
Non-compliant Landings on Runways 09R/L	24	10	22	56
Compliance Rate	20%	9%	63%	44%
The section below compares compliance performance to total airport-wide jet landings.				
Total SE Plan Airport-wide Jet Landings	421	161	696	1,278
Compliant Landings	397	151	674	1,222
Non-compliant Landings on Runways 09R/L	24	10	22	56
Compliance Rate	94%	94%	97%	96%
* Note: During Southeast Plan, corporate or business jets will land on Runways 09R/L and 11.				

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**Runways 09R/L Jet Landings Compliance List**

Date Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comment
10/12/2009 21:14	N991TW	N991TW	CL60	1312	09R	B	Pilot Request
10/13/2009 19:30	N511BP	N511BP	C525	2057	09R	B	Pilot Request
10/14/2009 09:35	N565EJ	N565EJ	C560	6767	09L	B	Pilot Request
10/14/2009 10:40	N910KB	N910KB	CL60	7356	09R	B	Pilot Request
10/14/2009 11:22	N831GA	N831GA	C650	6676	09L	B	Pilot Request
10/14/2009 11:30	N467AM	N467AM	GLF2	7375	09R	B	ATC Request
10/14/2009 11:59	KAI57	-	H25B	4221	09L	B	Pilot Request
10/14/2009 12:04	N431DA	N431DA	LJ31	4254	09L	B	ATC Request
10/14/2009 12:46	N692PC	N692PC	LJ60	6557	09L	B	Pilot Request
10/14/2009 13:06	N501RP	N501RP	G150	4521	09R	B	ATC Request
10/14/2009 15:59	TWY11	-	BE40	6075	09R	B	Pilot Request
10/19/2009 07:06	N359K	N359K	LJ45	7277	09L	B	Audio Not Available
10/19/2009 09:16	N525CP	N525CP	C525	7312	09R	B	Audio Not Available
10/19/2009 10:26	N1999	N1999	F2TH	4156	09R	B	Audio Not Available
10/19/2009 11:33	N30VP	N30VP	H25B	5617	09R	B	Audio Not Available
10/19/2009 11:50	FIV420	-	C25B	510	09R	B	Audio Not Available
10/19/2009 13:09	FIV576	-	C560	6774	09R	B	Audio Not Available
10/19/2009 13:20	N525CP	N525CP	C525	4265	09R	B	Audio Not Available
10/19/2009 13:24	OPT451	-	BE40	6623	09R	B	Audio Not Available
10/19/2009 13:30	KAI58	-	GLF4	4237	09R	B	Audio Not Available
10/19/2009 13:32	LXJ337	-	CL60	2232	09R	B	Audio Not Available
10/19/2009 13:50	DOJ13	-	H25B	6026	09R	B	Audio Not Available
10/19/2009 13:59	N6VF	N6VF	FA20	3326	09R	B	Audio Not Available

Date Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comment
10/19/2009 14:12	N440CJ	N440CJ	C25A	1766	09R	B	Audio Not Available
11/5/2009 10:25	SQU1	-	F900	1350	09R	B	Pilot Request
11/5/2009 12:38	SWQ642	-	E135	1635	09R	R	Pilot Request
11/5/2009 12:45	EJA887	-	H25B	4015	09R	B	ATC Request
11/5/2009 12:51	N923JP	N923JP	C510	4273	09R	B	Pilot Request
11/5/2009 13:35	N145KK	N145KK	C560	2577	09R	B	Pilot Request
11/5/2009 14:14	N701VV	N701VV	C550	3725	09R	B	ATC Request
11/5/2009 15:11	N560CH	N560CH	C560	6604	09R	B	Pilot Request
11/5/2009 15:29	N619SM	N619SM	F2TH	3441	09R	B	Pilot Request
11/5/2009 17:00	N74GW	N74GW	H25B	1676	09L	B	Pilot Request
11/5/2009 17:41	EJA587	-	C56X	6052	09R	B	Pilot Request
11/20/2009 08:30	N217BA	N217BA	GALX	7216	09R	B	Runway 11 Traffic
11/20/2009 09:37	EJA695	-	C56X	6647	09R	B	Runway 11 Traffic
11/20/2009 10:33	N175BC	N175BC	F2TH	6045	09R	B	Runway 11 Traffic
12/10/2009 10:25	14002782	EJA821	09L	H25B	A	B	Pilot Request
12/10/2009 10:53	14002515	N996QS	09L	C750	A	B	Pilot Request
12/10/2009 12:20	14002853	EJA818	09L	C560	A	B	Pilot Request
12/10/2009 12:22	14002536	EJA643	09L	C56X	A	B	Pilot Request
12/10/2009 13:59	14002555	N6VF	09L	FA20	A	B	Pilot Request
12/10/2009 14:28	14002559	N777SA	09L	GLF4	A	B	Pilot Request
12/10/2009 14:33	14002560	EJA821	09L	H25B	A	B	Pilot Request
12/10/2009 14:49	14002565	N440CT	09L	BE40	A	B	Pilot Request
12/10/2009 15:21	14002783	N271CS	09R	C510	A	B	Pilot Request
12/10/2009 15:31	14002784	TWY460	09R	BE40	A	B	Pilot Request
12/10/2009 15:49	14002580	N973MW	09R	GLF3	A	B	Pilot Request
12/10/2009 16:32	14002594	N991TW	09R	CL60	A	B	Pilot Request
12/10/2009 16:54	14002600	N681CE	09L	C560	A	B	Pilot Request
12/10/2009 17:36	14002610	N359K	09R	LJ45	A	B	Pilot Request
12/10/2009 18:56	14002639	N888WS	09R	CL60	A	B	Pilot Request
12/10/2009 20:18	14002661	N23BV	09R	C525	A	B	Pilot Request
12/11/2009 03:56	14004251	EDG451	09R	GLF4	A	B	Pilot Request
12/11/2009 09:52	14004261	N37BM	09L	LJ31	A	B	Pilot Request
12/11/2009 16:00	14004276	N903JP	09L	C510	A	B	Pilot Request
12/12/2009 07:02	14005752	EJA255	09R	F2TH	A	B	Pilot Request
12/12/2009 13:11	14005755	CSK33	09R	C25A	A	B	Runway 11 Traffic
12/12/2009 13:32	14005586	N303CP	09L	C560	A	B	Pilot Request
12/12/2009 16:38	14005623	N444G	09R	C550	A	B	Pilot Request

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## 2. Runway 29 Bay Farm Right Turn Departure Procedure

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For noise reduction purposes, turbojet aircraft are not permitted to make right turn climb out departures off Runway 29 over Bay Farm Island. This noise abatement procedure is commonly referred to as the **No Right Turn Climb Out Departure Procedure** and is monitored 24 hours per day.

### Compliance Monitoring Procedure

This report identifies the turbojet aircraft that did not comply with the **No Right Turn Climb Out Departure Procedure**. Noncompliant departures are reported to the air carrier's chief pilot or the owner/operator of the aircraft. Letters, along with flight track maps identifying the noncompliant flight, are sent in each case with the intent of encouraging cooperation and request assistance to minimize the amount of future noncompliance.

### Noncompliant Departures

Noncompliant departures occur when a turbojet aircraft does not maintain a straight-out departure heading but turns right when departing from Runway 29 and ascends over any area of Bay Farm Island.

### This report includes:

- A summary table on compliance performance for the *No Right Turn Climb Out Departure Procedure* in comparison with Runway 29 departures
- A list of all turbojet aircraft that did not comply with the *No Right Turn Climb Out Departure Procedure*
- A flight track map of all non-complying aircraft departures on the right turn climb out procedure during the calendar quarter

## Runway 29 Bay Farm Right Turn Departure Procedure

Runway 29 Bay Farm Right Turn Departure Procedure Compliance Summary Fourth Quarter 2009				
	October	November	December	Quarter
Runway 29 Turbojet Departures	5,177	5,141	5,066	15,384
Compliant Departures	5,124	5,133	5,065	15,322
<b>Runway 29 Right Turn Climb Out Departures</b>	<b>53</b>	<b>8</b>	<b>1</b>	<b>62</b>
Runway 29 RT Departure Compliance Rate	99%	100%	100%	100%
Note: Fleet Week Airshow scheduled in October. Oct. 2009 = 49				

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### Runway 29 Bay Farm Right Turn Departure List

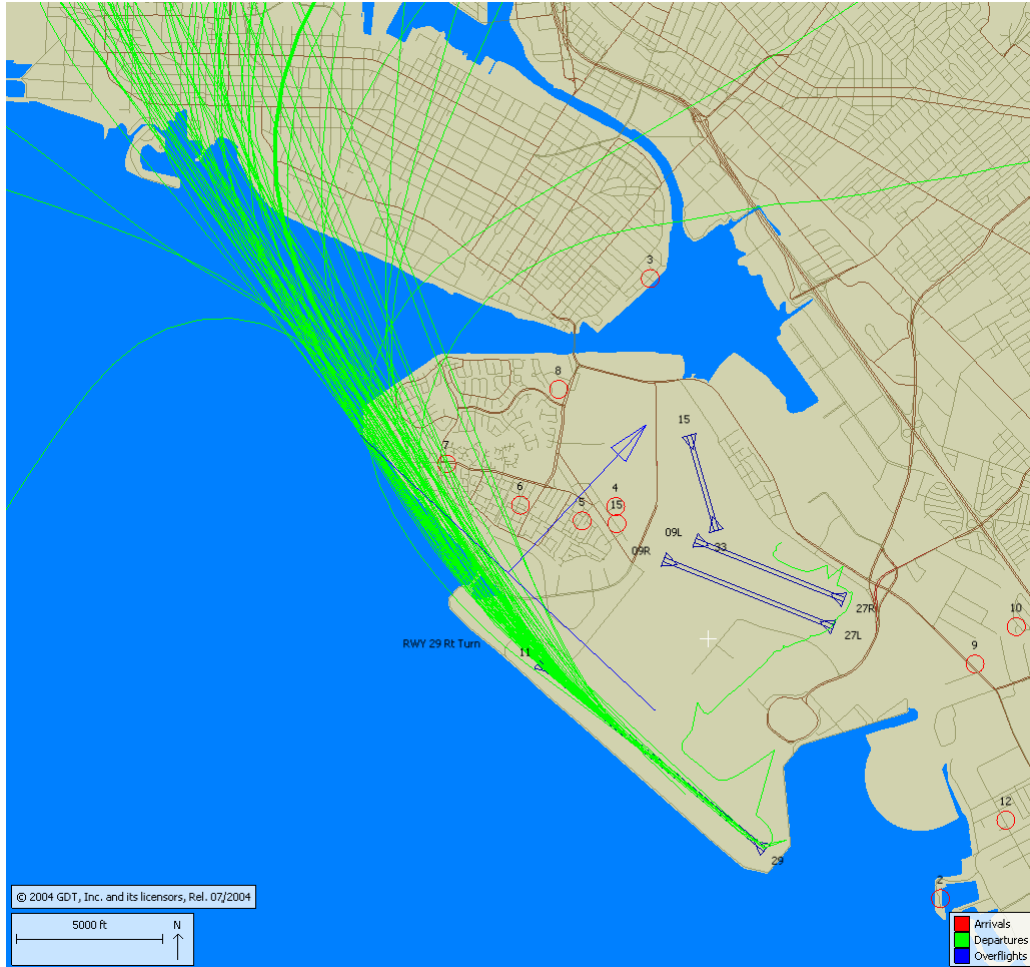
Date/Time	Flight No	Tail No	Airline	Aircraft Type	Aircraft Category	Comment
10/7/2009 20:22	SWA2003	-	SWA	B737	J	
10/8/2009 14:42	N765XJ	N765XJ	-	C750	B	Fleet Week
10/8/2009 15:08	N35BG	N35BG	-	LJ35	B	Fleet Week
10/8/2009 15:06	N367DA	N367DA	-	LJ35	B	Fleet Week
10/8/2009 15:29	N888KG	N888KG	-	C650	B	Fleet Week
10/8/2009 15:45	N900TG	N900TG	-	F900	B	Fleet Week
10/8/2009 13:03	TWY914	-	TWY	C25B	B	Fleet Week
10/8/2009 13:30	SWA9006	-	SWA	B737	J	Fleet Week
10/8/2009 13:58	SWA1714	-	SWA	B737	J	Fleet Week
10/8/2009 14:07	SWA570	-	SWA	B737	J	Fleet Week
10/8/2009 14:59	JBU302	-	JBU	A320	J	Fleet Week
10/8/2009 15:01	UAL726	-	UAL	A320	J	Fleet Week
10/8/2009 15:15	SWA830	-	SWA	B733	J	Fleet Week
10/8/2009 15:25	ASA345	-	ASA	B737	J	Fleet Week
10/8/2009 15:38	SWA1595	-	SWA	B737	J	Fleet Week
10/8/2009 15:41	QXE610	-	QXE	CRJ7	R	Fleet Week
10/8/2009 16:37	SKW4742	-	SKW	CRJ7	R	Fleet Week
10/8/2009 16:50	SWA1554	-	SWA	B737	J	Fleet Week
10/8/2009 16:53	SWA1786	-	SWA	B737	J	Fleet Week
10/8/2009 14:20	FDX3884	-	FDX	DC10	J	Fleet Week
10/9/2009 15:40	EJA960	-	EJA	C750	B	Fleet Week
10/11/2009 13:29	N921TX	N921TX	-	C510	B	Fleet Week
10/11/2009 14:40	N2000X	N2000X	-	C560	B	Fleet Week
10/11/2009 14:50	N103VF	N103VF	-	C550	B	Fleet Week
10/11/2009 15:17	N894TW	N894TW	-	WW24	B	Fleet Week
10/9/2009 13:01	SWA1179	-	SWA	B735	J	Fleet Week
10/9/2009 13:15	SWA173	-	SWA	B733	J	Fleet Week
10/9/2009 13:36	SWA9006	-	SWA	B737	J	Fleet Week
10/9/2009 13:54	JBU96	-	JBU	A320	J	Fleet Week
10/9/2009 14:05	SWA570	-	SWA	B737	J	Fleet Week
10/9/2009 14:41	SWA1714	-	SWA	B737	J	Fleet Week
10/9/2009 14:54	UAL726	-	UAL	A320	J	Fleet Week
10/9/2009 15:06	SWA830	-	SWA	B733	J	Fleet Week
10/9/2009 15:21	ASA345	-	ASA	B737	J	Fleet Week
10/9/2009 15:38	SWA1595	-	SWA	B737	J	Fleet Week
10/9/2009 15:44	QXE610	-	QXE	CRJ7	R	Fleet Week
10/10/2009 13:07	SKW4616	-	SKW	CRJ9	R	Fleet Week
10/10/2009 13:58	SWA3100	-	SWA	B733	J	Fleet Week
10/10/2009 14:00	SWA1212	-	SWA	B737	J	Fleet Week
10/10/2009 14:03	SWA3565	-	SWA	B733	J	Fleet Week
10/10/2009 14:08	SWA250	-	SWA	B737	J	Fleet Week
10/10/2009 14:32	EJM6	-	EJM	FA50	B	Fleet Week
10/10/2009 14:53	SWA936	-	SWA	B737	J	Fleet Week
10/10/2009 15:27	ASA345	-	ASA	B737	J	Fleet Week
10/10/2009 14:22	FDX3862	-	FDX	A306	J	Fleet Week
10/11/2009 12:24	SWA1179	-	SWA	B737	J	Fleet Week
10/11/2009 15:11	UAL726	-	UAL	B752	J	Fleet Week

Date/Time	Flight No	Tail No	Airline	Aircraft Type	Aircraft Category	Comment
10/11/2009 15:30	ASA345	-	ASA	B737	J	Fleet Week
10/11/2009 15:37	QXE610	-	QXE	CRJ7	R	Fleet Week
10/11/2009 15:39	SWA3505	-	SWA	B733	J	Fleet Week
10/21/2009 20:20	SWA2003	-	SWA	B737	J	
10/26/2009 10:44	N103VF	N103VF	-	C525	B	
10/30/2009 16:35	SWA1554	-	SWA	B737	J	
11/4/2009 19:57	SWA198	-	SWA	B737	J	
11/16/2009 09:27	ASA355	-	ASA	B738	J	
11/20/2009 13:41	N450QS	N450QS	-	GLF4	B	
11/20/2009 14:10	SWA1247	-	SWA	B737	J	
11/22/2009 09:08	SWA285	-	SWA	B737	J	
11/27/2009 11:15	HAL47	-	HAL	B763	J	
11/27/2009 12:00	QXE644	-	QXE	CRJ7	R	
11/28/2009 09:29	SWA1477	-	SWA	B737	J	
12/23/2009 20:43	SWA3056	-	SWA	B737	J	

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## Runway 29 Bay Farm Right Turn Departure Flight Track Map

### Non-compliant Departures for calendar quarter



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### 3. Engine Run-up Procedure Program

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#### Policy & Procedures

The Port of Oakland maintains an aircraft engine run-up procedure policy at Oakland International Airport and regulates enforcement of the program under Operations Directive Number 616.5. The directive requires regulation of all engine run-ups for aircraft over 12,500 pounds and all military type aircraft and specifies the location and time-of-day for this activity. A summary of the regulation is provided below.

In addition, settlement agreements between the Port of Oakland and the City of Alameda stipulate that noise level limits be maintained for evening and nighttime aircraft engine run-up activity. During the evening hours, 7:00 p.m. to 10:00 p.m., engine run-up noise levels should not exceed 75 decibels in residential areas of Bay Farm Island. During the nighttime hours, 10:00 p.m. to 7:00 a.m., engine run-up noise levels should not exceed 70 decibels. These noise limits are measured at a permanent noise microphone located on Beach Road adjacent to the airport.

#### Non-compliant Engine Run-ups

Maximum noise levels are reviewed at the permanent noise microphone located on Beach Road (RMT #15) when a power engine run-up occurs between 7:00 p.m. and 7:00 a.m. daily. Aircraft engine run-up information is correlated to maximum noise level data collected from RMT 15. A non-compliant engine run-up will equal or exceed 75 dB (Lmax) between 7:00 p.m. and 10:00 p.m. and will equal or exceed 70 dB (Lmax) between 10:00 p.m. and 7:00 a.m. daily. If a non-compliant operation should occur, the Noise/Environmental Compliance Office will investigate the occurrence and work with Airport Operations and the aircraft operator/airline to minimize future non-compliant run-up operations.

#### Summary of Airport Operations Directive 616.5

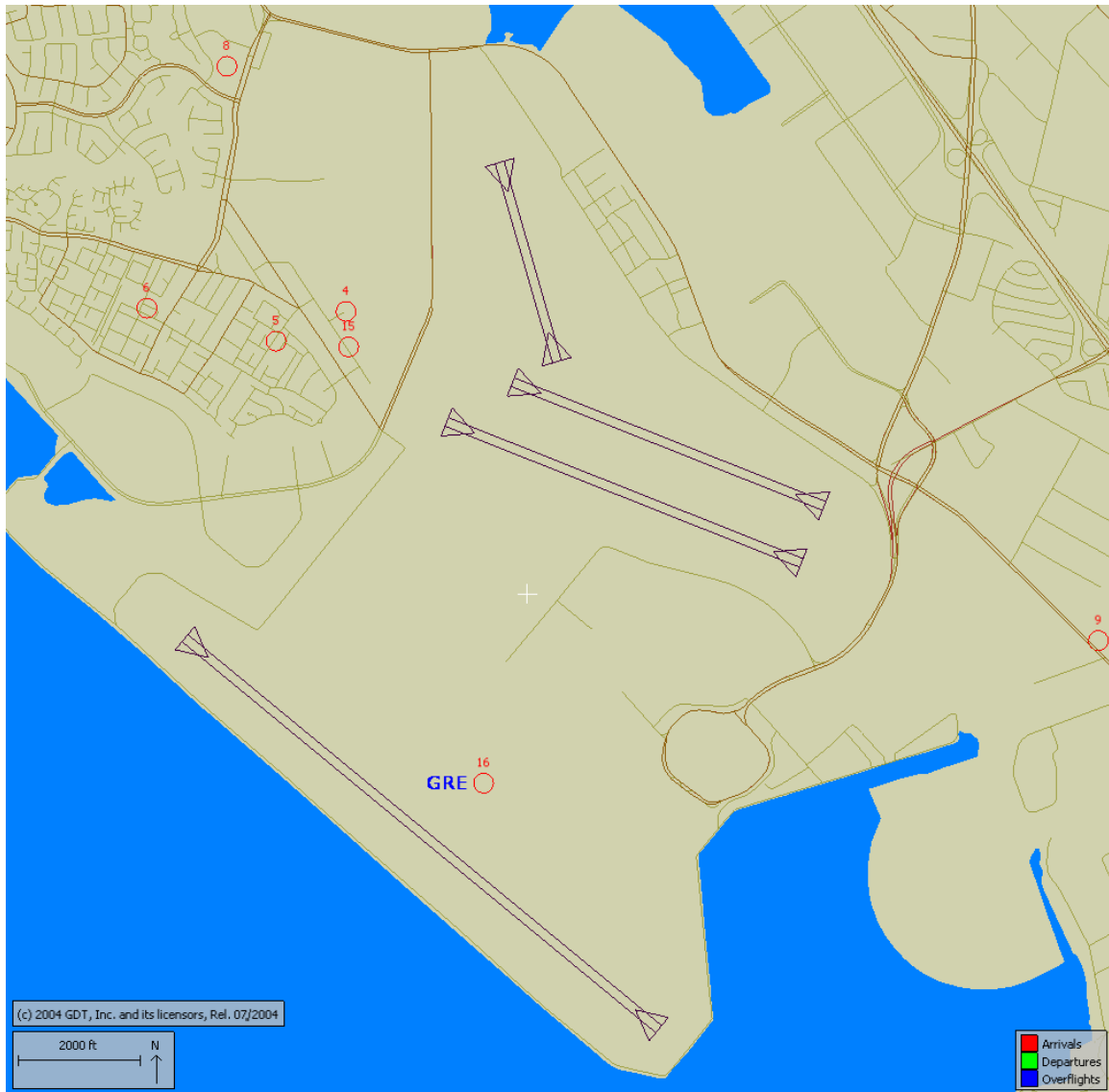
In summary, the Operations Directive that regulates the Port's policy on aircraft engine run-ups and the use of the Ground Run-up Enclosure (GRE) facility states:

- All engine run-ups for aircraft in excess of 12,500 pounds and all military/military surplus aircraft must be performed at the Ground Run-up Enclosure (GRE) or at the Alaska Airlines maintenance blast fences. Engine run-ups may be performed in the GRE between 10:00 p.m. to 7:00 a.m. **only** for revenue flights occurring that day.

#### This report includes:

- A listing of aircraft engine run-ups performed above idle power settings including the date of the run-up, the time the run-up began, the air carrier performing the run-up, aircraft type, the percent of power of the aircraft run-up, and whether the run-up equaled or exceeded the allowable maximum noise levels.
- Any correspondence with the aircraft operator/airline in regards to a maximum noise event above restricted levels.

# Remote Microphone Terminal (RMT) #15



## Engine Run-up Procedure Program

Engine Run-up Procedure Program Fourth Quarter 2009				
	October	November	December	Quarter
Runups - 7:00 PM to 10:00 PM	2	1	1	4
Runups Greater Than 75 dB	0	0	0	0
Runups - 10:00 PM to 7:00 AM	10	9	8	27
Runups Greater Than 70 dB	0	0	0	0
Total Runups in Enclosure (GRE)	15	12	12	39
Total Engine Runups	18	13	13	44

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### List of Powered Aircraft Engine Run-ups

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
10/3/2009	0100	SWA	B737	2	High	GRE	0110	NO	N/A
10/7/2009	2244	FDX	DC10	3	High	GRE	2300	NO	N/A
10/8/2009	1501	FDX	MD11	3	High	GRE	1505	N/A	N/A
10/9/2009	2151	SWA	B737	2	High	GRE	2155	N/A	NO
10/9/2009	2300	SWA	B737	2	High	GRE	2302	NO	N/A
10/12/2009	2000		B727	1	High	GRE	2005	N/A	NO
10/12/2009	0031	FDX	MD11	3	High	GRE	0045	NO	N/A
10/13/2009	0005	FDX	B727	1	High	GRE	0015	NO	N/A
10/14/2009	1843	SWA	B737	2	High	GRE	1855	N/A	N/A
10/14/2009	2221	SWA	B737	2	High	GRE	2235	NO	N/A
10/15/2009	1628	UPS	B757	2	High	GRE	1645	N/A	N/A
10/20/2009	0144		MD11	2	High	GRE	0205	NO	N/A
10/20/2009	2150	FDX	B727	3	High	GRE	2205	NO	N/A
10/21/2009	1215	SWA	B737	2	High	GRE	1220	N/A	N/A
10/26/2009	2327	SWA	B737	2	High	GRE	2337	NO	N/A
10/26/2009	1311	KAI	H25B	2	High	HG6	1315	N/A	N/A
10/27/2009	1435	CAA	GLF5	2	High	HG6	1435	N/A	N/A
10/29/2009	2329	KAI	SBR1	2	High	HG6	0001	NO	N/A
11/1/2009	2330	FDX	B727	3	High	GRE	2345	NO	N/A
11/2/2009	2340	SWA	B737	2	High	GRE	2341	NO	N/A
11/5/2009	0119	FDX	B727	3	High	GRE	0130	NO	N/A
11/5/2009	0815		GLF5	2	High	HG6	0815	N/A	N/A
11/6/2009	0125	FDX	B727	3	High	GRE	0130	NO	N/A
11/6/2009	0244	SWA	B737	2	High	GRE	0250	NO	N/A

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
11/6/2009	0510	FDX	B727	3	High	GRE	0530	NO	N/A
11/9/2009	0001	SWA	B737	2	High	GRE	0010	NO	N/A
11/10/2009	2329	FDX	B727	3	High	GRE	2350	NO	N/A
11/22/2009	2012	FDX	B727	2	High	GRE	2030	N/A	NO
11/26/2009	1709	SWA	B737	2	High	GRE	1720	N/A	N/A
11/26/2009	2156	SWA	B737	2	High	GRE	2205	NO	N/A
11/28/2009	1806	FDX	MD11	1	High	GRE	1820	N/A	N/A
12/3/2009	0810	KAI	GLF5	2	High	HG6	0810	N/A	N/A
12/5/2009	2155	FDX	B727	3	High	GRE	2215	NO	N/A
12/5/2009	0420	SWA	B737	2	High	GRE	0420	NO	N/A
12/6/2009	2056	FDX	B727	3	High	GRE	2115	N/A	NO
12/9/2009	1503	SWA	B737	2	High	GRE	1515	N/A	N/A
12/12/2009	0227	SWA	B737	2	High	GRE	0240	NO	N/A
12/14/2009	2330	SWA	B737	2	High	GRE	2335	NO	N/A
12/15/2009	0207	SWA	B737	2	High	GRE	0115	NO	N/A
12/18/2009	1230	FDX	B727	1	High	GRE	1230	N/A	N/A
12/18/2009	1210	FDX	B727	2	High	GRE	1210	N/A	N/A
12/18/2009	0429	FDX	B727	3	High	GRE	0440	NO	N/A
12/20/2009	2345	SWA	B737	2	Med	GRE	2355	NO	N/A
12/29/2009	2259	FDX	MD11	3	High	GRE	2315	NO	N/A

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## 4. North Field VFR Aircraft Departure Procedures

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### 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 Interstate 880 (Nimitz Freeway) and continue per FAA air traffic control instructions. Whenever safely possible, pilots should avoid flying over nearby residential areas.

This report provides information on noncompliant VFR aircraft departures for all flights recorded by ANOMS (Airport Noise and Operations Monitoring System) during the calendar 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.

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. 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 quarter. 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 text in the table and aircraft list 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 *flight 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.
6. **Flight Replay Not Reviewed** – An aircraft is considered non-compliant as staff did not review ANOMS flight replay to determine whether or not the flight could be excused for safety reasons or otherwise.

**This report includes:**

- A table that summarizes compliance (whether the departures meet acceptable limits for noise abatement purposes) with VFR aircraft noise abatement departure procedures for the calendar quarter.
- 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 printed in **red** text. A comment is provided regarding the reason why the aircraft departure was determined to be compliant.

## North Field VFR Aircraft Departure Procedure

<b>VFR Aircraft Departure Procedure Compliance Summary Fourth Quarter 2009</b>				
	Runway 27R	Runway 27L	Runway 33	Total
<b>Total VFR Departures</b>	792	236	749	1,777
<b>Total VFR Departures Over Alameda</b>	62	17	35	114
<b>Percentage of Total VFR Departures Over Alameda</b>	8%	7%	5%	6%
<b>Non-compliant VFR Departures Over Alameda</b>	<b>17</b>	<b>3</b>	<b>10</b>	<b>30</b>
<b>Compliant VFR Departures</b>	<b>775</b>	<b>233</b>	<b>739</b>	<b>1,747</b>
<b>Percentage of VFR Departure Compliance</b>	<b>98%</b>	<b>99%</b>	<b>99%</b>	<b>98%</b>
<b>IFR Departures</b>	1,951	586	777	3,314
<b>Total Departures</b>	2,743	822	1,526	5,091
<b>Compliance Percentage of Total Departures</b>	<b>99%</b>	<b>100%</b>	<b>99%</b>	<b>99%</b>

<b>VFR Aircraft Departure Procedure Performance Report Summary October 2009</b>				
	Runway 27R	Runway 27L	Runway 33	Total
<b>Total VFR Departures</b>	265	93	268	626
<b>Total VFR Departures Over Alameda</b>	21	9	13	43
<b>Percentage of Total VFR Departures Over Alameda</b>	8%	10%	5%	7%
<b>Non-compliant VFR Departures Over Alameda</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>9</b>
<b>Compliant VFR Departures</b>	<b>259</b>	<b>92</b>	<b>266</b>	<b>617</b>
<b>Percentage of VFR Departure Compliance</b>	<b>98%</b>	<b>99%</b>	<b>99%</b>	<b>99%</b>
<b>Total IFR Departures</b>	699	255	247	1,201
<b>Total Departures</b>	964	348	515	1,827
<b>Compliance Percentage of Total Departures</b>	<b>99%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

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Monthly Tables Cont.

VFR Aircraft Departure Procedure Performance Report Summary November 2009				
	Runway 27R	Runway 27L	Runway 33	Total
Total VFR Departures	324	73	300	697
Total VFR Departures Over Alameda	31	5	11	47
Percentage of Total VFR Departures Over Alameda	10%	7%	4%	7%
<b>Non-compliant VFR Departures Over Alameda</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>12</b>
Compliant VFR Departures	316	73	296	685
Percentage of VFR Departure Compliance	98%	100%	99%	98%
IFR Departures	747	118	309	1,174
Total Departures	1,071	191	609	1,871
Compliance Percentage of Total Departures	99%	100%	99%	99%

VFR Aircraft Departure Procedure Performance Report Summary December 2009				
	Runway 27R	Runway 27L	Runway 33	Total
Total VFR Departures	203	70	181	454
Total VFR Departures Over Alameda	10	3	11	24
Percentage of Total VFR Departures Over Alameda	5%	4%	6%	5%
<b>Non-compliant VFR Departures Over Alameda</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>9</b>
Compliant VFR Departures	200	68	177	445
Percentage of VFR Departure Compliance	99%	97%	98%	98%
IFR Departures	505	213	221	939
Total Departures	708	283	402	1,393
Compliance Percentage of Total Departures	100%	99%	99%	99%

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## List of VFR Departures Over Alameda

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments
10/9/2009 15:12	33	N505AT	N505AT	RV7	372	Air Traffic
10/9/2009 18:41	33	N4609M	N4609M	BE33	361	Air Traffic
10/24/2009 12:21	33	N53823	N53823	AR7	352	Air Traffic
10/25/2009 16:34	33	N9589Y	N9589Y	BE33	320	Air Traffic
10/1/2009 11:04	33	N8184L	N8184L	C172	354	Good Effort
10/4/2009 14:20	33	N2969Q	N2969Q	P28A	333	Good Effort
10/5/2009 06:06	33	N343RC	N343RC	COL3	316	Good Effort
10/7/2009 11:46	33	N122AD	N122AD	EXPR	323	Good Effort
10/10/2009 14:38	33	BA09	-	C130	330	Good Effort
10/25/2009 10:32	33	N6123L	N6123L	C172	313	Good Effort
10/29/2009 14:17	33	IDAHO25	-	C206	342	Police/Govt. Activity
10/4/2009 15:15	33	N1001A	N1001A	EXPR	321	RWY 33 Departure
10/8/2009 16:40	33	N301HE	N301HE	R22M	333	RWY 33 Departure
10/12/2009 12:03	27L	N6582X	N6582X	C206	354	Air Traffic
10/21/2009 20:24	27L	N4774F	N4774F	C172	351	Air Traffic
10/2/2009 11:29	27L	N6123L	N6123L	C152	332	Good Effort
10/7/2009 13:42	27L	N576RG	N576RG	PC12	367	Good Effort
10/9/2009 15:19	27L	N3118F	N3118F	C182	354	Good Effort
10/23/2009 15:33	27L	N560FA	N560FA	C172	351	Good Effort
10/23/2009 17:21	27L	N9501W	N9501W	C172	377	Good Effort
10/28/2009 12:28	27L	N450CR	N450CR	BE30	351	Good Effort
10/28/2009 10:56	27L	N1000V	N1000V	SR22	364	Not Acceptable
10/9/2009 15:15	27R	ORACL1	-	2EXP	316	Air Traffic
10/10/2009 13:54	27R	N21263	N21263	C172	347	Air Traffic
10/25/2009 18:24	27R	N222L	N222L	C320	335	Air Traffic
10/30/2009 15:04	27R	N96483	N96483	EXPR	344	Air Traffic
10/1/2009 15:05	27R	N560FA	N560FA	C172	346	Good Effort
10/6/2009 12:08	27R	N3YM	N3YM	GLAS	344	Good Effort
10/11/2009 12:27	27R	N901SF	N901SF	BE20	355	Good Effort
10/30/2009 14:05	27R	N125BP	N125BP	PC12	343	Good Effort
10/30/2009 16:54	27R	N47952	N47952	PA28	361	Good Effort
10/30/2009 19:09	27R	N6395R	N6395R	PA28	362	Good Effort
10/31/2009 13:43	27R	N3779N	N3779N	MO20	334	Good Effort
10/2/2009 11:01	27R	N1214D	N1214D	C170	372	IFR Training
10/27/2009 15:44	27R	OMAHA03	-	C210	326	IFR Training
10/31/2009 19:41	27R	N4609M	N4609M	BE35	337	IFR Training
10/3/2009 11:02	27R	CPF448	-	C182	354	Not Acceptable
10/9/2009 20:51	27R	N49931	N49931	C152	335	Not Acceptable
10/10/2009 16:28	27R	N5867	N5867	BE18	361	Not Acceptable
10/11/2009 12:40	27R	COLLAB1	-	4EXP	330	Not Acceptable
10/18/2009 13:24	27R	N377EB	N377EB	C206	332	Not Acceptable
10/25/2009 19:56	27R	N421YP	N421YP	C421	355	Not Acceptable
10/30/2009 07:13	27R	CHP31	-	C206	353	Police/Govt. Activity
11/15/2009 15:23	33	N4977G	N4977G	C172	347	Air Traffic
11/29/2009 12:28	33	N161MZ	N161MZ	EXP	360	Air Traffic
11/3/2009 16:01	33	N47952	N47952	PA28	322	Good Effort
11/15/2009 13:27	33	N5051W	N5051W	CH10	343	Good Effort
11/16/2009 15:24	33	N91153	N91153	T28	361	Good Effort
11/17/2009 07:54	33	N20117	N20117	C172	356	Good Effort

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments
11/25/2009 15:49	33	N411LR	N411LR	BL8	374	Good Effort
11/7/2009 12:39	33	N150SA	N150SA	SR22	342	Not Acceptable
11/9/2009 13:25	33	N4533C	N4533C	C170	361	Not Acceptable
11/2/2009 10:27	33	N156RA	N156RA	CH7	317	RWY 33 Departure
11/13/2009 14:13	33	N20117	N20117	C172	334	RWY 33 Departure
11/7/2009 15:08	27L	N47952	N47952	PA28	331	Air Traffic
11/8/2009 10:39	27L	N8245A	N8245A	C172	336	Good Effort
11/10/2009 16:25	27L	N94565	N94565	C172	365	Good Effort
11/15/2009 16:09	27L	N54JA	N54JA	C172	347	Good Effort
11/21/2009 16:15	27L	N517SW	N517SW	SR22	360	Good Effort
11/1/2009 10:50	27R	N2165R	N2165R	C172	354	Air Traffic
11/7/2009 15:08	27R	N351DP	N351DP	HXA	342	Air Traffic
11/16/2009 09:48	27R	N1368C	N1368C	SR22	324	Air Traffic
11/25/2009 14:24	27R	N3268C	N3268C	PA28	354	Air Traffic
11/29/2009 10:21	27R	N50BW	N50BW	C172	315	Air Traffic
11/29/2009 11:00	27R	N19350	N19350	C172	361	Air Traffic
11/3/2009 11:47	27R	N842LP	N842LP	C172	322	Good Effort
11/7/2009 10:24	27R	N767RD	N767RD	M20T	376	Good Effort
11/7/2009 11:34	27R	N1283Y	N1283Y	C172	323	Good Effort
11/8/2009 15:35	27R	N4484X	N4484X	P28R	357	Good Effort
11/14/2009 15:54	27R	N47952	N47952	P28A	347	Good Effort
11/18/2009 22:20	27R	N454SR	N454SR	SR22	365	Good Effort
11/21/2009 08:54	27R	N125BP	N125BP	PC12	331	Good Effort
11/23/2009 15:09	27R	N3180W	N3180W	BE36	327	Good Effort
11/29/2009 08:14	27R	N757JD	N757JD	C172	323	Good Effort
11/29/2009 12:48	27R	N58628	N58628	C182	375	Good Effort
11/30/2009 13:59	27R	AMF261	-	PA31	344	Good Effort
11/12/2009 09:49	27R	N133VM	N133VM	BE36	323	IFR Training
11/12/2009 10:44	27R	N133VM	N133VM	BE36	377	IFR Training
11/22/2009 20:14	27R	N421YP	N421YP	C421	365	IFR Training
11/25/2009 15:15	27R	N560FA	N560FA	C172	321	IFR Training
11/29/2009 10:52	27R	N5347H	N5347H	C172	377	IFR Training
11/29/2009 11:23	27R	N807EB	N807EB	SR22	331	IFR Training
11/3/2009 14:39	27R	N6979N	N6979N	C210	377	Not Acceptable
11/9/2009 13:09	27R	N1064B	N1064B	C172	345	Not Acceptable
11/15/2009 11:18	27R	N8279W	N8279W	PARO	320	Not Acceptable
11/16/2009 11:52	27R	N76D	N76D	SR20	360	Not Acceptable
11/19/2009 11:44	27R	N246DX	N246DX	SR22	320	Not Acceptable
11/23/2009 12:14	27R	CPF450	-	C206	361	Not Acceptable
11/25/2009 10:41	27R	N842LP	N842LP	C172	317	Not Acceptable
11/26/2009 14:13	27R	N10YT	N10YT	C210	367	Not Acceptable
12/18/2009 09:45	33	N1283Y	N1283Y	C172	370	Air Traffic
12/19/2009 16:57	33	N1004E	N1004E	C172	344	Air Traffic
12/19/2009 14:35	33	N704LZ	N704LZ	ZEPP	330	Good Effort
12/19/2009 15:39	33	N704LZ	N704LZ	ZEPP	330	Good Effort
12/23/2009 14:36	33	N2686U	N2686U	C172	351	Good Effort
12/17/2009 16:32	33	N4791E	N4791E	C172	323	IFR Training
12/15/2009 15:21	33	IDAHO25	-	C206	362	Police/Govt. Activity
12/5/2009 12:47	33	N727DF	N727DF	GLAS	356	RWY 33 Departure
12/5/2009 15:15	33	N328TA	N328TA	C172	326	RWY 33 Departure
12/20/2009 11:24	33	N735U	N735U	C182	341	RWY 33 Departure
12/28/2009 09:53	33	N328TA	N328TA	C172	352	RWY 33 Departure

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments
12/19/2009 13:36	27L	N516PU	N516PU	PA28	377	Air Traffic
12/5/2009 21:43	27L	N758KR	N758KR	C172	316	Not Acceptable
12/9/2009 13:24	27L	N54JA	N54JA	C172	313	Not Acceptable
12/20/2009 12:11	27R	N328TA	N328TA	C172	364	Air Traffic
12/23/2009 14:27	27R	N4433P	N4433P	FLT2	344	Air Traffic
12/24/2009 13:06	27R	N4317W	N4317W	BE35	364	Air Traffic
12/18/2009 13:03	27R	N560FA	N560FA	C172	333	Good Effort
12/18/2009 16:54	27R	N246DX	N246DX	SR22	365	Good Effort
12/3/2009 17:22	27R	N242JH	N242JH	PC12	322	IFR Training
12/5/2009 15:09	27R	N560FA	N560FA	C172	321	IFR Training
12/2/2009 12:47	27R	N422SF	N422SF	206B	345	Not Acceptable
12/24/2009 08:08	27R	N21263	N21263	C172	350	Not Acceptable
12/25/2009 11:36	27R	N9526X	N9526X	C210	350	Not Acceptable

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## 5. Silent Seven Departure Procedure

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The Silent Seven departure is a Federal Aviation Administration instrument departure procedure at Oakland International Airport established to reduce noise on residential communities at nighttime. The Silent Seven departure procedure is described as a turbojet aircraft take-off from Runway 29 that turns left on a heading of 270 degrees to intercept and proceed via the SFO R-342 (the San Francisco International Airport radial heading of 342 degrees). When flying the Silent Seven departure, aircraft are further from residential areas and there is less aircraft noise impact on residences than there would be when departing aircraft fly straight out over the San Francisco Bay on a runway heading. The FAA air traffic controllers assign this departure procedure between 10:00 p.m. and 7:00 a.m. for turbojet aircraft departures.

### Compliance Monitoring Procedure

This report identifies the turbojet aircraft that did not comply with the Silent Seven departure procedure. Noncompliance is reported to the Federal Aviation Administration to encourage communications that would help minimize the number of future noncompliance. Since the FAA is responsible for assigning the Silent Seven to a pilot, Noncompliance is not reported to the air carrier involved.

### Noncompliant Departures

Noncompliance in the Silent Seven departure procedure occurs when a turbojet aircraft, departing from Runway 29, does not make the initial 270 degrees heading turn and/or passes over Alameda instead of following the Silent Seven departure pattern up the San Francisco Bay.

Although the Silent Seven departure procedure is assigned to turbojet aircraft that depart off Runway 29 between 10:00 p.m. and 7:00 a.m., a **time buffer of ten minutes** is applied for monitoring performance. Turbojet aircraft departures between 10:00 p.m. and 10:10 p.m., as well as those between 6:50 a.m. and 7:00 a.m., are exempt from meeting the noise abatement departure procedure even if they do not fly the Silent Seven. *Aircraft that are exempt will be italicized.* Aircraft that are identified as noncompliant will appear in red text.

The **time buffer** needs to be applied since two different air traffic controllers are involved in directing a pilot on departure from the airport. The "clearance delivery" air traffic controller is the first controller who instructs the pilot prior to taxiing to the runway and assigns the departure procedure. The second air traffic controller is responsible for directing the aircraft onto taxiways and releasing the aircraft onto the runway for departure. Several minutes may pass between instructions from one controller to the next and aircraft normally scheduled to depart before 10:00 p.m. and that are not assigned the Silent Seven may be delayed a few minutes and depart shortly after 10:00 p.m.. In a similar situation, turbojet aircraft that are scheduled to depart after 7:00 a.m. may depart a few minutes earlier than the normally scheduled time.

**This report includes:**

- A summary table for nighttime Runway 29 turbojet aircraft departures and Silent Seven departure compliance performance
- A list of all Silent Seven noncompliant departures including “buffer time” departures and
- Flight track maps displaying all Silent Seven noncompliant departures each month during the quarter.

**Silent Seven Departure Procedure**

Silent 7 Night Departure Procedure Compliance Summary Fourth Quarter 2009				
	October	November	December	Quarter
Runway 29 Nighttime Turbojet Departures	743	734	727	2,204
Buffer Zone Departures	9	7	13	29
Percentage of Buffer Zone Departures	1.2%	1.0%	1.8%	1.3%
<b>Silent 7 Non-compliant Departures</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>18</b>
Silent 7 Departure Compliance Rate	99%	99%	99%	99%

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**Silent Seven Departure List**

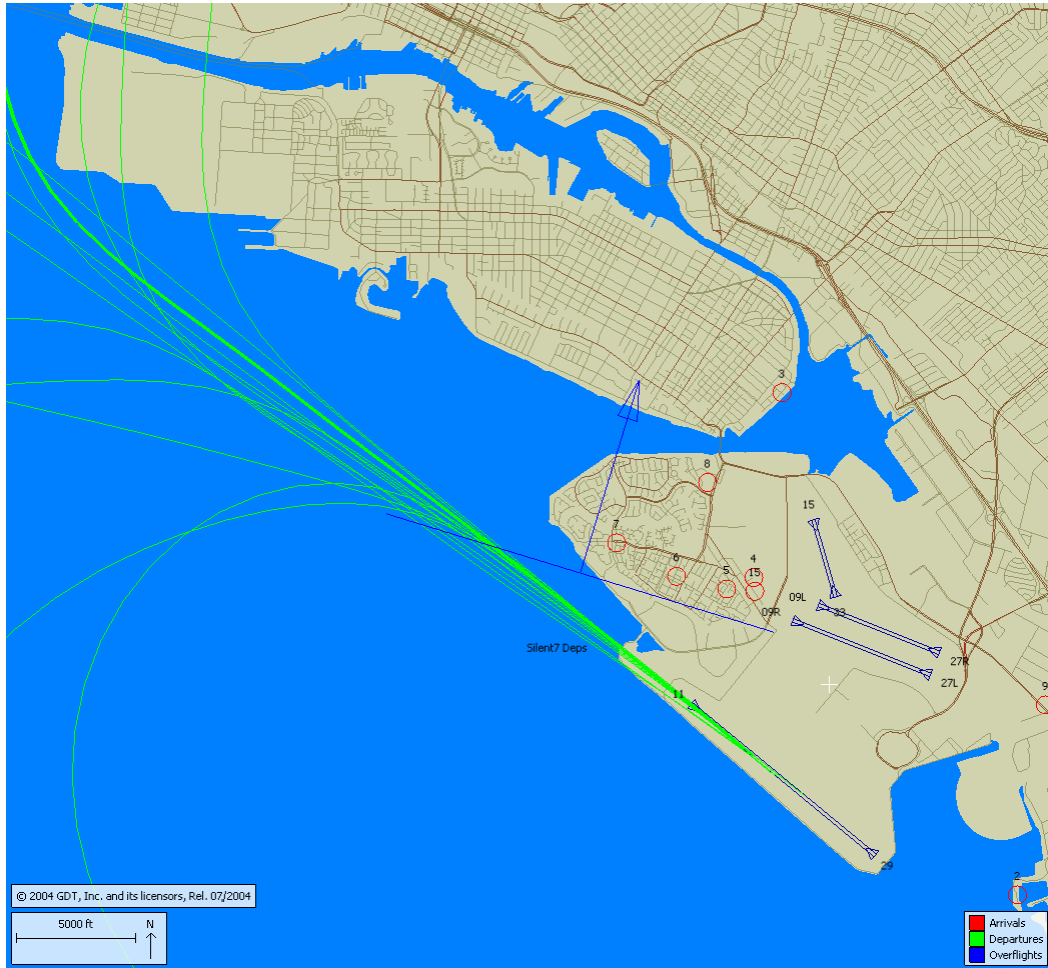
Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comments
10/2/2009 06:37	SWA	SWA3471	B737	J	-	
10/4/2009 22:01	UPS	UPS2955	A306	J	-	Buffer Zone
10/6/2009 00:57	VOI	VOI903	A319	J	-	
10/7/2009 06:58	SWA	SWA1712	B737	J	-	Buffer Zone
10/7/2009 06:59	FDX	FDX1867	B722	J	-	Buffer Zone
10/9/2009 06:56	SWA	SWA218	B737	J	-	Buffer Zone
10/9/2009 06:58	-	N57TS	LJ31	B	N57TS	Buffer Zone
10/17/2009 01:01	VOI	VOI903	A319	J	-	
10/20/2009 06:59	ASA	ASA353	B738	J	-	Buffer Zone
10/25/2009 02:08	VOI	VOI903	A319	J	-	
10/27/2009 06:57	ASA	ASA353	B738	J	-	Buffer Zone
10/29/2009 06:59	FDX	FDX435	MD11	J	-	Buffer Zone
10/30/2009 06:50	SWA	SWA218	B733	J	-	Buffer Zone
10/31/2009 22:48	VOI	VOI905	A319	J	-	
11/2/2009 01:42	VOI	VOI903	A319	J	-	
11/3/2009 06:58	FDX	FDX1867	B722	J	-	Buffer Zone
11/4/2009 01:29	MXA	MXA149	A318	J	-	
11/4/2009 06:56	FDX	FDX1867	B722	J	-	Buffer Zone

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comments
11/5/2009 06:58	ASA	ASA353	B738	J	-	Buffer Zone
11/9/2009 01:07	VOI	VOI903	A319	J	-	
11/12/2009 06:59	FDX	FDX435	DC10	J	-	Buffer Zone
11/18/2009 06:59	ASA	ASA353	B738	J	-	Buffer Zone
11/20/2009 01:11	VOI	VOI903	A319	J	-	
11/20/2009 22:59	JBU	JBU90	A320	J	-	Buffer Zone
11/20/2009 23:33	-	N757AF	B752	J	N757AF	
11/27/2009 06:37	SWA	SWA1483	B737	J	-	
11/28/2009 06:58	SWA	SWA517	B737	J	-	Buffer Zone
12/1/2009 01:12	VOI	VOI903	A319	J	-	
12/1/2009 06:59	SWA	SWA2980	B737	J	-	Buffer Zone
12/5/2009 23:02	-	N992AS	C550	B	N992AS	Buffer Zone
12/7/2009 05:53	KAI	KAI66	GLF5	B	-	Buffer Zone
12/13/2009 06:21	SWA	SWA489	B737	J	-	
12/15/2009 06:59	UPS	UPS2953	A306	J	-	Buffer Zone
12/17/2009 01:12	VOI	VOI903	A319	J	-	
12/17/2009 06:59	SWA	SWA2980	B737	J	-	Buffer Zone
12/18/2009 22:00	VOI	VOI905	A319	J	-	Buffer Zone
12/18/2009 23:48	NWA	NWA9947	A319	J	-	
12/19/2009 01:28	MXA	MXA149	A318	J	-	
12/22/2009 01:24	VOI	VOI903	A319	J	-	
12/23/2009 06:53	SWA	SWA2980	B737	J	-	Buffer Zone
12/23/2009 22:01	VOI	VOI905	A319	J	-	Buffer Zone
12/24/2009 06:59	SWA	SWA517	B737	J	-	Buffer Zone
12/27/2009 22:03	SWA	SWA1531	B737	J	-	Buffer Zone
12/28/2009 06:25	DAL	DAL1242	MD90	J	-	
12/29/2009 06:59	SWA	SWA517	B737	J	-	Buffer Zone
12/30/2009 06:59	FDX	FDX3671	DC10	J	-	Buffer Zone
12/30/2009 22:00	SWA	SWA516	B737	J	-	Buffer Zone

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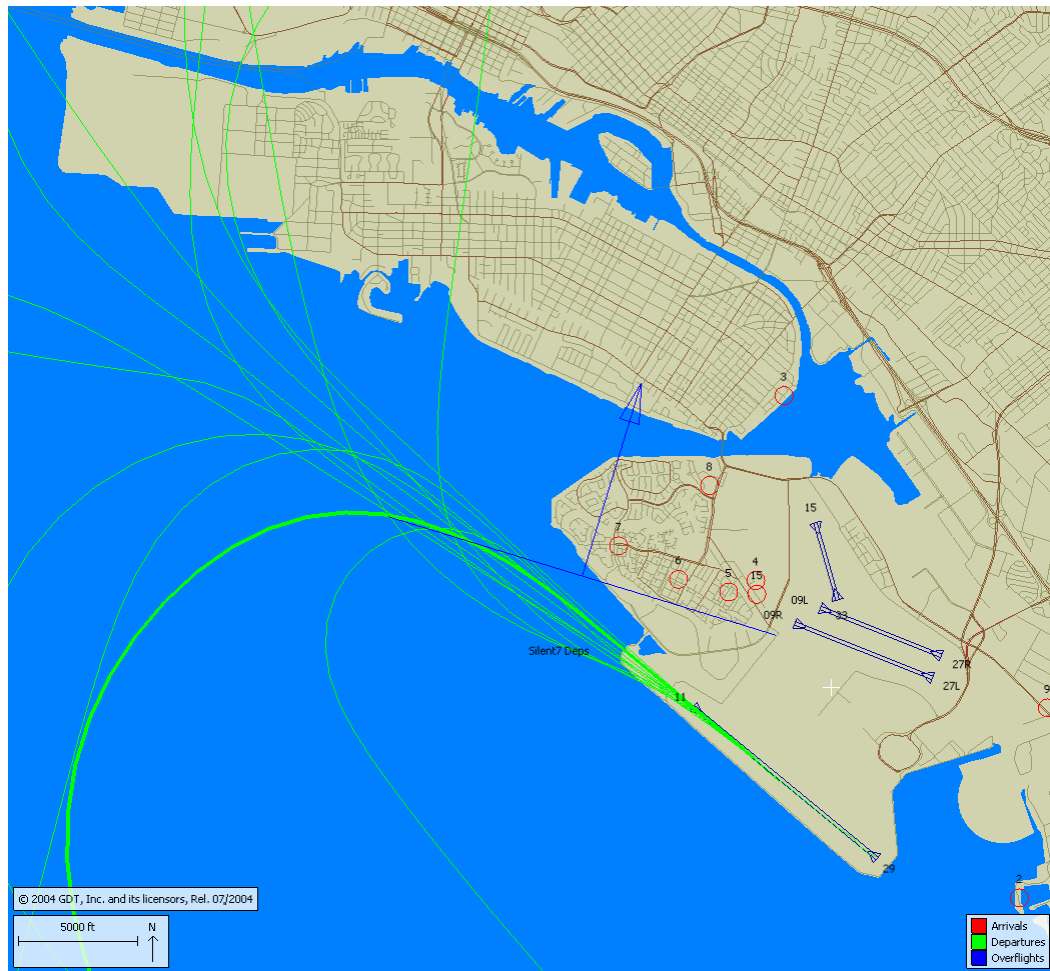
# Silent7 IDP Non-compliant Departures Flight Track Maps

October 2009



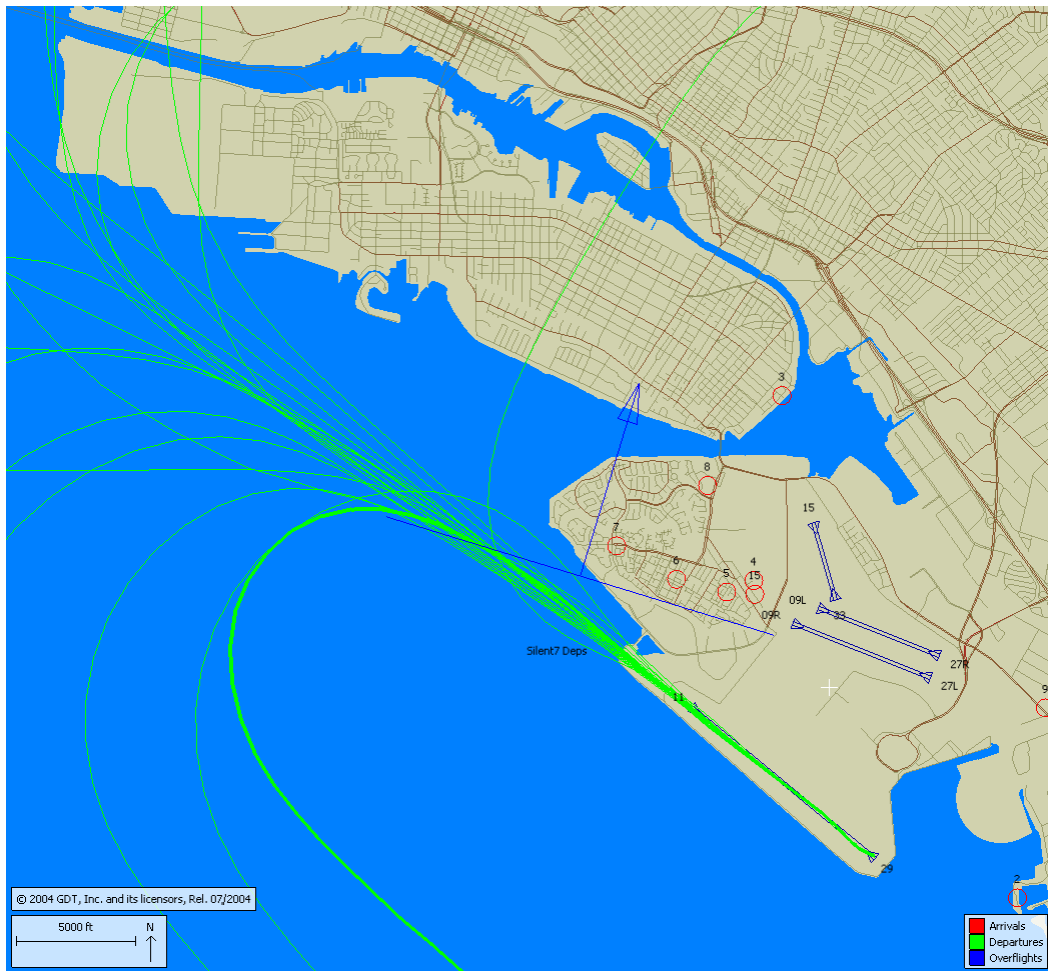
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November 2009



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December 2009



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## 6. North Field Quiet Hours Program

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The Quiet Hours program is intended to minimize noise from 10 PM to 6 AM on residents living near Oakland Airport's North Field. To achieve this goal a variety of noise abatement departure and arrival procedures have been developed for the North Field that give pilots recommendations on runway use and a choice of departure procedures. 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.

Pilots are requested to avoid flying over nearby residential areas when landing or departing the North Field and to follow prescribed procedures when safety, weather and ATC instructions permit. These procedures include:

- 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. This procedure is designed for aircraft to climb out on departure to a right turn heading of 097 degrees to the east, which will normally prevent aircraft flying over residential areas of Alameda and Bay farm Island. Pilots are requested to not use the OAK313 or 310 degree heading on departure.
- VFR and IFR departures from Runway 9R/L
  - For Runway 9R departures, pilots are requested to use the 140-180 degree departure headings when able for E/SE-bound departures or continue to fly right turns over the airport for N/NE-bound departures when able from Runways 9R or 9L.
  - Runway 27L is the preferred arrival runway.

For nighttime landings, pilots are advised that Runway 27L is the preferred runway. For all nighttime flights, pilots are advised to fly aircraft, including helicopters, over freeways and water as much as possible to avoid flying over hotels and residential areas.

### **Actions taken by noise office staff**

If a company-owned aircraft departure flies over nearby residential areas, noise abatement staff will contact the manager or chief pilot and provide a printout from ANOMS, illustrating the flight track in question and its date/time, altitude and noise level (if available). Staff will also provide a noise abatement brochure and discuss the Airport's expectations for compliance when possible.

If a departure by a private general aviation aircraft flies over a nearby residential area, noise abatement staff will send a letter which explains the noise abatement procedure and the Airport's expectations for compliance when possible. Also included are a brochure on noise abatement procedures and a printout from ANOMS, illustrating the flight track in question and its date/time of departure.

This report includes:

- Table summarizing night departure runway utilization

- A table summarizing the Quiet Hours Program performance statistics
- A table listing non-compliant nighttime departures and exempt departures with a comment on the nature of the exemption.

### Terminology for Quiet Hours Report

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

- **Audio Not Reviewed** – Unable to determine cause for non-compliance either due to the unavailability of the ATC audio recording or due to other technical or logistical problem.
- **Wide Salad** – SALAD ONE departure turn that flew over Alameda residential areas.
- **VFR** – Visual Flight Rules departure that flew over nearby residential areas.
- **310 Heading** – Departures from Runway 27R/L that turn to a 310 degree heading after take-off.
- **Touch-and-Go** – Aircraft performed a Touch-and-Go training flight after 10 pm.
- **Stage 2** – Departure from Runways 09R/L performed by a Stage 2 corporate jet.
- **Straight Out** – Runway heading departure from Runways 09R/L or 27R/L that flew over nearby residential areas.
- **Traffic Conflict / ATC** – Noise abatement departure could not be performed due to other aircraft operations or other Air Traffic Controller requirements.
- **Time Buffer** – Departures between 10:00-10:10 pm and 5:50-6:00 am.
- **Medical** – Medical operations are exempt from noise abatement procedures.
- **Law Enforcement** – Law Enforcement Operation that flew over residential areas.
- **South Field Closure** – Due to South Field closure for maintenance on Monday mornings (Midnight – 6:00am) jet aircraft departed from North Field.

### North Field Quiet Hours Runway Utilization

North Field Nighttime Departures by Runway (10:00 p.m. to 6:00 a.m.) Third Quarter 2009					
	July	August	September	Total	Percentage
Runway 27L	14	7	11	32	5%
Runway 27R	140	122	127	389	57%
Runway 33	25	21	19	65	9%
NW Flow (Alameda)	179	150	157	486	71%
Runway 09L	13	11	15	39	6%
Runway 09R	46	49	68	163	24%
Runway 15	0	0	0	0	0%
SE Flow (San Leandro)	59	60	83	202	29%
<b>Total Night Departures</b>	<b>238</b>	<b>210</b>	<b>240</b>	<b>688</b>	<b>100%</b>

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## North Field Quiet Hours Program

North Field Quiet Hours Compliance Summary (10:00 p.m. to 6:00 a.m.) Fourth Quarter 2009				
	October	November	December	Quarterly
<b>Total Nighttime Departures</b>	225	187	182	594
<b>Compliant Departures</b>	219	182	172	573
<b>Average Compliant Departures per Night</b>	7.1	6.1	5.5	6.2
<b>Non-Compliant Departures</b>	6	5	10	21
<b>Average Non-Compliant Departures per Night</b>	0.2	0.2	0.3	0.2
<b>Compliance Percentage</b>	97%	97%	95%	96%

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## North Field Quiet Hours Departure List

Date/Time	Flight Number	Tail Number	Aircraft Type	Runway	Beacon Code	Comments
10/6/2009 00:52	AMF217	-	SW4	09R	3274	Good Effort
10/10/2009 03:52	N6720T	N6720T	BE76	27R	4220	Wide SaladOne
10/11/2009 22:08	N506MV	N506MV	B350	27R	4220	Time Buffer
10/12/2009 05:23	MRA687	-	C208	27R	4242	310 Degree Heading
10/14/2009 22:48	LN774MF	-	PAY2	27R	4267	LifeGuard Medical
10/18/2009 23:06	N3282D	N3282D	C185	09L	4231	Good Effort
10/19/2009 05:51	MRA687	-	C208	27R	4243	Time Buffer
10/19/2009 22:16	AMF270	-	BE99	27R	3252	310 Degree Heading
10/19/2009 23:49	LN47CA	-	PAY2	27L	3251	LifeGuard Medical
10/21/2009 05:50	AMF212	-	PA31	27L	4551	Time Buffer
10/21/2009 05:58	PCM8709	-	C208	27L	4202	Time Buffer
10/24/2009 02:51	N71VT	N71VT	BE20	27R	4230	VFR Departure
10/26/2009 03:47	MXA149	-	A319	27L	3206	Runway Maintenance
10/27/2009 22:45	N110TV	N110TV	HELO	33	362	Good Effort
10/27/2009 22:47	SKY7	-	HELO	27R	363	Good Effort
10/27/2009 22:58	N904EH	N904EH	JS31	27R	3350	Good Effort
10/29/2009 00:18	AMF271	-	BE99	27R	3315	Straight Out Departure
10/29/2009 05:48	AMF212	-	PA31	33	4522	Good Effort
10/29/2009 22:46	N90CL	N90CL	HELO	33	313	RWY 33 Departure
10/30/2009 05:59	AMF223	-	PA31	27R	4242	Time Buffer
10/30/2009 23:09	N538CD	N538CD	SR22	27R	4246	Runway Maintenance
11/2/2009 02:32	MXA149	-	A320	27L	3237	Runway Maintenance
11/4/2009 00:36	N803FC	N803FC	BE76	27R	3262	Wide SaladOne
11/12/2009 22:43	N16WG	N16WG	BE9T	27R	3373	Wide SaladOne
11/13/2009 05:58	AMF212	-	PA31	27R	4260	Time Buffer

Date/Time	Flight Number	Tail Number	Aircraft Type	Runway	Beacon Code	Comments
11/16/2009 22:05	AMF270	-	BE99	27R	3301	Time Buffer
11/17/2009 01:29	N774XJ	N774XJ	C750	27R	4230	Straight Out Departure
11/18/2009 22:20	N454SR	N454SR	SR22	27R	365	Good Effort
11/20/2009 05:43	AMF212	-	PA31	09L	4555	Straight Out Departure
11/20/2009 05:50	AMF223	-	PA31	09L	4563	Time Buffer
11/20/2009 05:53	AMF214	-	PA31	09L	3356	Time Buffer
11/23/2009 02:03	MXA149	-	A319	27L	3204	Runway Maintenance
11/23/2009 05:46	ASA9001	-	B734	27L	3227	Runway Maintenance
11/25/2009 00:30	CHP32	-	HELO	33	314	Law Enforcement
11/26/2009 01:18	N361PJ	N361PJ	LJ35	27L	3324	Straight Out Departure
11/27/2009 03:00	N241PH	N241PH	BE20	27R	4561	Good Effort
12/1/2009 05:58	AMF2122	-	BE99	27R	4507	Time Buffer
12/3/2009 00:42	N900MT	N900MT	BE9L	27L	4270	Wide SaladOne
12/3/2009 23:16	KFS33	-	LJ25	27L	3325	Straight Out Departure
12/5/2009 22:48	N923JP	N923JP	C510	27R	3370	Straight Out Departure
12/6/2009 22:54	N3282D	N3282D	C185	09L	4262	Drifted East
12/8/2009 04:31	AMF208	-	BE99	09R	3220	Drifted East
12/8/2009 22:04	N686PC	N686PC	PC12	27R	3321	Time Buffer
12/10/2009 22:17	N3282D	N3282D	C206	09L	4540	VFR Departure
12/14/2009 05:42	AMF3831	-	BE99	27L	3277	Good Effort
12/14/2009 23:36	N3204	N3204	-	27R	3204	Straight Out Departure
12/15/2009 22:11	AMF270	-	BE99	09L	3276	Good Effort
12/16/2009 02:36	AMF288	-	SW4	09R	3247	Drifted East
12/17/2009 22:02	AMF270	-	BE99	27R	3227	Wide SaladOne
12/18/2009 23:01	N326RT	N326RT	BE20	27R	3243	Wide SaladOne
12/21/2009 05:29	AMF3831	-	BE99	27L	4503	Good Effort
12/28/2009 02:00	MXA149	-	A319	27L	3245	Runway Maintenance

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## APPENDICES

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**North Field Preferential Runway Use Program  
Sample Noncompliance Contact Letter**

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STEVEN J. GROSSMAN  
Director of Aviation

Phone (510) 627-1133  
Fax (510) 835-0178  
E-mail: [sgrossma@portoakland.com](mailto:sgrossma@portoakland.com)

May 19, 2008

~~Confidential - Not for Distribution~~  
~~Confidential - Not for Distribution~~  
Newport Beach, CA 92660-7814

Dear Aircraft Owner/Operator:

The jet aircraft identified below was observed departing from Runway 27L or 27R, which is an operation not in compliance with the noise abatement program at Oakland International Airport. For further information about our policies please see the enclosed brochure or visit our website at <http://www.oaklandairport.com/noise>.

Event date: May 17, 2008  
Time of departure: 1208 hrs. local  
Aircraft Type: C501  
Aircraft Tail Number or Flight Number: N427SS

The enclosed flight track map illustrates the flight identification and path of the aircraft operation.

Please use Runway 11/29 for turbojet aircraft departures.

The Port of Oakland understands that at times, safety, construction, operational necessity, or ATC instructions prevent aircraft from complying with this program. However, we urge you to help us be a good neighbor and comply with the voluntary noise abatement procedure whenever safely possible.

If circumstances warranted a non-compliant operation or you have further questions, please call me at (510) 563-2885, or e-mail at [wbryant@portoakland.com](mailto:wbryant@portoakland.com)

Sincerely,

Wayne Bryant  
Senior Airport Noise Abatement Specialist

Enclosures: Flight Track Map  
Noise Abatement Procedures

N427SS 20080517

530 Water Street ■ Jack London Square ■ P.O. Box 2064 ■ Oakland, California 94604-2064  
Telephone: (510) 627-1100 ■ Facsimile: (510) 627-1826 ■ Web Page: [www.portofoakland.com](http://www.portofoakland.com)

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**North Field Quiet Hours Program  
Sample Noncompliance Contact Letter**



STEVEN J. GROSSMAN  
Director of Aviation

Phone (510) 627-1133  
Fax (510) 835-0178  
E-mail: [sgrossma@portoakland.com](mailto:sgrossma@portoakland.com)

June 30, 2008

**[REDACTED]**  
**[REDACTED]**  
DULUTH, MINNESOTA 55811-1548

Dear Aircraft Owner/Operator:

The aircraft identified below was observed departing from a North Field runway and was flown over a residential area adjacent to the airport. This flight was not in compliance with the Quiet Hours noise abatement program at Oakland International Airport. For further information about our policies please see the enclosed brochure or visit our website at <http://www.oaklandairport.com/noise>.

Event date: June 24, 2008  
Time of departure: 2224 hrs. local  
Aircraft Type: SR22  
Aircraft Tail Number or Flight Number: N542PG

The enclosed flight track map illustrates the flight identification and path of the aircraft operation.

Please use the preferred runway and the noise abatement departure procedure.

The Port of Oakland understands that at times, safety, construction, operational necessity, or ATC instructions prevent aircraft from complying with this program. However, we urge you to help us be a good neighbor and comply with the voluntary noise abatement procedure whenever safely possible.

If circumstances warranted a non-compliant operation or you have further questions, please call me at (510) 563-2885, or e-mail at [wbryant@portoakland.com](mailto:wbryant@portoakland.com)

Sincerely,

Wayne Bryant  
Senior Airport Noise Abatement Specialist

Enclosures: Flight Track Map  
Noise Abatement Procedures

N542PG 20080624 L

530 Water Street ■ Jack London Square ■ P.O. Box 2064 ■ Oakland, California 94604-2064  
Telephone: (510) 627-1100 ■ Facsimile: (510) 627-1826 ■ Web Page: [www.portofoakland.com](http://www.portofoakland.com)

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**North Field VFR Departure Program  
Sample Noncompliance Contact Letter**

June 12, 2009

XXXXXXXXXXXX  
XXXXXXXXXXXX  
San Luis Obispo, CA 93405-4809

Dear Aircraft Owner/Operator:

The aircraft identified below was observed departing from Runway 27R/L or 33 and was flown over residential areas adjacent to the airport. This flight was not in compliance with the VFR departure noise abatement procedure at Oakland International Airport. For further information about our policies please see the enclosed brochure or visit our website at <http://www.oaklandairport.com/noise>.

Event date: 06/08/2009  
Time of departure: 1547 hrs. local  
Aircraft Type: Maul  
Aircraft Tail Number or Flight Number: N71P

The enclosed flight track map illustrates the flight identification and path of the aircraft operation.

Please use the noise abatement departure procedure and avoid flying over residential areas whenever safely possible. Always follow ATC instructions for safe aircraft separation.

The Port of Oakland understands that at times, safety, construction, operational necessity, or ATC instructions prevent aircraft from complying with this program. However, we urge you to help us be a good neighbor and comply with the voluntary noise abatement procedure whenever safely possible.

If circumstances warranted a non-compliant operation or you have further questions, please call me at (510) 563-3349, or e-mail at [jrichardson@portoakland.com](mailto:jrichardson@portoakland.com)

Sincerely,

Jesse Richardson  
Associate Airport Noise Abatement Specialist

Enclosures: Flight Track Map  
Noise Abatement Procedures

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**North Field Preferential Runway Use Program  
Non-compliant Operator Contact List**

**Jet Departures off Runway 27R/L**

Infraction Date	Letter Date	Owner/Operator Name	Aircraft Type	Tail Number	Letter File Link	Response/Comment
10/2/09	10/5/09	Alpha Whiskey L.L.C.	C650	N727AW	<a href="#">Letter</a>	
10/3/09	10/5/09	Cornerstone Aviation LLC	C550	N143BP	<a href="#">Letter</a>	
10/3/09	10/5/09	Blue Vista L.L.C.	GLF4	N450AB	<a href="#">Letter</a>	
10/5/09	10/6/09	XOJET Inc.	C750	N774XJ	<a href="#">Letter</a>	Pilot called on 10/15/09
10/6/09	10/8/09	Flight Options	BE40		<a href="#">Letter</a>	
10/9/09	10/12/09	Performance Aircraft Leasing	LJ60	N500SW	<a href="#">Letter</a>	
10/10/09	10/12/09	Performance Aircraft Leasing	LJ60	N500SW	<a href="#">Letter</a>	
10/10/09	10/12/09	R.S.F. Management Services	C25A	N708GP	<a href="#">Letter</a>	
10/12/09	10/13/09	Bigfork Logistics LLC	EA50	N456MF	<a href="#">Letter</a>	
10/22/09	10/22/09	McKesson Corp.	FA50	N15FX	Letter	Pilot called on 10/22/09
11/3/09	11/6/09	Center Charter L.L.C.	C560	N303CP	<a href="#">Letter</a>	
11/6/09	11/13/09	Passport 100 L.L.C.	EA50	N27WP	<a href="#">Letter</a>	
11/7/09	11/13/09	Ross Investments Inc	CL60	N991TW	<a href="#">Letter</a>	
11/8/09	11/13/09	Passport 100 L.L.C.	EA50	N27WP	<a href="#">Letter</a>	
11/8/09	11/13/09	Premier Jets Inc.	LJ35	N363PJ	<a href="#">Letter</a>	
11/9/09	11/13/09	S V Air LLC	EA50	N2486B	<a href="#">Letter</a>	
11/9/09	11/13/09	Devon Energy	FA50	N771DV	<a href="#">Letter</a>	
11/12/09	11/13/09	IMG Worldwide Inc.	GLF5	N767FL	<a href="#">Letter</a>	
11/14/09	11/18/09	Cornerstone Aviation LLC	C550	N143BP	<a href="#">Letter</a>	
11/14/09	11/18/09	Ross Investments Inc.	CL60	N991TW	<a href="#">Letter</a>	
11/15/09	11/18/09	JMA Energy Company	C25A	N3JM	<a href="#">Letter</a>	
11/16/09	11/18/09	CN Aviation L.L.C.	C680	N973AC	<a href="#">Letter</a>	
11/17/09	11/18/09	XOJET Inc.	C750	N774XJ	<a href="#">Letter</a>	ATC did not advise pilot
12/1/09	12/4/09	Cornerstone Aviation LLC	C550	N143BP	<a href="#">Letter</a>	
12/3/09	12/8/09	Kalitta Air	LJ25		No Letter	Lifeguard Medical
12/4/09	12/7/09	Now Presence L.L.C.	C650	N162DS	<a href="#">Letter</a>	
12/4/09	12/7/09	Executive Jet Aviation	C750		<a href="#">Letter</a>	
12/5/09	12/7/09	Wild Horses Aviation L.L.C.	EA50	N277G	<a href="#">Letter</a>	
12/5/09	12/7/09	Raspberry Consulting L.L.C.	C550	N923JP	<a href="#">Letter</a>	
12/8/09	12/9/09	CJ3 Charter L.L.C.	C25A	N106JT	<a href="#">Letter</a>	

Infraction Date	Letter Date	Owner/Operator Name	Aircraft Type	Tail Number	Letter File Link	Response/Comment
12/10/09	12/18/09	Ross Investments Inc.	CL60	N991TW	<a href="#">Letter</a>	
12/13/09	12/18/09	Ross Investments Inc.	CL60	N991TW	<a href="#">Letter</a>	
12/15/09	12/18/09	Victor X L.L.C.	C550	N1GH	<a href="#">Letter</a>	
12/16/09	12/18/09	Max Aviation Group Inc.	GALX	N217BA	<a href="#">Letter</a>	
12/24/09	12/28/09	S V Air LLC	EA50	N2486B	<a href="#">Letter</a>	
12/26/09	12/28/09	Ross Investments Inc.	CL60	N991TW	<a href="#">Letter</a>	
12/30/09	12/31/09	TMJ Aviation Group Inc.	LJ31	N431DA	<a href="#">Letter</a>	

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### Jet Landings on Runway 09R/L

Infraction Date	Letter Date	Owner/Operator Name	Aircraft Type	Tail Number	Letter File Link	Response/Comment
10/12/09	10/13/09	Ross Investments Inc	CL60	N991TW	<a href="#">Letter</a>	
10/14/09	10/20/09	Edwards Jet Center	C560	N565EJ	<a href="#">Letter</a>	
10/14/09	10/20/09	T.P. Air L.L.C.	C650	N831GA	<a href="#">Letter</a>	
10/14/09	10/20/09	Peter Capone Design L.L.C.	LJ60	N692PC	<a href="#">Letter</a>	
10/13/09	10/20/09	Alabama Farmers	C525	N511BP	<a href="#">Letter</a>	
10/14/09	10/20/09	Kayne Anderson	CL60	N910KB	<a href="#">Letter</a>	
10/14/09	10/20/09	SUNSET AVIATION	BE40		<a href="#">Letter</a>	
11/5/09	11/13/09	Air Blessing L.L.C.	H25B	N74GW	<a href="#">Letter</a>	
11/5/09	11/13/09	Raspberry Consulting	C560	N923JP	<a href="#">Letter</a>	
11/5/09	11/13/09	Sheridan Aviation	C560	N145KK	<a href="#">Letter</a>	
11/5/09	11/13/09	C.M.H. Homes	C560	N560CH	<a href="#">Letter</a>	
11/5/09	11/13/09	Quality Shipyards Inc.	F2TH	N619SM	<a href="#">Letter</a>	
11/5/09	11/13/09	Executive Jet Aviation	C560		<a href="#">Letter</a>	
12/10/09	12/17/09	Executive Jet Aviation	H25B		<a href="#">Letter</a>	
12/10/09	12/17/09	Net Jets Aviation	C750	N996QS	<a href="#">Letter</a>	
12/10/09	12/17/09	Executive Jet Aviation	C650		<a href="#">Letter</a>	
12/10/09	12/17/09	Executive Jet Aviation	C560		<a href="#">Letter</a>	
12/10/09	12/17/09	VF Corp.	FA20	N6VF	<a href="#">Letter</a>	
12/10/09	12/17/09	Adams Office L.L.C.	GLF4	N777SA	<a href="#">Letter</a>	
12/10/09	12/17/09	Executive Jet Aviation	H25B		<a href="#">Letter</a>	
12/10/09	12/17/09	Aircraft Holding	BE40	N440CT	<a href="#">Letter</a>	
12/10/09	12/17/09	Linder Aviation Inc.	C500	N271CS	<a href="#">Letter</a>	
12/10/09	12/17/09	M.W.D.C. Texas	GLF3	N973MW	<a href="#">Letter</a>	

Infraction Date	Letter Date	Owner/Operator Name	Aircraft Type	Tail Number	Letter File Link	Response/Comment
12/10/09	12/17/09	Ross Investments Inc.	CL60	N991TW	<a href="#">Letter</a>	
12/10/09	12/17/09	Sierra Pacific Industries	C560	N681CE	<a href="#">Letter</a>	
12/10/09	12/17/09	Williams-Sonoma Inc.	CL60	N888WS	<a href="#">Letter</a>	
12/10/09	12/17/09	Momentum Holdings L.L.C.	C525	N23BV	<a href="#">Letter</a>	
12/11/09	12/18/09	MN Aviation L.L.C.	LJ35	N35BM	<a href="#">Letter</a>	
12/11/09	12/18/09	510 PRS L.L.C.	C525	N903JP	<a href="#">Letter</a>	
12/11/09	12/18/09	Executive Jet Aviation	F2TH		<a href="#">Letter</a>	
12/12/09	12/18/09	Center Charter L.L.C.	C560	N303CP	<a href="#">Letter</a>	
12/12/09	12/18/09	W.A. Dwelle Inc. et al	C560	N444G	<a href="#">Letter</a>	

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### North Field Quiet Hours Program Non-compliant Operator Contact List

Infraction Date	Letter Date	Owner/Operator Name	Aircraft Type	Tail Number	Letter File Link	Response/Comment
10/24/09	11/3/09	A.B. Enterprises	BE20	N71VT	<a href="#">Letter</a>	
10/29/09	11/3/09	AIR SANSONE LLC		N90CL	<a href="#">Letter</a>	
10/29/09	11/3/09	Ameiflight	BE99		<a href="#">Letter</a>	email sent on 11/03/09
11/4/09	11/6/09	SCANDINAVIAN AVIATION	BE76	N803FC	<a href="#">Letter</a>	
11/12/09	11/13/09	Rialto Riverside Corp	BE9T	N16WG	<a href="#">Letter</a>	
11/17/09	11/18/09	XOJET Inc.	C750	N774XJ	<a href="#">Letter</a>	
12/3/09	12/4/09	Lincoln Ventures L.L.C.	BE9L	N900MT	<a href="#">Letter</a>	
12/5/09	12/8/09	Raspberry Consulting L.L.C.	C500	N923JP	<a href="#">Letter</a>	

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**North Field VFR Departure Program  
Non-compliant Operator Contact List**

Infraction Date	Letter Date	Owner/Operator Name	Aircraft Type	Tail Number	Letter File Link	Response/Comment
10/4/09	10/5/09	BUETTGENBACH THOMAS H	PA46	N1001A	<a href="#">Letter</a>	
10/8/09	10/9/09	N301HE LLC	PA46	N301HE	<a href="#">Letter</a>	
10/10/09	10/12/09	YARBROUGH MICHELE E	BE18	N5867	<a href="#">Letter</a>	
10/18/09	10/20/09	WELLS FARGO BANK	C206	N377EB	<a href="#">Letter</a>	
10/25/09	11/4/09	RMAC AIR INC	C421	N421YP	<a href="#">Letter</a>	
10/28/09	11/4/09	CIRRUS DESIGN CORP	SR22	N1000V	<a href="#">Letter</a>	
11/2/09	11/4/09	ROCKET J SQUIRREL	CH7	N156RA	<a href="#">Letter</a>	
11/3/09	11/6/09	CONNECTED MINDS INC	C210	N9679N	<a href="#">Letter</a>	
11/9/09	11/13/09	HEDGEROW INC	C172	N1064B	<a href="#">Letter</a>	comment provided.
11/9/09	11/13/09	BERWICK ROBERT G	C172	N4533C	<a href="#">Letter</a>	
11/15/09	11/18/09	BLUE CAT AVIATION LLC	PAY2	N8279W	<a href="#">Letter</a>	
11/16/09	11/18/09	JOHN WILLIAM D JR	SR22	N76D	<a href="#">Letter</a>	
12/2/09	12/4/09	MCCLELLAND JOHN	SR22	N422SF	<a href="#">Letter</a>	
12/5/09	12/8/09	SUBURBAN AIR CORP	C172	N328TA	<a href="#">Letter</a>	
12/5/09	12/8/09	KAIRYS STEVEN A	C172	N758KR	<a href="#">Letter</a>	
12/5/09	12/8/09	RUTLEDGE GEOFFREY W	C172	N727DF	<a href="#">Letter</a>	
12/9/09	12/10/09	LAUDENSLAYER RICHARD	C172	N54JA	<a href="#">Letter</a>	
12/20/09	12/28/09	MONTEREY BAY AVIATION INC	C182	N735U	No Letter	
12/24/09	12/28/09	Suburban Corp	C172	N21263	<a href="#">Letter</a>	
12/25/09	12/28/09	JENKINS JACK L	C210	N9526X	<a href="#">Letter</a>	
12/28/09	12/31/09	SUBURBAN AIR CORP	C172	N328TA	<a href="#">Letter</a>	

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## **Copies of Communications**

### **North Field Preferential Runway Use Program**

#### **Jet Departures off Runway 27R/L**

No written communications received from aircraft owner/operator this period.

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#### **Jet Landings on Runway 09R/L**

No written communications received from aircraft owner/operator this period.

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### **North Field Quiet Hours Report**

No written communications received from aircraft owner/operator this period.

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### **North Field VFR Departure Procedure**

No written communications received from aircraft owner/operator this period.

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