



# Oakland International Airport Corporate Jet Noise Abatement Policy

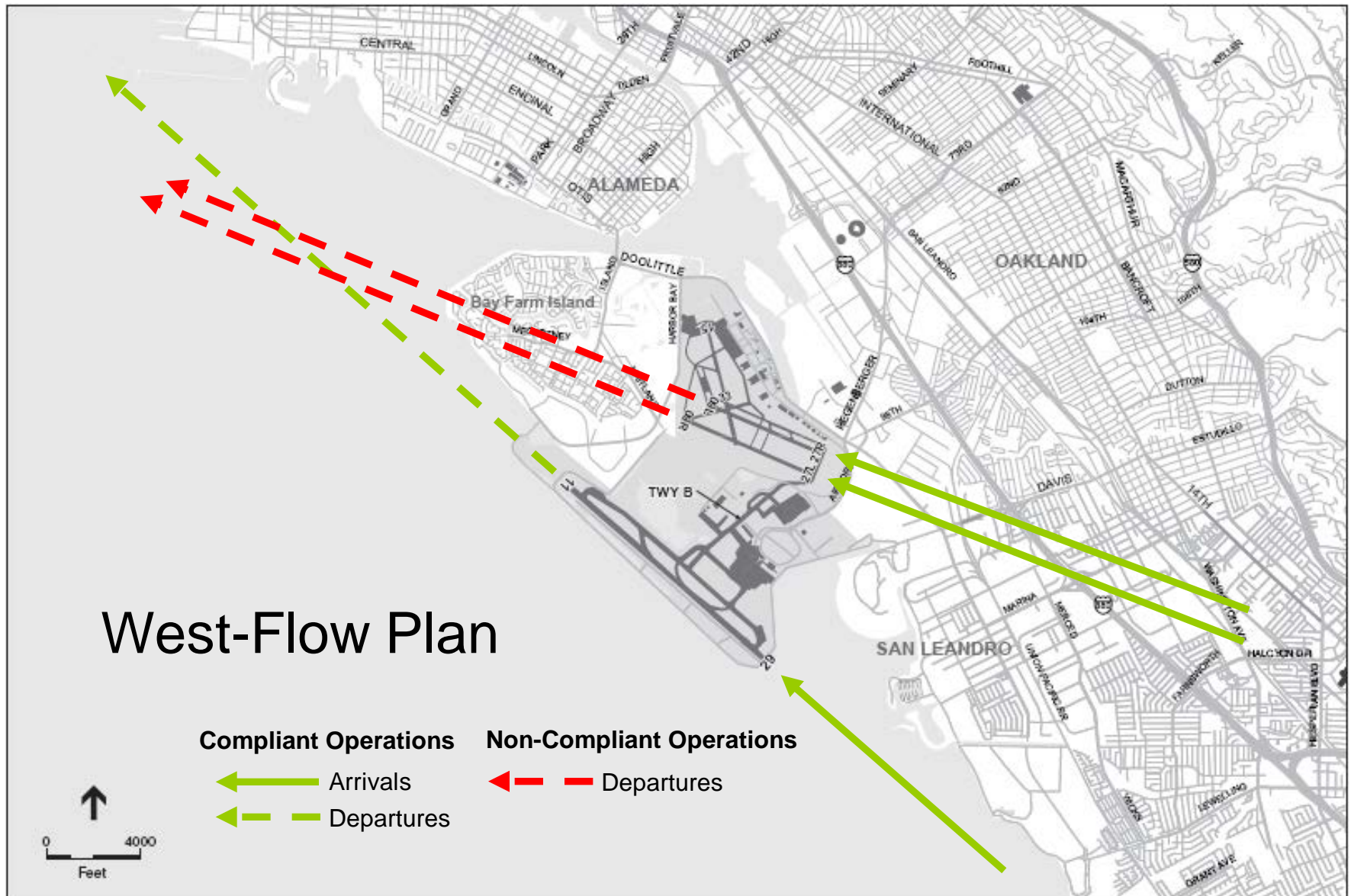
May 2015



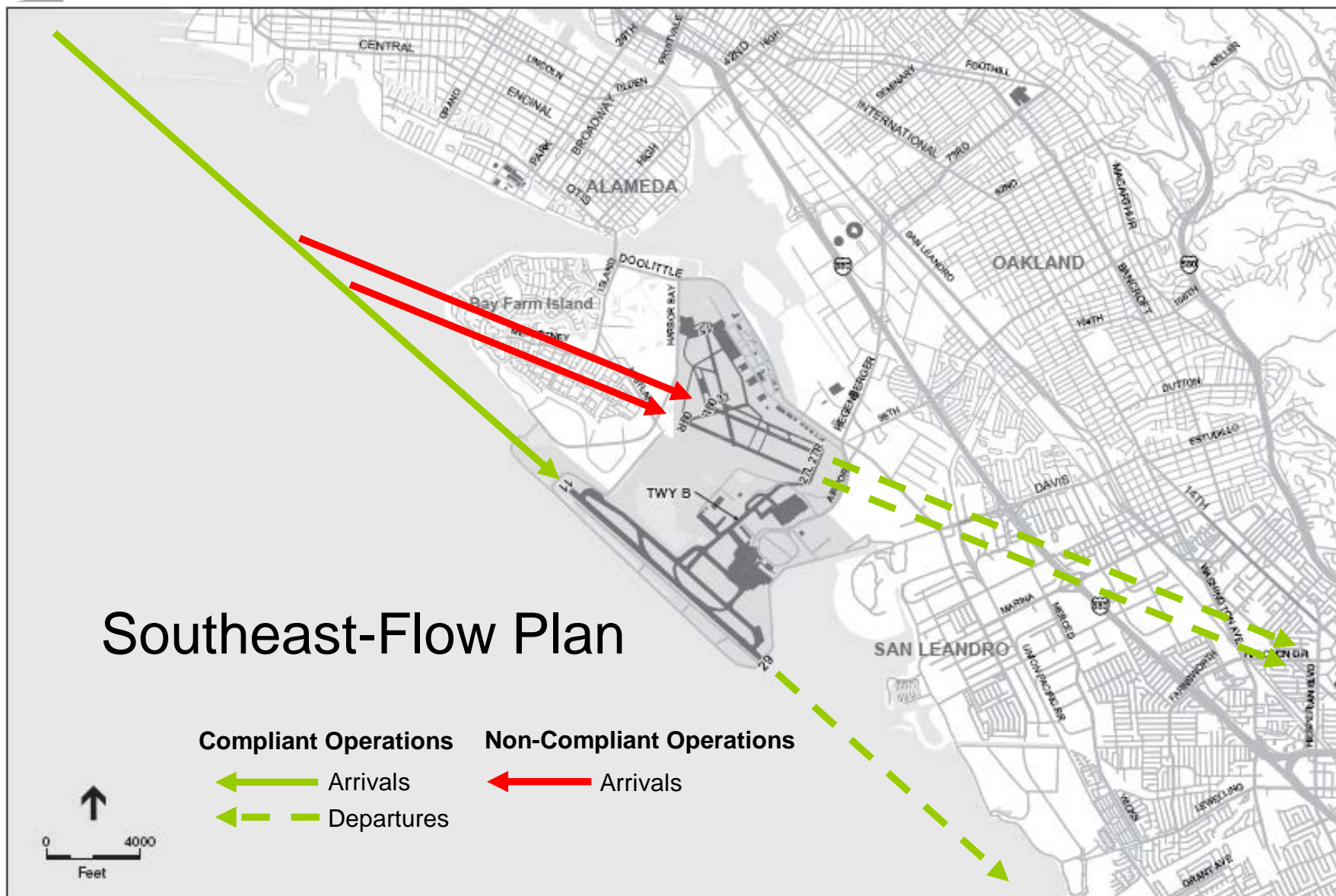
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## History -1976 Settlement Agreement

- Agreement between Port of Oakland, City of Alameda, and Harbor Bay Isle Associates
- Noise Policy that discourages the use of Runways 09R/L and 27R/L by the following aircraft:
  - Turbo-jet and turbo-fan powered aircraft
  - Turbo-props over 17,000 lbs.
  - Four-engine reciprocating powered aircraft
  - Surplus military aircraft over 12,500 lbs.







## Exemptions to Policy

- Exceptions are made for:
  - Medical operations
  - South Field closure and repair
  - Certain weather conditions
  - When safety dictates



## 2010-2014 Aircraft Performance Rates Departures/Arrivals

Calendar Year	2010	2011	2012	2013	2014
West-Flow Plan Departures	97%	97%	97%	96%	95%
Southeast-Flow Plan Arrivals <sup>1</sup>	77%	82%	72%	85%	85%
Source: Port of Oakland, 2014 <sup>1</sup> Southeast–Flow occurs less than 10% of the year, typically in inclement weather					

## Summary

- Overall effectiveness of the policy has been good but pilot refusals have increased slightly
- Non-compliance likely a mixed result of pilots trying to save time, fuel, and money
- WhisperTrak Website used as a proactive approach for reaching out to Corporate Pilots



# NORTH FIELD PREFERENTIAL RUNWAY POLICY

## **Description**

The Preferential Runway Noise Abatement Policy was formalized by the Port of Oakland Board of Commissioner's Resolution No. 24450, effective February 8, 1978. The program was adopted as part of a 1976 Noise Settlement Agreement between the Port, the City of Alameda, Harbor Bay Isle Associates, and others. Its objective was to limit the noise exposure on neighboring communities by restricting takeoffs from Runways 28L/R and landings on Runways 10L/R for specific aircraft types as follows:

- Turbo-jet and turbo-fan powered aircraft, turbo-prop powered aircraft and surplus military aircraft with a certificated gross take-off weight in excess of 17,000 pounds, and all four-engine reciprocating engine powered aircraft
- All aircraft with a certificated gross take-off weight in excess of 17,000 pounds departing on runways 28L/R shall use the threshold of said runways

## **Exemptions to the Restriction include:**

- Emergency situations which involve a substantial risk of serious injury, damage, or death
- Whenever Runway 12/30 is closed for construction, maintenance, or repair
- Any cause beyond the control of the Port

This runway use program is administered on a voluntary basis with an approximate conformance rate of 95%. Pilots of North Field aircraft who request Runway 28L or 28R for departure are given an advisory by the Air Traffic Control Tower (ATCT) "the Port of Oakland requests the use of runway 30 for noise abatement." If the pilot still decides to use runways 28L or 28R, the FAA Tower will grant the request. The Airport Noise Office will send the pilot a letter of non-conformance and record the event in the quarterly noise abatement report.