

VFR Aircraft Departure NAP

Noise Abatement Procedure

Noise abatement procedures for North Field VFR (Visual Flight Rules) aircraft departures from Runways 28R/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 traffic control instructions. Whenever safely possible, pilots should avoid flying over nearby residential areas.

Noncompliant Departures

The compliance summary 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 28R/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.

Definitions

The Noise/Environmental Compliance Office reviews flight track data on all VFR aircraft departures over Alameda to determine compliance performance with safety in mind. The compliance summary report provides a list of all VFR aircraft departures over Alameda residences. Within the list, VFR aircraft that departed in compliance with noise abatement procedures are provided a comment regarding the reason why the aircraft departure was determined to be compliant. The primary comments utilized are defined as follows:

1. *Airspace Conflict* – Pilot or air traffic control may have needed to maintain safe separation due to other aircraft traffic 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 traffic 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.

COMPLIANCE SUMMARY REPORT SAMPLE

| North Field VFR Aircraft Departure NAP Compliance Summary First Quarter 2014 | | | | |
|--|---------|----------|-------|-------|
| | January | February | March | Total |
| Total VFR Departures | 305 | 249 | 302 | 856 |
| Total VFR Departures Over Alameda | 62 | 47 | 62 | 171 |
| Compliant Departures | 297 | 240 | 294 | 831 |
| Non-compliant Departures | 8 | 9 | 8 | 25 |
| Compliance Rate | 97% | 96% | 97% | 97% |