

## Cross Over 100 Degree Radial at 3,000 ft. NAP

For Runway 30 downwind approaches over the East Bay, turbojet aircraft should not be descended below 3,000 feet above airport ground level until crossing the OAK 100 degree radial.

### Compliance Monitoring Procedure

The compliance summary report provides statistics on overall compliance for the calendar quarter and identifies the turbojet aircraft that deviated from the Cross Over @ 3000 feet arrival NAP. Deviations are reported to the airlines and Federal Aviation Administration to encourage communications that would help minimize the number of future deviations.

### Noncompliant Departures

A deviation of the Cross Over @ 3000 feet arrival NAP occurs when a turbojet aircraft, landing on Runway 30 on a downwind approach pattern from the north and northwest, passes over the OAK 100 degree radial below 3,000 feet altitude. A tolerance factor of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet are to be flagged as non-compliant. This tolerance factor accounts for potential errors in aircraft altitude measurements by the radar system.

### Sample Compliance Summary Report

Cross Over 100 Degree Radial at 3,000 Feet Procedure Compliance Summary First Quarter 2014				
	January	February	March	Quarter
Turbojets on Downwind RWY 30 Approach	689	448	694	1,831
<b>Non-compliant Turbojets</b>	<b>77</b>	<b>40</b>	<b>49</b>	<b>166</b>
Total Turbojet Aircraft Above 3K Feet ASL*	612	408	645	1,665
Compliance Rate	89%	91%	93%	91%

Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet Above Sea Level (ASL) are to be flagged as non-compliant.