

## **Runway 12 Night Departure NAP**

The Runway 12 Night Departure NAP is an informal radial heading departure procedure at Oakland International Airport established to reduce noise on San Leandro residential communities at nighttime. During Southeast Plan operations, turbojet aircraft should depart from Runway 12 and make a right turn to a heading of 140 degrees between 10:00 p.m. and 6:00 a.m..

### **Compliance Monitoring**

The compliance summary report provides statistics on overall compliance for the calendar quarter and identifies the turbojet aircraft that deviated from the Runway 12 night departure procedure. 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 Runway 12 night departure procedure occurs when a turbojet aircraft, departing from Runway 12, does not make the initial 140 degrees heading turn and/or passes over San Leandro residential areas instead of following the departure turn over the San Francisco Bay.

Although the Runway 12 night departure procedure is assigned to turbojet aircraft that depart off Runway 12 between 10:00 p.m. and 6:00 a.m., a buffer zone 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 5:50 a.m. and 6:00 a.m., are considered meeting the noise abatement departure procedure even if they do not make the 140 degree turn.

The buffer zone 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 6:00 a.m. may depart a few minutes earlier than the normally scheduled time.

## Sample Compliance Summary Report

Runway 12 Night Departure NAP Compliance Summary (10:00 PM to 6:00 AM) First Quarter 2014				
	January	February	March	Quarter
Jet Departures	2	125	47	174
<b>Non-Compliant Departures</b>	<b>0</b>	<b>38</b>	<b>12</b>	<b>50</b>
Compliant Departures	2	87	35	124
Compliance Rate	100%	70%	74%	71%