

OAKLAND AIRPORT (OAK)

North Field Noise Abatement Procedures

Minimizing aircraft noise near residential areas and operating a safe and efficient air transportation system is a worldwide challenge. Courteous and responsible pilots make the difference by avoiding unnecessary residential over-flights and by flying as quietly as safety permits. Please help us maintain a Good Neighbor relationship with the surrounding communities by following the recommended noise management procedures described and illustrated below. Also please visit our website at <https://flyquietoak.com/> for more information about the airport noise abatement procedures.

Safety always supersedes noise abatement procedures. Always comply with air traffic control instructions and other safety considerations caused by weather or emergencies.

BE COURTEOUS... FLY QUIETLY...

24-hour Noise Abatement Procedures

The following aircraft shall not depart Runways 28 L/R, nor land on Runways 10 L/R, except during emergencies. Runway 12/30 should be used.

- Turbojet and turbofan powered aircraft.
- Turboprops over 17,000 pounds.
- Four-engine reciprocating powered aircraft.
- Surplus military aircraft over 12,500 pounds

Landing Airplanes

- On landings, avoid flying over residential areas as much as possible.
- No straight-in landings to Runway 15, unless required by safety or wind conditions.

Touch & Go Operations

- Runway 28L is the preferred touch-and-go runway; fly standard left-hand turns, pattern altitude is 600'.

Daytime - (0700 local to 2200 local)

Departures off Runways 28 L/R

- Make right crosswind turn over San Leandro Bay until reaching I-880 (Nimitz Freeway) and continue per ATC instructions.
- No straight out departures.

Departures off Runway 33

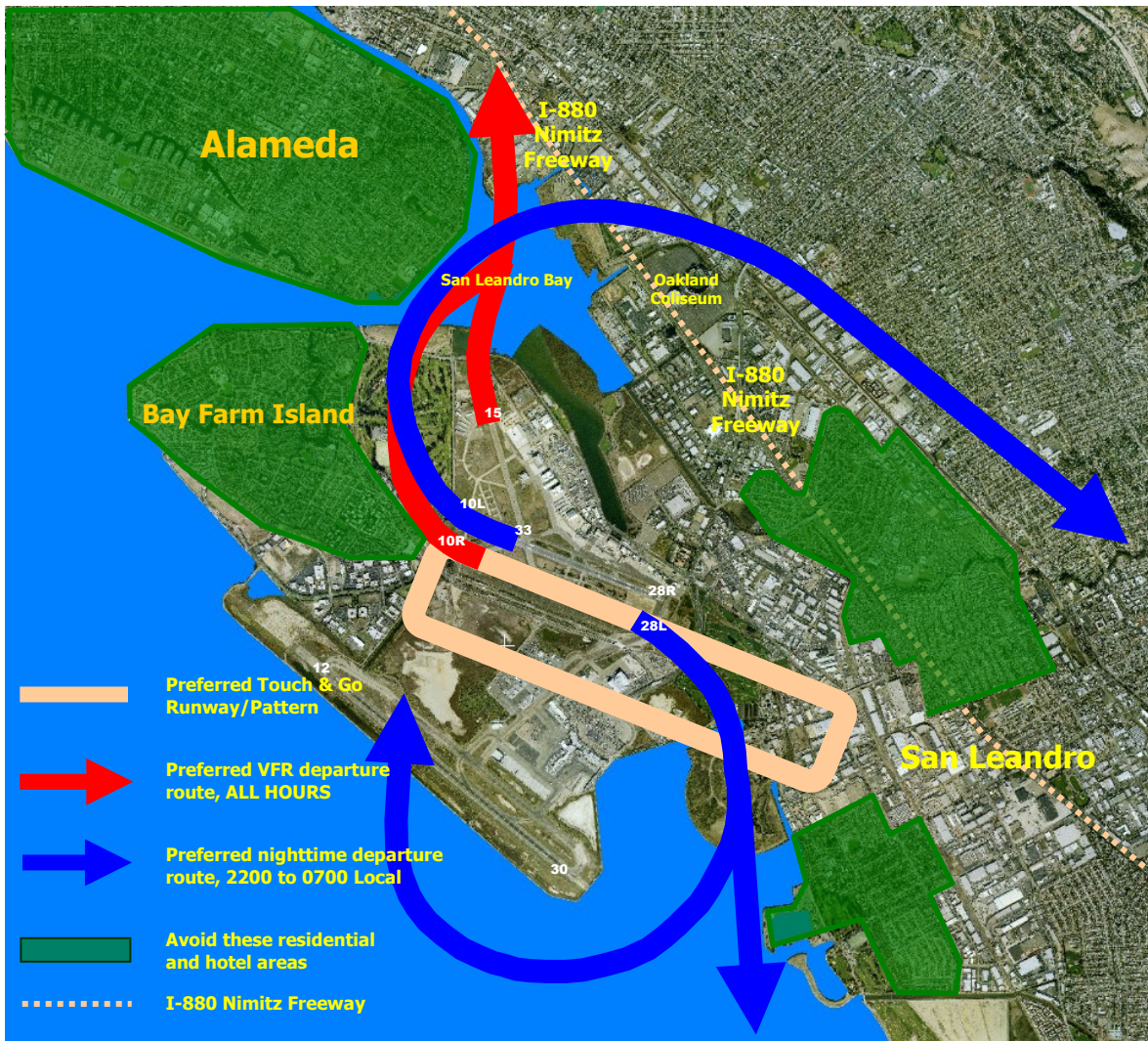
- Make right northerly turn over San Leandro Bay until reaching I-880 Freeway and continue per ATC instructions.
- No straight out or left crosswind/downwind departures.

Nighttime - (2200 local to 0700 local)

- Runway 28L is the preferred landing runway.
- Runways 10R and 28R are the preferred departure runways.
- No left turn departures from Runways 10 L/R.
- No straight out departures from Runway 10L.
- All aircraft over 75,000 pounds are directed to use Runways 12/30.
- Use only full runway-length departures from the chosen North Field runway.

Pilots may choose from the following departure procedures when wind and weather permit:

- Runway 28R VFR departures shall include a right crosswind or additional downwind segment avoiding Bay Farm Island and the main island of Alameda.
- Runway 28 L/R SALAD Departure Procedure was published in August 2000. Please consult ATC instructions. Note: Do not use the OAK 315 degree heading departure. Aircraft on SALAD Departure are encouraged to make a right turn as soon as practicable.
- Runway 10 L/R VFR and IFR departures should use 140-180 degree departure headings when able for E/SE-bound departures or use right turns over the airport for N/NE-bound departures.



Helicopters - Daytime/Nighttime

Fly over freeway and water as much as possible to avoid flying over hotels and residential areas.