

Night Time Departure NAP

The Night Time departure is a Federal Aviation Administration standard RNAV departure procedure at Oakland International Airport established to reduce noise on residential communities at nighttime. The Night Time departure procedure is described as a turbojet aircraft take-off from Runway 30 that climb heading 296 degrees to at or above 520 feet, then turn left direct to HUSSH waypoint, NIITE waypoint and REBAS waypoint. When flying the Night Time departure, aircraft are further from residential areas and there is less aircraft noise impact on residences than there would be when departing aircraft fly straight out over the San Francisco Bay on a runway heading. The FAA air traffic controllers assign this departure procedure between 10:00 p.m. and 7:00 a.m. for turbojet aircraft departures.

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 Night Time 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 Night Time departure procedure occurs when a turbojet aircraft, departing from Runway 30, does not climb heading 296 degrees to at or above 520 feet, then turn left direct to the HUSSH waypoint, then to the NIITE waypoint and then to the REBAS waypoint and/or passes over Alameda instead of following the Night Time departure pattern up the San Francisco Bay.

Although the Night Time departure procedure is assigned to turbojet aircraft that depart off Runway 30 between 10:00 p.m. and 7:00 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 6:50 a.m. and 7:00 a.m., are considered meeting the noise abatement departure procedure even if they do not fly the Night Time procedure. These “buffer zone” departures will be identified and appear in the tables in this report in black text, while the aircraft that are identified as deviations will appear in red text.

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, known as the Ground controller, is the first controller who instructs the pilot prior to taxiing to the runway and assigns the departure procedure and is responsible for directing the aircraft onto taxiways. The second air traffic controller, known as the Local controller, releases 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 Night Time procedure 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 7:00 a.m. may depart a few minutes earlier than the normally scheduled time.

Sample Compliance Summary Report

Night Time Procedure Departure NAP Compliance Summary 10:00 pm - 7:00 am Second Quarter 2017				
	April	May	June	Quarter
Runway 30 Nighttime Turbojet Departures	1,029	1,020	1,302	3,351
Buffer Time Departures	0	0	0	0
Compliant Departures	1,018	1,016	1,290	3,324
Non-compliant Departures	11	4	12	27
Compliance Rate	99%	100%	99%	99%