

Runway 30 BFI Right Turn Departure NAP

Turbojet aircraft should not make a right turn on departure from Runway 30 and pass over Bay Farm Island. This noise abatement procedure is historically referred to as the “No Right Turn Climb-out Departure Procedure”. The NAP is monitored 24 hours per day.

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 Runway 30 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 30 BFI Right Turn departure procedure occurs when a turbojet aircraft, departing from Runway 30, passes over Alameda’s Bay Farm Island instead of a straight out departure pattern up the San Francisco Bay.

Sample Compliance Summary Report

Runway 30 Bay Farm Right Turn Departure Procedure Compliance Summary First Quarter 2014				
	January	February	March	Quarter
Runway 30 Turbojet Departures	4,991	3,347	4,752	13,090
Compliant Departures	4,990	3,345	4,752	13,087
Non-compliant Departures	1	0	2	3
Percentage of Non-compliance	0.0%	0.1%	0.0%	0.0%
Compliance Rate	100%	100%	100%	100%