

North Field Quiet Hours NAP

The North Field Quiet Hours Procedures were designed to minimize aircraft noise on residential areas adjacent to the North Field from 10 p.m. to 6 a.m. daily. If the procedures are flown as intended, aircraft will avoid flying over nearby residential areas on Bay Farm Island, the Fernside area of Alameda, the Davis West/Timothy Drive and Neptune drive areas of San Leandro.

Pilots are requested to follow these procedures when safety, weather and ATC instructions permit:

- Runways 10R and 28R are the preferred departure runways.
- No left turns from Runways 10R/L.
- No straight out departures from Runway 10L.
- All aircraft over 75,000 pounds are directed to use Runways 12/30.
- Use only full-length departures from the chosen North Field Runway.
- VFR and SALAD ONE IFR departures from Runway 28R
 - The VFR departure shall include a right crosswind or additional downwind segment avoiding Bay Farm Island and the main island of Alameda.
 - The SALAD ONE Instrument Departure Procedure is designed for aircraft to climb out on departure to a right turn heading to the east, which will normally prevent aircraft flying over residential areas of Alameda and Bay farm Island.
- For VFR and IFR Runway 9R/L departures, pilots are requested to use the 180 degree departure heading when able for E/SE-bound departures or continue to fly right turns over the airport for N/NE-bound departures.
- Runway 28L is the preferred landing runway.

Compliance Monitoring

The compliance summary report provides statistics on overall compliance for the calendar quarter and identifies the aircraft that deviated from the North Field Quiet Hours NAP. Non-compliance is reported to the airlines or private aircraft operator to encourage communications that would help minimize the number of future deviations.

Noncompliant Departures

A deviation from the North Field Quiet Hours NAP occurs when aircraft do not avoid flying over nearby residential areas on Bay Farm Island, the Fernside area of Alameda, the Davis West/Timothy Drive and Neptune drive areas of San Leandro. Although the North Field Quiet Hours NAP is assigned to aircraft that depart between 10:00 p.m. and 6:00 a.m., a buffer zone of ten minutes is applied for monitoring performance. 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 fly over the residential areas.

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 Eight 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

North Field Quiet Hours Compliance Summary (10:00 p.m. to 6:00 a.m.) Third Quarter 2011				
	July	August	September	Quarterly
Total Night Departures (10:00 p.m. to 6:00 a.m.)	191	162	146	499
Compliant Night Departures	177	148	140	465
Average Compliant Departures per Night	5.7	4.8	4.7	5.1
Non-Compliant Night Departures	14	14	6	34
Average Non-Compliant Departures per Night	0.5	0.5	0.2	0.4
Night Departure Compliance Rate	93%	91%	96%	93%