

Buchanan Field Airport - Contra Costa County

IATA/ICAO CODE: CCR/KCCR
CITY: Concord
STATE: CA
COUNTRY: USA

AIRPORT CONTACT

Information confirmed as current by the airport 2/2011

Name:	Keith Freitas	Kenton (KC) Coyle
Title:	Director of Airports - Contra Costa County	Airport Operations Manager Contra Costa County Airports
Airport:	Buchanan Field Airport	Buchanan Field Airport
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Name:	Beth Lee	Natalie Olesen
Title:	Assistant Director of Airports – Contra Costa County	Airport Office Assistant
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Phone:	+1 925 646 5722	+1 925 646 5722
Fax:	+1 925 646 5731	+1 925 646 5731
Email:	blee@airport.cccounty.us	NOles@airport.cccounty.us
Airport Web Site:	www.buchananfield-byronairports.org	

ELEVATION: 23 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
1R/19L	2768	-	-	75
1L/19R	5001	-	-	150
14R/32L	2800	-	-	75
14L/32R	4601	-	-	150
Check FAA Airport Diagrams for current information.				

Runway Declared Distance Information				
RWY 01L	TORA 4710	TODA 5010	ASDA 4410	LDA 4410

RWY 19R	TORA 5010	TODA 5010	ASDA 5010	LDA 4410
RWY 14L	TORA 4601	TODA 4601	ASDA 4001	LDA 3701
RWY 32R	TORA 4601	TODA 5081	ASDA 4481	LDA 4131

NOISE ABATEMENT PROCEDURES

Buchanan Field Airport is located closely to several residential areas. To be a good neighbor to the surrounding community, the Airport has developed a noise management program to help keep the noise to community from aircraft operating at the Airport to a minimum. Contra Costa County Airports Noise Management Program is directed toward pilot education and cooperation. Responsible pilots make all the difference.

Pilots are asked to follow these procedures in a cooperative effort. Pilots are to follow direction given by the Federal Aviation Administration Air Traffic Control Tower. Safety always supersedes noise abatement procedures and the pilot in command has the final authority as to the safe flight of his aircraft.

ALL AIRCRAFT ARE ASKED TO AVOID OVERFLYING RESIDENTIAL AREAS AS MUCH AS POSSIBLE.

ALL AIRCRAFT ARE ASKED TO USE BEST RATE OF CLIMB AND MANAGE PROPELLER TO REDUCE NOISE IMPACT TO THE SURROUNDING COMMUNITY.

NO INTERSECTION DEPARTURES ARE ALLOWED ON ANY RUNWAY

NOISE SENSITIVE RESIDENTIAL COMMUNITIES:

All pilots should be aware of the noise sensitive residential communities surrounding Buchanan Field Airport and should strive to use proper noise management techniques to help minimize the noise impact from their operations. Pilots should be aware of the mobile home parks immediately west of the Airport, the residential community immediately to the northeast of the Airport, and the school and residential communities running from the south to the southwest of the Airport.

PATTERN ALTITUDES:

Fixed Wing Aircraft under-Pattern altitude is 1026 feet MSL

Jet aircraft or aircraft over 12, 500 lbs.-Pattern altitude is 1526 feet MSL

Helicopters operating in the pattern are at 626 feet MSL

TRAINING RESTRICTIONS:

As stated in Airport Ordinance 87-8, training and/or proficiency operations, including "touch and go" and "stop and go" operations are prohibited from 10:00 p.m. until 7:00 a.m., local time. This restriction extends until 8:00 a.m., local time, on weekends and holidays.

NOISE ORDINANCE:

Contra Costa County Airports has Ordinance 88-82 (the Noise Ordinance) that restricts the older and noisier models of jet aircraft from operating at the Airport. Aircraft listed in Federal Aviation Administration (FAA) Advisory Circular 36-3 as being rated over 78 dBA on takeoff are

prohibited from operating at Buchanan Field Airport. Between the hours of 10:00 pm and 7:00 am., aircraft listed in Advisory Circular 36-3 as being rated over 75.0 dBA on takeoff are prohibited from operating at Buchanan Field Airport. Aircraft that are operating on a "Lifeguard" mission are exempt from this Ordinance.

Please call the Director of Airport Office, at 925-646-5722, for further noise management information.

RUNWAYS 32

Runways 32 are the preferred departure runways. Pilots operating on these runways are requested to climb to an altitude of 700 feet before beginning their crosswind turn, unless directed otherwise by ATC.

Runway 32L is the preferred touch and go runway. Pilots operating on Runway 32L should be aware of the noise sensitive mobile home and residential communities immediately west of the airport. Pilots should also be aware training helicopters operating in the pattern at an altitude of 600 feet located west of Runway 32L. No turns prior to the railroad tracks (approximately 1 1/2 miles).

Pilots operating on Runway 32R should be aware of the residential communities immediately to the northeast of the airport and utilize noise management techniques while in the traffic pattern.

RUNWAYS 19

All pilots operating on Runways 19 should be aware of the noise sensitive residential communities to south and southwest of the Airport. Unless otherwise directed by ATC, pilots are also requested to climb to an altitude of 700 feet before beginning their crosswind turn.

Runway 19L is preferred Touch and Go Runway. Pilots operating on Runway 19L are requested to remain east of Contra Costa Boulevard.

Instrument Flight Rules (IFR) jet and high performance aircraft operating on Runway 19R are requested to make a left turn to the VOR for noise management.

RUNWAYS 01

Pilots operating on Runway 01 should be aware of the noise sensitive residential communities immediately northeast of the Airport. Pilots operating on Runway 01R are requested not to begin their crosswind turn until passing Highway 4.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS

No training operations, including but not limited to touch and go between 10pm and 7am Mon.-Fri. and 10pm-8am Sat-Sun and holidays.

The following runways are closed 10pm-7am:

Runways 14L/32R, 14R/32L, 1R/19L

PREFERENTIAL RUNWAYS

See information under Noise Abatement Procedures for details.

Runways 19L/19R are the preferential runways for arrivals.
Runways 32L/32R are the preferential runways for departures.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS - [NONE](#)

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	N/A
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	N/A
Avigation Easements	-	-
Zoning Laws	-	Contact Airport Land Use Commission
Real Estate/Property Disclosure Laws	-	Within Airport Influence Area
Acquire Land for Noise Compatibility to date	-	none
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS

Ordinance 88-82 (the Noise Ordinance) that restricts the older and noisier models of jet aircraft from operating at the Airport.

No aircraft rated above 78dB(A) for takeoff as stated in Advisory Circular 36-3 allowed at the airport.

Between the hours of 10pm and 7am, no aircraft rated above 75 dB(A) for takeoff as stated in AC36-3 allowed to operate at the airport.

Contact the Director of Airport Office at 925-646-5722 for further noise management information.

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - [NONE](#)