Oakland International Airport

IATA/ICAO CODE:	OAK/KOAK
CITY:	Oakland
STATE:	CA
COUNTRY:	USA

AIRPORT CONTACT

No changes reported by the airport in 2011
Verify information below with the airport

Name:	Larry Galindo	Wayne Bryant
Title:	Noise/Environment Management Officer	Sr. Noise Abatement Specialist
Airport:	Oakland International Airport	Oakland International Airport
Address:	Oakland International Airport #1 Airport Dr. Box 45 Oakland, CA 94621	Oakland International Airport #1 Airport Dr. Box 45 Oakland, CA 94621
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Airport Web Site: www.oaklandairport.com/noise/noise_management_pro.shtml

ELEVATION: 6 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
9L/27R	5454	-	-	150
9R/27L	6213	-	-	150
11/29	10000	-	-	150
15/33	3372	-	-	75
Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES

Safety permitting, avoid flying nearby residential areas when arriving or departing OAK. Please follow these voluntary noise abatement procedures when safety, weather and ATC instructions permit.

AIRCRAFT PROCEDURES - DAY AND NIGHT
The following aircraft should not depart Runways 27R/L, nor land on Runways 9R/L, except during emergencies. Use Runway 11/29.

- Turbo-jet and turbo-fan powered aircraft.
- Turbo-props over 17,000 pounds.
- Four-engine reciprocating powered aircraft.
- Surplus military aircraft over 12,500 pounds.

AIRCRAFT PROCEDURES - DAYTIME, 6 a.m. - 10 p.m.:

VFR DEPARTURES

Runways 27R, 27L
- Make right crosswind turn over San Leandro Bay until reaching I-880 (Nimitz Freeway) and continue per ATC instructions.
- No straight out departures.

Runway 33
- Make right northerly turn, overfly San Leandro Bay until reaching I-880 freeway and continue per ATC instructions.
- No straight out or left crosswind/downwind departures.

VFR ARRIVALS
- Avoid flying over residential areas as much as possible.
- No straight in arrivals to Runway 15, unless required by safety or wind conditions.

TOUCH-AND-GOES
Runway 27L
- This is the preferred runway for touch and go operations. Fly standard traffic pattern.

AIRPLANES - NIGHTIME, 10 p.m. - 6 a.m.:

DEPARTURES:
- Runway 9R is the preferred runway.
- Runway 27R is the preferred runway.
- No left turns from Runways 9L and 9R.
- No straight out departures from Runway 9L.
- All aircraft over 75,000 pounds are directed to use Runways 11/29.
- Use only full-length departures from the chosen North Field Runway.

Pilots may choose between the following departure procedures, wind and weather permitting:

1. VFR and Salad IFR departures from Runway 27R

- The VFR departure shall include a right crosswind or additional downwind segment avoiding Bay Farm Island and the island of Alameda.
- The SALAD Instrument Departure Procedure was published in August 2000. Please consult ATC instructions. (Note: Do not use the OAK 313 OR 310 degree radial departure).

2. VFR and IFR departures from Runway 9R/L and Runway 9R
- For Runway 9R departures, use 140-180 departure headings when able for E/SE-bound departures. Continue to use right turns over the airport for N/NE-bound departures when able from Runways 9R or 9L.

ARRIVALS
- Runway 27L is the preferred arrival runway.

HELICOPTERS, DAY AND NIGHT
DEPARTURES/ARRIVALS:
- Fly over freeways and water as much as possible to avoid flying over hotels and residential areas.

SOUTH FIELD
- Runway 29 Jet Aircraft departures between 2200-0700 (Local) use the Silent 7 departure.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS
(See noise abatement procedures.)

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

Aircraft Maintenance Engine Run-up Policy - Summary

The Port of Oakland maintains an aircraft engine run-up restriction policy at Oakland International Airport and regulates enforcement of the program under Operations Directive Number 616.5. The directive requires regulation of all engine run-ups for aircraft over 12,500 pounds and all military type aircraft and specifies the location and time-of-day for this activity. A summary of the regulation is provided below.

In addition, settlement agreements between the Port of Oakland and the City of Alameda stipulate that noise level limits be maintained for evening and nighttime aircraft engine run-up activity. During the evening hours, 7:00 p.m. to 10:00 p.m., engine run-up noise levels should not exceed 75 decibels in residential areas of Bay Farm Island. During the nighttime hours, 10:00 p.m. to 7:00 a.m., engine run-up noise levels should not exceed 70 decibels. These noise limits are measured at a permanent noise microphone located on Beach Road adjacent to the airport.

Summary of Operations Directive 616.5

In summary, the Operations Directive that regulates the Port's policy on aircraft engine run-ups and the use of the Ground Run-up Enclosure (GRE) facility states:

- Aircraft operators must get authorization from Airside Operations prior to conducting any aircraft engine run-ups.

- All engine run-ups for aircraft in excess of 12,500 pounds and all military/military surplus aircraft must be performed at the Ground Run-up Enclosure (GRE) or at the Alaska Airlines maintenance blast fences. Engine run-ups may be performed in the GRE between 10:00 p.m. to 7:00 a.m. only for revenue flights occurring that day.

GRE Engine Run-up Policy:
All aircraft engine run-ups above idle power must be scheduled during the hours listed in the table below.

Hours of Operation Run-ups Allowed
7:00 a.m. to 10:00 p.m. No restrictions
10:00 p.m. to 7:00 a.m. Aircraft needed for a revenue flight departing that day.

Requirements for Alaska Airlines Blast Fence:
All aircraft engine run-ups above idle power may be performed at the blast fences during the hours listed in the table below. Otherwise, the GRE must be used. A one-hour grace period may be authorized by Airfield Operations for engine run-ups at the blast fences that are in progress but not completed by 7:00 p.m.

Day of Run-up Run-ups Allowed

Monday - Friday 7:00 a.m. to 7:00 p.m.
Saturday 8:00 a.m. to 7:00 p.m.
Sunday and Holidays Prohibited

Port of Oakland Policy on Engine Run-ups

- The goal of this policy is to minimize noise impacts upon communities in the vicinity of the airport and to accommodate aircraft operators requiring engine run-ups.

- It is the intent of Oakland International Airport to utilize the Ground Run-up Enclosure (GRE) to mitigate noise impacts to surrounding communities. Toward that end, Airside Operations staff will promote the use of the GRE for all engine run-ups for aircraft in excess of 12,500 pounds and all military/military surplus aircraft, except those engine run-ups conducted at idle power. Refusal to use the GRE for any reason may result in a denial of permission to conduct the intended run-up. Use of the GRE must conform to all aspects of the procedures set forth in this directive.

- No run-ups will be conducted without the prior consent of Airport Management. Permission for run-ups may be obtained by contacting Airside Operations.

- Maintenance engine run-ups include operation of aircraft engines for the purpose of assessing engine performance before, during, and after maintenance and/or repairs. Operations not included as maintenance are engine run-ups under the following conditions:

  - "Warming-up- of piston driven or turbine/propeller engines.

  - Routine engine and instrument checks prior to take-off.

  - All maintenance engine run-ups, regardless of when conducted, shall be done at locations on the airport approved by the Airside Operations Supervisor/Manager on Duty.

  - Maintenance engine run-ups will be allowed between the hours of 10:00 p.m. to 7:00 a.m. only under the following circumstances:

  - Idle-power tests of aircraft engines.

  - Aircraft scheduled for a revenue flight departing that day if the run-up cannot be completed between 7:00 a.m. and 10:00 p.m.

  - Unscheduled maintenance operations that must be conducted to revenue aircraft that have experienced mechanical problems.

  - Emergency flight operations and aircraft serving in an emergency capacity, such as: Police, Fire, Search and Rescue, Air Ambulance, Aerial Tankers, or transport of emergency supplies and/or personnel.

  - Special flight operations and/or aircraft in the service of federal, state and local law enforcement, military, or a mission pertinent to national security.

Maintenance Engine Run-up Locations

- Approved locations for maintenance run-ups of Turbo-prop and Piston engines:

  - The North Airport run-up pad adjacent to Taxiway A at the approach end of

Runways 27 Right, and 27 Left. This area is restricted to Turbo-prop and piston engine aircraft less than 12,500 pounds only.

- The Outdoor Test Stand (Test Cell Number 2) located at the North Airport. This area is restricted to daytime operations only, with no runs between 10:00 p.m. to 7:00 a.m..

- Approved locations for run-ups of all other aircraft engines are:

- The Ground Run-up Enclosure (GRE)

- Alaska Airlines Hangar 6 Blast Fence. (Daytime operation only, 7:00 a.m. and 7:00 p.m., M-F and 8:00 a.m. and 7:00 p.m. on Saturday).

- Ramp and apron areas for Idle power only engine run-ups.

- Unusual operational circumstances may require Airside Operations to authorize run-ups in other safe and appropriately paved areas on the airport.

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)	1998	558 homes completed: Program completed April 2006
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	N/A	-
Avigation Easements	1998	Participants must sign an avigation easement prior to receiving sound insulation.
Zoning Laws	1976	No new housing in the 70 and above DNL contour, only businesses that are airport compatible are allowed. New buildings/housing within the 65 LND contours have specific building codes. No requirements in <65 LDN contour zone.
Real Estate/Property Disclosure Laws	-	California State has legislation for disclosure as well as the City of Alameda
Acquire Land for Noise Compatibility to date	N/A	-

Population within each noise contour level relative to aircraft operations	2005	OAK has achieved zero incompatibility in accordance with State Noise Standards
Airport Noise Contour Overlay Maps	4Q 2004	Click for Noise Contour map
Total Cost of Noise Mitigation Programs to Date	1998-2005	$18.7 Million from 1998 to 2006 for insulation program
Source of Noise Mitigation Program Funding for Aircraft Noise	-	Airport Improve Program (AIP) Grants ($14.9 million) Passenger Facility Charges (PFCs) ($3.7 million)

NOISE MONITORING SYSTEM

The Port of Oakland operates a comprehensive aircraft noise and operations monitoring system that positively identifies aircraft that violate noise abatement rules. The system consists of a computer linked to the FAA Bay TRACON facility, 15 fixed remote noise monitors located in neighboring communities plus 4 portable monitors. The system is augmented by a digital voice recorder tuned in to radio frequencies used by FAA air traffic control. The equipment enables the Noise Abatement Office to identify and educate pilots who are unfamiliar with local noise abatement rules and procedures, and also better serve neighboring communities in the investigation of noise complaints.

FLIGHT TRACK MONITORING SYSTEM

Yes - see information under Noise Monitoring System

NOISE LEVEL LIMITS - NONE

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