

## OAKLAND (OAK/KOAK)

Elevation 9ft

### CATEGORY A

AV brief – not required

### GENERAL

- Airfield is situated on the East coast of San Francisco Bay with Rwy 12/30 parallel to the coast.
- See Lido AOI for Rwy restrictions.
- Shorter runways, Rwy 09L/R and Rwy 27L/R, located 1 nm to the North.
- City lies along the coast to the North and South.
- 9 nm across the bay to the SW is San Francisco International.

### Threats

#### CFIT

- Inland from the bay is a NW–SE ridge which rises 3 nm NE of the airfield reaching over 2000ft asl within 10 nm and 3900ft asl within 18 nm.
- Diablo Range, 20 nm SE, has a peak of 4,380ft asl.
- N of SFO & 9nm W of OAK is San Bruno Mountain at 1,500ft asl.
- A range of coastal hills extends SE from San Bruno with peaks up to 2,000ft asl.
- Avoid high descent rates over terrain and crews should use LIDO AFC chart to familiarise themselves with the surrounding terrain.

#### Mid Air Collision

- TCAS RA events can occur on approach to Rwy 30 due conflict with VFR traffic at Hayward airfield approximately 6 nm E of OAK.
- Risk also exists due 'heavy' traffic departing/arriving SFO as well as intense VFR and military traffic in the Bay area.

#### Loss of Control – Inflight

- hazard exists all around the bay.
- Potential for ATC shortcuts could lead to excessive descent rates over terrain to the North.

#### Special Considerations

- If poor weather is present, there is potential for delays due to heavy holding traffic in the San Francisco area.

#### A380

- Oakland International Airport has conducted an analysis of the airfield and determined the airport is limited but capable of handling A380 aircraft operations.

**ALL**
**ROUTE**

- Salt Lake City ATC may issue route & arrival changes.

**ARRIVAL**
**Diversion Airports**

SAN FRANCISCO	SFO/KSFO	10 nm/233°T	CAT B
LOS ANGELES	LAX/KLAX	295 nm/139°T	CAT B
SAN DIEGO	SAN/KSAN	390 nm/139°T	CAT B
LAS VEGAS	LAS/KLAS	355 nm/104°T	CAT B
PHOENIX INTL	PHX/KPHX	560 nm/114°T	CAT B

**Initial Approach**

- Expect either Rwy 30 or 12.
- For Rwy 30: expect either WNDSR2 or OAKES2 arrival.
- ATC can issue significant shortcuts when on the WNDSR2 arrival.
- Extremely busy airspace surrounds the general Bay area from SFO, OAK, Hayward and military airfields.

**Approach**

- Expect radar vectors for ILS or Visual Approach.
- ILS GP Rwy 12 is 2.75°.
- ILS GP Rwy 30 is 2.90°.
- Sequenced flashing lights to Rwy 30.
- RAD ALT of 2,500ft may occur early to the North of Oakland due layout of the terrain.
- Hayward airfield is located approximately 6 nm E of OAK with Class D airspace up to 1500ft. ATC provide separation from IFR traffic but only highlight VFR traffic. Exercise caution as Rwy 30 ILS transits this airspace and has resulted in TCAS RA conflicts between VFR traffic and BA arrivals to OAK.

**GROUND**
**Taxiing**

- Unlike many other US airports, there is no separate Apron/Ramp control. GND ATC control the ramp area.

#### A380

- In the event of a diversion: expect delays due to coordination efforts regarding fuelling operations, ground support equipment and limited staffing hours (Customs) at OAK.
- See Lido AOI 5 for A380 ops.
- Airport Operations will close Twy T between Twy B & Twy S whilst also ensuring local ATC issues a "Caution – Jetblast towards Taxiway Bravo".

**CAUTION:** *TWY B is not suitable for A380 due to close proximity of 'Ground Run-Up Building'.*

## Parking

#### A350

Not Applicable

#### A32N B747 B777 B787

- Expect parking on Gate 3.
- Widebody aircraft should use the dashed taxi line marked 3A.
- Marshalls are provided.

#### A380

- Taxi via Twy W & Twy V to Twy T.
- Park on Twy T between Twy B & Twy S.
- Refuelling may be completed while the aircraft is parked on Twy T.
- Airport Operations and/or BA will help coordinate ground support equipment. Bus transportation will be requested by Airport Ops to transport the passengers from the aircraft to the terminal; location to be determined by Airport Ops on the day.

#### ALL

### DEPARTURE

- Rwy 30: Expect OAKLAND 2 (OAK2) Departure.
- Rwy 28L to the N operates simultaneously with Rwy 30 and, although VFR traffic from Rwy 28L turns left towards Rwy 30 departures, the VFR traffic is required to remain N of Rwy 30 to provide separation.

**CAUTION:** *OAK2 has an altitude restriction. Crews can coordinate with ATC to cancel this.*

**A380**

- A380 will taxi to Rwy 12/30 via Twy T, Twy U, Twy W.

**ALL**
**WEATHER**

- Surface wind is usually Westerly.

**Summer**

- Morning stratus occasionally lowering to give fog; deterioration is likely to be sooner than at San Francisco.

**Winter**

- Often unsettled with strong winds, poor visibility and heavy rain. Thick fog associated with high pressure occurs about 4 days per month.

**OPERATIONAL INFORMATION**

**No A380 towbar. Aircraft to park on self manoeuvring stand in cargo area for fuel and go.**

<b>Handling Agent</b>	<b>AVIATION PORT SERVICES</b>
<b>Handling Agent VHF</b>	<b>121.475</b>
<b>Potable Water</b>	<b>Not assessed</b>