OAKLAND SAN FRANCISCO BAY (OAK)(KOAK) 4 S UTC–8(–7DT) N37°43.28′ W122°13.27′ **SAN FRANCISCO H–3B, L–2F, 3B, A IAP, AD**
9 B TPA—See Remarks LRA Class I, ARFF Index D NOTAM FILE OAK
RWY 12–30: H10520X150 (ASPH–GRVD) S–120, D–250, 2D–550, 2D/2D2–1120 PCR 1295/F/B/X/T HIRL CL
RWY 12: MALSR. PAPI(P4R)—GA 2.75° TCH 70′. RVR–TMR Rgt tfc.
RWY 30: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 71′. RVR–TMR Thld dsplcd 114′.
RWY 10R–28L: H6213X150 (ASPH–GRVD) S–120, D–250, 2D–550, 2D/2D2–1120 PCR 934 F/B/X/T HIRL
RWY 10R: REIL. PAPI(P4L)—GA 3.0° TCH 50′.
RWY 28L: PAPI(P4R)—GA 3.0° TCH 50′.
RWY 10L–28R: H5457X150 (ASPH–GRVD) S–120, D–250, 2D–550, 2D/2D2–1120 PCR 1266/F/B/X/T HIRL
RWY 10L: PAPI(P4R)—GA 3.0° TCH 50′. RVR–R
RWY 28R: MALSR. PAPI(P4L)—GA 3.0° TCH 51′. RVR–T Bldg. Rgt tfc.
RWY 15–33: H3376X75 (ASPH) S–12.5, D–65, 2D–100 MIRL No Part 121/Part 380 Ops
RWY 33: Rgt tfc.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 10L: TORA–5457 TODA–5457 ASDA–5336 LDA–5336
RWY 10R: TORA–6213 TODA–6213 ASDA–6213 LDA–6213
RWY 12: TORA–10000 TODA–10000 ASDA–10000 LDA–10000
RWY 28L: TORA–6213 TODA–6213 ASDA–6213 LDA–6213
RWY 28R: TORA–5457 TODA–5457 ASDA–5457 LDA–5457
RWY 30: TORA–10000 TODA–10000 ASDA–10000 LDA–10000
ARRESTING GEAR/SYSTEM
RWY 28L: EMAS
SERVICE: S4 **FUEL** 100LL, JET A **OX** 1, 2, 3, 4
NOISE: 24 hr noise abatement proc: TBJT and turbofan pwrd acft, turboprops over 17,000 lbs, four–eng reciprocating pwrd acft, and surplus Mil acft over 12,500 lbs should use Rwy 12–30. For noise abatement info ctc noise abatement ofc at 510–563–6463 or visit arpt website. Noise abatement procs N/A in emergs or whenever Rwy 12–30 is unavbl due to maint, safety, winds or wx.
AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Ops superintendent 510–563–6432, cell 510–715–6286, 24 hour ops 510–563–3361. Acft with experimental or limited certification having over 1,000 horsepower or 4,000 pounds are restricted to Rwy 12–30. TPA—Rwy 28L 606(597), TPA—Rwy 28R 1006(997). Twy A, Twy E, Twy G, Twy H between Rwy 28R and Twy C max acft weight 150,000 lbs. Twy G and Twy H between Rwy 28L and Rwy 28R, max acft weight 12,500 lbs. Twy P max acft weight 161,000 lbs single; 190,000 lbs dual; 305,000 lbs dual tandem; 735,000 lbs double dual tandem. Twy C between Rwy 28R and Twy G and Twy B, Twy J, and Twy D max acft weight 861,000 lbs. Twy C between Twy G and Twy J max acft weight 90,000 lbs single; 144,000 lbs dual; 257,000 lbs tandem. Twy C between Twy J and Twy F max acft weight 76,000 lbs single, 115,000 lbs dual; 257,000 lbs tandem (dual tandem not authorized). Twy K btn Twy D and int Twys F, L, K max acft weight 56,000 lbs single; 70,000 lbs dual; 130,000 lbs tandem. Twy K btn Twy J and int Twys F, L, K max acft weight 33,000 lbs single; 45,000 lbs dual; tandem NA. 400′ by 220′ blast pad Rwy 12 and Rwy 30. Rwys 30, 28R and 28L distance remaining signs left side. 100′ lgtd microwave antenna twr located 1320′ wsw of OAK VORTAC, south of upwind end of Rwy 28L. 100′ lgtd microwave antenna twr located west–southwest of OAK VORTAC, south of upwind end of Rwy 28L. Underlies Class B asp, be aware of speeds on arr and dep. SAID in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Fee in effect 24 hrs/day, ctc afld ops 510–563–3361. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—Arrival Alert.
AIRPORT MANAGER: 510-563-6436
WEATHER DATA SOURCES: ASOS (510) 214–1776
COMMUNICATIONS: D–ATIS 133.775 (510) 635–5850 **UNICOM** 122.95
Ⓡ **NORCAL APP CON** 128.325 125.35 (East and Rwy 28L/R) 135.1 (West) 133.95 134.5
Ⓡ **NORCAL DEP CON** 120.9 (Northwest) 135.1 (West)
OAKLAND TOWER 118.3 (Rwy 10L–28R, Rwy 10R–28L, Rwy 15–33) 127.2 (Rwy 12–30) 124.9
GND CON 121.75 (Rwy 12–30) 121.9 (Rwy 10L–28R, Rwy 10R–28L, Rwy 15–33) **CLNC DEL** 121.1
CPDLC (LOGON KUSA)
PDC

CONTINUED ON NEXT PAGE

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AIRSPACE: CLASS C svc ctc **APP CON**.
RADIO AIDS TO NAVIGATION: NOTAM FILE OAK.
(VH) (DH) VORW/DME 116.8 OAK Chan 115 N37°43.56′ W122°13.42′ at fld. 13/17E.
DME unusable:
340°–040° byd 30 NM blo 8,000′
VOR unusable:
116°–126° byd 105 NM
116°–126° byd 40 NM blo 5,000′
116°–126° byd 52 NM blo 12,000′
130°–140° byd 40 NM blo 14,000′
130°–140° byd 55 NM
146°–156° byd 40 NM blo 7,000′
146°–156° byd 49 NM blo 11,000′
146°–156° byd 83 NM
157°–183° byd 40 NM
198°–213° byd 40 NM
214°–224° byd 40 NM blo 14,000′
214°–224° byd 65 NM
230°–240° byd 40 NM blo 14,500′
230°–240° byd 85 NM
241°–250° byd 40 NM
251°–263° byd 40 NM blo 31,000′
275°–298° byd 40 NM
314°–320° byd 40 NM
338°–352° byd 40 NM blo 8,500′
338°–352° byd 46 NM blo 18,000′
353°–115° byd 40 NM
ILS 111.9 I–AAZ Rwy 12. Class IE. Rwy 12 glideslope deviations are psbl when critical areas are not rqrd to be protected. Acft operg in vcnty of glideslope trans. LOC unusable byd 15° right of course.
ILS 109.9 I–OAK Rwy 28R. Class IE.
ILS/DME 108.7 I–INB Chan 24 Rwy 30. Class IIIE.

OAKLAND N37°43.56′ W122°13.42′ NOTAM FILE OAK. **SAN FRANCISCO**
(VH) (DH) VORW/DME 116.8 OAK Chan 115 at Oakland San Francisco Bay. 13/17E. **H–3A, L–2F, 3B, A**
DME unusable:
340°–040° byd 30 NM blo 8,000′
VOR unusable:
116°–126° byd 105 NM
116°–126° byd 40 NM blo 5,000′
116°–126° byd 52 NM blo 12,000′
130°–140° byd 40 NM blo 14,000′
130°–140° byd 55 NM
146°–156° byd 40 NM blo 7,000′
146°–156° byd 49 NM blo 11,000′
146°–156° byd 83 NM
157°–183° byd 40 NM
198°–213° byd 40 NM
214°–224° byd 40 NM blo 14,000′
214°–224° byd 65 NM
230°–240° byd 40 NM blo 14,500′
230°–240° byd 85 NM
241°–250° byd 40 NM
251°–263° byd 40 NM blo 31,000′
275°–298° byd 40 NM
314°–320° byd 40 NM
338°–352° byd 40 NM blo 8,500′
338°–352° byd 46 NM blo 18,000′
353°–115° byd 40 NM

OCEAN RIDGE (See GUALALA on page 170)
