

**DEPARTURE****Speed**

MAX IAS 250KT below 10000ft.

**Communication**

**COM Failure:** See CRAR United States.

**Departure Procedure****Noise Abatement Procedures**

RWY 07L/R, 15 ICAO Standard: TKOF PROC B.

RWYs 07L/R and 15 are noise sensitive RWYs for DEP. The AD Noise Program has indicated that DEP from these RWYs result in the most severe noise impacts. These RWYs should only be used for DEP when operational or safety considerations limit the use of RWYs 33 and 25L/R.

The AD has established a preferential RWY use program to minimize noise impacts on nearby residential areas. The normal flow of TFC operations, contingent upon weather is DEP to north or west.

**Preferential RWY**

Priority Order

Daytime (1600-0700‡)	Nighttime (0700-1600‡)
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RWY 33	RWY 33
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RWY 07R*	RWY 25L
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RWY 07L*	RWY 25R
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RWY 25L*	RWY 07R
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RWY 25R	RWY 07L
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RWY 15	RWY 15
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\* RWY 25L should be used as the second priority DEP RWY during daytime hours if weather and TFC conditions allow. RWYs 07L/R are only listed as the second and third priority during daytime hours in recognition of air TFC considerations.

ATC will issue a noise sensitive advisory message for DEP from RWYs 07L/R or 15 when a pilot requests a noise sensitive RWY different from the ATC designated RWY.

Selection of the next preferential RWY is allowed under any of the following conditions:

- If the RWY is not clear and dry, i.e. it is adversely affected by snow, slush, ice or water, or by mud, rubber, oil, or other substances.
- When wind, including gusts, as recorded by AD wind sensors, exceed:
  - Crosswind components of 15KT, or
  - Tailwind components of 5KT.

The wind parameters cited are used by the AD to determine compliance with the Preferential RWY Use Program. Under FAA regulations (FAR 91.3), the pilot in command is solely responsible for ACFT safety and the final decision on RWY selection.

- When windshear has been reported or forecast, or thunderstorms are expected to affect the APCH.
- When a preferred RWY is closed for snow removal, construction, maintenance, or other reasons, the next priority RWY should be used, if feasible, given air TFC and other considerations.
- When combined levels of TFC at PAED and PANC result in excessive AD TFC congestion and cause unacceptable departure delays.
- Delay alone does not constitute a reason to request a noise sensitive RWY for DEP.