McClellan-Palomar Airport – CRQ

2192 Palomar Airport Road
Carlsbad, CA 92011
phone (760) 431-4646
fax (760) 931-5713

"FLY FRIENDLY"

As our community develops, residential noise sensitive areas near the airport continue to expand. Please study the noise sensitive areas depicted on the inside fold of this handout. The recommended (ATC and safety permitting) noise abatement procedures presented here help to preserve quality of life in our community and represent minimal restrictions on aircraft arriving and departing McClellan-Palomar Airport. —*Airport Manager*

Visit our Web Sites at:
http://www.sdcounty.ca.gov/dpw/airports.html
http://www.sdcounty.ca.gov/dpw/airports/crqnoise.html

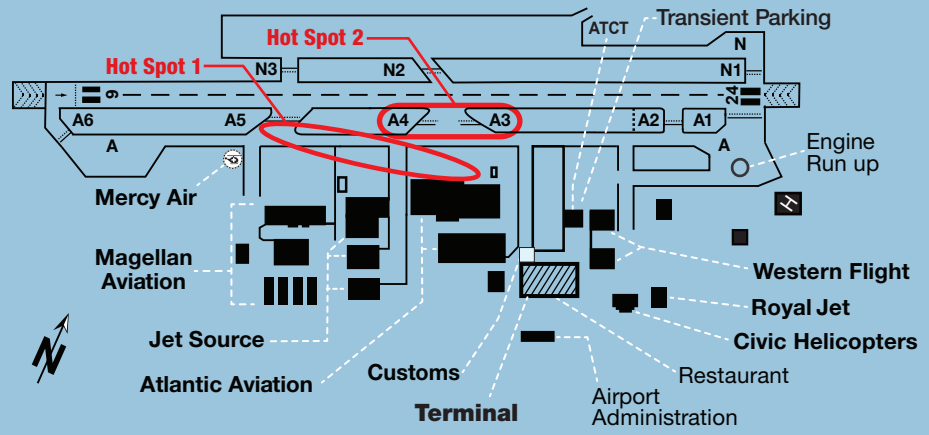
24 Hour Voluntary Noise Abatement Procedures (VNAP)

Jet takeoff and landing "QUIET HOURS" from 2200 – 0700 (L)
All Aircraft takeoff and landing "QUIET HOURS" 0000 – 0600 (L)

Emergency, Lifeguard, and Law Enforcement Excepted

Recommended General Operating Guidelines

- Utilize left traffic for runway 6.
- Utilize right traffic for runway 24.
- Jets: Fly ILS final. Fly a slightly high approach in VMC. Delay gear and flaps transition consistent with safety.
- No practice landings and approaches 2200 – 0700 (L).
- Avoid low-level, high-power approaches.
- Maintain published TPA until turning base leg.
- Runway 24 is designated the calm wind runway.
- Sightseeing over populated areas is discouraged.
- Fly final approach at or above the P.A.P.I. glideslope when able.
- Fly a tight pattern to keep noise as close to the airport as possible.
- No jet training due to noise abatement and traffic congestion. See AFD.
- Aircraft maintenance run-ups by prior coordination with airport operations.
- Maintain a cruise configuration (gear and flaps retracted) until close to the airport as possible.
- Use lowest practical RPM settings and, if possible, wait until short final to adjust propeller for flat pitch.
- Use N.B.A.A. Standard Noise Abatement Procedures and A.O.P.A. Noise Awareness Steps.
- Monitor ATIS broadcast prior to contacting Clearance Delivery, Ground Control, Tower, or Approach Control.
- Runway 6/24 South VFR traffic pattern closed from 2200 – 0700 (L) except for emergencies. See AFD.
- Borrego Valley Airport (LO8) is available for flight training.
- Transient parking is limited to small single and twin engine aircraft with wingspans under 40 ft.
- ***When tower is closed, aircraft must self-announce on CTAF prior to landing and departing.***



☐ **U.S. CUSTOMS FEE BASED SERVICE INFORMATION—CONTACT (877) 848-7766.**

Latitude: 33° 07. 70'
Longitude: W117° 16. 81'
Field Elevation: 331
Magnetic Variation: 13° E
Time Zone: UTC - 8 (- 7 DT)

Runway: 245° / 065° magnetic (4897 X 150)

Runway 06: TORA-4897 TODA-4897 ASDA-4897 LDA-4600
Runway 24: TORA-4897 TODA-4897 ASDA-4897 LDA-4897

Approaches: ILS, VOR-A, GPS-A

P.A.P.I. runways 06 and 24

Pilot Controlled Lighting:
Activate Airfield Lighting on 118.6

Communications:
Tower (CTAF)..... 118.6
Ground Control 121.8
Clearance Del. 134.85
ATIS 120.15
SOCAL APP/DEP CON 127.3
Military 276.4

Navigational Aids:
OCN VORTAC 115.3 R119/9.7NM
MZB VORTAC 117.8 R337/20.9NM
JUL VORTAC 114.0 R254/34.9NM

VFR Waypoints:
VPOCN..... N3314.15 / W11726.63
VPSPP Power Plant..... N3308.25 / W11720.23
VPSVA ..... N3311.48 / W11716.38
VPSBL ..... N3305.18 / W11718.55

FAA Control Tower ..... (760) 438-4969
Flight Service Station 1-800-WX-Brief
ATIS ..... (760) 438-2117

COUNTY OF SAN DIEGO
AIRPORTS

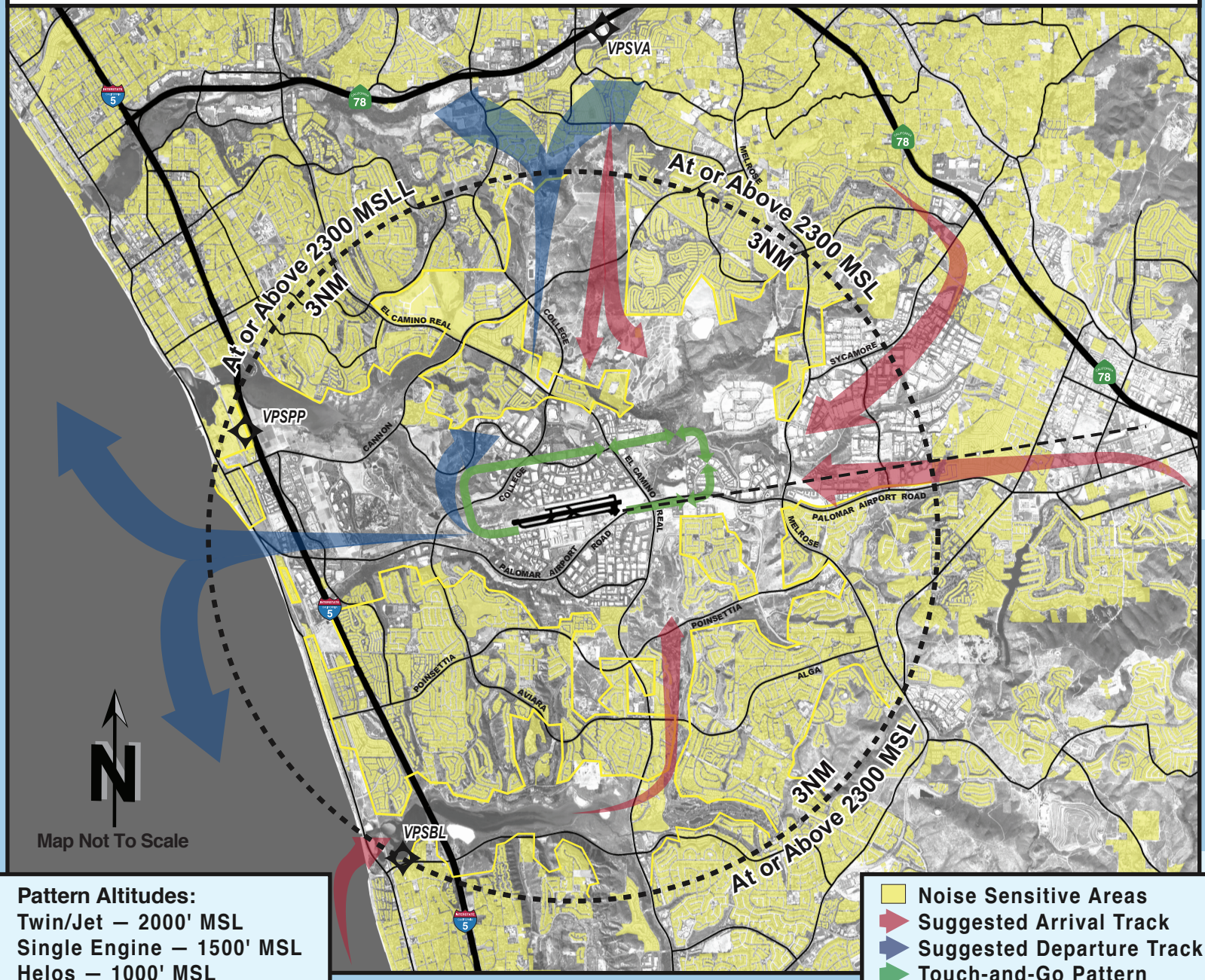
Rev: August 2016

McClellan-Palomar Airport

Voluntary Noise Abatement Procedures

These are general noise abatement recommendations to assist pilots in avoiding noise sensitive residential areas. The recommendations do not conform to ATC patterns in all circumstances and some may not be advisable for every aircraft in every situation. No noise reduction recommendation should be allowed to compromise ATC instructions or flight safety.

24 Hour Voluntary Noise Abatement Program
McClellan-Palomar Airport
250°
Quiet Hours: Prop 12 A.M.- 6 A.M. Jet 10 P.M.-7 A.M.



Pattern Altitudes:
Twin/Jet — 2000' MSL
Single Engine — 1500' MSL
Helos — 1000' MSL

- Noise Sensitive Areas
- Suggested Arrival Track
- Suggested Departure Track
- Touch-and-Go Pattern

VFR DEPARTURES

RUNWAY 24

- Jets depart on 250˚ track, remain north of Palomar Airport Road until 1 mile offshore.
- Props north and southbound depart on 250˚ track north of Palomar Airport Road until joining **Coastal VFR Flyway. (ALPHA departure)
- Eastbound props request right downwind departure. Hold turns until above 800' MSL. Fly downwind until above Class D airspace. Coordinate on course turns xing Rwy 24 final with Tower approval.

RUNWAY 06

- All runway 06 north and southbound departures request left downwind. Climb to 800' MSL before turning downwind. Continue downwind north of Palomar Airport Road until joining **Coastal VFR Flyway.
- All runway 06 northeast through southeast departures fly runway heading until above 1500' MSL, then avoid noise sensitive areas.

VFR ARRIVALS

RUNWAY 24

- Jets fly the localizer when VFR/IFR. Remain on or above the glideslope.
- Props enter pattern as instructed by ATC. Remain above 2300' MSL until 3NM. Avoid residential areas.

RUNWAY 06

- All fixed wing aircraft remain at or above 2300' MSL until 3NM from the airport. Avoid noise sensitive areas.

HELICOPTERS

- 1000' MSL over major non-residential roads.

** Refer to the San Diego Charted VFR Flyway Planning Chart.