QUESTIONS SUBMITTED TO THE

FEDERAL AVIATION ADMINISTRATION (FAA)

BY PAAC CHAIR CLIFF KAISER

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1. Are CRQ tower staff trained on VNAP?
   Federal Aviation Administration (FAA) Response: Yes, the McClellan-Palomar Airport (CRQ) tower staff receive training on the Voluntary Noise Abatement Procedures (VNAP). This is part of the initial Air Traffic Control Specialist (ATCS) training at CRQ.

2. Does tower route traffic per the VNAP, traffic permitting?
   FAA Response: Yes, when traffic permits, Air Traffic Control (ATC) utilizes Alpha North and South Corridor, which is specifically designed to assist with the voluntary noise abatement procedures at CRQ.

3. Does tower correct pilots who deviate from VNAP while under tower control?
   FAA Response: No; the use of VNAP is voluntary, not regulatory. When traffic permits, ATC accommodates the use of VNAP. The path the airplane is on is based on the safe and efficient operation in the airspace. If an airplane is directed or requests a different route due to operation efficiency and/or safety, it is not a deviation. It is normal operations in the airspace.

4. Does tower correct and/or report aircraft that fly below minimums or at higher than permitted speeds?
   FAA Response: Violations of Federal regulations are reported in accordance with FAA policy. The VNAP altitudes are strictly voluntary, and non-compliance is not reportable per Federal regulations.

5. VNAP states maintain above 2300 MSL until within 3NM of CRQ. Does tower monitor this?
   FAA Response: No. Altitudes contained in the VNAP are voluntary and not regulatory.

6. Does tower correct pilots doing pattern work when they deviate too far from the pattern. For example, flying the downwind too far north.
   FAA Response: VNAP are voluntary. The path the airplane is on is based on the safe and efficient operation of the airspace. If an airplane is directed or requests a different route due to operation efficiency and/or safety, it is not a deviation.

   In response to the example provided, ATC attempts to keep the aircraft as close to the airport as is safe and effective. Keeping aircraft in a proper downwind location places them in the best position to manage the base turn to final, which is imperative to running an effective sequence to the runway. The tower pattern size/shape will vary based on congestion and aircraft types in the pattern.

7. Are you able to add some verbiage on the ATIS that addresses the procedures in the VNAP such as: "to the maximum extent possible, please adhere to the Voluntary Nosie Abatement Policy that is in effect at Palomar Airport."
   FAA Response: The CRQ Automatic Terminal Information Service (ATIS) broadcast advises pilots that Voluntary Noise Abatement Procedures are in effect.

8. Does the FAA count landings and takeoffs at CRQ? Are touch and go's and missed approaches counted?
   FAA Response: Yes, landings and takeoffs are counted. Touch and go landings and missed approaches are counted.

9. What is FAA's policy regarding pilot requests to deviate from controller instructions when talking with tower or departure/approach control? For example, if the pilot has requested and tower has authorized Alpha South VFR departure, but then requests an early turn to the south over residentials areas, what is tower's action?
   FAA Response: Generally, pilot requests are handled based on traffic, workload, and safety. Air Traffic personnel will continue to provide & direct air traffic control services in accordance with appropriate FAA orders & directives.
   ATC instructions to limit or restrict a pilot's landing options, departure instructions, or direction of flight will be in accordance with FAA JO 7110.65 and performed for the primary purpose of preventing a collision involving aircraft operating in the ATC system.