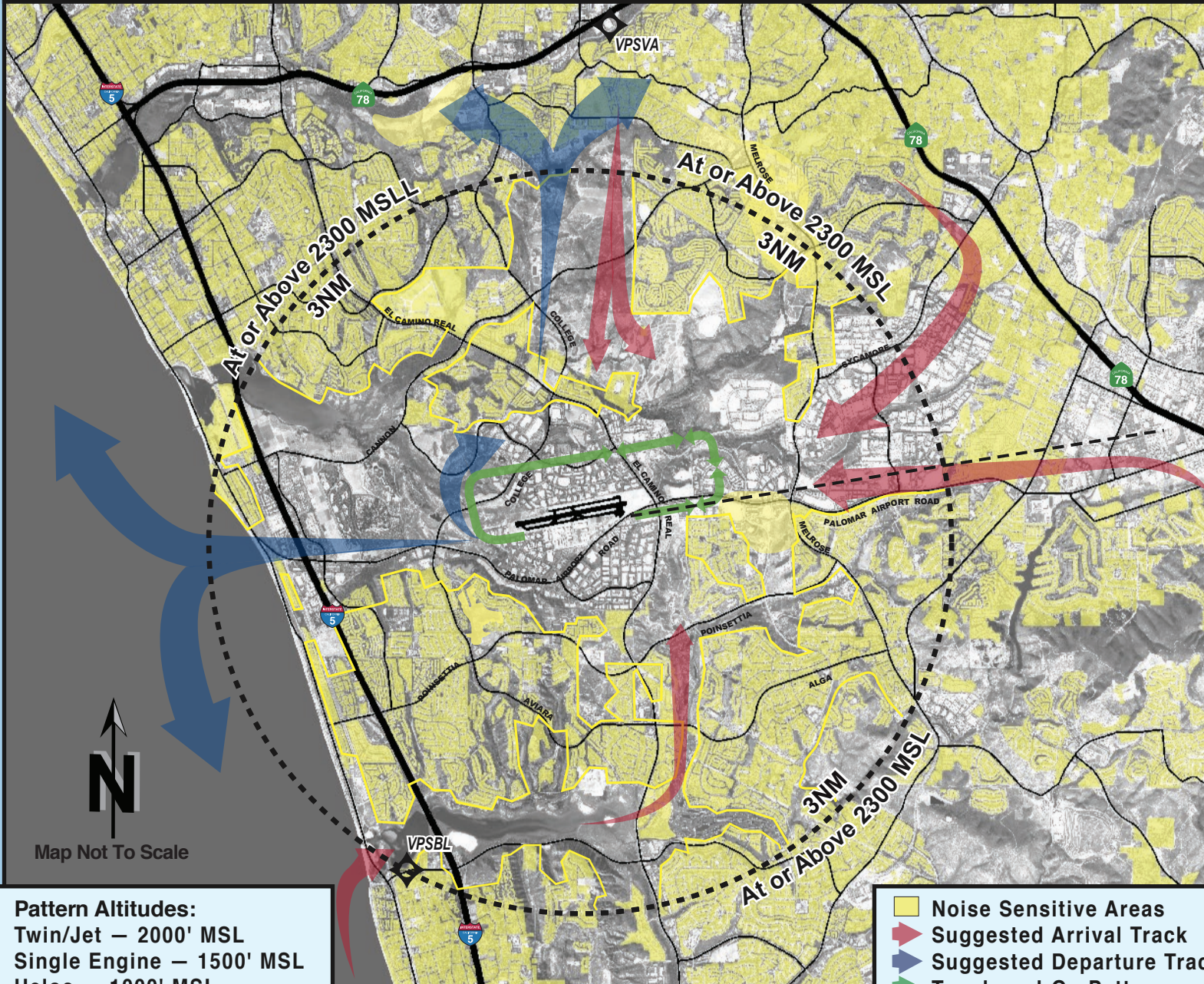




# McClellan-Palomar Airport Voluntary Noise Abatement Procedures

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.



## 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.

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

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

Map Not To Scale

# McClellan-Palomar Airport – CRQ

2192 Palomar Airport Road, Carlsbad, CA 92011

Airport Operations: (760) 497-4938

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)

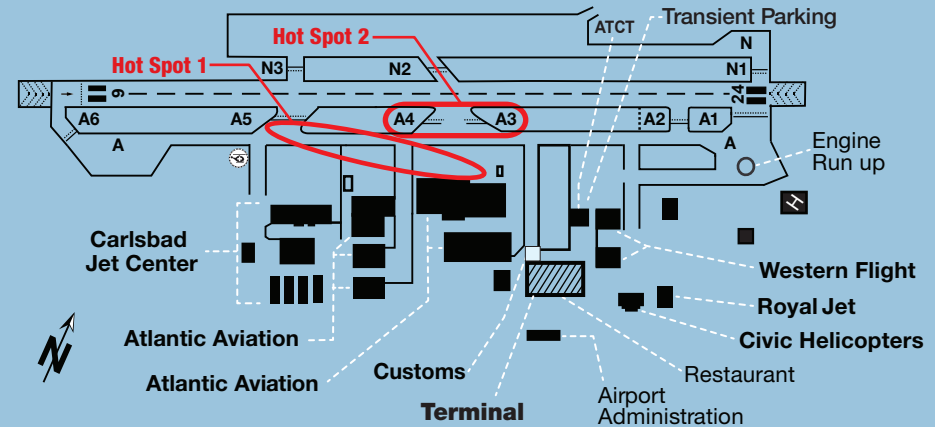
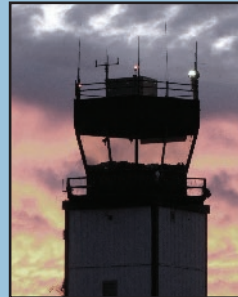
Jet takeoff and landing “QUIET HOURS” from 2200 – 0700 (L)

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 38 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'

Field Elevation: 331

Time Zone: UTC - 8 (- 7 DT)

Longitude: W117° 16.81'

Magnetic Variation: 13° E

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, RNAV-GPS-X+Y

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
VPSVA .....	N3311.48 / W11716.38
VPSBL .....	N3305.18 / W11718.55

FAA Control Tower .....

Flight Service Station .....

ATIS .....



Rev: August 2022