





**KSQL**

**San Carlos Airport**  
San Carlos, California, United States

Noise  
Sensitivity  
Level: **HIGH**

**Diagram #2: San Carlos Airport Noise Abatement Procedures**

Aircraft Categories: A, B, C, D &amp; E / All Runways



**KSQ****San Carlos Airport**  
San Carlos, California, United StatesNoise  
Sensitivity  
Level:**HIGH****OVERVIEW**

San Carlos Airport is surrounded by noise sensitive areas. By using your aircraft's quietest departure techniques and following the guidelines and procedures below, we can reduce the noise impact on our neighbors. The San Carlos Airport Association has adopted a Good-Neighbor-Policy and requests that resident and visitor aircraft comply with these voluntary noise abatement procedures.

**MANDATORY RESTRICTIONS****All Aircraft Categories / All Runways**

Reduce Power/RPM as soon as safe and practical.

Avoid flying over homes in extremely noise sensitive areas.

No touch-and-goes when the Tower is not in operation or before 9:30 AM on weekend and holiday mornings.

**CURFEWS****All Aircraft Categories / All Runways**

On weekdays: No touch and go, low approach, or full stop-taxi back operations between the period from (2) hours after sunset and 8:00 AM of the following day Monday through Friday; and until 9:30 AM on Saturday.

On Weekends and Holidays: No touch and go, low approach, or full stop-taxi back operations before 9:30 AM nor after 6:00 PM on and Saturday, Sunday or Holidays.

**ARRIVALS****All Aircraft Categories / Runway 30**

From the North/Northeast: Make entry via the Steinberger Slough (Southeast of KNBR radio towers) then enter the right downwind for Runway 30. Use caution for traffic departing via Belmont Slough (3/4 mile north of radio towers).

From the Southwest through Northwest: Cross overhead mid-field at or above 1,200' MSL and enter the right downwind for Runway 30.

Straight in: Remain at or above 1,000' MSL until passing Kaiser Hospital.

**All Aircraft Categories / Runway 12**

From the North/Northeast: Make entry via the Steinberger Slough (Southeast of KNBR radio towers) then enter left base for Runway 12. Use caution for traffic departing via Belmont Slough (3/4 mile north of radio towers).

From the Southwest through Northwest: Make entry overhead the airport. Cross overhead mid-field at or above 1,200' MSL and enter left downwind for Runway 12.

Avoid aerobatic-style short approaches over the homes and buildings north of the airport.

**DEPARTURES****Aircraft Categories: A, B, C, D & E / Runway 30**

Crosswind "Belmont Slough" Departure: Climb straight out, parallel to Highway 101. Fly your crosswind turn so that your ground track remains just northwest of the diamond-shaped waterway and follows the Belmont Slough as depicted on the noise-abatement map. Do not overfly the diamond-shaped waterway. Avoid overflying homes on either side of the slough. Caution: Remain northwest of KNBR radio towers to avoid inbound traffic.

Downwind Departures: Climb straight out, parallel to Highway 101. Fly your crosswind turn so that your ground track remains just northwest of the diamond-shaped waterway as depicted on the noise-abatement map. Do not overfly the diamond-shaped waterway. Delay your downwind turn until reaching 800' MSL. Continue climbing at reduced power/RPM setting until past housing. Make a left 45 degree turn on the downwind at pilots discretion or continue downwind.

Woodside Departure: Climb straight out, parallel to Highway 101. Fly your crosswind turn so that your ground track remains just northwest of the diamond-shaped waterway as depicted on the noise-abatement map. Do not overfly the diamond-shaped waterway. Delay your downwind turn until reaching 800' MSL. Continue climbing at reduced power/RPM setting until past housing. Proceed on downwind until abeam Woodside Road prior to initiating a right turn.

Upwind "Bay Meadows" Departure: Climb straight out, parallel Highway 101 until abeam the race track (6 DME from SFO VORTAC) then climb left on a southwesterly heading, remaining south of Highway 92.

**Aircraft Categories: A, B, C, D & E / Runway 12**

All aircraft departing Runway 12 turn left 20 degrees to a heading of 100 as soon as it is safe and after passing the end of the runway.

Southbound and Westbound "Woodside" Departure: Continue outbound on a heading of 100 until abeam Woodside Road prior to initiating a right turn.

Crosswind Departure: Begin your left crosswind turn as soon as traffic permits.

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Noise  
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Level:

**HIGH****PREFERENTIAL RUNWAYS****All Aircraft Categories**

All traffic use Runway 12, wind permitting.

**PREFERENTIAL INSTRUMENT PROCEDURES****All Aircraft Categories / All Runways**

Aircraft on instrument arrivals and departures: Please give consideration to your noise impact and follow the noise abatement procedures to the greatest extent possible.

**PATTERN ALTITUDES****ALL VALUES ARE MSL (FEET)****All Aircraft Categories / All Runways**

800' MSL

**INTERSECTION TAKEOFFS****All Aircraft Categories / All Runways**

No intersection takeoffs.

**ENGINE RUNUP**

Engine run ups or "high speed idles" shall be performed only in designated run up areas.

**FLIGHT TRAINING**

Pattern Work - Runway 30: Climb straight out, parallel Highway 101. Fly your crosswind turn so that your ground track remains just northwest of the diamond-shaped waterway. Do not overfly the waterway. Delay your downwind turn until reaching 800' MSL AND reducing power/RPM.

Pattern Work - Runway 12: Turn 20 degrees left to a heading of 100 as soon as it is safe and after passing the end of the runway. Delay your downwind turn until reaching 800' MSL AND reducing power/RPM.

**COMMUNITY GROUPS/INFO**

San Carlos Airport Association  
P.O. Box 1183  
San Carlos, CA 94070

<http://www.sancarlosairport.org/>

**PRIOR PERMISSION (PPR) OPERATIONS**

Aircraft prohibited over 12,500lbs unless prior permission of Airport Manager.

**AOPA NOISE AWARENESS STEPS**

Our airport recommends use of AOPA procedures, please see the appendix.

**AIRPORT CONTACT INFORMATION**

**Name** Gretchen Kelly  
**Title** Airport Manager  
**Noise Hotline** 650-573-2666  
**Phone** 650-573-3700  
**Fax** 650-593-3762  
**Email** [airports@smcgov.org](mailto:airports@smcgov.org)  
**Web Address** <https://publicworks.smcgov.org/airports>

**San Carlos Airport**  
620 Airport Drive  
Suite #10  
San Carlos CA 94070

**ABOUT AIRCRAFT CATEGORIES**

A	B	C	D	E	HELI
< 91 kts	91-120 kts	121-140 kts	141-165 kts	>165 kts	Helicopters

Aircraft Approach Categories are based on FAA reference speeds.  
See [http://whispertrack.com/pdf/faa\\_handbook.pdf](http://whispertrack.com/pdf/faa_handbook.pdf)

$$V_{REF} = 1.3 \times V_{SO}$$

**TEMPORARY INFORMATION (NONE)****REVERSE THRUST (NO RESTRICTIONS)****APU USE (NO RESTRICTIONS)****STAGE II (NO RESTRICTIONS)****STAGE III (NO RESTRICTIONS)****FLIGHT TRACK MONITORING (NONE)****NOISE ORDINANCE (NONE)**



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NOISE MONITORING (NONE)

NBAA PROCEDURES (NOT APPLICABLE)



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## AOPA Noise Awareness Steps

Following are some general guidelines and techniques to minimize the noise impact produced by aircraft operating near the ground.

1. If practical, avoid noise-sensitive areas such as residential areas, open-air assemblies (e.g. sporting events and concerts), and national park areas. Make every effort to fly at or above 2,000 feet over the surface of such areas when overflight cannot be avoided.
2. Consider using a reduced power setting if flight must be low because of cloud cover or overlying controlled airspace or when approaching the airport of destination. Propellers generate more noise than engines; flying with the lowest practical rpm setting will reduce the aircraft's noise level substantially.
3. Perform stalls, spins, and other practice maneuvers over uninhabited terrain.
4. Many airports have established specific noise abatement procedures. Familiarize yourself and comply with these procedures.
5. To contain aircraft noise within airport boundaries, avoid performing engine runups at the ends of runways near housing developments. Instead, select a location for engine runup closer to the center of the field.
6. On takeoff, gain altitude as quickly as possible without compromising safety. Begin takeoffs at the start of a runway, not at an intersection.
7. Retract the landing gear either as soon as a landing straight ahead on the runway can no longer be accomplished or as soon as the aircraft achieves a positive rate of climb. If practical, maintain best-angle-of-climb airspeed until reaching 50 feet or an altitude that provides clearance from terrain or obstacles. Then accelerate to best-rate-of-climb airspeed. If consistent with safety, make the first power reduction at 500 feet.
8. Fly a tight landing pattern to keep noise as close to the airport as possible. Practice descent to the runway at low power settings and with as few power changes as possible.
9. If a VASI or other visual approach guidance system is available, use it. These devices will indicate a safe glidepath and allow a smooth, quiet descent to the runway.
10. If possible, do not adjust the propeller control for flat pitch on the downwind leg; instead, wait until short final. This practice not only provides a quieter approach, but also reduces stress on the engine and propeller governor.
11. Avoid low-level, high-power approaches, which not only create high noise impacts, but also limit options in the event of engine failure.
12. Flying between 11 p.m. and 7 a.m. should be avoided whenever possible. (Most aircraft noise complaints are registered by residents whose sleep has been disturbed by noisy, low-flying aircraft.)

Note: These recommendations are general in nature; some may not be advisable for every aircraft in every situation. No noise reduction procedure should be allowed to compromise safety.