KSQL San Carlos Airport

San Carlos, California, United States

Noise Sensitivity Level: HIGH

Diagram #1: San Carlos Airport Noise Abatement Procedures - Page 2

All Aircraft Categories / All Runways

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http://whispertrack.com/airports/KSQL

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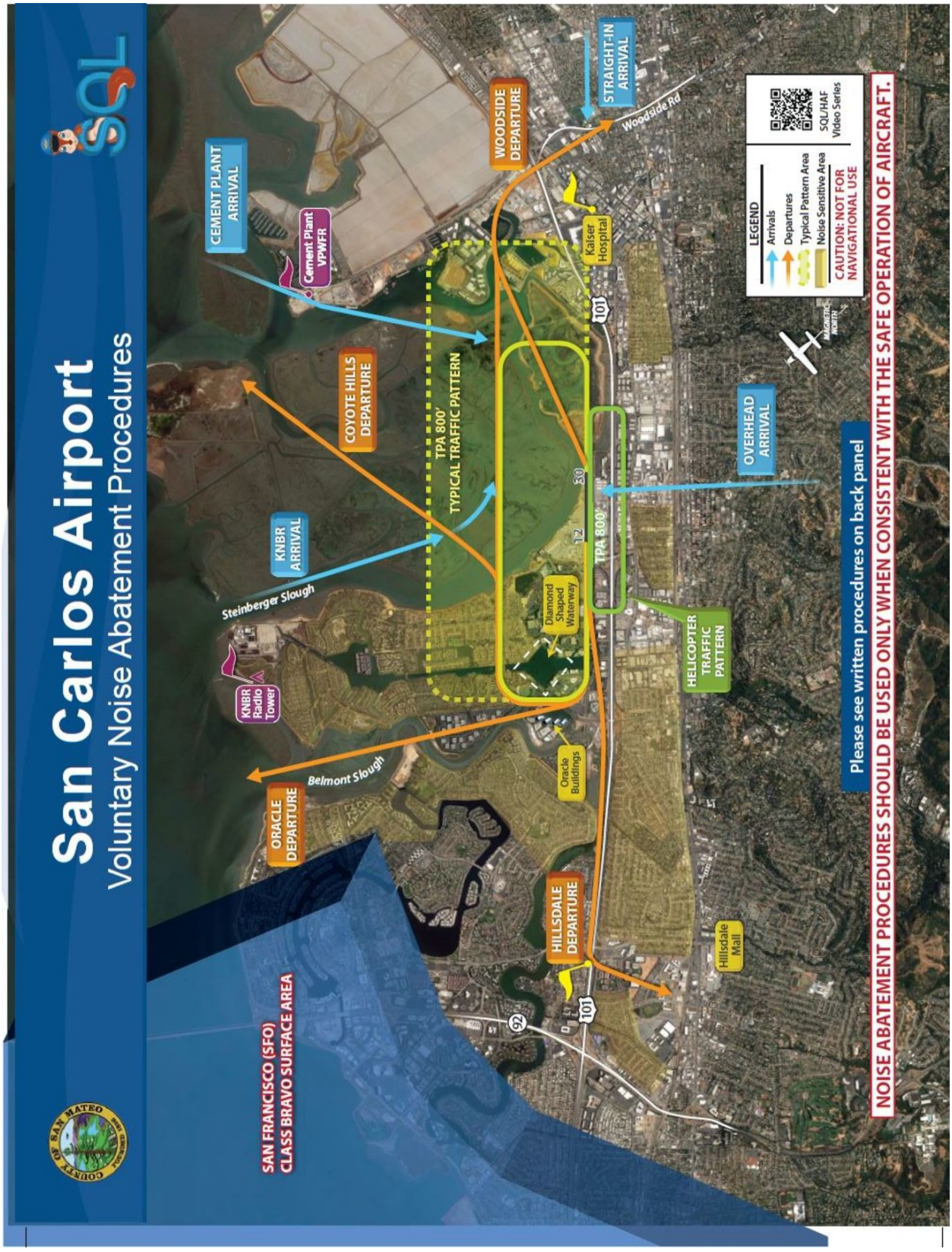
Diagram #2: San Carlos Airport Noise Abatement Procedures

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



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OVERVIEW

San Carlos Airport is surrounded by noise sensitive areas. By using your aircraft's quietest departure techniques and following the guidlines and procedures below, we can reduce the noise impact on our neighbors. The San Carlos Airport Association has adopted a Good-Neighbor-Piolicy 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-taxiback 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-taxiback 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 noirth of radio towers).

From the Southwest through Northwest: Cross overhead md-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 noirth of radio towers).

From the Southwest through Northwest: Make entry overhead the airport. Cross overhead md-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 reamins just northwest of the diamond-shaped waterway and follows the Belmonth 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 Higway 101. Fly your crosswind turn so that your ground track reamins just northwest of the diamond-shaped waterway as depicted on the noise-abatement map. Do not overflying the diamond-shaped waterway. Delay your downwind turn until reaching 800' MSL. Continue climbing at reduced power/RPM setting until pased housing. Make a left 45 degree turn on the downwind at pilots discretion or continue downwind.

Woodside Departure: Climb straight out, parallel to Higway 101. Fly your crosswind turn so that your ground track reamins just northwest of the diamond-shaped waterway as depicted on the noise-abatement map. Do not overflying 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 ot 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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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 prohibitied 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
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

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

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.