



# County of San Diego

## MCCLELLAN-PALOMAR AIRPORT VOLUNTARY NOISE ABATEMENT PROCEDURES

Palomar Airport Advisory Committee

November 21, 2024

Agenda Item #5

# Who Makes the Decisions and What are Their Roles and Responsibilities.

## Federal Government



- The United States Congress has the ultimate jurisdiction over air transportation.
- In 1990 Congress passed the Airport Noise and Capacity Act (ANCA)
  - When ANCA was passed it shifted responsibility for noise abatement away from local governments and airport sponsors and granted the FAA preemptive authority over the setting of noise levels and imposing noise and capacity restrictions at airports.

# ROLES & RESPONSIBILITIES



- Federal Aviation Administration (FAA)

- The FAA regulates the noise levels aircraft are legally allowed to generate through aircraft certification process, standards for which are defined in the Code of Federal Regulations Part 36.
- Responsible for the control of the nations navigable airspace and operation of air traffic control systems. Has direct control over airspace management and air traffic control.
- Air Traffic Control Tower and approach control are responsible for the safe movement of aircraft both in the air and on the ground. Runway assignments, headings, altitudes and other directions to pilots are assigned only by air traffic controllers. Safety is the number one consideration of the Federal Aviation Administration. The safe operation of aircraft in the national airspace system will always supersede noise abatement procedures.
- Approve or Disapprove Noise Compatibility Programs (NCP) submitted by airports.

# Cont...ROLES & RESPONSIBILITIES

- County/Airport Operators

- The County provides for the safe operation of the airport surface facilities. While the County Airports staff are committed to the safety of aviation and strive continuously to meet all safety requirements within their jurisdiction on the surface of the airport, they do not have authority over aircraft in flight.
  - The Airport has no authority over how much noise an individual aircraft can generate, and public use airports cannot control the type, number, or time of day that aircraft fly.
- The County also manages and monitors the Voluntary Noise Abatement Program at McClellan-Palomar Airport on a regular basis and strives for the highest compliance levels possible.
- The airport continues to work with aircraft operators to educate pilots on the guidelines of the airports Voluntary Noise Abatement Program.

# Cont...ROLES & RESPONSIBILITIES

- Residents and Prospective Residents

- The residents in areas surrounding an airport should seek to understand aircraft operations and strive to be aware of what procedures can and cannot be taken to minimize the effect of aircraft noise. Individual and community responses to aircraft noise differ substantially and, for some individuals, a reduced level of noise may not eliminate the annoyance or irritation.
- Prospective residents should investigate the location of airports and aircraft flight tracks to determine the potential effect on their individual quality of life and make their decisions accordingly.

# Cont...ROLES & RESPONSIBILITIES

- Pilots/Aircraft Operators


- As the person in charge of operating the aircraft, the pilot has the ultimate responsibility. It is up to the pilot to follow the Voluntary Noise Abatement Program, while adhering to all safety measures.
- Minimizing aircraft noise over residential areas and operating a safe and efficient air transportation system is a nationwide challenge. Courteous and responsible pilots make the difference by avoiding unnecessary residential over-flights and by flying as quietly as safety permits.

# FAA PART 150 STUDY

- Part 150 provides comprehensive approach to both prevention and mitigation of airport noise in community and seeks recommendations from interested parties throughout the development of the process.
- Noise Exposure Maps (NEMs) and Noise Compatibility Programs (NCPs) are prepared and submitted to FAA for approval.
- Part 150 Study Update completed in 2006 with PAAC as the designated citizen's review committee. The NCP was approved by the FAA in 2006.
  - NCP included noise abatement measures, land use management measures, and program management measures.
  - The Approved VNAP is subject to weather, air traffic safety and efficiency.




# VNAP PILOT HANDBOOK



## 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 turning key 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 glide slope.
- Props enter pattern as instructed by ATIS. 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.

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

**HELICOPTERS**

- 1000' MSL over major non-residential roads.
- Refer to the San Diego Charted VFR Flyway Planning Chart.

Map Not To Scale

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

## McClellan-Palomar Airport – CRQ

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

**“FLY FRIENDLY”**

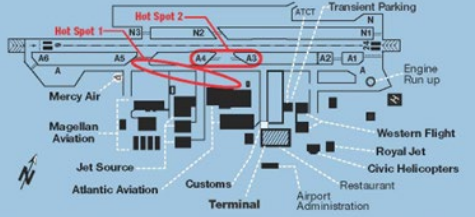
As our community develops, residential noise sensitive areas near the airport continue to expand. Please study the noise sensitive areas depicted on the inside fold of this handbook. The recommended (ATC and safety permitting) noise abatement procedures presented here help to preserve quality of life 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. glide slope 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 (L08) is available for flight training.
- Transient parking is limited to small single and twin engine aircraft with wing spans 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  
 SOCIAL 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  
 VPSPF Power Plant: N3308.25 / W11720.23  
 VPSVA: N3311.48 / W11716.38  
 VPSBL: N3305.18 / W11718.55

FAA Control Tower: (760) 438-4869  
 Flight Service Station: 1-800-WX-Brief  
 ATIS: (760) 438-2117

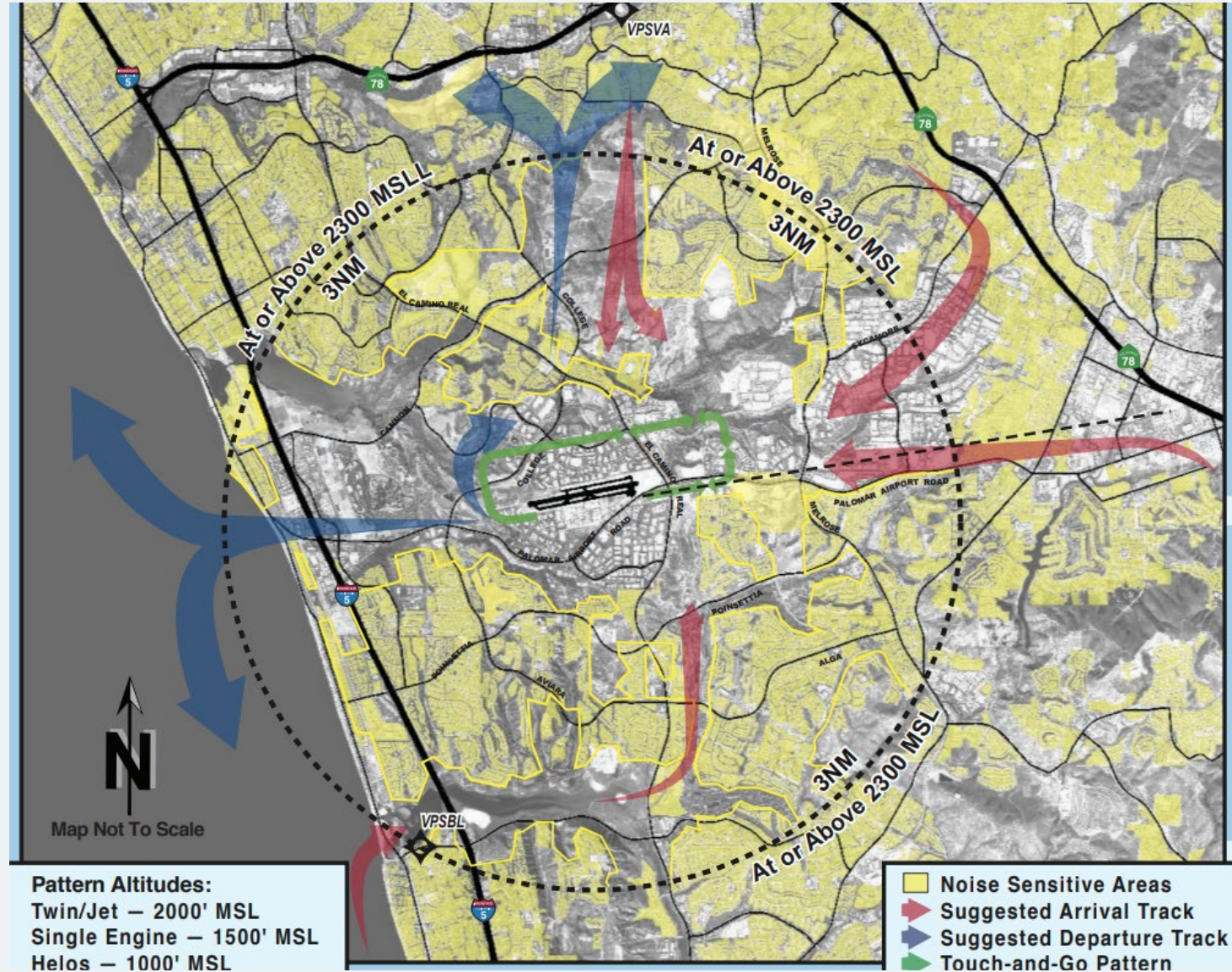


COUNTY OF SAN DIEGO  
**AIRPORTS**  
 Rev: August 2016



# PALOMAR VNAP PILOT HANDOUT

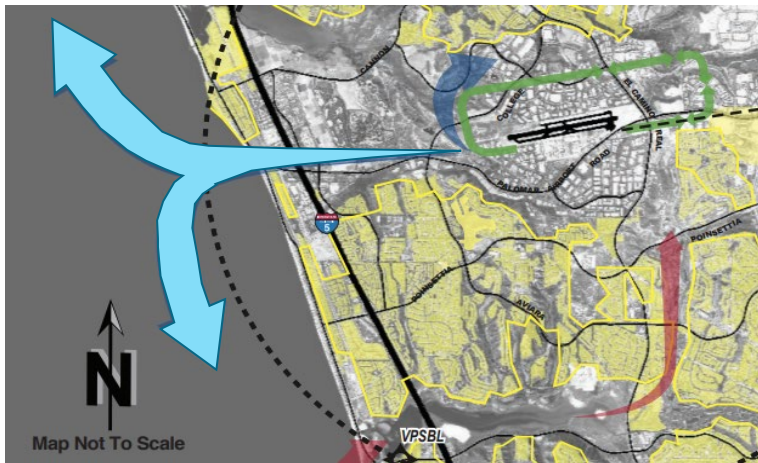
The handout includes Visual Flight Rules (VFR). These are a set of rules under which a pilot operates an aircraft in weather conditions generally clear enough to allow the pilot to see where the aircraft is going.



# VFR Departures

## RWY 24

- Jets (large aircraft) depart on 250-degree track, remain north of Palomar Airport Road until 1 mile offshore.
- Props (propeller-driven planes) flying north and southbound depart on 250-degree track north of Palomar Airport Road until joining the Coastal VFR Flyway offshore.
- Eastbound props request right downwind departure. Hold turns until above 800 feet (Mean Sea Level) MSL. Fly downwind until above Class D airspace



## RWY 06

- All RWY 6 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 RWY 6 northeast through southeast departures fly runway heading until above 1500' MSL, then avoid residential areas.



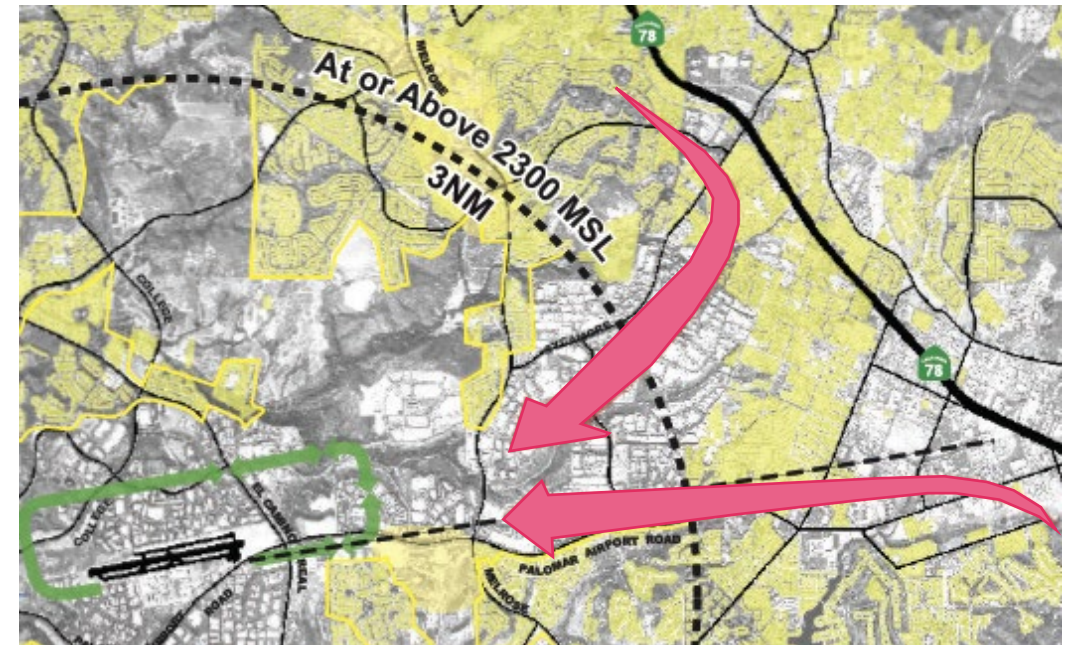
# VFR Arrivals

## RWY 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 3 nautical miles (NM) from airport. Avoid residential areas.

## RWY 06

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



# HELICOPTERS

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- Remain 1000' MSL over major non-residential roads

# Voluntary Quiet Hours

Jet take-off and landing “Quiet Hours”  
10PM – 7AM

Prop take-off and landing “Quiet Hours”  
12AM – 7AM



\*Emergency, Lifeguard, and Law Enforcement Excepted\*

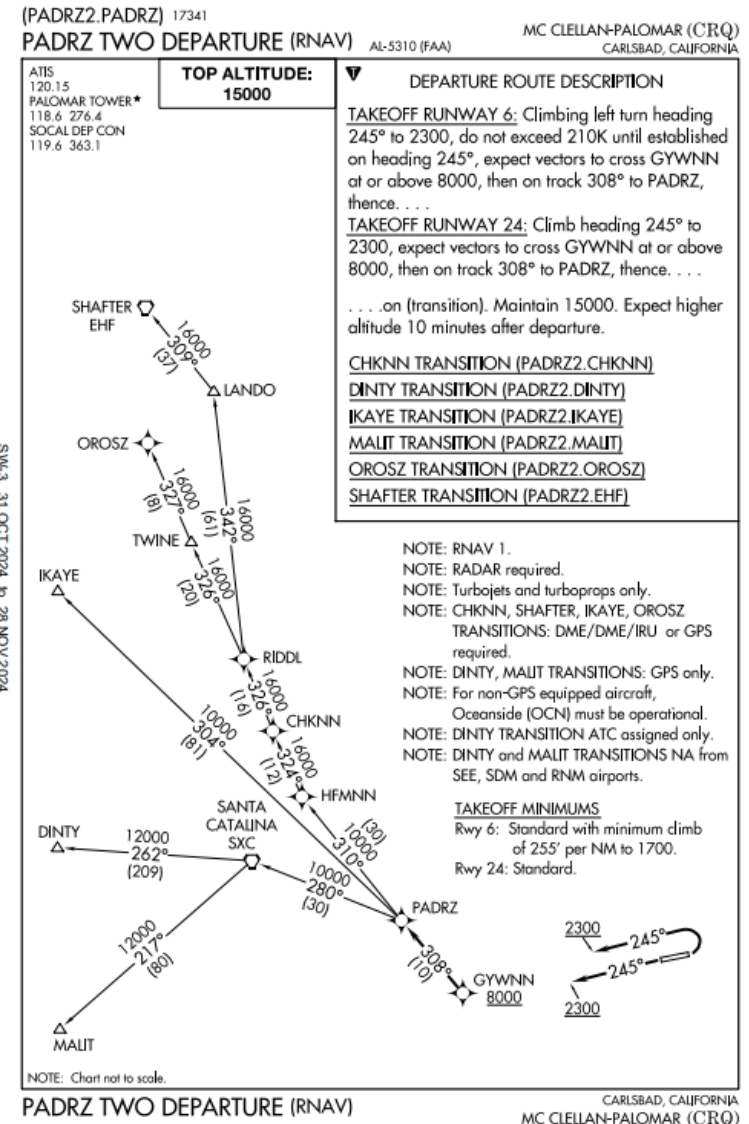
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# Not included in the VNAP are Instrument Flight Rules (IFR) Departures

- IFR departures both Jet and Prop will follow a published flight procedure called a Standard Instrument Departure (SID) immediately after takeoff. SIDs are designed to help aircraft transition from the terminal airport area to the enroute environment.







# County of San Diego

# Thank You

