

SAN CARLOS AIRPORT NOISE ABATEMENT PROCEDURES

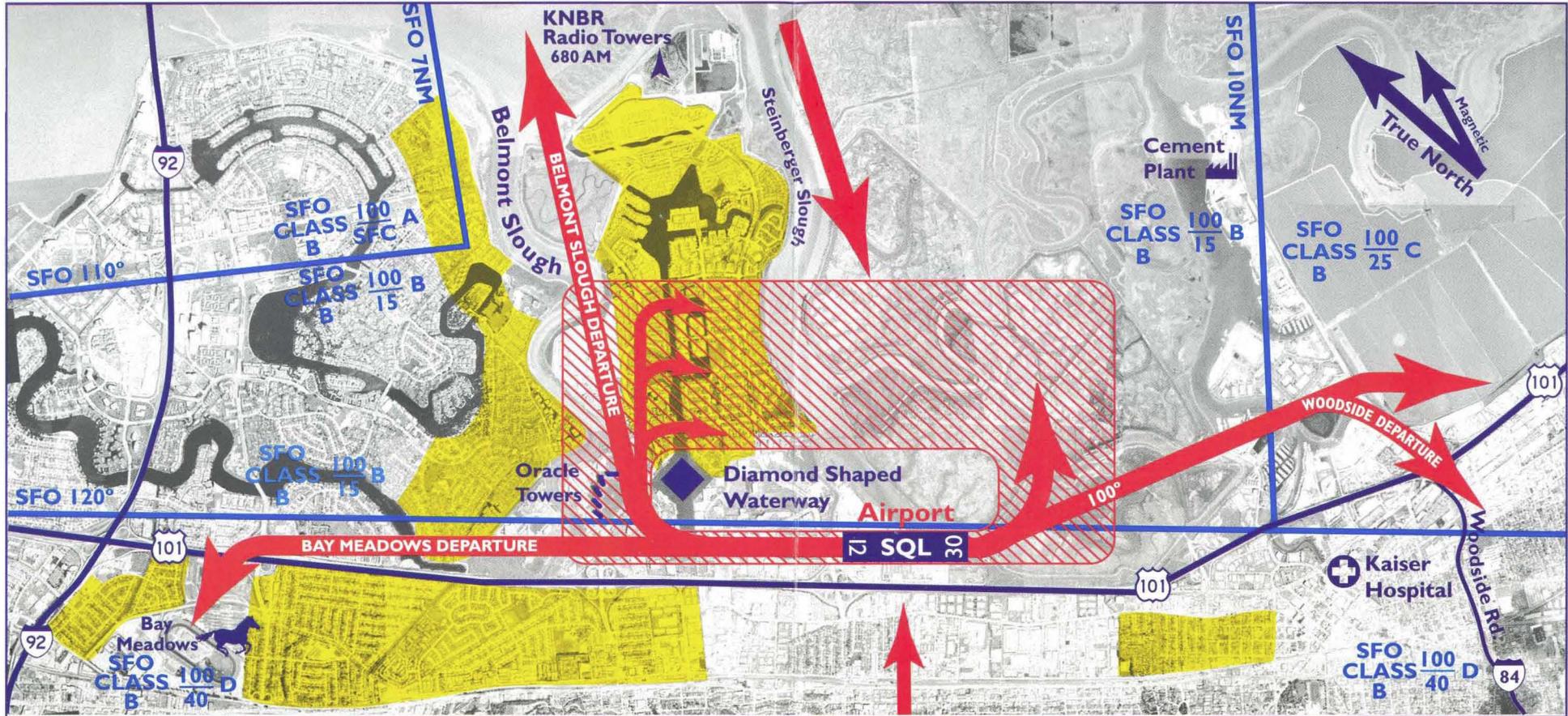


Photo by Aire Image

 Arrival & Departure Routes

 Typical Traffic Pattern Area

 Approximate SFO Class B Airspace

 Extremely Noise Sensitive Areas

For Pilot Information Purposes – Not To Be Used For Navigation
SAFETY ALWAYS SUPERSEDES NOISE ABATEMENT PROCEDURES

SAN CARLOS AIRPORT NOISE ABATEMENT PROCEDURES

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 Pilots' Association has adopted a Good-Neighbor-Policy and requests that resident and visitor aircraft comply with the voluntary noise abatement procedures described below.

Please Use Common Sense and Be Considerate to Airport Neighbors.

- Reduce power/RPM as soon as safe and practical. **
- **Avoid flying over homes in extremely noise sensitive areas.**
- Departing traffic use Runway 12, wind permitting.
- Please consider the noise impact of your pattern flying activities.
If able, fly after 10:00 AM on weekend and holiday mornings.
- No touch-and-goes when the Tower is not in operation.
- IFR arrivals and departures: Give consideration to your noise impact and follow noise abatement procedures to the greatest extent possible.
- Helicopter traffic pattern located southwest of runway and east of Industrial Road. Contact airport operations for additional information and procedures.
- Be a good neighbor: Fly safely and quietly!

****Most aircraft noise is generated by propeller tip noise. This is especially true when propeller tip speeds approach supersonic speeds. Even a small reduction of 100 to 200 RPM can produce a significant decrease in noise levels.**

In addition, we ask your cooperation in restricting operations to:

On Weekdays: No touch-and-go, low-approach or full stop-taxi back operations on weekdays during the period from two (2) hours after sunset of one day 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 any Saturday, Sunday or Holiday.



SAN MATEO COUNTY DEPARTMENT OF PUBLIC WORKS, AIRPORTS DIVISION

For comments, suggestions and information not included in this handout, please contact:

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**SAFETY ALWAYS SUPERSEDES
NOISE ABATEMENT PROCEDURES**

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 as depicted on the noise-abatement map. (Do not overfly the diamond-shaped waterway). **Delay your downwind turn until reaching 800' MSL and reducing power/RPM.**

PREFERRED DEPARTURES RUNWAY 30

Crosswind Departures: "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 as depicted on the noise-abatement map. (Do not overfly the diamond-shaped waterway). Fly out the Belmont Slough. **Avoid overflying homes on either side of the slough. Caution:** Remain northwest of KNBR radio towers to avoid inbound traffic. **(Stay clear of SFO Class B airspace)**

Downwind Departures: Delay your downwind turn until reaching 800' MSL. Continue climbing at reduced power/RPM setting until past housing. Make a left 45° turn off the downwind at pilot's discretion or continue downwind. **(Contact Palo Alto Tower prior to entering PAO Class D airspace)**

Woodside Departure: 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 Departures: "Bay Meadows" departure. Climb straight-out, parallel Highway 101, until abeam the race track, (6 DME from SFO VOR) then turn left to a southwesterly heading, remaining south of Highway 92. **(Stay clear of SFO Class B airspace)**

PREFERRED DEPARTURES RUNWAY 12

Aircraft departing Runway 12 turn left 20° to a heading of 100° as soon as 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. **(Contact Palo Alto Tower prior to entering PAO Class D airspace)**

Crosswind Departures and Pattern Traffic: Begin your left crosswind turn as soon as traffic permits.

PREFERRED ARRIVALS: (Use low noise setting inbound)

From North/Northeast (Runway 30): Make entry via the Steinberger Slough (Southeast of KNBR radio towers). **Caution:** Traffic departing via Belmont Slough (3/4 mile north of radio towers).

From Southwest through Northwest (Runway 30): Remain at least 1,000' AGL. Make entry overhead the airport northeast bound. Cross overhead mid-field at or above 1200' MSL **(Remain below SFO Class B airspace).** **Caution:** Traffic pattern at 800' MSL.

Straight-in Entry (Runway 30): Remain at or above 1000' MSL until passing Kaiser Hospital **(Remain below SFO Class B airspace).**

Runway 12: Avoid aerobatic-style short approaches over the homes and buildings north of the airport.

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