

Flying into and out of San Francisco Class Bravo Airspace

A discussion on VFR & IFR flight, procedures, weather phenomena, visual reporting and geographic considerations with focus on OAK, HWD, SJC, PAO, SQL, HAF & SFO

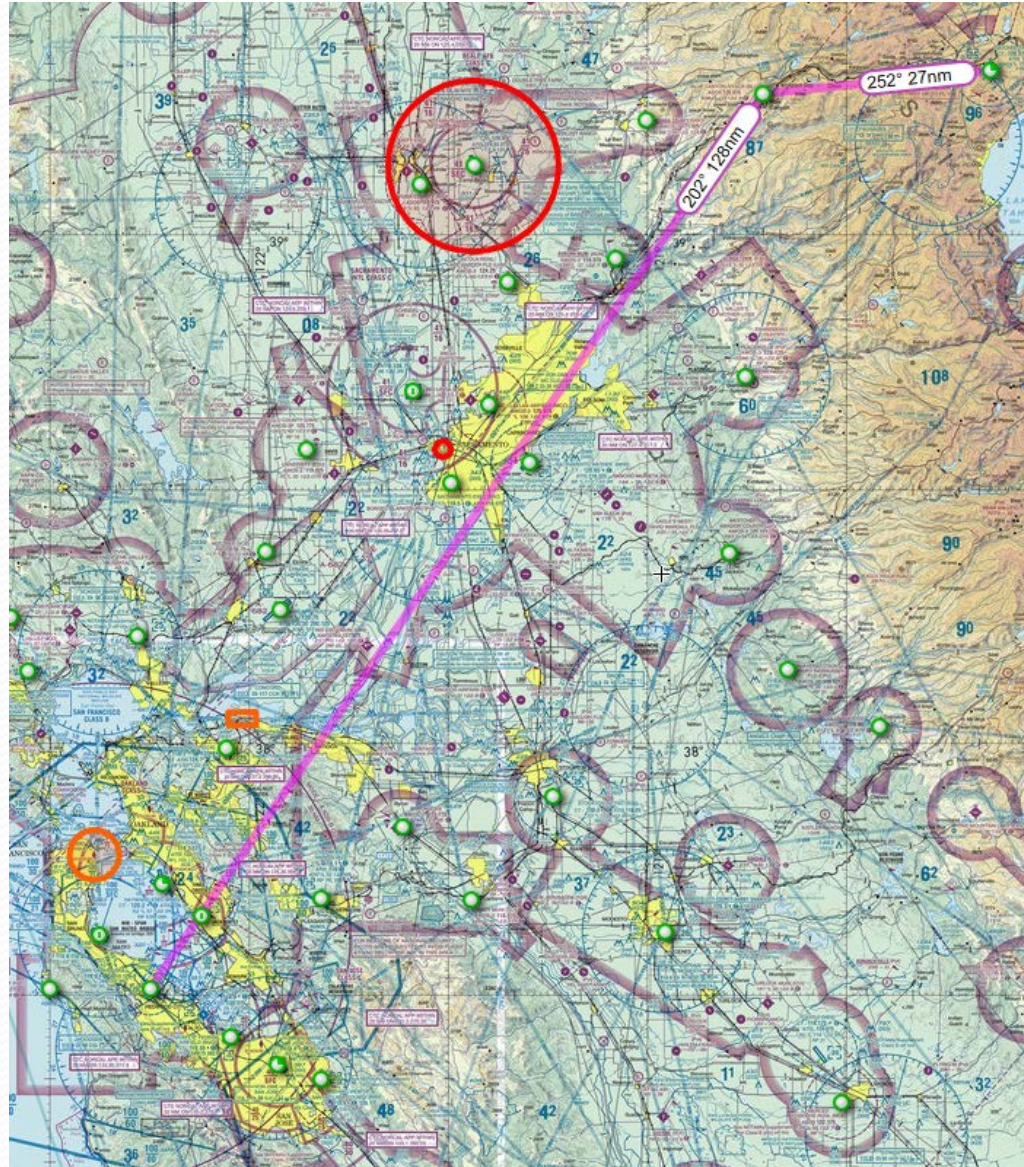
Flight Planning & Routing

- Always proceed out and back via KBLU or SIGNA Int.
- Best Routing (7-8 nm+/- additional)
- AIM Terrain Clearance for VFR Flight (150%)
- KBLU AWOS 120.075
- SAC VOR via V392 > Direct
- For night flight, KBLU wind indicator is lit; Boreal is lit up and impossible to miss. Beacon at BLU out of service indefinitely.
- Flying this routing provides radar & com coverage

Transition over MHR/SAC

- 3 Airports enroute in Sacramento.
- Excellent locations to change tanks or land if required
- Cross Traffic Possible into/out of Capitol
- Use Caution for wake turbulence
- Inbound traffic to Capitol often uses V392
- Possible transition to Travis Approach Control SW

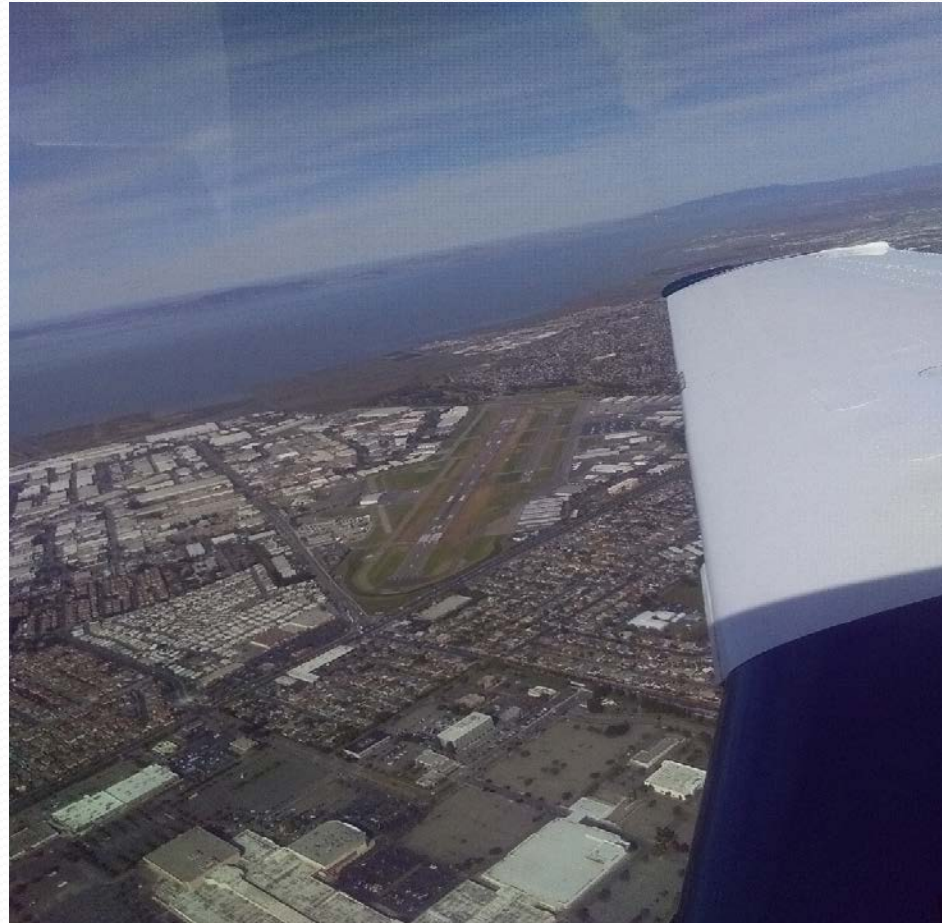
Routing



What's our destination?

- OAK – North Field/South Field
- There are 2 airports with 2 towers at OAK
- OAK is closer to SF than any other airport
- Expect “Coliseum Transition” or “Report Coliseum”
- Landing Fees at OAK
- HWD – Fairly standard arrivals, use caution for OAK Class Charlie airspace and arrivals.
- SQL – Cross east of HWD, cross the shoreline at or below 2,000' MSL. Report the toll plaza or Coyote Hills

Hayward KHWD Cross East of the Numbers



San Mateo Bridge Toll Plaza



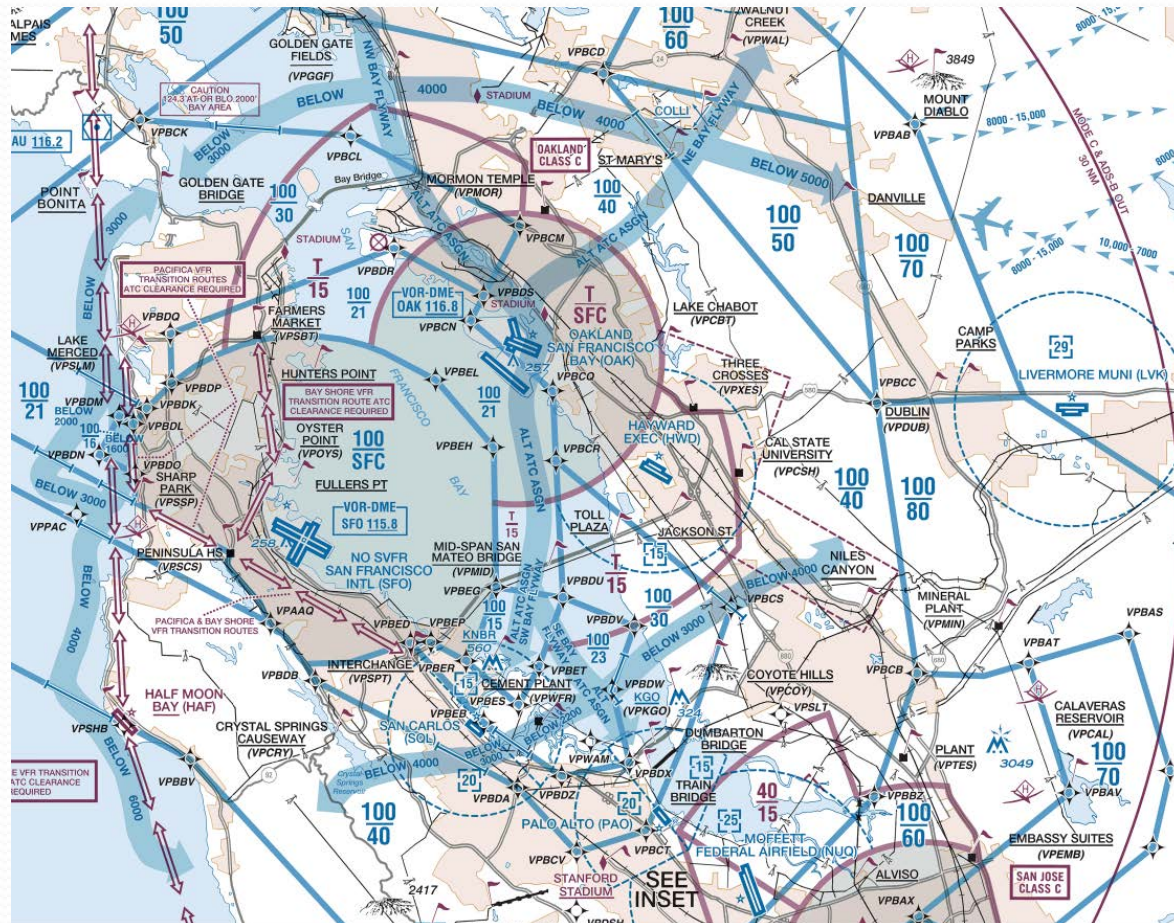
Transition to Peninsula

- Possible OAK transition
- Report Mid-Span on the bridge if OAK transition
- KNBR (AM 680) Difficult to locate
- Report the Cement Plant (right wing)
- Use caution – heavy traffic inbound to SFO, high probability of wake turbulence
- Newer practice by approach protecting OAK Class C
- Follow waterways/sloughs inbound to SQL
- Short Field – Practice @ LVK if so desired
- Sky Kitchen & Hiller Museum

Report The Cement Plant



San Francisco Terminal Chart



Half Moon Bay

- Use SQL Tower (119.0) for transition
- Remain SE of SR 92
- Possible to overfly SFO to HAF from the northeast
- HAF arrivals do not fly over water if possible
- Parking on SE side of airport walk to restaurants
- Pilot Light Café is the terminal for the airport
- Airport was former military airport 5,000' x 150'
- HAF Clearance Delivery Phone #916-361-0519 Freq. 135.1

Half Moon Bay Airport



Half Moon Bay Departure



San Jose & Palo Alto

- KSJC busy Class C Airport
- Expect to report “Embassy Suites”
- Landing 30L – Must use FBO’s (Signature Weekends)
- KPAO very short field busy GA airport
- Berms at end of rwys – displaced threshold/use caution 12:1 slope rwy 13
- Arriving from the NE, cross Coyote Hills to Dumbarton Bridge; easier approach than SQL
- VASI historically unreliable

Landing SFO

- Can you land at SFO???
- Traffic flow permitting, it is possible
- Contact Tower request the option
- Coms are fast and concise
- Better to transition from SQL with ATIS ready
- Request 28L; you'll probably be directed to 28R
- Parallel Approaches Prohibited as of this month
- There IS a steep fee (\$300+)
- You must be full stop unless Tower advises otherwise

Landing SFO 28L



Departing 28R SFO



Communications

- For VFR Flights, use of flight following is imperative
- Contact Oakland Center on 127.95 over Donner Summit. If flight originates in RNO, RTS or CXP, contact NorCal Approach
- Oakland will hand you off to NorCal Approach
- Possible Travis Approach transition, then back to NorCal on 120.90.
- Inner Bay Area NE 125.35 SJC East 121.30

Bay Tour

- You can fly a “Bay Tour” to see the sights of SF Bay
- Flights are clockwise around the bay, weather & traffic permitting
- Use Flight Following & VFR Transition Routing
- Tower Transitions are required
- Recommend Picking up the clearance out of SQL or PAO

Golden Gate Bridge



Bay Tour – What to Expect

- Typically, what you do is ask for VFR flight following with approach, ask for a Bay Tour, and they will guide you through if you follow their directions. Assuming you're coming from the Peninsula, one of the three will normally happen:
- SFO is doing surface Bravo transitions, and approach will clear you into the Bravo, assign you an altitude to maintain, and tell you to stay on the west side of Highway 101. After passing SFO, you can either go west to the western coastline and north to the Golden Gate Bridge, or you can go northbound, staying west of 101. This is the route of the VFR transition, basically following 101 upward and forking either west or north.
- SFO isn't doing surface Bravo transitions, so you will have to cross over toward Oakland. They will typically ask you to cross the San Mateo bridge midspan around 1200', then ask you to cross over the Rwy 30 numbers, follow the Nimitz Freeway (I-880) toward the Bay Bridge. You won't need Bravo clearance for this one but you will need to talk with NorCal Approach.
- SFO isn't doing surface Bravo transitions, but NorCal is doing Bravo transitions at higher altitudes. Typically this means you'll need to go toward the west coast (near Half Moon Bay), get cleared around 4,500' into Bravo, then follow the coastline up toward the Golden Gate Bridge. This often does not work as there can be clouds along the west coast due to terrain and the marine layer, but the good thing is that if you are cleared into Bravo, in Bravo airspace all you have to be is free of clouds for VFR cloud clearances.

Downtown San Francisco



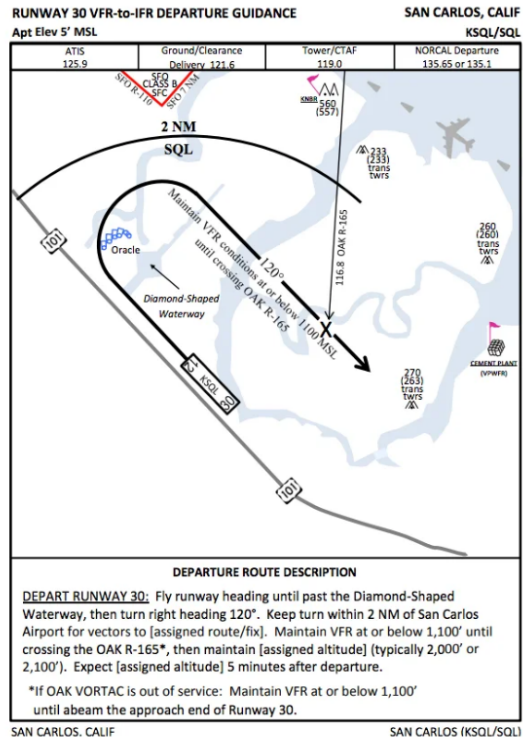
Weather Considerations

- Fog – Winter versus Summer
- Southeast Clearing
- Use WX Reports from multiple ATIS locations
- VFR on Top over Sacramento Valley (Winter)
- Cloud Cover over Sierra Nevada Range (BLU AWOS)
- Offshore Winds & Turbulence/North Wind Events
- Clearing Over Stampede & Tahoe – Use Webcams
- Rising Terrain & Rising Ceilings
- Morning & Afternoon operations pros/cons

Departing Class Bravo

- IFR Departures off SQL & HAF
- SQL Departure Procedure NOT Published
- SQL Contact TOWER Prior to Taxi From 30 Run-up Area
- All VFR Departures Should Request a Clearance and Use Flight Following
- Request VFR Clearance With Ground or Clearance Delivery
Expect NorCal Departure on 125.35
- Once Airborne with Departure, Request Clearance Through Bravo Airspace if able
- Expect Vectors & Altitude Restrictions for Separation
- Belmont Slough Departure
- Runway 12 Departure Procedure
- HAF Clearance Delivery Phone #916-361-0519 Freq. 135.1

SQL IFR Departure Procedure



*This is unofficial guidance and strictly advisory.
Not all waterways and obstructions charted. Not to scale.
Copies available at: www.sancharlosairport.org/guidance Last Updated: 7-25-12
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SQL Voluntary Procedures

VOLUNTARY NOISE ABATEMENT PROCEDURES

RUNWAY 30 DEPARTURES

Hillsdale Departure

Fly straight out, parallel Highway 101 for 2.75 NM, until abeam the Hillsdale Mall (37° 32.72'N 122° 17.32'W). Begin left turn to a southwesterly heading. **Remain clear of the SFO Class B Airspace.**

Oracle Departure

Fly straight out until just past the diamond-shaped waterway, then turn right crosswind, follow the Belmont Slough out towards the Bay. Avoid overflying homes on either side of the Belmont Slough. For obstacle avoidance and to avoid inbound traffic, keep KNBR Radio Tower off to your right.

Coyote Hills Departure

Fly straight out until just past the diamond-shaped waterway, then turn right downwind. At midfield, turn left towards Coyote Hills. **Use caution for aircraft inbound from Coyote Hills.**

Woodside Departure

Fly straight out until just past the diamond-shaped waterway, then turn right downwind. Continue downwind until abeam Woodside Road, then turn right toward southwest.

RUNWAY 12 DEPARTURES

All aircraft departing Runway 12 should turn left 20° to a heading of 100° as soon as safe for noise abatement.

Woodside Departure

Turn left to 100°. Continue upwind until abeam Woodside Road, turn right toward southwest.

ARRIVALS

Cement Plant Arrival

Inbound from the east over Coyote Hills, expect to arrive via the Cement Plant (VPWFR).

KNBR Arrival

Inbound from the Northeast, expect to arrive via the KNBR radio tower. Keep KNBR off your right side and enter the downwind as advised. **Use caution for aircraft departing SQL via the Oracle Departure ¼ mile north of the KNBR radio tower.**

Overhead Arrival

Aircraft arriving from the west should expect to arrive via overhead the Air Traffic Control Tower at or above 1,200' MSL and enter the downwind as advised.

Straight-In Arrival

From the vicinity of Woodside VOR (OSI), proceed towards SLAC (VPSLA). Remain at or above 1,000' MSL until passing Kaiser Hospital. Expect a straight-in approach to Runway 30 or a left downwind for Runway 12.

ROTORCRAFT OPERATIONS

Rotorcraft use left traffic Runway 30. TPA 800' MSL. Delay crosswind turn until reaching TPA. Fly parallel to Highway 101 and remain east of all residential areas.

PATTERN WORK - VOLUNTARY ADHERENCE REQUESTED

Runway 30: Fly straight out until just past the diamond-shaped waterway. Reduce power/RPM as soon as safe. Delay downwind turn until reaching 800' MSL.

Runway 12: Turn left to 100° as soon as safe. Turn left crosswind as soon as traffic permits.

Weekdays: We ask for your cooperation in not performing touch and go or full stop taxi-back operations earlier than 8:00 AM or later than two (2) hours after sunset.

Weekends & Holidays: We ask for your cooperation in not performing touch and go or full stop taxi-back operations earlier than 9:30 AM or later than 6:00 PM.

We ask for your cooperation in not performing touch and go or full stop taxi-back operations when the Air Traffic Control Tower is closed.

San Carlos Airport



LOCATION:

620 Airport Drive
San Carlos, CA 94070
Phone: (650) 573-3700
sanmateocountyairports.org



VOLUNTARY NOISE ABATEMENT PROCEDURES

The San Carlos Airport is surrounded by noise sensitive areas. By using your aircraft's quietest departure techniques and following these procedures, we can reduce the impact on our neighbors. The San Carlos Pilots' Association, the County of San Mateo Board of Supervisors and the communities surrounding the Airport adopted a Fly Friendly Policy. Please adhere to the enclosed Voluntary Noise Abatement Procedures and:

- Avoid flying over homes in noise sensitive areas
- Use calm wind Runway 12, wind permitting
- Please adhere to pattern flying hours

SQL Voluntary Procedures



Flight Instruction

- First Time? Recommend You Use a CFI
- Don Kaye in San Jose DonKaye@earthlink.net
- Will Wobbe william.wobbe@gmail.com
- Sarah Krammen sara.e.krammen@gmail.com
- San Carlos Flight Center www.sancarlosflight.com