Federal Aviation Administration FACT SHEET for San Carlos Airport (SQL)

The Federal Aviation Administration's (FAA) continuing mission: Provide the safest, most efficient aerospace system in the world.

How we fulfill our mission: The FAA's Air Traffic Organization ensures safe movement and separation of aircraft on the ground and in the air via federal laws, regulations, policies, and air traffic control services. The FAA does not own aircraft, nor governs how many flight operations an airport chooses to conduct before reaching airport maximum operating capacity.

FAA's role around San Carlos Airport (SQL): The Northern California Terminal Radar Control (TRACON) (NCT) facility controls airspace servicing Reno, Sacramento, San Jose, Oakland, and San Francisco International Airports plus 19 other regional airports with Air Traffic Control (ATC) Towers. As the 3rd busiest TRACON in America, NCT controls all aircraft operating under Instrument Flight Rules (IFR), and as available, provides requested *flight following* services for aircraft separation and weather advisories to aircraft operating under Visual Flight Rules (VFR).

Airspace surrounding San Carlos (SQL): SQL is a Class D airspace, underneath SFO Class B airspace, limiting flight route options for aircraft operating in and out of SQL.

To learn more, search for "Types of Controlled Airspace" at: https://www.faasafety.gov/

IFR – Pilots operate aircraft in conditions which rely on onboard instrumentation to safely take off, fly, and approach landing. Pilots must navigate aircraft on controlled and approved flight routes, change or sustain altitude assignments, and comply with ATC directions.

VFR – Pilots rely on what is seen outside the airplane to ensure safe navigation and mandatory separation standards from clouds, terrain, and structures. There are no flight routes for VFR flights; pilots may fly anywhere in class E and G airspace without having to talk with ATC.

Flight Following – Services known as *Traffic Advisories* are issued to alert pilots of air traffic which may be in their proximity or intended route. They will be provided to the extent possible depending on higher priority duties of the controller or other limitations; e.g., radar limitations, volume of traffic, frequency congestion, or controller workload.

See backside for more information

IFR and *proposed* Bayside Visual Approaches

<u>Yellow</u> line is the existing IFR Approach
<u>Blue</u> line is the proposed Bayside Visual Approach

Have comments or recommendations for the FAA?

Please email 9-awp-sql-cvfp@faa.gov

or mail them to:

AJV-W25 Community Involvement
1601 Lind Ave SW
Renton, WA 98057

You may also visit us at https://www.faa.gov/nextgen/communityengagement/sql/