

## RUNWAY 30 VFR-to-IFR DEPARTURE GUIDANCE

Dear SCAPA Member,

We are pleased to provide you with the RUNWAY 30 VFR-to-IFR DEPARTURE GUIDANCE. This member-benefit publication seeks to advance situational awareness, safety, and expedited departures.

San Francisco Airport arrivals and abutting Class Bravo airspace, high-density Bay-Area traffic, and numerous obstacles typically require Runway 30 departures to depart VFR, make prompt turns, avoid obstacles, conform to low-altitude airspace restrictions, and finally transition into the IFR system.

Such procedures are somewhat complex yet are issued *exclusively* orally—without aide of a published official departure procedure. This may create confusion, error, multiple controller-pilot rereads/confirmations and increased workload—ultimately compromising safety and causing delay.

In response, SCAPA with cooperation and assistance of the San Mateo Country Airports Division and the San Carlos Airport Tower has created this guidance. It reflects the clearance most frequently issued when VFR conditions prevail (actually, ceilings of at least 1,100 AGL and 3 miles visibility are required).

We suggest you:

- Review the guidance when flight planning—as a supplement to official charts.
- Review local terrain, obstacles, and landmarks.
- Compare the guidance with your actual clearance. Should they vary, validate or otherwise seek clarification of your clearance from the tower.
- Keep a copy of the guidance with your IFR charts.

This guidance is a “living document.” A PDF formatted version is at [www.sancarlosairport.org/guidance](http://www.sancarlosairport.org/guidance).

Please send comments, errata, and editorial suggestions to [guidance@sancarlosairport.org](mailto:guidance@sancarlosairport.org).

Information about the San Carlos Airport Association is available at [www.sancarlosairport.org](http://www.sancarlosairport.org).

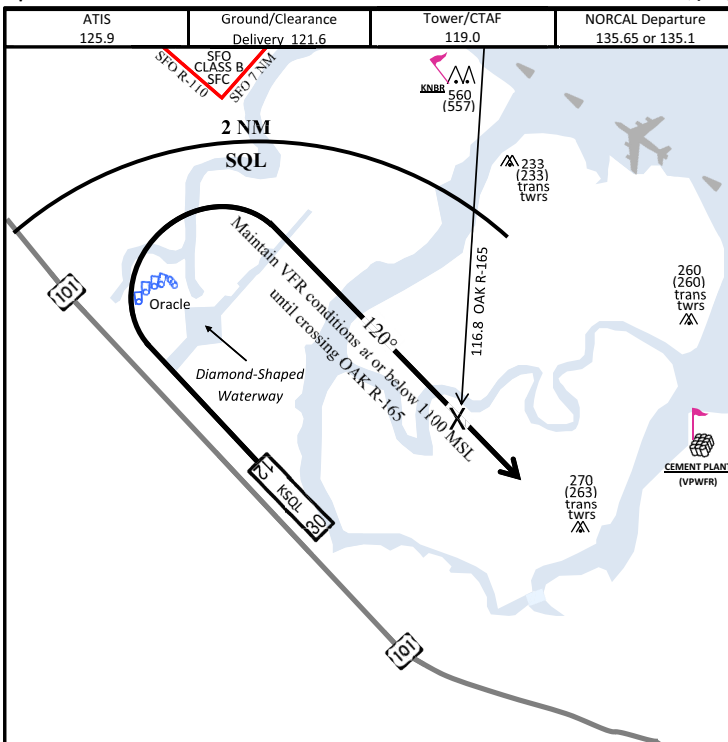
**This publication is neither official nor authoritative.**  
**-NOT TO BE USED FOR NAVIGATION-**  
**Pilots must adhere to ATC clearances and instructions.**

# RUNWAY 30 VFR-to-IFR DEPARTURE GUIDANCE

SAN CARLOS, CALIF

Apt Elev 5' MSL

KSQL/SQL



### DEPARTURE ROUTE DESCRIPTION

**DEPART RUNWAY 30:** Fly runway heading until past the Diamond-Shaped Waterway, then turn right heading 120°. Keep turn within 2 NM of San Carlos Airport for vectors to [assigned route/fix]. Maintain VFR at or below 1,100' until crossing the OAK R-165\*, then maintain [assigned altitude] (typically 2,000' or 2,100'). Expect [assigned altitude] 5 minutes after departure.

\*If OAK VORTAC is out of service: Maintain VFR at or below 1,100' until abeam the approach end of Runway 30.

SAN CARLOS, CALIF

SAN CARLOS (KSQL/SQI)

*This is unofficial guidance and strictly advisory.*

*Not all waterways and obstructions charted. Not to scale.*

Copies available at: [www.sancharlosairport.org/guidance](http://www.sancharlosairport.org/guidance) Last Updated: 7-15-12

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