Updated: OCT 2026

MC CLELLAN-PALOMAR AIRPORT

KCRQ | **Elevation 331'** | **Carlsbad, CA**

[Airport Website]

Airport Overview

McClellan–Palomar Airport (IATA: **CLD,** ICAO: **KCRQ,** FAA LID: **CRQ)** is a county-owned public airport located 3 miles (4.8 km; 2.6 nmi) southeast of downtown Carlsbad in San Diego County, California. It supports both general aviation and limited commercial service. As of March 2013, it was the fourth-busiest single-runway airport in the United States.

McClellan–Palomar Airport covers 466 acres (189 ha) and has one asphalt runway, 6/24, 4,897 feet (1,493 m) long and 150 feet (46 m) wide. The airport also has one asphalt helipad that is 40 by 50 feet (12 m × 15 m).

In the year ending December 31, 2021, the airport had 140,451 aircraft operations, an average of 385 per day: 93% general aviation, 6% air taxi, <1% scheduled commercial, and <1% military. 284 aircraft were then based at this airport: 164 single-engine, 79 jet, 26 multi-engine, 14 helicopter, and 1 glider.







Longest Runway	Lowest Published Approach Minimums
RWY 06/24:	**ILS RWY 24**
4,897' x 150'	527 (201') RVR 40

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Runway	Surface	Runway Length	Runway Width	LDA	GA/TCH
06	ASPH/GRVD	4897	150	4600	3º/35'
24	ASPH/GRVD	4897	150	4897	3.2º/54'
Helipad H1	CONCRETE	40	50	40	

NOTE: RWY 06/24: PCN PCR/454 /F/C/X/T, Weight bearing S–110, D–168, 2S–102, 2D–248, 2D/2D2–692
RWY 06: Displaced threshold 297'

ATC

TOWER:	☒ Yes	☐ No

ARFF on airport, Class I Index A.

AF/D Notes of Interest

- Attended 1500–0600Z.
- Rwy 24 hard to see 2 hrs prior to SS; do not mistake Twy A as the rwy.
- Extensive bird activity in vicinity especially in spring.
- P–lines 2 miles W & SW.
- Rwy 24 is calm wind rwy.
- CLOSED to air carrier ops with more than 9 passenger seats from 0630Z to 1400Z except by PPR call arpt manager 760–431–4646.
- PPR for all military acft call arpt manager 760–431–4646.
- TPA—1003(672) helicopters, 1503(1172) small acft, 2003(1672) large acft.
- Rwy 06–24 south VFR tfc pattern clsd 0600–1500Z.
- Request jets fly the ILS apch.
- North side ramp limited to 12,500 lbs.
- Tnst prkg ltd to sml sngl and twin eng acft with wingspans under 38 ft.
- No jet acft prkg allowed in tsnt prkg.
- Limited transient tie down space on public ramp.
- U.S. Customs User Fee Arpt, ctc 877–848–7766.
- Ldg fee.
- Use caution reg thermal plumes invof power plant approximately 2.7 NM West and Northwest of arpt.
- Rwy 24 helicopter visibility reduction below RVR 4000 NA.

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Terrain/Obstacles

- Close in towers and terrain up to 1736' MSL all quadrants.
- Elevated mountainous terrain E of arpt up to 4555' MSL within 25 NM.

Noise Restrictions

- No jet acft training due to noise abatement and traffic congestion.
- Multiple apchs by large acft (including large helicopters) not authorized.
- All acft multiple practice apch and ldgs discourage 0600–1500Z.
- Voluntary curfew, jets 0600–1500Z, props 0800–1400Z, emerg, lifeguard and law enforcement excepted.
- Arpt has noise abatement procedures ctc arpt manager 760–431–4646.

Safety Factors

- CFIT due to nearby elevated terrain.
- Published visual illusions for RWY 24.
- Short rwy operations increases risk of unstable approach and rwy excursion.
- Airport hot spots, see page 4.
- Intensive jet traffic south of KCRQ – Increased risk of NMAC

Approach Review

RWY 06	RWY 24
PAPI, RNAV(RNP), RNAV(GPS), VOR-A	PAPI, ILS, LOC, RNAV(RNP), RNAV(GPS), VOR-A

Reference Documents (Double-Click on icon to retrieve)

A/FD	KCRQ Fact Sheet	KCRQ Noise Procedures	KCRQ Hot Spots	FAA Webinar
📎	📎	📎	📎	https://www.youtube.com/watch?v=AuZgbRxP12s

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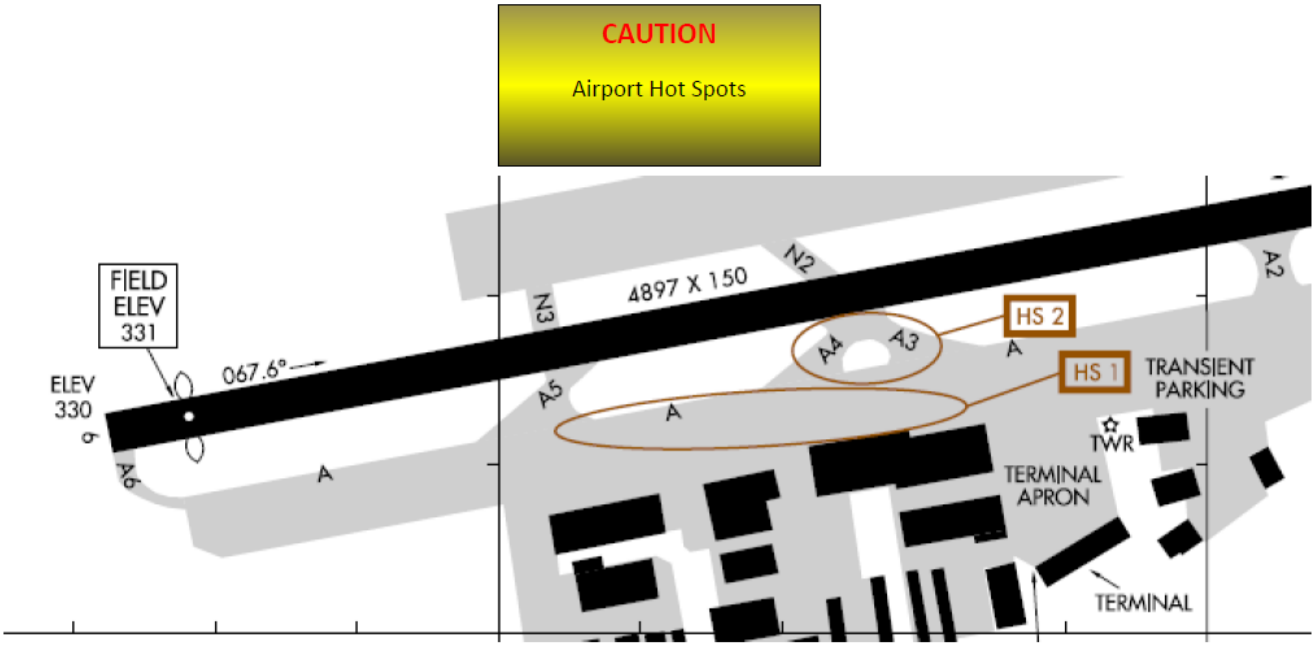
Accident/Incident History

A search of available databases yielded 29 events from JAN 2021 to OCT 2026. Of the 29 reported events, 23 of the events were pertinent to the airport. The pertinent reports are highlighted below including a sample report.

Relevant Accidents/Incidents at KCRQ:

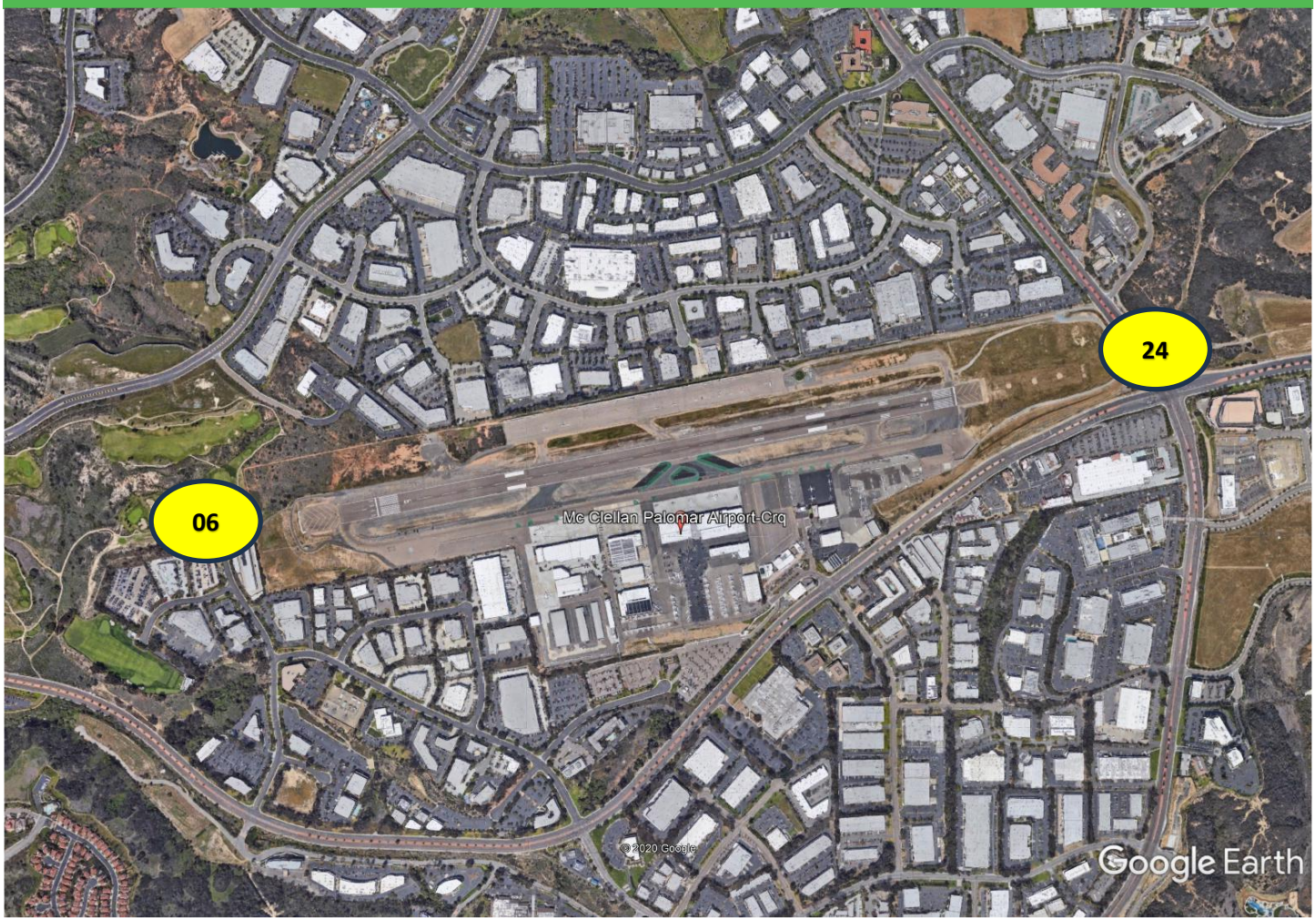
- 14—Bird strikes
- 2—NMAC
- 1—Low altitude alert
- 2—Runway excursions due to windshear during takeoff
- 3—Unstable approaches
- 1—Taxiway incursion

Sample Report: After landing we needed to go to customs ramp at CRQ. Notes indicated there was a blue box at the base of the Tower. We had checked previously on satellite image of the actual box location. Ground asked if we were familiar with the blue line and we responded yes thinking they were referring to the blue box outline. We were instructed to taxi via Alpha. We turned right immediately after the Atlantic ramp. Ground informed us we had taken the turn too early and would need to transition the restricted area of the ramp to follow a blue taxi line starting at the base of the Tower. We proceeded to the customs ramp without incident. Diagram better explaining the customs ramp location and the location of the blue taxi line leading from Taxiway Alpha.



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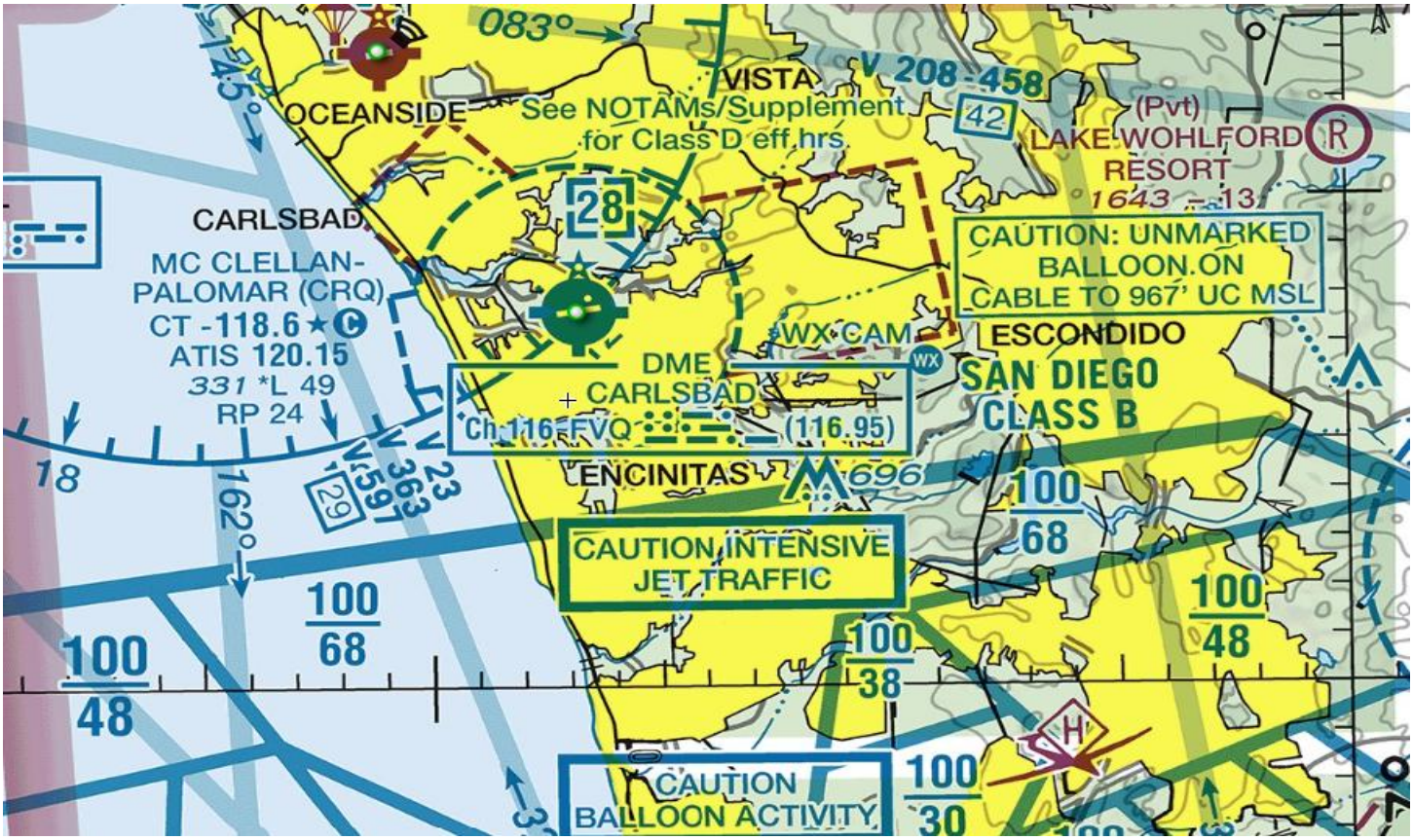
CAUTION

Do Not Mistake TWY A for RWY 24



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Risk Analysis

Hazard	(Optional) Mitigations—Please fill in your own company mitigations
CFIT due to nearby elevated terrain.	
Published visual illusions for RWY 24.	
Short rwy operations increases risk of unstable approach and rwy excursion.	
Complex airport layout with multiple Hot Spots.	
Increased risk of NMAC due to intensive jet traffic south of KCRQ.	