

## That occasional convenient flight will equal a lot, lot more noise along with tons and tons more pollution - 24/7.

**How to complain about aircraft noise instructions**, by phone call (760) 431-4646. The full instructions can be found by clicking on the following link: [http://www.sandiegocounty.gov/content/dam/sdc/dpw/AIRPORTS/palomar/documents/Part150/FilingNoiseComplaints\\_10\\_2016.pdf](http://www.sandiegocounty.gov/content/dam/sdc/dpw/AIRPORTS/palomar/documents/Part150/FilingNoiseComplaints_10_2016.pdf)

Additionally, it has become painfully clear that the Carlsbad City Council is not paying attention to or aware of complaints from the noise impacted citizens in the airport's surrounding communities. Therefore, if you submit a complaint to the airport, it also would be beneficial to take the time to email Carlsbad City Council [council@carlsbadca.gov](mailto:council@carlsbadca.gov) or call 760-434-2830 and Carlsbad City Mgr. [manager@carlsbadca.gov](mailto:manager@carlsbadca.gov) or call 760-434-2821.

Watching the January 24, 2017, Carlsbad City Council meeting was a "deja vu" moment. With the defeat of Measure A and the recent council election, it was hoped the City Council finally understood that the citizens of Carlsbad are not interested in business as usual. The citizens are interested in their quality of life, health and family values as promised by Carlsbad's Master Plan. But, the 4 to 1 vote to approve the Bressi North rezoning Bressi Ranch Master Plan, "MP 178(I) for property generally located at the southwest corner of Palomar Airport Road and El Fuerte Street", once more allowed the Bressi Ranch developer to modify the planned communities original master plan. So much for our hopes the Council would change and protect its Master Plan and Carlsbad citizens. Nothing points this out more than the continual use of the words "successful" or "success" in the Council discussion. The Council continually ties these words to the reason why the parking is so limited around the Trader Joe's area and why they avoid shopping there.

The Council skillfully avoids admitting the reality we all know, that the reason the parking is so limited is because the developer/city staff were deficient in understanding the parking needs for any successful retail center.

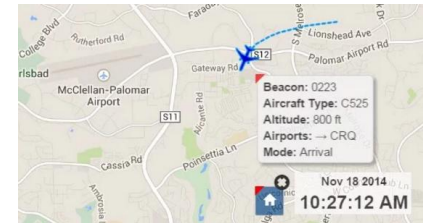
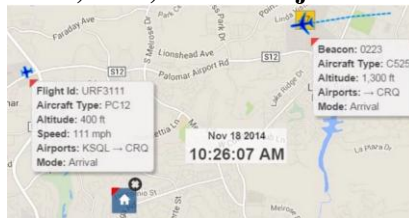
That in itself may or may not be an issue if the property which is being rezoned were NOT the very same property considered by the original Carlsbad City Planners as **property needed to allow a safety zone around McClellan-Palomar Airport (CRQ)**. Now not only commercial stores will be allowed, but also a 125 unit \$600,000 plus townhomes complex. What happens when a jet aborts its landing approach over property originally designated as a safety zone, like so many have many times in the past? **How many aborted landings are happening? No telling, because the Palomar Airport Advisory Committee (PAAC) refused the public's August 2016 request to include that number in the monthly airport statistics.**

### CRQ's Safety Record compared to the other major Southern Californian Airports

NTSB* Aircraft Incidents for Calendar Years 2000 - 2015					
Location	Incidents	Fatalities	Approx. Annual Operations **	Runway Length	Mandatory Fly Friendly ***
<b>McClellan-Palomar (CRQ), Carlsbad, CA</b>	<b>19</b>	<b>15</b>	<b>215,000</b>	<b>4,897</b>	<b>NO</b>
John Wayne (SNA), Santa Ana, CA	8	0	334,000	5,701	YES
Lindbergh Field (SAN), San Diego, CA	10	1	223,000	9,401	YES
Los Angeles (LAX), Los Angeles, CA	26	8	506,000	12,091	YES

\* NTSB - National Transportation Safety Board \*\* Operations = Takeoffs and Landings \*\*\* Curfews/Rules

### November 14, 2014, a business jet aborted its landing right over the property being rezoned and less than 500 feet over 3 schools



As has been stated many times, San Diego County (County) is pushing to expand CRQ into a full mini John Wayne Airport (SNA). According to the County, it plans to present the CRQ expansion for approval to the County Board of Supervisors in August 2017. That plan is expected to include how CRQ will process up to 500,000 annual passengers out of an airport that for 2015-2016 is only projected to have less than 10,000 commercial passengers.

That fact and all the safety, pollution and traffic gridlock issues which a CRQ expansion will bring seem to be have been completely ignored by the Council in the approval of the rezoning of the Bressi North property. In fact, with some of the discussion and final approval of the rezoning, it seems that Council is not interested in issues with the airport and the protection of the citizens of Carlsbad and surrounding communities.

Excerpts from the Bressi North Rezoning Discussion		
Mayor Hall	Council Member Blackburn	Council Member Packard
He continually used words like "successful" or "success" as positive reasons regarding the present parking situation in the Council's discussion to approve the project. In reality, we all know that parking in and around the present Trader Joe's facility is so limited because the developer/city staff were deficient in understanding the parking needed to support a successful store and still accommodate other retailers' parking needs around Trader Joe's.	To periphrases his decision to approve a project, I do not base my decision on how many people show up to comment, but only if there was something brought up I had not thought of. In other words, after NOT holding any public meetings with the impacted community, Mr. Blackburn made his decisions on meeting with staff, who according to the meeting discussion, only became experts in this learning curve via the information supplied by the developer. ~ Sound familiar? ~	He blamed the buyers of the any homes next to the airport who complained about aircraft noise after they purchase - REALLY.  Evidently, he seemed to not understand or give any credence to his or the Council's fiduciary responsibility to protect its citizens or future citizens from harm by rezoning a property designated as a "safe zone" around CRQ for the last 20 or 30 years.

During the Council discussion, only the newly elected Council Member, Cori Schumacher, discussed the possible San Diego County McClellan-Palomar Airport expansion and its impact on Carlsbad's communities. Additionally, she asked if the property remained industrial, what would be the comparisons/benefits to the city over the property being rezoned to Mixed Commercial. **Both of her points/questions were evidently ignored since the Council passed the rezoning with a 4 to 1 vote.**

The fact is that for more than two years, Carlsbad Council has simply ignored the County's airport expansion plans with the excuse, *"Until the County passes its next twenty year airport plan, Carlsbad has nothing to comment on."* Logical statement, if the facts are not included in the equations, e.g., Mayor Hall, as he did with Measure A, is out supporting the airport expansion project.



Photo by Alison St. John KPBS  
Supervisor Bill Horn and Mayor Hall



Photo by Thomas K. Arnold  
Council Member Ron Packard, Mayor Hall and Carlsbad Strawberry Company Owner Jimmy Ukegawa

The above gave give credence to the growing public opinion that the Council is not and has not protected Carlsbad citizens by ignoring Conditional Use Permit (CUP) 172 and Ordinance 21.53.015. According to the County, in 2002 CRQ was reclassified as a Regional Commercial Airport and the city was notified before that happened. Per Carlsbad's Ordinance 21.53.015 that reclassification required a majority vote of the Carlsbad voting public. That vote never happened!

Another FACT Carlsbad's Council cannot deny: Carlsbad has appointed at least two of the nine members to the Palomar Airport Advisory Committee (PAAC). A committee that was chaired for two decades by former Carlsbad Councilwoman Remona Finnila (1992 to 2004) who resigned from the PAAC in April 2010.

In its charter from San Diego County, one of the PAAC responsibilities is, *"To provide an open forum between the Communities and the County on matters pertaining to Palomar Airport."* An open forum as defined by Webster is:

1. The marketplace or public place of an ancient Roman city forming the center of judicial and public business.
2. A public meeting place for open discussion.
3. A medium (as a newspaper or online service) of open discussion or expression of ideas.

For at least the last three years, that part of the PAAC's charter has not be fulfilled since the audience has a three (3) minute time limit placed on them with no responsibility for the PAAC to respond.

Examples of issues identified with no action taken by the PAAC:

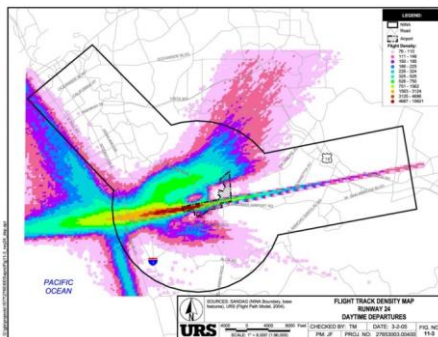
1. 3,210 aircraft community noise complaints where received in 2016, 20% more than 2015. To put that in context, San Diego Lindbergh Field received only 4,000 noise complaints in 2014.
2. More than 6,000 Class C/D-III aircraft routinely used CRQ airport in 2015.
3. The County is unable/unwilling to state how many C/D aircraft used CRQ in 2016.
4. CRQ is NOT a FAA Design Class C/D certified airport. CRQ is ONLY a FAA Design Class B-II certified airport.

**FAA Definition of Design Class B-II Aircraft**

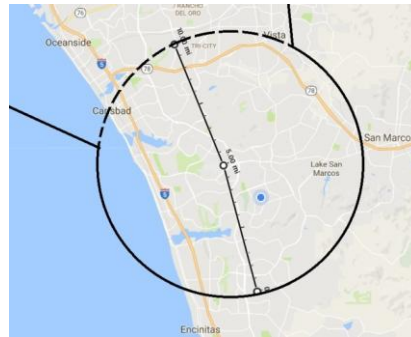
- Wing Span must be less than 79 feet
- Approach Speed must be less than 121 knots
- Total Height must be less than 30 feet heigh

PARAMETERS				
Aircraft Approach Category		Airplane Design Group (ADG)		
Category	Approach Speed (knots)	Group No.	Total Height (ft.)	Wing Span (ft.)
A	< 91	I	< 20	< 49
B	91 to < 121	II	20 to < 30	49 to < 79
C	121 to < 141	III	30 to < 45	79 to < 118
D	141 to < 166	IV	45 to < 60	118 to < 171

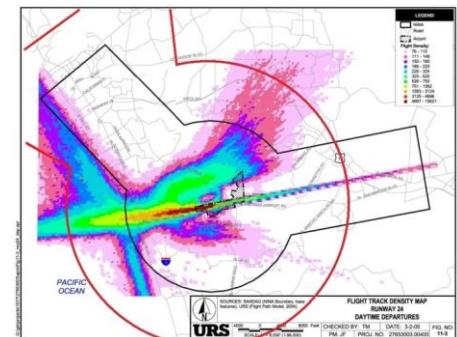
Lastly, per the April 2016 PAAC Meeting, the FAA will expand its easement claimed area from three to five miles as shown below.



**FAA's Present Three Mile Radius Easement**  
The color heat map indicates flight density.



**New Proposed FAA Impacted Area, including new NextGEN/Metroplex Flight Path from L.A.**



**FAA's New Five Mile Proposed Easement**  
Shown in Red