

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

How to complain about aircraft noise • by phone call (760) 431-4646 • via the web, 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

Additionally, if you submit a complaint to the airport, it also would be beneficial to take the time to call Carlsbad City Council (760) 434-2830 or email council@carlsbadca.gov and call 760-434-2821 Carlsbad City Mgr. or email manager@carlsbadca.gov Additionally, attend the Palomar Airport Advisory Committee (PAAC) meetings. [Click for more information on the PAAC Meeting schedules for 2018](#) — The Next PAAC Meeting is April 19th

ANNOUNCEMENT — SaveCarlsbad.com has aligned itself with and supports "Citizens for a Friendly Airport". C4FA.com is dedicated to allowing the citizens of Carlsbad to VOTE on any airport expansion as is stipulated in Carlsbad's [Ordinance 21.53.015](#) !

An Expanding Airport and the Reality of Our Future

First we must assume IE McClellan-Palomar Airport (CRQ) expands, within the next 10 years the communities around the airport will experience the same unbelievable increase in aircraft noise, lack of sleep, children deficit attention disorder issues and miseries as the communities surrounding San Diego International (SAN) Airport are experiencing today.

But wait! That can't be true because SAN has curfews and the Quieter Home Program to ensure the neighboring communities are not impacted by aircraft noise. This is good marketing propaganda, but not exactly true.

Let's start with the SAN Quieter Home Program:

1. Before a house can qualify to be placed on the Quieter Home Program's retrofitted list, the 24 hour average aircraft noise level must be 65dB or more. This is a 24 hour average, not a single 65dB noise event for each aircraft that flies over homes.
2. In 2017, SAN received more than 40,000 aircraft noise complaints from within an approximate 14 mile radius of the airport that included Point Loma, north to La Jolla and east to Rancho San Diego, in 2016, 32,000 plus complaints were recorded from Point Loma and Pacific Beach, but in 2014, before NexGEN was implemented, only 4,000 noise complaints.

What is NextGEN?

NextGEN is the new FAA's system to improve the efficiency of the air traffic control system and allow airlines to save millions in fuel cost. How is that accomplished? Planes travel in the most efficient line from point to point and are taking off in one minute or less intervals rather than sitting on the taxiway for two or three minutes or more, burning fuel as was required prior to the implementation of NextGEN.

What this means to the airport's surrounding communities.

With the more efficient use of the runway, after takeoff planes now fan out rather than flying in a straight line before they make their turns. The result is that neighborhoods never before impacted by aircraft noise are now complaining about the aircraft noise.

3. The FAA has an annual budget which will only retrofit approximately 50 to 100 homes per year around SAN airport.
4. Presently there are 12,000 homes in Banker Hill and Point Loma that qualify for the FAA/SAN Quieter Home Program. Many of those homes have been on the list of homes qualified for retrofitting for more than 10 years.
5. Once a home moves to the top of the retrofit list, it takes another 18 to 24 months to have the work completed.

Bottom Line --- Do not expect that as air traffic noise increases and expands into your neighborhood there will be a big push to retrofit your home any time soon. This will be especially true since according to the County's new CRQ Master Plan, most homes will not qualify for the Quieter Home Program since they will not meet the 24 hour average 65dB requirement.

That said, what about SAN saying it needs to expand other airports to take the load off SAN because it is running out of space. That may be true, but one must then ask why is SAN running out of space?

Maybe it is more and more about profits that actual running out of space. For example, starting on March 22, 2018, Lufthansa began nonstop service between SAN and Frankfurt, Germany, but it cost a lot of San Diego money to convince Lufthansa to fly to SAN.

According to the San Diego Union Tribune, March 22, 2018 article, SAN committed to spending \$750,000 over two years on marketing the new Lufthansa flight. In addition SAN will waive landing fees of roughly \$500,000 the first year and \$250,000 in the second. And that is not all. According to Hampton Brown, Director of Air Service Planning, SAN has committed to include rebates for terminal space rental.

Shocked? You should not be. These types of airport enticement agreements are not unusual in the airline industry.

Now think about Carlsbad, Encinitas, Escondido, Oceanside, San Marcos and Vista's future. If San Diego County (County) is successful in expanding CRQ, how many additional tax payer dollars will have to be spent to induce airlines to use CRQ? BUT wait, the airport constantly states that no taxpayer dollars are being spent to improve the airport because the money comes from the FAA and the airline user fees paid from ticket purchases.

A convenient statement, but who funds the FAA? The answer is that Congress funds the FAA with taxpayer dollars or airline ticketing fees, again taxes on the purchase of the airline ticket. So again, do not be fooled by the convenient marketing statements.

Lastly, Richard Carson, UCSD economics professor, was recently quoted in the San Diego Free Press regarding SAN's running out

of space. "Making better use of Tijuana and Palomar would squeeze more capacity out of the region while dropping prices" and "Moving air cargo and private jets to other airfields would free up even more room for passengers at Lindbergh Field." Has anybody noticed the new FedEx 311,995 sq. ft. distribution hub in Oceanside, about 10 miles from Palomar?

With all the above facts, we finally get to CRQ and what seems now to be the secretively planned future for the communities around the airport — Our quality of life will be sacrificed for the better good of San Diego County. WOW!

None of the above facts is mentioned in the County's new Master Plan and PEIR's 600 plus pages OR the remaining 1,800 or so Appendices pages. And after spending most of the last two months commenting on the discrepancies found in the County's documentation, it can only be concluded --- the County is in agreement with Lindbergh Field's future plans and less than truthful with us about why CRQ runway needs an extension within 13 to 20 years as the Plan states.

To keep it simple, think about why the County claims it needs to extend the CRQ runway:

1. It is all about safety.
2. It is to allow only one Gulfstream G650 to takeoff once a week and fly to China without stopping at SAN for more fuel.

This all sounds good until you read the new Master Plan pages. CRQ is already a safe B-II airport. If it were not safe, the FAA would terminate its license to operate. For more information on the difference between a B-II, C-III and D-III airport [Click Here](#)

That leaves the other reason — to allow the one G650 D-III, hangared at CRQ, to fly nonstop to China and east to Europe. The Plan states the runway will be extended in 13 to 20 years; but, to allow planes to flying directly to China, but to keep the G650 owner happy, the runway extension is required ASAP. Otherwise, why us that as a reason for future expansion in 13 to 20 years.

In addition, according to the County Master Plan, Page 4-13 - Table 4.10 shows - The Runway Takeoff Requirements for a Gulfstream G650 at Maximum Takeoff Weight (MTOW) requires a runway length of 6,500 ft. However, looking at Gulfstream's Specification sheet it states at MTOW a 5,858 ft. runway is required. Why the difference? Are both correct? YES.

It has to do with the runway elevation, air temperature and prevailing winds at takeoff. The following will require more in-depth calculations to verify our preliminary conclusion; but, using the statistics presented by the Plan and by Gulfstream and starting with the 5,858 ft. Gulfstream's shorter runway requirements and the CRQ Plan's projection of an 800 ft. runway extension to 5,697 ft. That means the new runway will be 161 ft. too short on that perfect day for the G650 to takeoff at MTOW. But wait there is more.

The Gulfstream now flying to China is a G650ER (Extended Range). According to Gulfstream, the G650ER at MTOW requires a runway of 6,299 ft. Therefore, on that perfect day, the G650ER will require a runway 602 ft. longer than the new planned CRQ runway being proposed. OOOOPS, it looks like the G650 and G650ER will both need to stop at SAN for more fuel to make it safely to China — especially when headwinds, NBAA IFR fuel reserves and other safety factors are considered! More to follow on this.

Based on the previous questionable reasons, there must be something else being planned for CRQ that the County is not telling the public. THAT SOMETHING is most likely what Supervisor Bill Horn stated in the December 16, 2015 Board of Supervisors Meeting regarding the future of CRQ. To paraphrase - *we are planning a big huge commercial operation here ...* That statement and vision definitely seem to be in line with SAN vision and requirements to reduce overcrowding.

Bottom line, if the County is successful in the planned extension of CRQ's runway to only 4 feet less than John Wayne's runway, the public will be suffering for years to come. As such, you need to think about how the following facts will impact your family's life:

1. SAN has a curfew for planes landing and taking off from 11:30 p.m. to 6:30 a.m.
2. CRQ has no curfew. The airport is open 24 hours a day.
3. SAN has fines of \$2,000 to \$10,000 or more based on how many times the airline has broken the curfew within a particular time frame.
4. CRQ has no fines or penalties.

Given those facts, the following questions must be raised and answered:

1. What type of commercial jet service is being planned for CRQ?
2. What is the volume and type of commercial aircraft planned?
3. What will be the cost to the San Diego County Taxpayers to enticing new airlines to CRQ?
4. How long will it be before today's Carlsbad and its surrounding communities average 40 to 50 quiet decibel noise levels be raise to a constant average of 70 to 90 (vacuum cleaner to motorbike) decibel level?
5. What will be the negative impact to Carlsbad and its surrounding communities' residents' health, quiet quality of life, children's attention deficit disorder/education, devaluing property values and a lot, lot more?

Bottom, Bottom Line — this is not about the convenient commuter service. That service exist today at CRQ.

It is all about our quality of life. Expanding airports have been proven to destroy their surrounding residential communities.

Carlsbad residents: In 1980, Carlsbad City Council past Ordinance 21.53.021. That Ordinance guaranteed before the airport could expand, the majority of Carlsbad electorate must VOTE to approve the expansion.

Contact your City Council and demand your VOTE.

**Contact your local officials and ask them to communicate with Carlsbad officials
to protect your health and property values!**

Carlsbad - City Council	Encinitas - City Council	Escondido - City Council
Oceanside - City Council	San Marcos - City Council	Vista - City Council