

# NEWSLETTER

## **No more Half Truths - Bill Horn finally validated what's been obvious for years!**

On December 16, 2015, the San Diego Board of Supervisors unanimously voted to completely change the direction of the next 20 year McClellan-Palomar Airport (CRQ) Master Plan Study. The directed change is:

### **CRQ will become a full commercial airport and the recreational aircraft will be moved out.**

As we have seen in many political actions of late, the impacted residents are not considered when the politicians seem to believe the benefit to business is more important and will create jobs. Sadly, this has been the story of San Diego County for decades. Politicians propose futuristic fantasies that fail after millions of dollars are wasted to benefit a few business constituents — leaving the taxpayer holding the bag and tens-of-thousands of jobs disappear because of the political blunders.

In today's pollution conscious world — who in their right mind would propose building a "John Wayne" type massively polluting airport right in the middle of affluent Carlsbad with a population of approximately 116,000? This folly will devastate Carlsbad and its citizens with not only increased aircraft pollution but, also noise, traffic and according to the FAA a substantial drop in property values.

With the decision to now study the expansion of CRQ into a John Wayne type airport, the San Diego County Supervisors are not paying attention to the growing protests all over the country by the American citizenry with airports increased noise, pollution and property devaluation. In fact, this decision shows the County Supervisors are either not aware or do not care about the protests by San Diego County citizens in Point Loma and Gillespie Field who have seen their property value drop as much a 30% and are no longer able to enjoy their own backyards because of the unbearable aircraft noise. The same backyards that only a year earlier had no aircraft noise.

Some of the unsubstantiated supervisor's claims of why the study should continue:

- A longer runway will benefit the surrounding communities, planes taking off will be quieter because they will get up faster before they fly over populated areas. A believable statement unless you include all the facts:

The fact is the runway needs to be longer not for the benefit of the Design Class B-II planes the airport is certified (legally) to service, but for the larger C and D Class planes that will use the airport. The County conveniently forgets to mention C and D planes are up to 60,000 pounds heavier than the planes presently using CRQ. Therefore, the "will be quieter" comment is at best a half truth. The full truth is it requires much larger and noisier jet engines to lift the larger planes off the ground. If the supervisors were interested in the full facts they need go no farther than asking the residence of Newport Beach and especially Balboa Island how much noise they have to tolerate as planes are taking off from John Wayne Airport or ask the people in North Tustin the same noise question when the planes are landing. Then factor in John Wayne has a curfew along with legal restrictions and regulation on engine noise — **CRQ will have no such restrictions!**

- With a full commercial airport, CRQ's tax base will grow. True for the airport, but not for the surrounding communities with property value decreasing, therefore, the tax base will reduce.
- The small plane pilot needs to move out. Strange comment since the only reason Carlsbad approved moving CRQ from Del Mar to Carlsbad was to support the farming community crop dusters and private recreational pilots.
- Bill Horn stated — We are building an airport for the next 50 or 100 years, we need to think outside the box. This comment totally ignores historic commitments, Carlsbad's "Conditional Land Use 172" permit and "Ordinance 21.53.015". The fact is — in order to allow the airport to grow beyond a "General Aviation Basic Transportation Airport" requires a majority vote of the voters of Carlsbad. The voters who are being ignored today.

## Letter sent to San Diego Board of Supervisors before the Board's decision to approve the CRQ C/D Option

San Diego Board of Supervisors

December 14, 2015

Dear Supervisors,

***"Government's first duty is to protect the people, not run their lives."*** — Ronald Reagan.

But planning to put a John Wayne (SNA) type airport in the middle of Carlsbad is definitely not protecting the health, property values and quality of life of the citizens of Carlsbad and surrounding communities.

First let me state, I am supportive of a better controlled\* a FAA Certified Design Class B-II airport at McClellan-Palomar (CRQ). However, the 2013 original Kimley-Horn proposal to extend the runway to allow business jets to fly nonstop to China never made sense. FACT - the only business jets that can or could fly nonstop to China are Design Class C/D-III planes and the airport is not certified to routinely service that class of aircraft.

That said, the County of San Diego (County) has continued to put public health and safety in jeopardy and has turned a blind eye to the 6,000 or more C/D-III flights using the airport each year. Finally, the County is now being somewhat forthright with the new modified proposal to be voted in its December , 16, 2015, meeting. If the proposal is approved, it will be obvious the County intends to turn CRQ into a full blown John Wayne Airport (SNA). That decision will decimate the tax base of the communities surrounding the airport. As such, there is no doubt the County cannot justify this project if all the lost taxes and costs are calculated in the CRQ proposal.

### **History and Facts Matter**

1975 - Carlsbad Mayor Robert Frazee wrote a letter to the San Diego Board of Supervisors stating Carlsbad was unalterably opposed to Palomar being used for commercial air-carrier activities.

1978 - Seeing the wishes of the community as expressed in Mayor Frazee's letter being ignored, Carlsbad citizens started an initiative petition to limit Palomar Airport growth.

1980 - Carlsbad City Council passed Conditional Use Permit 172 (CUP 172) and Ordinance 21.53.015 to finally give Carlsbad control of the development of Palomar Airport and its runway.

1994 - The FAA contracted with Booze Allen and Hamilton, Inc. to do an extensive study of property values around growing airports. The result of the study concluded - as airports expand and become noisier and noisier, property values drop on average 18.6% and as much as 26%.

1997 - Orange County's Board of Supervisors expanded on the FAA study with the Randall Bell Report that concluded property values and rents around John Wayne Airport (SNA) would drop on average by 27.4% and in locations closest to the airport property would see a drop of as much as 42.6%.

2002 - The FAA, the San Diego County Airport Authority and the airport's surrounding community residents met to discuss and solve how the FAA and the County would resolve the noise issues being created by the airport. As a result of the meetings, the FAA and the County committed the noise issues will be resolved. The communities are still waiting for the promised solution since year after year, the noise is louder and louder.

2002 or so - the FAA is quoted to say - *If communities don't want more airport noise, then don't apply for FAA grants to expand airports.*

October 22, 2015 - The Palomar Airport Advisory Committee (PAAC) passed a resolution to send the San Diego Board of Supervisors to continue to study a \$150 Million airport expansion.

October 22, 2015 - At the PAAC meeting Peter Drinkwater, Director of San Diego County Airports, stated - We did not know 6,000 Design C/D-III Class planes were using Palomar Airport annually. **If the County (the owner of the Palomar) did not know about these plane - who should?** The communities around the airport knew and heard the C/D-III planes landing at CRQ for years.

\* Better controlled means - an airport that enforces only Design Class B-II plane can used the airport except in an emergency.

December 2, 2015 - KPBS broadcasted an initial report on McClellan-Palomar Airport (CRQ) proposed expansion - <http://www.kpbs.org/news/2015/dec/02/mcclellan-palomar-airport/>. In that report, regarding limiting the aircraft size to no more than CRQ's certified Design Class B-II aircraft, it was stated by:

- Olivier Bracken, Director of the airport, *"I am forbidden from restricting the airport to certain type of aircraft using it or the times of day an aircraft can land and take off."*
- The FAA was quoted, *"The FAA generally does not have a mechanism to prevent aircraft larger than the design aircraft from using an airport, this is provided that the aircraft can safely land and take off on the available length, width and strength of the runway."*

**Talk about a wink and nod. Who's protecting the public safety? \*\***

With the above facts, the only option that should be considered to pursue is the "B-II Full Compliance" with the emphasis on FULL COMPLIANCE. That means eliminating Design Class C/D -III (except in an emergency) from routinely using the airport and not adding the 900 feet extension to the runway - Design Class B-II planes do not need the longer runway.

<b>B-II Full Compliance</b>	
Attributes	<ul style="list-style-type: none"> <li>• No impacts to airport users such as north general aviation ramp, aviation business or terminal ramp</li> <li>• Potential for runway extension up to 900 feet</li> <li>• Potential for EMAS to enhance safety at west end</li> <li>• Meets all FAA criteria for B-II Airport</li> <li>• Modest public support</li> </ul>
Constraints	<ul style="list-style-type: none"> <li>• Does not plan for needs of larger aircraft using airport</li> <li>• Higher approach speeds not addressed</li> <li>• Wing span standards not addressed</li> <li>• Impacts to commercial/regional aircraft</li> <li>• Could jeopardize future FAA funding</li> </ul>
Approximate Cost	<ul style="list-style-type: none"> <li>• \$25M for Airfield (including west side EMAS) plus between \$13M - \$47M for Runway Extension</li> </ul>

If the Board elects any other option than the "B-II Full Compliance", it only begs the question - Who is the Board of Supervisors representing? Given the additional aircraft noise protest all over the county because of new FAA NextGEN System, the answer to that question would most certainly be - not the tens of thousands voters (and growing) of Carlsbad, Encinitas, Escondido, Vista and San Marcos who have had their present noise complaints ignored for more than two decades by both the airport and the Palomar Airport Advisory Committee (PAAC).

In addition to ignoring the aircraft noise complaints, the County and the PAAC has also ignored the growing worldwide health and lost job opportunity studies for communities surrounding airports. These include both the Harvard School of Medicine and University of Michigan Medical School studies. This growing volumes of studies are solidifying the adverse health effects on communities surrounding major and regional airports.

In conclusion, North County voters never voted to establish a John Wayne type regional airport in the middle of Carlsbad. An airport that the Kimley-Horn report skillfully skirts around the fact the new airport will be designed to allow 100 or more passenger plane to land and take of all day long. That fact will culminate in:

1. Increase risk of cancer and heart conditions
2. Lower property values - on average by 23% per the FAA and the Orange County Study
3. Lower quality of life
4. Lower job opportunities
5. Possibility of a catastrophic plane crash as identified in the County's own SCS Engineering Oct. 15, 2013 Report

Thank you for your consideration.

Graham R. Thorley

\*\* Meaning of Wink and Nod - To signal that you agree to something, without leaving any record that you ever agreed to it. It would be used when the thing being agreed to is controversial, or even illegal.