

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

Updated Instructions on how to submit an aircraft noise complaint:

We have worked with McClellan-Palomar Airport (CRQ) management to improve the ease of filling out a noise complaint. See below: **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

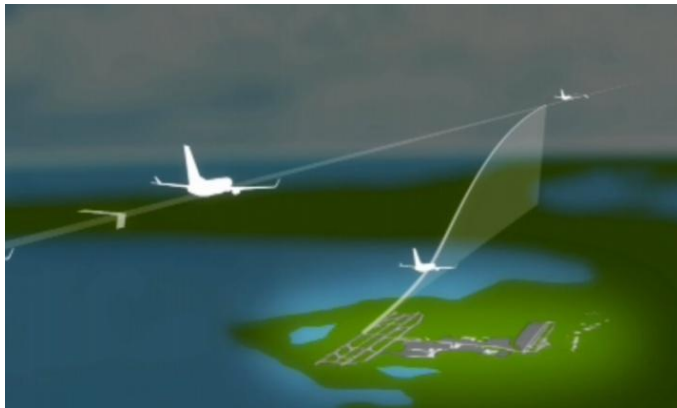
Additionally, it has become painfully clear that the Carlsbad City Council is not paying attention to or aware of complaints from the noise impacted citizens in the airport's surrounding communities. Therefore, if you submit a complaint to the airport, it also would be beneficial to email Carlsbad City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

The FAA predicts air traffic will double by 2030. NO new major airports have been built in the U.S. since the Denver airport was built in 1990. However, the FAA has been tasked with safely managing the doubling air traffic. FAA's conclusion is the aircraft must depart and land more efficiently than today's aircraft.

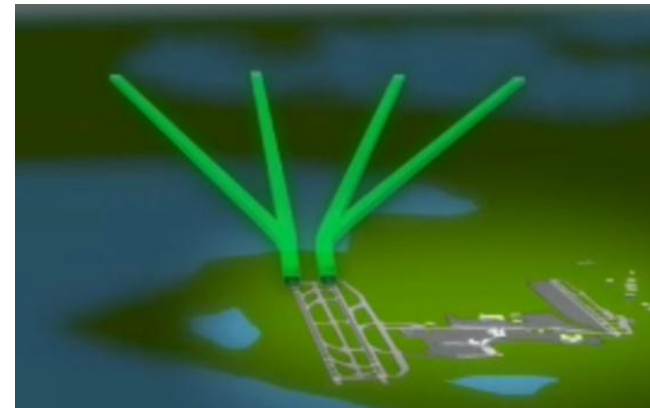
To accomplish that, the FAA's answer is NextGEN

NextGEN is coming to CRQ in 2017, and departing aircraft will turn east sooner over downtown Carlsbad.

What is NextGEN?



Air Traffic Control Before NextGEN — ONE departure flight path



**Air Traffic Control After NextGEN
Multiple departure flight paths to improve airport efficiency and allow many more planes to depart and land in an hour.**

For an explanation video of NextGEN follow this link <https://www.faa.gov/nextgen/phasesofflight/#sur>

NextGen has been rolling out all over the county. Communities that were not impacted by aircraft noise and pollution prior to NextGEN implementation are now up in arms because they are being devastated by the increased aircraft noise and pollution. For instance, in Southern California:

1. **Orange County** has joined Newport Beach and Laguna Beach's lawsuit against the FAA. That's right! Orange County, the owner of John Wayne Airport, is suing the FAA over NextGEN/Metroplex potential increased aircraft noise and pollution.
2. **Dec. 21, 2016, San Diego County Regional Airport Authority's Airport Noise Advisory Committee (ANAC) meeting - La Jolla and Mission Beach Residents** complained, "You have moved San Diego Airport into our neighborhoods from 6 in the morning until 12:12 at night when I am trying to sleep." "It feels like we are under assault. It's not just commercial aircraft that we hear, but also helicopters and little airplanes. The skies have opened up. Can we please go back to (the flight path) that was working before? That's what we want. Or do we have to resort to lawsuits?"

Residents of other areas of San Diego are empathetic to La Jolla's concerns and spoke in solidarity.

Saying he understood that the flight path changes were prompted by fuel cost savings, Gary Wonacott of the Mission Beach Town Council suggested quantifying the data of quality-of-life impacts to residents to see how it compares to the cost savings associated with a change.

3. **After three years, Point Loma Residents are tired and want action!** - In 2016, San Diego Airport received 24,500 Noise complaints. In 2015, it had only 4,000 complaints.

What The County of San Diego Knows But is Not Telling Us

***** 2016, McClellan-Palomar Airport (CRQ) had 156,602 takeoffs and landings that generated 3,282 Noise Complaints — 20% higher than 2015 *****

Unlike Orange County, San Diego County is excited about CRQ's expansion and the corresponding increase in passenger load tax revenues. In 2014, CRQ serviced 125,000 passengers. **HOWEVER, if the County is successful with the CRQ expansion, the County projects that CRQ will service up to 500,000 passengers. If that number is correct, it will require approximately 30 commercial passenger jets with 100 seats or more to takeoff or land every hour in the normal passenger service window!** Now add today's 156,602 takeoffs and landings to the commercial flights: that equals a whole LOT MORE NOISE and POLLUTION!



Photo by Allison St. John KPBS

Bill Horn and Matt Hall support CRQ's Runway Extension



~ Bill Horn ~ *Recently stated - Top of his to-do list would be to usher along the extension of the Palomar Airport runway.*



"We are building an airport for the next 50 to 100 years. It's time to move the small planes out."

To see how our lives will be impacted if CRQ expansion is not STOPPED.

Go to San Diego Air Route Forum
<https://www.facebook.com/groups/plairroute/>



They have been fighting the FAA and San Diego Airport for 3 years.

		
New Jets coming before 2020	Bombardier	Mitsubishi
	CS100	MRJ70STD
Airline and Leasing Company's serving U. S. A. that have already placed orders. -----	Delta - Air Canada	SkyWest - Eastern
Maximum Passengers	133	76
Runway Length @ Maximum Takeoff Weight (MTOW)	4000 ft.	4,760 ft.
Runway Length @ Maximum Landing Weight (MLW)	4450 ft.	4,700 ft.
Base Takeoff Weight	121,000 lb.	81,240 lb.
Maximum Landing Weight	115,500 lb.	79,807 lb.
Maximum Range in nautical miles *	3,100 nm	1,530 nm
Wingspan	115ft. - 1in.	95.9 ft.
Height	37 Ft. - 8 in.	34.4 ft.

But, the fact is FAA's NextGEN and the County of San Diego airport plans are not our issue!!!

Both have announced what they intend to do, and the FAA is now embroiled in a number of NextGEN related lawsuits.

Our issue is how do we get the Carlsbad City Council to protect its citizens along with the other McClellan-Palomar Airport surrounding communities citizens quality of life, health and property values.

Carlsbad needs to enforce the McClellan-Palomar Airport Conditional Use Permit (CUP) 172 and Ordinance 21.53.015

History of Carlsbad and McClellan-Palomar Airport (CRQ)

Carlsbad agreed to allow an airport for small recreational planes to move from Del Mar to property owned by the County of San Diego (County) in 1957, with a provision that it would stay a small recreational airport. The below chart shows perceived violations of Carlsbad Citizens' rights.

Year	History	Outcome
1979	Citizen initiative petition circulated to give Carlsbad Voters Control over ANY and ALL McClellan-Palomar Airport (CRQ)	More than enough signatures gathered to put it up for a vote of the citizens of Carlsbad.
1980	Carlsbad City Council recognized the citizen initiative would pass if put to a vote and elected to save its tax payers money and passed Conditional Use Permit (CUP) 172 and Ordinance 21.53.021	Conditional Use Permit (CUP) 172 and Ordinance 21.53.021 were implemented. San Diego County agreed to Carlsbad's Conditional Use Permit (CUP) 172 Terms and Conditions.
2002	The FAA granted San Diego County's requested to reclassify CRQ from "General Aviation Basic Transportation Airport" to "Commercial Service-Primary Airport." Additionally, the County claims Carlsbad was informed of the change and elected not to challenge the reclassification.	Per the County, Carlsbad City was informed of the reclassification, but did not act. If true, this is A VIOLATION OF the ORDINANCE 21.53.021 requiring if any of the CUP 172 Terms and Conditions were changed, it could only be done through a majority vote of Carlsbad residents. That never happened.
2009	The airport new parking lot and airport terminal building was opened.	Many state this was A VIOLATION OF the ORDINANCE that requires if any of the CUP 172 Terms and Conditions were changed it could only be done through a majority vote of Carlsbad residents. That never happened.
2013	County proposed to extend CRQ's runway to allow larger Design Class C/D-III business jets to more safely use CRQ. The airport is not certified to service these type of jet aircraft.	A VIOLATION OF CUP 172. CRQ is only Certified by the FAA as a Design Class B-II Airport, yet in 2015, the County allowed more than 6,000 C/D-III jets to use CRQ. Carlsbad has taken NO action to protect its citizenry. WHY?
2014	County proposed to redesign CRQ to allow commercial jets with 100 passenger or more seats to routinely use CRQ	Violation of CUP172. In CUP's Terms and Condition, there is no language allowing the County to modify CRQ's runway PERIOD.
2015	Carlsbad passed its 2015 - 2035 General Plan. In it there there was an "Eleventh Hour Change", with no opportunity for public comment on a major change concerning McClellan-Palomar Airport: The previous General Plan stated and is now removed — "McClellan- Palomar Airport The Federal Aviation Administration classifies the airport as a commercial service airport that mainly serves smaller aircraft with a maximum takeoff weight of 12,000 pounds or less. However, some aircraft larger than 12,500 pounds, but less than 60,000 pounds, do operate at the airport. McClellan-Palomar Airport is the only airport with an instrument landing system between Lindbergh Field and Santa Ana that can accommodate the majority of the business aircraft fleet of over 12,500 pounds. Currently, the airport provides limited commercial passenger service to Los Angeles."	The 2015-2035 General Plan now states — "McClellan-Palomar Airport is a class 1 commercial service airport (pursuant to its operating certificate issued by the Federal Aviation Administration). The airport serves all types of scheduled operations of large air carrier aircraft (31 or more passenger seats), as well as small air carrier aircraft (more than nine but less than 31 passenger seats). The airport currently serves smaller general aviation aircraft up to larger corporate jet aircraft, and is the only airport with an instrument landing system between San Diego International Airport (San Diego) and John Wayne/Orange County Airport (Santa Ana) that can accommodate the majority of instrument rated aircraft." Interesting wording since McClellan-Palomar is a Federal Aviation Administration Certified Design Class B-II airport NOT as the new wording stated "a class 1 commercial service airport." Also, the airport DOES NOT YET "serve all types of scheduled operations of large air carrier aircraft (31 or more passenger seats)." <i>If I am not mistaken, neither Alaska, American, Delta, United nor any other "large air carrier" are flying into CRQ today!</i>
2016	San Diego County Airport New 20 Year General Plan - McClellan-Palomar Airport will change from a Design Class B-II Airport to a Design Class C/D-III Airport.	Violation of CUP 172 and requires a majority vote of the Carlsbad voting public.

All the above has been explained to Carlsbad's City Council Members many times, but the Council Members never follow up for more information. They definitely seem to be more interested in the potential tax revenue that an expanded commercial airport would bring, rather than protecting its citizens against increased aircraft noise, pollution and the destruction of Carlsbad's quality of life.

When it comes to the mantra of any successful business, "Know your customer," Carlsbad's city council's lack of actions to protect its citizens can only point to one thing, Carlsbad City Council seems to believe its customers are the Business Roundtable and the Chamber of Commerce - NOT Carlsbad Citizens.

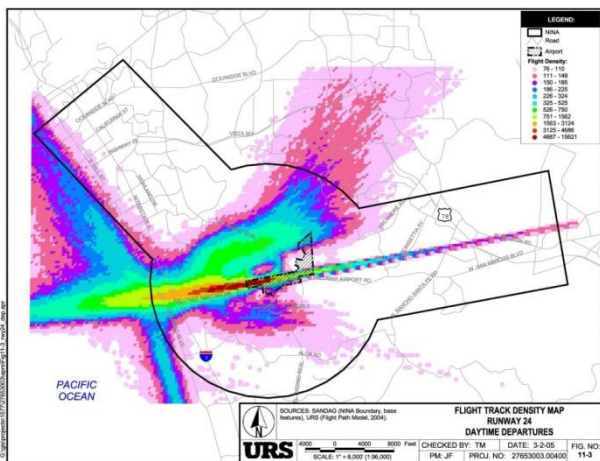
For more than two years Carlsbad City Council has refused to address the airport expansion issues.

WHY?

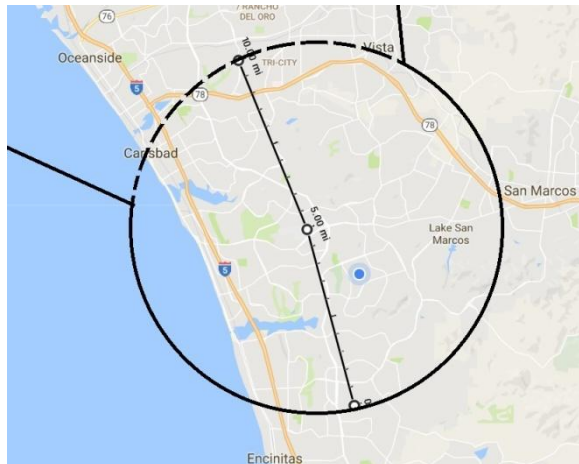
Is it because the council believes additional Tax Revenue will result from the expansion of the airport?

Nothing can be further from reality. According to the FAA and Orange County studies, as airports expand, property values and rents decrease 18% to 40%! As a result, if the County is successful with its airport expansion plan, Carlsbad's property, hotel and tourist tax revenues will be greatly reduced.

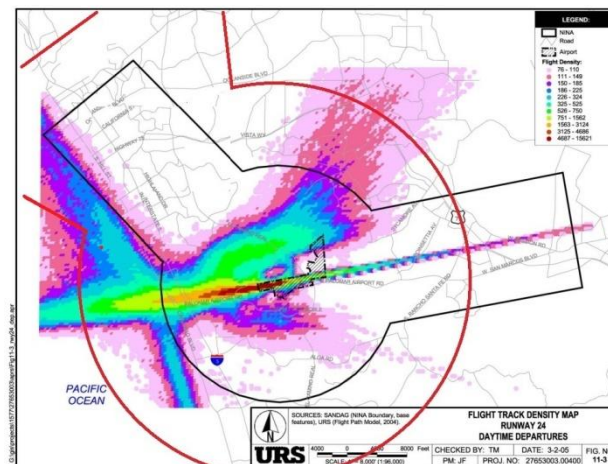
In April 2016, Palomar Airport Advisory Committee presented a slide show stating, "Palomar Noise Controlled Easement will be expanded from the present three (3) mile radius to a five (5) mile radius around the airport."



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

A question: when was the last time you vacationed near an airport with constant aircraft noise and pollution?