

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 the 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.

As stated in our December 2016 Newsletter, the Palomar Airport Advisory Committee (PAAC) admitted it has no procedure for public participation.

This attitude exists not only in the PAAC, but it exists all around the country when it comes to airport officials and airport advisory committees. Also, at least two of the current PAAC members have their businesses or employment tied to the aircraft industry. Lastly, it has been proven that continuing to nominate aircraft industry individuals to head public committees do not protect the public and is not in the best interests of the communities involved.

Here is one more example in which the PAAC is completely out of touch with reality. It stated in November 2016 that the news media's reporting of airport noise is overblown. The following communities are now either in lawsuits with or are considering filing lawsuits against the FAA on its new NextGEN air traffic control system and the resulting increased aircraft noise and pollution:

- Point Loma
- Newport Beach
- North Tustin
- Santa Cruz
- The communities around LAX
- Phoenix
- And so many more communities throughout the United States and other countries around the world:

November 24, 2016 **Breaking News**

[Orange County \(the owner of John Wayne Airport\) has filed a petition in federal court to join Newport Beach](#) in suing the [Federal Aviation Administration](#). Both Orange County and Newport Beach are trying to block the FAA's revised air traffic plans for planes flying out of or arriving at John Wayne Airport.

Why are Carlsbad officials supporting the San Diego County CRQ airport expansion?

Why are Carlsbad officials not concerned about the increased aircraft noise and pollution complaints of Carlsbad's citizens?

Why are Carlsbad officials refusing to answer questions on why Carlsbad is not enforcing Conditional Use Permit (CUP) 172 and Ordinance 21.53.015?



ROCKVILLE, MARYLAND

October 14, 2016

Mr. Michael P. Huerta
Administrator
Federal Aviation Administration
Washington, DC 20591-0004

Dear Mr. Huerta:

It is clear to us that LAZIR-B will exacerbate aircraft noise over thousands of Montgomery County homes already negatively impacted by NextGen. We oppose these modifications until a fuller understanding of the impact of aircraft noise arising from the implementation of NextGen (and concurrent changes to arrival procedures) are considered and appropriate actions are taken to resolve them.

Aircraft noise is a serious concern in our community. The effect of the NextGen flight procedure changes implemented in 2015 has been disastrous in communities under the new flight paths. Aircraft now turn sooner and lower than before and are channeled over residential communities. The noise of the constant overflight of aircraft is intolerable. At a recent meeting of the County Council, a representative from the Metropolitan Washington Airports Authority (MWAA) acknowledged those communities "are getting hammered."

We concur with Arlington County's assessment (September 12 letter to the FAA) of the negative impact on the quality of life of residents in the region from the implementation of NextGen. We have heard loud and clear from many County residents regarding the unacceptable noise in their communities from the implementation of NextGen.

The LAZIR-B flight procedure changes proposed will exacerbate conditions in communities already impacted by NextGen procedures implemented in 2015. LAZIR-B further shifts flights over Montgomery County neighborhoods. FAA's own modeling shows that noise will increase in those communities. This clear impact to quality of life and enjoyment of property is unacceptable.

We understand that the FAA has multiple goals it must meet when determining optimal flight paths in to and out of airports. Safety must be paramount. Flight schedule optimization and fuel efficiency are also chief concerns. But a concern that seems to have been ignored throughout this process is the noise impact to residential communities. The concerns of those residents so deeply affected need to be better quantified and given more weight than has been evident to date in the NextGen implementation.

Mr. Michael P. Huerta, Administrator
Page 2
October 14, 2016

Instead of marginal adjustments (such as LAZIR-B) to current flight paths, we support returning to pre-NextGen flight paths pending a more comprehensive regional review of noise concerns. The pre-NextGen noise impact was more evenly distributed both within Montgomery County and throughout the region, and was generally less impactful to Montgomery County residents. Since new technology is allowing more precise flight paths, this same technology should be able to replicate the pre-NextGen flight paths.

We also wish to express our disappointment in the public process that has led to this point. Montgomery County was not represented on the DCA Noise Working Group and had no information about the LAZIR-B proposal when it was discussed and when the Working Group voted to support it. Additionally, we continue to have concerns regarding the current membership structure and mandate of the Working Group and will work with MWAA officials to address these issues.

Montgomery County plans to seek a more robust and fundamental review of DCA flight path noise issues. Whether through the DCA Working Group or through some other regional body, an analysis of actual noise data is needed in order to better quantify actual noise impact on particular communities. This work is crucial to assist regional leaders in assessing future options intended to spread out and/or mitigate noise impact in the region. If this is not possible through the existing Working Group, then a new partnership with Washington D.C. and Northern Virginia elected officials, government staff, and community representatives will be sought. In either event, FAA's technical assistance will be a critical element to ensure a successful outcome.

Sincerely,

Isiah Leggett
Montgomery County Executive

Chris Van Hollen
Member of Congress

Nancy Floreen
President
Montgomery County Council

Roger Berliner
Chair, T&E Committee
Montgomery County Council

This letter was written to the FAA regarding aircraft noise around Bethesda, MD. If Carlsbad officials do not enforce CUP 172 and the Ordinance 21.53.015, this letter will be identical to one which can be written by the citizens in CRQ's surrounding communities when the larger 100 passenger commercial jets arrive!

Today, the Carlsbad City Council seems to be lockstep with San Diego County and the PAAC's positions and actions on the airport. However, Carlsbad City Council and City Manager have a fiduciary responsibility to protect its citizens and enforce CUP 172 and the Ordinance 21.53.015.

In 1980, San Diego County and Carlsbad agreed to the terms of CUP 172 and the Ordinance 21.53.015.

Why is Carlsbad not protecting its citizens and enforcing CUP and the Ordinance?