

NEWSLETTER

September 22, 2015 – Carlsbad passes its 2015 - 2035 General Plan

The Carlsbad 2015-2035 General Plan, "Eleventh Hour Change", with no opportunity for public comment - now states 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 "*serves all types of scheduled operations of large air carrier aircraft (31 or more passenger seats).*" *If I am not mistaken neither Alaska, American, Delta, United nor any other "large air carrier" are flying into CRQ today!*

Are Carlsbad officials in complete agreement with the County that the perceived economic benefit of a John Wayne type airport is more beneficial than protecting the health and property values?

Mark Your Calendar – Special PAAC Meeting Scheduled for Thursday, October 22, 2015

The County of San Diego has scheduled a special Palomar Airport Advisory Committee (PAAC) meeting for Thursday, October 22, 2015 at 7:00 p.m. - 8:00 p.m. at the Carlsbad City Council Chamber, 1200 Carlsbad Village Drive, Carlsbad, CA 92008. According to communication from the County, the purpose of this meeting is:

"The PAAC will only be considering a recommendation from several preliminary options Kinley-Horn has developed. These are similar to what was briefed to the public at the spring workshop. With this direction Kimley-Horn will be able to complete the draft Master Plan and present it at a public workshop in early 2015 (should read 2016). This is later than we'd anticipated but it is consistent with the plan for what the 4th workshop would cover. The next step will be the Environmental review based on the draft Master Plan functioning as the project description. The environmental review process will have additional opportunity for public input, including public comment on the draft EIR. As impacts are studied there could be changes to the preferred alternative. After environmental review is complete we will return to PAAC for a final recommendation on adopting the Master Plan and Environmental Impact Report."

The latest information can be found at saveCARLSBAD.com or the [PAAC website](#).

LATE NOTICE - FAA Metroplex Meeting, October 6, 2015 at McMillin Event Center in Point Loma

Address - 2875 Dewey Road; Liberty Station Point Loma

Sorry about the late notice, but here is a link to what it is all about - <https://youtu.be/JgZ0kjHNDI4>