

## **Change Is Not Only Good BUT Is Necessary To Prevent Stagnation**

If you read San Diego County Board of Supervisor's Policy A-74, it seems to recognize the above headline as fact and states that any county committee member can serve no more than two (2) consecutive terms. In the case of the Palomar Airport Advisory Committee (PAAC), that would mean no member can serve for more than two (2) consecutive four (4) year terms or a total of eight (8) years.

But for some reason, when it comes to PAAC, the Policy A-74 requirement are seemingly being ignored. Here are the Facts:

<b>PAAC Member NOT In Compliance with County Policy A-74</b>			
<b>PAAC Member</b>	<b>BIO</b>	<b>PAAC Member</b>	<b>BIO</b>
<b>Charles G. (Chuck) Collins</b> Elected PAAC Chairman in 2010 <b>PAAC Member since 2001 (19 Yrs.)</b>	Chuck is currently President and CEO of <a href="#">Chuck Collins &amp; Associates</a> (CC&A), which he formed in 1993, Inc. and is professional aircraft sales company. <a href="#">Full bio can be found by clicking here.</a>	<b>Thomas Ricotta Sr.</b> <b>PAAC Member since 1989 (31 Yrs.)</b>	Tom has extensive experience in law enforcement. <a href="#">Full bio can be found by clicking here.</a>
<b>John O'Reilly</b> <b>PAAC Member since 2008 (12 Yrs.)</b>	John is a small business owner <a href="#">Full bio can be found by clicking here.</a>	<b>Cliff Kaiser</b> Elected PAAC Vice Chairman in 2016 <b>PAAC Member since 2010 (10 Yrs.)</b>	Cliff is co-founder and principal of Strategic IT Group. <a href="#">Full bio can be found by clicking here.</a>

It had been hoped that with the election of Jim Desmond to the San Diego Board of Supervisors, the A-74 Policy Term Limits as described in Section D – General Provisions – b. would finally be enforced and allow for better communication between the PAAC and the airport's surrounding communities. BUT as shown in the above chart, the same previous members are still serving on the PAAC. As such, the PAAC (thus far) has continued to ignore its four (4) duties dictated/specify in its County Charter:

### **The Committee shall have the following duties and responsibilities:**

- To review and make recommendations on issues pertaining to noise control at Palomar Airport.
- To review and make recommendations regarding land use within the Airport influence area.
- To review and make recommendations regarding issues pertaining to the development and operations of Palomar Airport.
- To provide an **open forum** between the Communities and the County on matters pertaining to Palomar Airport.
- Any other items as may be assigned to the Committee by the Board of Supervisors.

Additionally, the PAAC rules limits a public speaker to a three (3) minute ONE WAY comment on any agenda item. After the public comments, regardless whether the PAAC members discuss the topic among themselves, the public is prohibited from rejoining the conversation. So much for the OPEN FORUM duty between Communities and the County (PAAC)!

This ignoring of the county's assigned duties, especially the OPEN FORUM duty, has resulted in the PAAC meetings consisting of maybe all nine (9) PAAC members, 3 to 5 Palomar Airport representatives and most of the time, only two (2) representatives of the public attending each PAAC meeting. The public has realized the PAAC listens but has no intention of solving the public's aircraft noise issues!

### **Why has the public stopped participating?**

For at least the last five years, the public's complaints never seem to be addressed. The public is simply thanked for commenting with no follow-up agenda action scheduled or any other serious action is taken to solve the public's issues.

A typical example showing no action happened during the November 2019 PAAC Meeting. In that meeting, a PAAC member presented a presentation on the new FAA NextGEN air traffic control system. During that presentation it was mentioned that jet traffic is directed to fly out over the ocean for approximately 18 miles **before the aircraft is allowed to turn north or south.**

After the presentation, a public speaker challenged the 18-mile assertion. He stated that the jet aircraft are turning before they reach the coast. That public comment was then promptly ignored, and no more discussion was held.

**BUT, in the January 2020 PAAC meeting,** a PAAC member announced, he was SHOCKED to see jets turning before reaching the coast and flying south over the Carlsbad residential neighborhoods.

The PAAC Member went on to say that he talked to the tower and the tower said "**There is nothing the tower can do to prevent that from happening.**"

Some light conversation continued among the PAAC members about what the PAAC could do to stop this from happening. But, as usual, it was soon decided there was nothing that could be done other than talking to the pilots to stop the early turns.

During the comment period on this agenda item, the public commented – "Maybe the PAAC will finally accept the public's complaints about aircraft traffic not complying with the Voluntary Noise Abatement Procedures (VNAP) over the last four (4) years as factual. But that comment was ignored, and no other discussion was scheduled on this public concern.

This lack of concern for the public's health and safety is a continuation of years of the PAAC's ongoing lack of concern for the residents of the airports surrounding communities. For years when neighborhood residents take the time to physically attend a PAAC meeting, the PAAC comments and attitude are all the same:

- Did you not know the airport was here?
- If you bought knowing the airport was here, you have no right to complain!
- The PAAC has no control over the pilots, the landings and flight paths – they are all under the control of the FAA!
- The VNAP as its name states is ONLY Voluntary and the PAAC has no authority to force its voluntary curfew!

**BOTTOM LINE** - the above bullet points show a distinct bias towards the communities that moved in around the airport and who are now complaining about aircraft noise. This attitude is especially true from the PAAC's most senior airport business interested members who are consistently voting for any County proposal to expand the airport. Furthermore, that bias exists even though each of these homeowners who did ask about the airport were told (paraphrasing) - ***No problem, this airport is only a general aviation – small recreational airport and can never grow.***

Based on how the conversation regarding the jets flying over residential areas ended, the PAAC seems to be expressing, one more time, that it needs not be concerned about the residents on the ground. After all, the airport was here first! Not the proactive stance expected from a committee interested in resolving increases noise complaints!

### **Given its charter from The County, WHY is the PAAC taking this stance?**

Maybe it is because the PAAC Chairman of ten (10) years has financial interest in the aircraft industry. He owns aircraft sales and other aviation related businesses on the airport. Additionally, some of the other long-term members have business interests that allow them to profit from the continually expanding Palomar Airport.

With those conflicts of interest, it seems the PAAC continually ignores its responsibility to be proactive in ways that would automatically record all aircraft violations. Instead, the PAAC requires the public must complain about noise before a noise incident is recorded. In doing so, the PAAC is placing the burden on the public, rather than the pilots who cause the noise issues.

### **What does public burden mean?**

The requirement that it is the public's responsibility to report or complain about low flying aircraft and aircraft noise has existed for the last ten years. However, the public's reporting computer system is delayed by 31 minutes, supposedly for safety reasons. Therefore, by the time the delay period is expired, the public has most likely gotten involved in other projects or family activities, and a complaint never gets recorded. OR the aircraft are taking off and causing family member to be awakened out of a sound sleep between midnight to 7:00 AM. And by the time the family member arises in the morning, the family routines become the priority and the complaint never is filed.

### **Why is midnight to 7:00 AM important?**

Per the VNAP, no aircraft should be operating during those hours. Again, it is ALL voluntary with NO ability to impose any penalties. Bottom line, the VNAP is continually ignored because as far as the pilots are concerned:

- They have places to go and time is wasting.
- If there are no penalties, they do not need to worry about the curfew OR the residents on the ground.

Finally, when the PAAC was asked what it does with the noise complaint statistics, the answer was:

**NOTHING!** We just file the data. We are only interested in the trending information!

## **REALLY, that is ALL it does with the data!**

In 2019 McClellan-Palomar Airport received 4,616 noise complaints. BUT, according to the Whitehouse Consumer Affairs Office, for every complaint received, 25 complaints are not received for the same complaint. Therefore, the number of residents **effected is NOT 4,616 BUT 115,400** of the surrounding communities' residents had their life actually impacted by McClellan-Palomar Airport. This fact shows the County of San Diego, the City of Carlsbad and the PAAC are not properly addressing the noise complaints. **BUT it gets a LOT worse when you consider the latest well-respected health studies.** According to these studies - communities within a radius of 10 to 15 miles have been scientifically studied, and it has been consistently proven that these communities have higher incidents of cancer, heart conditions, and high blood pressure. Two of those health studies are:

Los Angeles <https://www.latimes.com/local/la-me-0529-lax-pollution-20140529-story.html>

World health Organization (aircraft section starts on Page 61 [http://www.euro.who.int/\\_data/assets/pdf\\_file/0008/383921/noise-guidelines-eng.pdf](http://www.euro.who.int/_data/assets/pdf_file/0008/383921/noise-guidelines-eng.pdf)

## **More Important Facts You Need To Know**

Aircraft Noise is not only aggravating, but the aircraft engine(s) exhaust endangers our health. FACT - the AMA, CDC and EPA, WHO (World Health Organization) and other respected worldwide health organizations, ALL state:

- Aircraft engine exhaust impacts the health and lifespan of children and adults!
  - ❖ Jet aircraft exhaust = tons and tons of airborne cancer-causing pollutants!
  - ❖ Propeller aircraft exhaust = tons and tons of airborne lead pollutants!
- December 16, 2015 – San Diego Board of Supervisor Meeting, Supervisor Bill Horn directed the County Airport Director "*I, I think this is a big huge commercial driver here and I think we are planning an airport here for, if not 50 years, maybe 100.*"
- October 10, 2018 – San Diego County Board of Supervisors approved expanding CRQ into a FAA Modified Design Class C/D-III Airport and for those who understand "FAA Speak", indicated CRQ will become a 24/7 "Reliever Airport" for San Diego International Airport (SAN)!

How to complain today about aircraft noise directly to the airport - 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](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 would also be beneficial to take the time to call Carlsbad City Council (760) 434-2830 or email [council@carlsbadca.gov](mailto:council@carlsbadca.gov) and call 760-434-2821 Carlsbad City Mgr. or email [manager@carlsbadca.gov](mailto:manager@carlsbadca.gov)

[Click here for more information on Palomar Airport Advisory Committee \(PAAC\) Meeting schedules for 2020 — Next PAAC meeting – January 16, 2020.](#)

Full Disclosure — [SaveCarlsbad.com](http://SaveCarlsbad.com) supports "Citizens for a Friendly Airport". [C4FA.org](http://C4FA.org)'s goal *Citizens for a Friendly Airport (C4FA)* is a non-partisan, all-volunteer, 501(c)4 non-profit enterprise. C4FA is organized to educate the Carlsbad and surrounding communities about important McClellan-Palomar Airport issues impacting the character and quality of life in North County.

C4FA's goal is to bring transparency to the airport planning processes; respect the rights and history of the Carlsbad community; and to ensure a safe, functional and fiscally sound McClellan-Palomar Airport.

Get involved – DO NOT let Carlsbad and its surrounding communities' lifestyle be the NEXT casualty of 7/24 jet aircraft pollution and noise! Go to <https://www.c4fa.org/> to see how you can help and protect your family's health!