

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

**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](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 also would 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)

Our April 2017 Newsletter started with the section below on Carlsbad's Council Meeting and Council Member Michael Schumacher's comments about the San Diego County Regional Airport Authority. Additionally, this section highlights even though we were already four (4) months into 2017, the San Diego International Airport (SAN) Q4 Aircraft Statistics Report, including Aircraft Noise Complaints had not yet been released.

From our April 2017 Newsletter:

### Carlsbad City Council March 14, 2017, Meeting

Council Member Michael Schumacher reported he spent two days attending the San Diego County Regional Airport Authority (SDCRAA) annual board retreat. He stated: There is not a lot to mention, a little bit on land use plans which effects all of the airports in San Diego County, including Palomar. ... **Council Member Schumacher**, we would think with all the aircraft noise complaints from residents of Point Loma, Pacific Beach and La Jolla, in a two day retreat, there would have been a lot of conversation about that issue, e.g., March 21, 2017, San Diego Air Route Forum, *"I have not received any comment from the Noise authority regarding my noise complaints for the last few months. I called today to file a noise complaint and the mailbox was full!"* It is obvious they, like North County citizens, are being ignored by the SDCRAA. FYI - in 2016, Palomar had 3,382 aircraft noise complaints, 20% more than 2015 and San Diego International (SAN) had more than 28,676 noise complaints in Q1, Q2 and Q3 of 2016, Q4 is still not released. In 2015, SAN had only 4,000 noise complaints. I really hope you and the other board members all enjoyed your retreat talking about, *"There is not a lot to mention."* **I would think more than 32,058 citizen complaints would have stimulated much discussion.**

With the Q4 SAN released report we now know the final 2016 SAN's noise complaint total was 31,624 or 27,624 more than 2015. WOW.

Additionally, on April 16, 2017, the San Diego Union published a story by Reporter Lori Weisberg, titled "How San Diego International went from 'little airport' to global stop" The story stated:

"SAN passenger growth increased from 15.7 million in 2015 to 20.7 million in 2016." Additionally, it stated, "In the hyper competitive air service arena, nabbing overseas flights can be a lot more challenging — and costly. For example, British Airways and Japan Airlines received \$1.5 million in marketing support from the airport for [nonstop flights to London](#) and [Tokyo](#), in addition to waived and discounted landing fees valued at more than \$840,000.

Similarly, [Condor Airlines' soon-to-debut nonstop between San Diego and Frankfurt](#), cost the San Diego airport \$112,500 in marketing incentives, plus a 50 percent rebate of landing fees. Edelweiss, which will be flying [twice weekly round trips to Zurich](#) starting June 9, received the same landing fee rebate, plus \$85,000 to help promote the flight." Click this like <http://www.sandiegouniontribune.com/business/tourism/sd-fi-airport-nonstops-20170412-story.html> for the complete San Diego Article.

## The previous page information is most interesting, but what does it have to do with North County?

On its face, the previous article on SAN's growth is positive for the city of San Diego. But, when all the facts are factored into the equation, it soon becomes evident the citizens of San Diego, as other citizens all over the country have sadly come to realize, are paying dearly for the increased air traffic growth.

The resulting airport growth and the new FAA NexGEN air traffic control system has created more and more noise, resulting in a growing number of lawsuits from local governments and their citizens against the FAA. These lawsuits include Orange County, the owners of the John Wayne Airport.

Noise Complaints	2010	2015	Q1 2016	Q2 2016	Q3 2016	Q4 2016	2016 Total
San Diego International Airport (SAN)	274	4,000	11,681	9,481	7,514	2,948	31,624
John Wayne Airport (SNA)		928	384				
McClellan-Palomar Airport (CRQ)	5,900	2,800	~ Projected to be approximately ~				3,200

However, the City of San Diego has seemingly ignored its citizen complaints. Starting in 2015, the residents of Point Loma were registering more and more noise complaints and sleepless nights with the airport, but as was found in the rest of the country, the airport and the FAA ignored these complaints. Then in 2016, the complaints exploded to an unbelievable level and still the Airport, FAA and the City of San Diego ignored the complaints. In fact, it looks like the airport reports show it enforced the curfew penalties, but the reports do not show any accounting for the amount of penalties that were waved or discounted. Throughout 2016 and 2017 citizen complaints grew to not only include Point Loma, but also, Mission Beach, Pacific Beach and now La Jolla. With the UT April 16th article we know why all the citizen complaints were virtually ignored.

**The government agencies were basically giving rebates to the airlines to grow their service into SAN at the detriment to their own citizens.**

### The same seems to be happening in North County

After years of meetings and informal documentation sent to Carlsbad, Encinitas, Oceanside, San Marcos and Vista City Councils on what the County of San Diego has planned for the expansion of McClellan-Palomar Airport (CRQ), like the citizens of San Diego, our communication, Website information and Newsletters have gone unanswered. This lack of action by the government entities can only be interpreted one way — ALL the city's politicians think CRQ's expansion will be a positive, and will increase their tax base. Unfortunately, these government views are wrong and their citizens will pay the price. According to fact based government studies — quality of life, property values and health will be negatively impacted.

**THIS WILL BE ESPECIALLY TRUE FOR CARLSBAD**

**The County of San Diego has projected with a CRQ expansion, it could serve as many as 3,270,633 annual passengers.**

**To serve 3,270,633 passengers and today's present aircraft volumes in the normal 15 hour commercial flight window will require one plane taking off or landing every 2 minutes. Included in that number will be 90 or more commercial jets with 100 or more seats.**

CRQ sits virtually in the middle of Carlsbad, 3,270,633 passengers will turn CRQ into a mini John Wayne Airport (SNA). You think Palomar Airport Road and El Camino Real are overcrowded today, 3,270,633 airport passengers and the increased logistics traffic required to support all of these passengers will turn the corner of Palomar Airport Road and El Camino Real into a parking lot, just as SAN airport has done to San Diego roads.

To see SAN gridlock video and a chart on how Carlsbad traffic volumes will change, click and scroll down this link <https://www.savecarlsbad.com/gridlock-page>.

**More Detail Information will Follow in Next Month's Newsletter**