

**How to complain about Aircraft Noise** Phone (760) 431-4646 or find full instructions 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)

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

Over the last year the Palomar Airport Advisory Committee (PAAC) has been presented with a number of public suggestions to decrease the growing aircraft noise impact on the public around McClellan-Palomar Airport (CRQ). True to form, the PAAC denied all the public requests. Not only did the PAAC deny the public requests, one PAAC member went so far as to state that the increased aircraft noise created by changes in flight paths by the new FAA NextGEN System does not exist and are overblown.

**PAAC may think the news media has overblown the NextGEN Aircraft Flight Path Noise Issue, but UC Davis, the FAA and the U.S. Congress do not believe this!**



**PALM SPRINGS** SEEKING SOLUTIONS TO NEXTGEN IMPACTS

The UC Davis Symposium  
February 26 ~ March 1, 2017

Hard Rock Hotel  
Palm Springs

SEEKING SOLUTIONS FOR NEXTGEN IMPACTS  
UC DAVIS SYMPOSIUM FEBRUARY 2017

The 2017 UC Davis Aviation Noise and Air Quality Symposium will focus on ground-breaking efforts being undertaken by elected officials, airports, consultants, communities, and the FAA to develop ways to work cooperatively to mitigate the environmental impacts of NextGen flight path changes. Find out from those who are leading this difficult and innovative work what lessons they have learned and successes they have had in their search for solutions to NextGen noise impacts.



**FAA facing backlash over noise issues created by PBN flight paths**

FAA is contending with a backlash from some communities around airports where Performance Based Navigation (PBN) procedures have inadvertently created...

**[Click on the above photo to read the full story](#)**

**According to PAAC, NextGEN is scheduled to be operational at CRQ early 2017.**

**S.2761 - FAA Community Accountability Act of 2016**

**Sponsor:** [Sen. Warren, Elizabeth \[D-MA\]](#) (Introduced 04/07/2016)

**Shown here:**

**Introduced in Senate (04/07/2016)**

**FAA Community Accountability Act of 2016**

This bill requires the Federal Aviation Administration (FAA), in considering flight paths or procedures as part of the implementation of the Next Generation Air Transportation System, to limit negative impacts on the human environment near airports. The FAA may give preference to overlays of existing flight paths or procedures to ensure compatibility with land use.

To see complete bill wording of the bill and follow its progress through Congress, click the following link <https://www.congress.gov/bill/114th-congress/senate-bill/2761>

**As predicted in June, 2015, after a year of the FAA's requests for public input, the FAA has virtually ignored the public input:**

**From the FAA - "Notice: Southern California (SoCal) Metroplex Community Outreach - October 2016**

"The Federal Aviation Administration (FAA) signed a Finding of No Significant Impact (FONSI) and Record of Decision (ROD) for the Southern California Metroplex project on August 31, 2016. This is the FAA's final decision, and it enables the agency to move forward with implementing the project, which will replace dozens of existing conventional air traffic control procedures with new satellite-based procedures. The project encompasses most of Southern California and includes six major airports and 15 satellite airports. We undertook the project to improve airspace safety and efficiency by allowing for more optimized and efficient routing of aircraft into and out of Southern California."

**Our interpretation of what the above FAA announcement means for North County and McClellan-Palomar Airport (CRQ)?**

The key words in the FAA announcement are "*No Significant Impact*". In reviewing the FAA Metroplex interactive noise map, we found that most areas we checked remain at about the same decibel levels as today. However, the map is not projecting any future change when commercial flights start flying into CRQ.

Bottom line - when CRQ converts from today's operations to a full commercial airport, **the aircraft noise will increase considerably for most communities surrounding CRQ. How much of an increase?** CRQ could see a 20 to 30 dB noise increase, to the same levels as currently found around John Wayne Airport. Additionally, the main thrust of the FAA Metroplex is justifying the implementation of NextGen (Next Generation Air Traffic Control System).

Link to what NexGEN is all about <http://atwonline.com/air-traffic-management/faa-seeks-overcome-perception-nextgen-not-delivering>

~ **PAAC - NextGEN is scheduled to be implemented at CRQ early 2017** ~

**To see the real story on how increased aircraft noise is impacting communities surrounding airports, click <http://nextgennoise.org/>**