

# NEWSLETTER

**When it comes to McClellan-Palomar Airport (CRQ) expansion, history is the best predictor of our future.**

*\*\* If they build it, they will come. \*\**

Passenger Loads	1960	1970	1980	1990	2000	2010	2015
San Diego International Airport (SAN)	878,669	3,341,391	5,213,356	10,937,026	15,746,445	16,889,622	20,081,258
John Wayne Airport (SNA)				4,586,596	7,772,801	8,663,452	10,180,258

**The Federal Aviation Administration (FAA) predicts air travel will more than double by 2030.**

McClellan-Palomar Airport (CRQ)	2010	2015	Q1 2016	Q2 2016	Q3 2016	Q4 2016	2016 Total
Number of C/D-III landings and takeoffs	?	6,000	? CRQ Management state "C/D Aircraft statistics are not being tracked"				

CRQ is **ONLY** a FAA Certified Design Class B-II Airport. CRQ is **NOT** FAA Certified for Design Class C/D-III Aircraft!

[What is a Design Class B-II or C/D-III Aircraft? Is it safe for the larger Design Class C/D-III aircraft to use CRQ?](#)

Noise Complaints	2010	2015	Q1 2016	Q2 2016	Jul-16	Q4 2016	2016 Total
San Diego International Airport (SAN)	274	4,000	11,681	9,480	3,834		
John Wayne Airport (SNA)		928	384*				
McClellan-Palomar Airport (CRQ)	5,900	2,800	~ Projected to be approximately ~				3,200

**Why are noise complaints increasing? The answer - NextGEN system.**

**The Federal Commerce Department - "For every complaint filed, 26 are not filed."**

**\* More than 180% more Complaints than Q1 of 2015.**

[Click here for an understanding how the FAA NextGEN system is destroying neighborhoods all over the county.](#)

1998 Point Loma No Fly Zone shown in red	2016 Point Loma No more no fly zone
<p>Green Area maximum 2 miles wide</p> <p>Red Area was 1998 Effective No Fly Area</p> <p>The green area was agreed to be the ONLY departure and arrival path to San Diego International Airport</p>	<p>2016 Fly Zone</p> <p>FAA has announced it is changing the agreed 1998 agreement. The above will be the new flight path.</p>

[Click to see the video of history and agreement made with the FAA and now about to be ignored.](#)

(Hint, make the video "Full Screen" to more easily follow the titles)

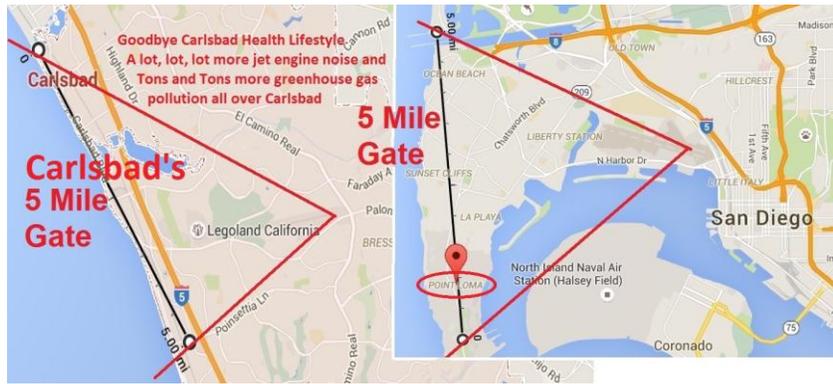
With all of Point Loma airspace now available to aircraft using San Diego International Airport, it is now reported that Point Loma's property values have dropped 30 to 40 percent.

**Think how much tax revenue will be lost as a result of short term thinking.**

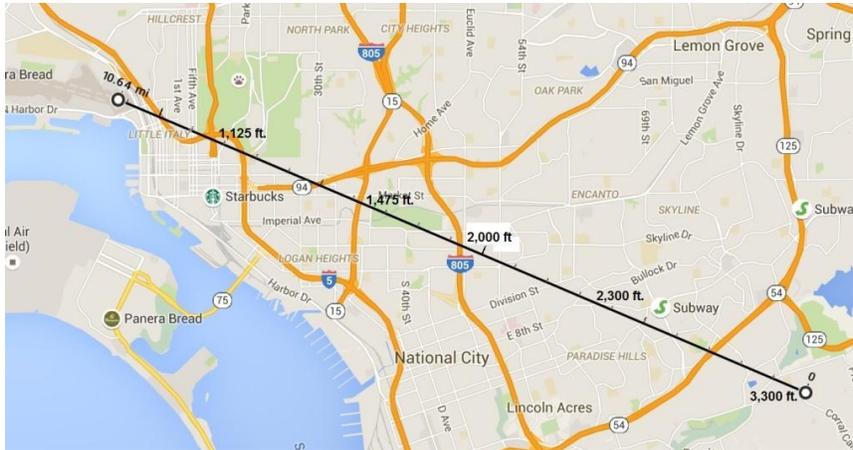
Unless the City of Carlsbad acts to protect its citizens and stops the expansion of McClellan-Palomar Airport (CRQ), Carlsbad's future will be the same as today's Point Loma, including all of Point Loma's misery.

**"What's the problem?? Palomar Airport was here first!"**

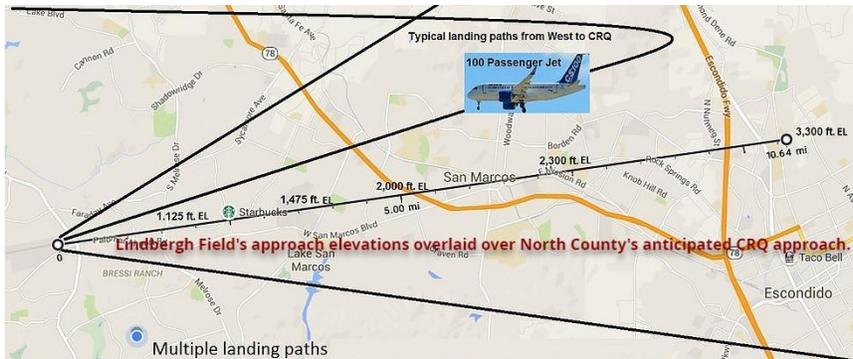
This would be a correct statement, if you ignored the facts. In 1979, Carlsbad citizens collected enough signatures via the initiative process to give the City of Carlsbad control of any airport expansion. In 1980, Carlsbad City Council passed Conditional Use Permit (CUP) 172 and Ordinance 21.53.015. Ordinance 21.53.015 requires a majority of the voters of Carlsbad to change CUP 172. **Fact: Expanding CRQ will change CUP 172.**



Carlsbad has no enforceable "Fly Friendly Program" or any agreement with the FAA airport!  
 Carlsbad's "5 Mile Gate" could easily be extended to 10, 15, 20 miles with no citizen recourse.

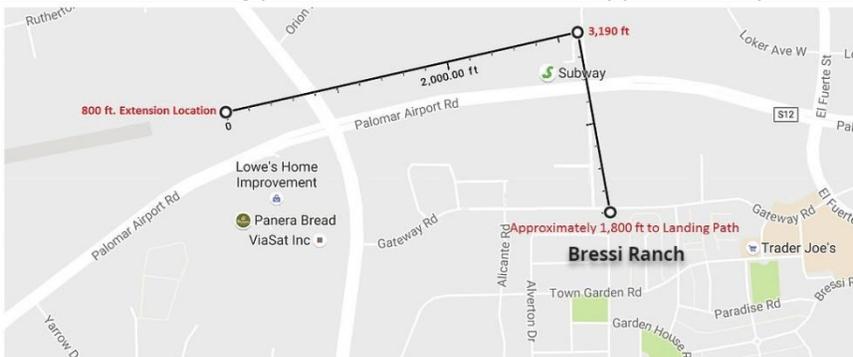


"Lindbergh Field's" typical landing approach path showing aircraft step-down elevations



"Lindbergh Field's" typical landing path overlaid for CRQ's projected new NextGEN landing paths

**How close to the landing path are Carlsbad homes? Approximately 1,800 Feet.**



In Escondido, Oceanside, San Marcos and Vista, homes are right under the landing path.

*"Study the past if you would define the future." — Confucius*