

**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** • 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 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)

[Click for more information on Palomar Airport Advisory Committee \(PAAC\) Meeting schedules for 2017](#)

*January 19 | February 16 | April 20 | May 18 | June 15 | August 17 | September 21 | November 16*

An interesting turn of events took place at the packed June 15, 2017 Palomar Airport Advisory Committee (PAAC) meeting. At this meeting the public expected an "OPEN" meeting at which community aircraft noise issues would be discussed and concerns would be addressed. However, the exact opposite happened, including the Carlsbad PAAC member who asked, **"Is there any security here?"**

Rather than the expected OPEN meeting, the PAAC elected to run the meeting strictly according to its interpretation of Robert's Rules of Order and ignored its responsibility as stated in its Charter from San Diego County. Consequently, the audience was not allowed to ask questions unless a speaker card was submitted. **BUT**, the PAAC failed to explained one card is not enough. An individual speaker card was required for each **agenda item to be addressed**. Furthermore, a strict three (3) minute time limit was placed on any public comment/question. The only exception to that policy was after the PAAC's invited FAA representative gave his presentation, the PAAC then allowed 15 minutes for open questioning. Unfortunately, the FAA representative could not answer any questions related to McClellan-Palomar Airport (CRQ) since he was not familiar with CRQ's operations.

**The PAAC invited someone to answer public concerns about CRQ issues knowing he is not familiar with CRQ operations. WOW!**

That said, three (3) surprises did occur at the meeting. The first two are listed below:

1. California Pacific Airlines announced that it plans to start flying out of CRQ in four (4) months.
2. Cal Jet Elite Airways postpone its presentation.

**California Pacific Airlines' (CP Air) Embraer E-170****CP Air Configuration and Specifications**

- Passengers — 68 (Maximum passenger seats 78)
- Maximum Takeoff Weight — 85,098 lbs
- Runway Length Required — 5,394 Feet

**Cal Jet Elite Airways' Bombardier CRJ-700****Cal Jet Elite Configuration and Specifications**

- Passengers — 68 (Maximum passenger seats 78)
- Maximum Takeoff Weight — 75,000 lbs
- Runway Length Required — 5,263 Feet

**It must be noted, CRQ's runway length is only 4,897 ft., but if passenger and freight loads are reduced, the minimum runway length can also be reduced. United Express has 20 CRJ -700 Aircraft, but elected to stop service to CRQ. Is that because of safety concerns over CRQ's runway length?**

### Other interesting issues that came out of the meeting:

- Both the E-170 and CRJ 700 planes are Design Class C aircraft, but CRQ is ONLY a FAA Certified Design Class B-II airport. Design Class C Aircraft approach speed is 121 to <141 knots. Most of CRQ's traffic is Class B Aircraft with Approach Speed of 91 to <121 knots. **Is that safe when over the years numerous C Class business jets have been forced to abort their landings because of a slower landing B Class plane.**
- CP Air is required to submit an environmental assessment study requiring two (2) years for approval, but Cal Jet Elite is not. WHY NOT?
- San Diego County's 2013 Runway Feasibility Study states:

*"Currently, the airport is being used by a variety of aircraft (C-III) which are larger than the facility is designed to handle (B-II) and the forecast indicates that this usage will continue in the future. Although the footprint of the overall airport is able to handle a runway extension to reclassify the airport as a C-III, the change would involve extensive reconfiguration of the entire airfield including tenant improvements, airplane parking loss and/or relocation, impacts to buildings, and the relocation of NAVAIDs, fuel tank/station and the airfield lights and signs systems. Therefore, any extension alternative that would reclassify the airport would be considered not feasible."*

An attempt to clarify the above discrepancies was made by the public speaker, but the three (3) minute rule was rigidly enforced, and **NO answers were provided.** The PAAC, the airport and the County are taking no responsibility for creating an unsafe environment — just like the one that caused the September 25, 1978 **PSA 182 disaster!** In the PSA disaster, 144 souls were lost, 9 persons were injured, 22 homes across the four block area of North Park were destroyed or damaged, and the survivors still have continuing nightmares and emotional problems resulting from this tragedy!

### Surprise number three (3) the Airport Monthly Performance Report

| McClellan-Palomar Airport (CRQ) | 2014  | 2015  | 2016  | 2017 Projected to be Approximately |
|---------------------------------|-------|-------|-------|------------------------------------|
| Approximate Noise Complaints    | 2,900 | 2,800 | 3,200 | 4,500                              |

**The May 2017 projected annual noise complaints were only 3,876**

Lastly, a noise complaint letter received by the airport was read to the committee. The author stated she is living in Encinitas and she has seen the **airspace above her house go from no planes and quiet to now crowded and very noisy.** There was a lot of discussion about why this is happening, but concluded with it is not the PAAC responsibility, the airspace is controlled by the FAA. **WOW! STOP EXPANDING THE AIRPORT! DAH!**

### What the Politicians have planned for you



Supervisor Bill Horn and Carlsbad Mayor Matt Hall announcing their support for the extension of CRQ runway.

Photo by Alison St John KPBS TV



Click photo to see what the County has planned for our future

The County's Airport Master Plan is 2 1/2 years behind schedule. There is still time for you to express your concerns. Call and report any aircraft you feel is too low, unsafe or too loud. Then call your City Council and let them know you are being disturbed.

**Do not stay quiet any longer. Your Quality of Life, Health and Family's Safety is being threatened.**

For all the facts go to

[SaveCarlsbad.com](http://SaveCarlsbad.com)

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