

This appendix contains the related information documenting the public comments regarding the Part 150 Study and associated noise issues. Following is the list of information included in this appendix.

- Comment from Gail Carroll, July 22, 2004.
- Comment from Gail Carroll, August 25, 2004.
- Response to Gail Carroll from Olivier Brackett, August 25, 2004.
- Comment from Jana Oliveri and response from Olivier Brackett, August 30 & 31, 2004.
- Comment from Marcia Biglaiser, September 1, 2004.
- Comment from Albert and Bonnie Rex, September 13, 2004.
- Comment from Gail Carroll and response from Jeff Fuller, Sept 21 through September 27, 2004.
- Comment from Alan Rutstein, September 29, 2004.
- Comment from Tommy D. Carpenter and response from Oliver Brackett, October 7, 2004.
- Comment between Mike Grim, Jeff Fuller and Oliver Brackett, October 14, 2004.
- Comment from Janet Stumpfhauser and response from Jeff Fuller, October 16 & 18, 2004.
- Comment from Gail Carroll and response from Julie Gustafsson (Jeppesen), December 28, 2004.
- Comment from the City of San Marcos, March 15, 2005.
- Comment from Dan Burkhart, April 14, 2005.
- Comment from Gail Carroll and response from Deborah Murphy, April 13 & 14, 2005.
- Comment from Peter Drinkwater, April 27, 2005.
- Comment from Stephen Lloyd, April 23, 2005.
- North County Times Article by Alexandra Mace, April 22, 2005.
- Comment from Ken Larson, April 27, 2005.
- Comment from Dr. Nora La Corte, April 27, 2005.
- Comment from Maureen Kube, June 29, 2005.
- Comment from Rick Baker, June 30, 2005.
- Response from Peter Drinkwater, July 8, 2005.
- Response to Maureen Kube from Lawrence Watt, July 13, 2005.
- Comment from Maureen Kube, July 29, 2005.
- Comment from Deborah Street, July 29, 2005.
- Comment from Joan Gambill, July 29, 2005.
- Comment from Jennifer Todd, July 29, 2005.

- Comment from Scott Kube, July 29, 2005.
- Comment from Deborah Street, August 1, 2005.
- Comment from Scott Kube, August 2, 2005.
- Comment from Scott Kube, August 4, 2005.
- Comment from Gerry Filteau, August 6, 2005.
- Comments from Mike Grim, City of Carlsbad, October 4, 2005.
- Comment from Timothy Hutter, October 13, 2005.
- Comment from Timothy Hutter, including referenced letter from Mr. Ball, October 14, 2005.
- North County Times Article by Barbara Henry, October 29, 2005.
- Response to Mike Grim from Deborah Murphy Lagos, November 1, 2005.
- Comments from Mike Grim, November 7, 2005.
- Response to Mike Grim from Deborah Murphy Lagos, November 14, 2005.
- Comments from Mike Grim, February 27, 2006.

Gail Carroll
1254 Mariposa Road
Carlsbad, CA 92009
Phone 760-438-9232

Gail Carroll

“Your actions are so loud, I cannot hear your words”

July 22, 2004

To: Jeff Fuller, URS Corporation, Project Manager, McClellan/Palomar Airport FAA Part 150 Noise and Compatibility Study
Jennifer Mendelsohn, FAA Headquarters, Western Pacific Region
Dave Kessler, FAA Headquarters, Western Pacific Region

From: Gail Carroll

I am a resident and on the homeowners board of Shorepoint Development, in Carlsbad. I am contacting you in regard to the noise from the Palomar Airport. I was referred to you by Olivier Brackett of the Airport staff. He explained to me that the airport is owned by the city of Carlsbad, however all flight patterns, diversions and enforcement of rules is executed by the FAA. I also understand that URS is in the process of reviewing the airport procedures in regard to noise.

In brief, the noise level from the airport is more than just an occasional noise nuisance, amplified by the consistent lack of adherence to the “recommended” flight departure route and times, by both commercial and independent pilots. The problem is twofold, in that the FAA has only put forth “recommended” patterns, which indicates a voluntary compliance, with no penalty for failure to abide or incentive for the pilots to comply, and that the pilots are free to deviate at will. Secondly, I understand that the traffic controllers alter departure routes based on their perceived need for safety. It is my position that there must be mandatory rules that protect the residents from excessive noise, with enforcement by FAA, backed up by fines or suspensions. I also feel that based on the frequency of violations (see attached showing more than 36 violations within 48 hours), that if this many deviations are directed, than there is an even greater risk involved to both those in the air and on land.

Several similar scenarios come to mind: 1) Although we have a “voluntary compliance” tax system, if one does not follow the IRS rules, it can lead to law violation and criminal prosecution. 2) In a democracy, we try to follow the 80/20 rule to benefit the majority. In the case of the airport noise, we are violating more than 80% of the citizens (residents) with inconvenience for the sake of less than 20% citizens (the pilots and passengers) who may wish to arrive at their destination 5 minutes sooner. 3) If I choose to drive faster than the speed limit, I am fined for violation.

To be specific, departures turn north or south from takeoff at College Dr., when they are supposed to go straight out on the north side of Palomar Airport Road until ½ mile west of the coast before making their north or south turns. This is clearly in defiance of the patterns set forth on the airport web site: <http://www.co.san-diego.ca.us/dpw/docs/mcpalpattern.pdf>. I am only witness to violations with departures and violations that occur on the south side. There are departure violations on the north side, as well as both sides for landings. I also understand that there is further development that will only increase operations, and thus the noise level and frequency. I am attaching a log of violations that I recorded during a two day period of planes that flew over my home (departures on the south side in violation of the departure pattern). This cites 36 violations within 48 hours which I recorded based on a limited time period, when home, between running my errands and chores on the weekend. It is certainly not complete or consistent, but gives you a flavor of the extent of the problem.

I would like you to contact me and advise on the best procedure to address the noise problem for Carlsbad and Oceanside residents affected by the airport noise. I would like contacts and phone and emails and any reference information, so that I may get a better understanding on how to effect changes that the residents can live with. Please call me if you have further questions. Ph 760-438-9232.

Sincerely,

Gail Carroll

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Palomar Airport Noise Complaints, Tracked by Bob & Gail Carroll from home at 1254 Mariposa Rd, Carlsbad, Shorepoint Tract

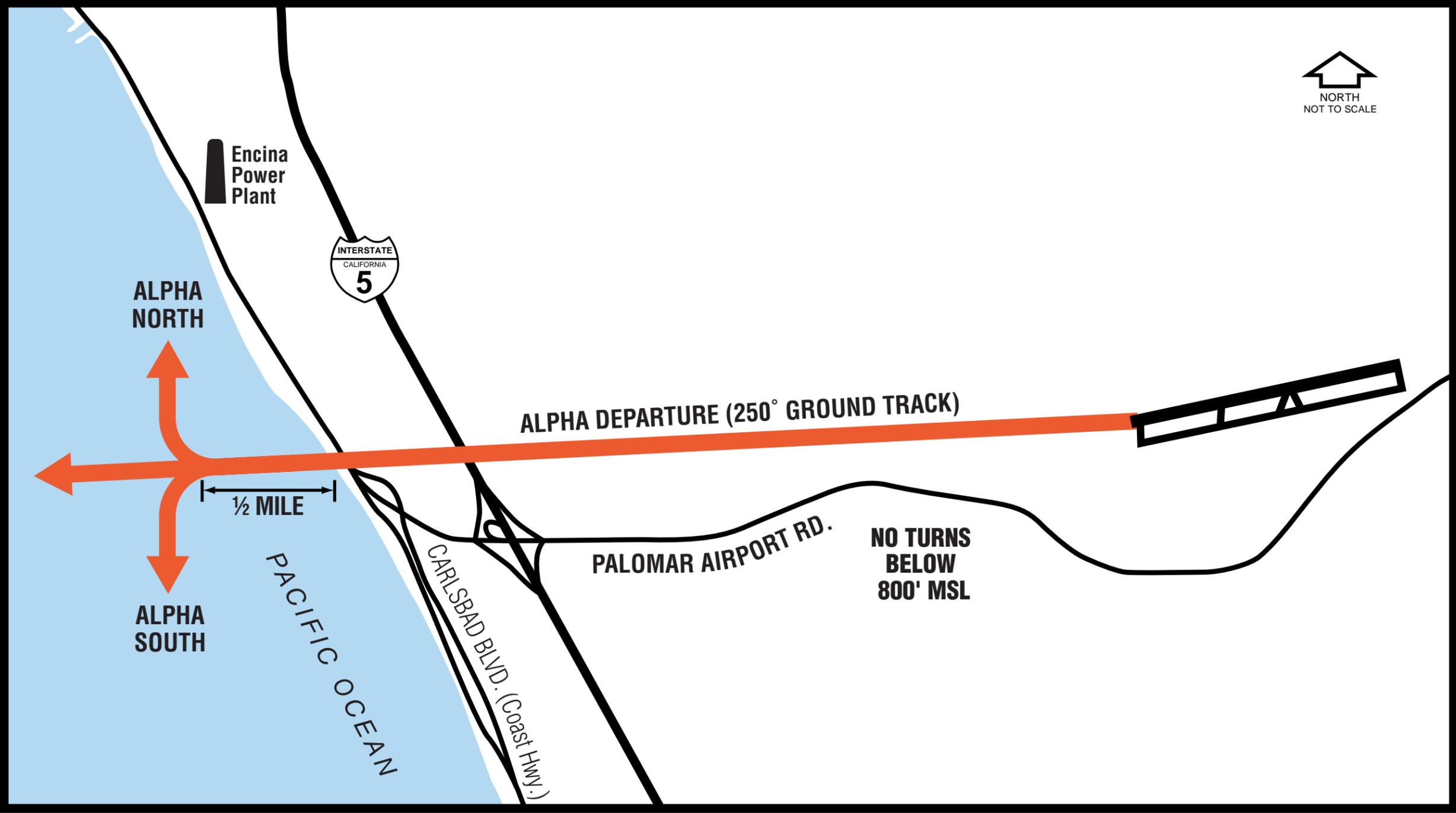
These sightings were recorded while working around our home schedule and errands; we ran to our back yard with binoculars each time we heard a disturbance.

There were many more, but these are the ones we were able to record. In all cases, these planes did not follow the "recommended" flight departure plan.

These planes are flying low and over neighborhoods causing unnecessary noise, disrupting sleep, conversations, play by residents.

I would invite members of the aviation community to spend a day (s) in my back yard to make a more complete and accurate log of violations. Refreshments will be served.

<u>Date</u>	<u>Time</u>	<u>Type Plane</u>	<u>Color</u>	<u>description</u>
7/17/2004	9:03	Jet	white/black stripe	Cut South before College Blvd
AM	9:08	Prop	white	Cut South before College Blvd
	10:52	Prop	white	Cut South before College Blvd
	11:58	Jet	white	Cut South before College Blvd
	12:03	Prop (two)	white	Cut South before College Blvd
PM	1:23	Prop	white	Cut South before College Blvd
	1:59	Prop	white	Cut South before College Blvd
	3:00	Prop	White turquoise	Cut South before College Blvd
	3:03	Prop	white	Cut South before College Blvd
	3:17	Jet	white	Cut South before College Blvd
	4:27	Prop	red	Cut South before College Blvd
	8:19	Prop	white	Cut South before College Blvd
7/18/2004	9:28	Prop	white	Cut South before College Blvd
AM	10:06	Jet	white gray	Cut South before College Blvd
	10:08	Jet	white	Cut South before College Blvd
PM	12:28	Prop	white	Cut South before College Blvd
	12:30	Prop	white red stripe	Cut South before College Blvd
	12:37	Prop	white	Cut South before College Blvd
	12:45	Prop	white	Cut South before College Blvd
	1:50	Prop	white	Cut South before College Blvd
	1:08	Jet	white dark tail	Cut South before College Blvd
	1:37	Bi Plane	red	Cut South before College Blvd
	1:39	Prop	white	Cut South before College Blvd
	2:20	Prop	Gray United	Cut South before College Blvd
	2:25	Prop	white	Cut South before College Blvd
	2:28	Prop	white	Cut South before College Blvd
	2:32	Prop	red	Cut South before College Blvd
	2:53	Prop	white	Cut South before College Blvd
	3:00	Prop	white	Cut South before College Blvd
	3:04	Prop	red	Cut South before College Blvd
	3:09	Prop	white	Cut South before College Blvd
	3:14	Prop	white	Cut South before College Blvd
	3:15	Bi Plane	white	Cut South before College Blvd
	3:17	Prop	white	Cut South before College Blvd
	4:06	Prop	white	Cut South before College Blvd
	6:54	Prop	red	Cut South before College Blvd
	6:56	Prop	dark color	Cut South before College Blvd
7/20 AM	6:28	Jet	?	Sounds like it flew through our bedroom while sleeping





"Gail Carroll"
<gncarroll@sbcglobal.net>

08/25/2004 10:56 AM

To: <jeff_fuller@urscorp.com>
cc:
Subject: FW: Palomar Airport Noise Incidents

From: Gail Carroll [mailto:gncarroll@sbcglobal.net]
Sent: Wednesday, August 25, 2004 9:24 AM
To: 'peter.drinkwater@sdcounty.ca.gov'; 'Dave.kessler@faa.gov';
'Olivier.Brackett@sdcounty.ca.gov'; 'jeff_fuller@urscorp.com'; 'lawrence.watt@sdcounty.ca.gov'
Cc: 'gncarroll@sbcglobal.net'
Subject: Palomar Airport Noise Incidents

I am a homeowner in Carlsbad, South West of Palomar Airport and, with other homeowners in this area, am extremely upset with unnecessary noise from airplanes flying over our homes. The props, private jets and even commercial jets are not complying with the "recommended flight departure patterns" or the "recommended flight times". Olivier Brackett, Airports Security and Safety Coordinator, of the San Diego County Airport, has informed that, although the airport is owned by the County of San Diego, all flight patterns, diversions and enforcement of rules is executed by the FAA. The FAA takes the position that the overall noise level in the surrounding areas do not warrant mandatory flight departure rules by the pilots. I also understand that URS, a consulting firm, is in the process of reviewing the airport procedures in regard to noise. In brief, the noise level from the airport is more than just an occasional noise nuisance, amplified by the consistent lack of adherence to the "recommended" flight departure route and times, by both commercial and independent pilots. The FAA has only put forth "recommended" patterns and times, which indicates a voluntary compliance, with no penalty for failure to abide or incentive for the pilots to comply, and that the pilots are free to deviate at will. Secondly, I understand that the traffic controllers may alter departure routes based on their perceived need for safety. The actual "recommended" departure route is to fly north of Palomar Airport Road, westward, until ½ mile off shore, before making North or South turn. This pattern requires the pilots to fly out mostly over commercial properties, which are insulated for such noise. The "recommended" departure times are 7:00 AM to 10:00 PM. These are posted on the airport web site: <http://www.co.san-diego.ca.us/dpw/docs/mcpalpattern.pdf>.

In these neighborhoods, it is impossible to sleep, watch TV, talk on the phone, or converse with family while in our homes or in our yards without pause or temporary loss of hearing due to overhead planes. Some times these overhead planes are so frequent that it occurs every 3-5 minutes, especially in the mornings, evenings and weekends. Some seem as though they are roaring right through our bedroom at 3:00 AM. Residents have noticed a drastic increase in incidents over the past 4 months. It is easy to track the incidents by simply sitting on our patio and watching the parade go by, which I invite you to do. When watching the skies for an hour, it is easy to observe that an estimated 60-75% occurrence out of the recommended patterns which results in at least fifteen incidents of noise over the residences.

It is our position that there must be mandatory rules that protect the residents from excessive noise, with enforcement by FAA, backed up by fines or suspensions. I also feel that, based on the frequency of incidents, than there is an even greater risk involved to both those in the air and on land, including residences, parks and schools. Recently a fatal plane crash occurred near the airport. Additionally, the home values, which average \$900-1.3 million, will decline in value.

Most homeowners were provided the flight pattern with their home purchase documents, however, these patterns do not reflect what has come to be reality.

At a minimum, there must be immediate compliance with the existing recommendations, which can be simply and quickly achieved by posting notices and reminders to the pilots around the airport, information distributed to them, and reminders from the air traffic controllers upon their permission to take off. **This can be done NOW.** There may well be additional measures that can be implemented, prior to any mandatory rules. We cannot wait for the noise study to be completed.

There are also departure violations on the north side, as well as both sides for arrivals, which disturb other community residents. Further development will only increase operations, and thus the noise level and frequency.

Please advise as to remedy that can be made both immediately and long term.

Sincerely,

From the Desk of Gail Carroll

Email: gncarroll@sbcglobal.net

Phone: 760-438-9232



"Brackett, Olivier"
<Olivier.Brackett@sdcounty.ca.gov>

08/26/2004 07:10 AM

To: "Jeff Fuller (E-mail)" <jeff_fuller@urscorp.com>
cc:
Subject: FW: Palomar Airport Noise Incidents

Jeff,

I don't know if Ms. Carroll fixed your address or not but here is my response for your records.

ob

-----Original Message-----

From: Brackett, Olivier

Sent: Wednesday, August 25, 2004 4:32 PM

To: 'Gail Carroll'

Cc: Drinkwater, Peter; Dave.kessler@faa.gov; jeff_fuller@urscorp.com; Watt, Lawrence

Subject: RE: Palomar Airport Noise Incidents

Dear Ms. Carroll,

While I understand your position, the County has neither the ability or authority to impose flight restrictions or mandate the voluntary noise abatement procedures at McClellan-Palomar Airport. The County can post information around the airport reiterating the voluntary noise abatement procedures but this in no way makes the procedures mandatory. The noise study you refer to is the vehicle by which the FAA reviews recommendations to approve or disapprove alterations to the flight procedures around an airport.

As we have discussed before, and I explained to your husband this morning in my office, the number of operations for 2004 year to date, have increased over the previous year and could be one factor why you are seeing more aircraft in the vicinity of your home.

I again invite you to my office and I would be glad to show you the level of flight activity that occurs all around the airport at any given time.

Sincerely,

Olivier "OB" Brackett
Airports Security and Safety Coordinator
DPW, San Diego County
p (760) 431-4646



"Brackett, Olivier"
<Olivier.Brackett@sdc
ounty.ca.gov>

08/31/2004 11:55 AM

To: "Jeff Fuller \ (E-mail)" <jeff_fuller@urscorp.com>
cc:
Subject: FW: Palomar Airport

I wish these people would get your address right the first time. She appears to be a neighbor of Ms. Carroll.

ob

-----Original Message-----

From: Brackett, Olivier

Sent: Tuesday, August 31, 2004 11:53 AM

To: 'jo@meisenbachcapital.com'

Cc: Drinkwater, Peter; 'Dave.kessler@faa.gov'; 'jeff_fuller@urscorp.com'; Watt, Lawrence

Subject: RE: Palomar Airport

Dear Ms. Oliveri,

While I understand your position, the County has neither the ability or authority to impose flight restrictions or mandate the voluntary noise abatement procedures at McClellan-Palomar Airport. The County can post information around the airport reiterating the voluntary noise abatement procedures but this in no way makes the procedures mandatory. The noise study you refer to is the vehicle by which the FAA reviews recommendations to approve or disapprove alterations to the flight procedures around an airport.

Additionally, the number of operations for 2004 year to date, have increased over the previous year and could be one factor why you are seeing more aircraft in the vicinity of your home.

I invite you to my office and would be glad to show you the level of flight activity that occurs all around the airport at any given time.

Sincerely,

Olivier "OB" Brackett
Airports Security and Safety Coordinator
DPW, San Diego County
p (760) 431-4646

-----Original Message-----

From: Jana Oliveri [mailto:jo@meisenbachcapital.com]

Sent: Monday, August 30, 2004 6:56 AM

To: Drinkwater, Peter; Dave.kessler@faa.gov; jeff_fuller@urscorp.com; Watt, Lawrence

Cc: Brackett, Olivier

Subject: Palomar Airport

Dear Sirs,

I am a homeowner in Carlsbad, South West of Palomar Airport and, with other homeowners in this area, am extremely upset with unnecessary noise from airplanes flying over our homes. The props, private jets and even commercial jets are not complying with the "recommended flight departure patterns" or the "recommended flight times".

In brief, the noise level from the airport is more than just an occasional noise nuisance, amplified by the consistent lack of adherence to the "recommended" flight departure route and times, by both commercial and independent pilots. In these neighborhoods, it is impossible to sleep, watch TV, talk on the phone, or converse with family while in our homes or in our yards without pause or temporary loss of hearing due to overhead planes. Some times these overhead planes are so frequent that it occurs every 3-5 minutes, especially in the mornings, evenings and weekends. Some seem as though they are roaring right through our bedroom at 3:00 AM. Residents have noticed a drastic increase in incidents over the past 4 months. It is easy to track the incidents by simply sitting on our patio and watching the parade go by, which I invite you to do. When watching the skies for an hour, it is easy to observe that an estimated 60-75% occurrence, out of the recommended patterns, which may result in at least fifteen incidents of noise over the residences. With the planned growth of the airport, there will be an increase in activity and also more presence by jets.

It is our position that there must be clear and mandatory rules that protect the residents from excessive noise, with enforcement by FAA, backed up by fines or suspensions. Although the FAA maintains the position that our airport does not create enough noise to make it illegal to follow the recommended flight patterns, the FAA can give direction to the air traffic controllers to direct pilots to the recommended departure patterns; thus, if they violate that direction, disciplinary action may be taken. I also feel that, based on the frequency of incidents, that there is an even greater risk involved to both those in the air and on land, including residences, parks and schools.

At a minimum, there must be immediate compliance with the existing recommendations, which can be simply and quickly achieved by posting notices and directing the pilots utilizing the airport to follow the recommendations. This can come from the air traffic controllers upon their permission to take off. This can be done NOW. There may well be additional measures that can be implemented, prior to any mandatory rules. We cannot wait for the noise study to be completed, which may be spring of 2005. There are also departure violations on the north side, as well as both north and south sides for arrivals (east of El Camino Real), which disturb other community residents.

Please advise as to remedy that can be made both immediately and long term.

Thank you for your time and consideration,

J. Oliveri



MBIGLAIS@aol.com

09/01/2004 10:55 AM

To: jeff_fuller@urscorp.com

cc:

Subject: airport noise

Hi,

Per our conversation, I am writing about the noise from the planes flying very close to my home. I live at the Seabright Community. My house faces Palomar Aripport Road. The nearest cross street is Hidden Valley Road. If there is any way to mitigate the noise I would be most appreciative. It would certainly be helpful if the planes could reach a higher altitude closer to the airport on departure. It would also be helpful if the route in and out of the airport could be varied, so it is not always the same people who are disturbed. I know they do this in other cities.

I really appreciate the work you are doing in response to the problem. I would not have bought this home if I had realized the degree of the noise.

Thank you,

Marcia Biglaiser
1004 Goldeneye View
Carlsbad, Ca. 92009

760-402-1203



"Albert Rex"
<alrex43@adelphia.net
>
09/13/2004 11:29 AM

To: "Airport noise 1" <Olivier.Brackett@sdcounty.ca.gov>, "Airport Noise 2"
<Dave.kessler@faa.gov>, "Airport Noise 3"
<floyd.best@sdcounty.ca.gov>, "Airport Noise 4"
<jeff_fuller@JRSCorp.com>, "Airport Noise 5"
<lawrence.watt@sdcounty.ca.gov>
cc: "Gail Carroll" <gncarroll@sbcglobal.net>
Subject: Excessive Noise at Palomar Airport

As a resident living in the area of Palomar Airport Road and Aviara Parkway, I am writing to complain about the excessive noise coming from our neighboring Palomar Airport

At several times over this past weekend, there have been small engine aircraft that have taken off from the airport heading west - only to make their southerly turn well before reaching the recommended point out over the ocean. In each of these instances, the planes flew directly over my home with the noise being quite loud and disturbing, and was definitely a distraction to the guests I was entertaining on my back patio.

In addition, there have been several instances of commercial jets taking off at hours well outside of the recommended departure time zones. Most specifically: On Friday, September 3rd, there was a jet take off at 11:45 p.m. On Sunday, September 12th there was another jet departure at 11:00 p.m. And this past morning, on Monday September 13th a jet took off at 4:30 a.m. (in the morning!) and woke up both of my sleeping children. United and America West honor the 7:00 am to 10:00 pm recommended curfew. What about the other local corporations or individuals who own and operate these aircraft?

Your attention to this matter is definitely appreciated. We need to have ALL pilots honor the recommended flight patterns and time curfews, as a benefit to the thousands of residents who reside in or near their flight path.

Thank you,

Albert & Bonnie Rex
6450 Torreyanna Circle
Carlsbad, Ca 92009
Direct: (760) 473-8572



Jeff Fuller
09/27/2004 06:43 AM

To: "Gail Carroll" <gncarroll@sbcglobal.net>
cc: olivier.brackett@sdcounty.ca.gov
Subject: Re: Palomar Noise Contour maps and other documents 

URS provides copies of all documents it has created to the County. The County determines how and where documents can be reviewed and copied. I am confident that Floyd Best or OB Brackett will respond to your request.

Jeff Fuller INCE REHS
Manager, Noise and Vibration
URS Corporation
1615 Murray Canyon Road
San Diego, Ca 92108
Office 619-294-9400
Fax 619-293-7920
"Gail Carroll" <gncarroll@sbcglobal.net>



"Gail Carroll"
<gncarroll@sbcglobal.net>
09/26/2004 01:28 PM

To: <jeff_fuller@urscorp.com>
cc:
Subject: Palomar Noise Contour maps and other documents

Hi Jeff,

It appears I have come full circle and am frustrated that we have received no response in obtaining the information we need. Any suggestions? Can you help us with even part of this?

From the Desk of Gail Carroll, Prestige Properties
Email: gncarroll@sbcglobal.net
Phone: 760-438-9232

From: Gail Carroll [mailto:gncarroll@sbcglobal.net]
Sent: Friday, September 24, 2004 8:51 AM
To: 'peter.drinkwater@sdcounty.ca.gov'
Subject: Palomar Noise Contour maps and other documents

Hello Peter,

We met at the PAAC meeting On Sept 16. I am with the Palomar concerned residents who wish to work within your process in trying to reduce noise impact in Carlsbad, SW of the airport. We are trying to follow the recommendations given to us at the meeting to review other documents. They are not posted on the internet. I have emailed both OB and Floyd and also Jeff Fuller. OB and Floyd have not responded to my request and Jeff said go back to Floyd or OB to get them. The website he references does not include the documents we are interested in. You can see my correspondence below.

Can you possibly help us to get the information listed below?

- Maps showing volume of flights flying SW from airport over the past couple years (the

"spaghetti" type maps)

- Sep 2004 **new** noise contour maps
- Par 2000 final report and results (I found the preliminary, but not the final with conclusions)
- The name and contact information of the resident that previously suggested the 270 degree northern route (would be in minutes or your documentation)

Thank you for your help in this matter.
Gail Carroll

From the Desk of Gail Carroll, Prestige Properties
Email: gncarroll@sbcglobal.net
Phone: 760-438-9232

-----Original Message-----

From: Jeff_Fuller@URSCorp.com [mailto:Jeff_Fuller@URSCorp.com]
Sent: Friday, September 24, 2004 8:28 AM
To: Gail Carroll
Cc: olivier.brackett@sdcounty.ca.gov; floyd.best@sdcounty.ca.gov
Subject: Re: FW: Contour maps

The Airport website link to the Part 150 Study is:

<http://www.co.san-diego.ca.us/dpw/airports/150noise.html>

The Noise Exposure Map Report submitted to the FAA on September 13, 2004 is not on the Airport's website. The documents are not available through URS. You need to contact OB Brackett or Floyd Best to review the documents or to obtain a hardcopy or electronic copy of the documents you have requested.

Jeff Fuller INCE REHS
Manager, Noise and Vibration
URS Corporation
1615 Murray Canyon Road
San Diego, Ca 92108
Office 619-294-9400
Fax 619-293-7920

"Gail Carroll"
<gncarroll@sbcglo> To: <jeff_fuller@URSCorp.com>

bal.net> cc:
Subject: FW: Contour maps
09/24/2004 07:55
AM

Hi Jeff,

We have been trying to get to the resources you suggested:

- Maps showing volume of flights flying SW from airport (the spaghetti type maps)
- Sep 2004 new noise contour maps
- Par 2000 final report and results (I found the preliminary, but no final with conclusions)
- The name and contact information of the resident that previously suggested the 270 degree northern route (would be in minutes or your documentation)

However, as you can see below, our efforts with OB and Floyd have not been fruitful. They have not replied.

Can you please either provide me the internet link where I may find these, or send me an electronic copy.

Thank you for your help.

Gail Carroll

From: Gail Carroll [mailto:gncarroll@sbcglobal.net]

Sent: Thursday, September 23, 2004 11:04 AM

To: 'floyd.best@sdcounty.ca.gov'

Subject: FW: Contour maps

Hi Floyd,

Perhaps OB is on vacation, but he has not responded yet, and he is usually very responsive and quick. Can you please help me with the below items. Several of us are meeting tonight and would like to refer to these documents which the PAAC has recommended we reference.

Thank you,

Gail Carroll

From: Gail Carroll [mailto:gncarroll@sbcglobal.net]

Sent: Tuesday, September 21, 2004 1:07 PM

To: 'Brackett, Olivier'

Subject: Contour maps

Hello OB,

I have found many things when trying to find the Sept 2004 Contour maps, but cannot find the new ones on the internet. I think Jeff also referred to the report that they just completed that went to PAAC, but I could not find that either. Can you please provide the link or send me a copy of the report?

Also, I found the Power Point for Roundtable Par 2000, but it is just the preliminary with goals, and I could not find the completed study, which everyone advises us to read. Can you also provide a link or copy.

Thank you for your help. I hope you are feeling better.

From the Desk of Gail Carroll, Prestige Properties



"Alan Rutstein"
<Alan@videotogo.com

>

09/29/2004 02:51 PM

To: <Jeff_Fuller@urscorp.com>

cc:

Subject: Palomar Airport part 150 study

Hi Jeff,

I'm on the Board of a homeowner's association near Palomar Airport. I met with Oliver Brackett about the airport noise situation. He suggested that I contact you regarding the part 150 study that you are conducting. We have some specific constructive suggestions for noise abatement that we would like to pass on to the appropriate parties.

Are you accepting public comment as part of your study?

What is the deadline for submitted public comments?

Who else should we contact with our recommendations?

Best regards,

Alan Rutstein

Video To Go

phone: 617-308-5451

Alan@videotogo.com

FREE Emoticons for your email! [Click Here!](#)





"Brackett, Olivier"
<Olivier.Brackett@sdcounty.ca.gov>

10/07/2004 02:45 PM

To: <tommydcarpenter@hotmail.com>, <contact@loudairport.com>, "Drinkwater, Peter" <Peter.Drinkwater@sdcounty.ca.gov>, <Dave.Kessler@faa.gov>, "Watt, Lawrence" <Lawrence.Watt@sdcounty.ca.gov>, "Best, Floyd A" <Floyd.Best@sdcounty.ca.gov>, "Horn, Bill" <Bill.Horn@sdcounty.ca.gov>, <Jeff_Fuller@URSCorp.com>

cc:

Subject: RE: Carlsbad Airport Noise

Dear Mr. Carpenter,

While I understand your position, the County has neither the ability or authority to impose flight restrictions or mandate the voluntary noise abatement procedures at McClellan-Palomar Airport. The County can post information around the airport reiterating the voluntary noise abatement procedures but this in no way makes the procedures mandatory. The noise study you refer to is the vehicle by which the FAA reviews recommendations to approve or disapprove alterations to the flight procedures around an airport.

Additionally, following many years of a decline in the number of operations at the airport, for 2004 year to date, there has been an increase in the number of operations over the previous year, and could be one factor why you are seeing more aircraft in the vicinity of your home.

Having said all that, the County has installed signage measuring 7' by 9' in large letters detailing the noise abatement procedures on a fixed support facing the aircraft as they prepare for departure from McClellan-Palomar Airport. In addition, I have personally distributed over 200 packets of information from Airport management requesting all aircraft, to the maximum extent possible, follow the voluntary noise abatement procedures and hours, and included the details of the procedures in the packet. This information was distributed to all of the Fixed Based Operators (FBOs/aviation businesses) and flight schools on the airport.

I would be happy to invite you to my office and show you the level of flight activity that occurs all around the airport at any given time.

Sincerely,

Olivier "OB" Brackett
Airports Security and Safety Coordinator
DPW, San Diego County
p (760) 431-4646

-----Original Message-----

From: tommydcarpenter@hotmail.com [mailto:tommydcarpenter@hotmail.com]
Sent: Thursday, October 07, 2004 1:21 PM
To: contact@loudairport.com; Drinkwater, Peter; Dave.Kessler@faa.gov; Brackett, Olivier; Jeff_Fuller@usrscorp.com; Watt, Lawrence; Best, Floyd A; Horn, Bill
Subject: Carlsbad Airport Noise

I am a homeowner in Carlsbad, North West of Palomar Airport. I, and other homeowners in this area, are extremely upset with unnecessary noise from airplanes flying over our homes, outside of suggested departure patterns. If the "recommended flight patterns and times" were being followed, it would not be necessary for me to contact you.

Many flights do not fly the "recommended" departure pattern (which is due west over Legoland parking lot until ¼ mile offshore before executing turn). They stray NW over homes in our area at low altitudes at all hours of the day. Recommended hours of 7:00AM - 10:00 PM are not being followed. Residents ability to converse in person or by phone, watch entertainment, and enjoy their outdoor living area (patio, pool, etc.) is impacted by the noise. It has been reported that over 70% of the Planes are itinerate (from other airports) and are not given clear direction on where they should fly. Local residents are complaining of an increasing number of low flying planes over residences on the SW and NW sides of the airport. As many as 3-15 flights fly over residences between 10:00PM- 7:00 AM daily, during restricted flight times. Some times these overhead planes are so frequent that it occurs every 3-5 minutes, especially in the afternoon, evenings and weekends. These have ! been tracked and reported. Based on average 200 departures per day it results in 30-40% plus flyover incidents daily. The FAA provides no penalty for failure to abide, or incentive for the pilots to comply; the pilots are free to deviate at will.

The props, private jets and even commercial jets are not complying with the "recommended flight departure patterns" or the "recommended flight times". Airport management has informed us that, although the airport is owned by the County of San Diego, all flight patterns, diversions and enforcement of rules is executed by the FAA. The FAA takes the position that the overall noise level in the surrounding areas does not warrant mandatory flight departure rules by the pilots and have not directed the traffic controllers to order departures to follow the guidelines. URS, a consulting firm, is in the process of reviewing the airport procedures in regard to noise (Part 150 Study).

Many of us have attended the PAAC meetings at the City Council and presented a list of recommendations which follow. Often they act as though they are in denial of the volume of derailed flights, the noise impact, and indicate that we should not have bought a home in this area. Compliance has diminished over the last four years and the noise level has greatly increased, particularly in the past 6 months. The airport is now growing and will only get worse and result in an increase in activity by jets.

It is our position that there must be clear and mandatory rules that protect the residents from excessive noise, with enforcement by FAA, backed up by fines or suspensions. Although the FAA maintains the position that our airport does not create enough noise to make it illegal to deviate from the recommended flight patterns, the FAA can give direction to the air traffic controllers to direct pilots to the recommended departure patterns; thus, if they violate that direction, disciplinary action may be taken.

I also feel that, based on the frequency of incidents, there is an even greater risk involved to both those in the air and on land, including residences, parks and schools. Recently a fatal plane crash occurred near the airport.

Additionally, residents have paid considerable money for quality life style (the home values average \$900-1.3 million) which will decline in value. Most homeowners were provided the flight pattern with their home purchase documents; however, these patterns do not reflect what has come to be reality. There may be improper disclosures.

At a minimum, there must be immediate compliance with the existing recommendations, which can be simply and quickly achieved by airport management undertaking a compliance campaign and education, directing the pilots utilizing the airport to follow the recommendations. This can come from the air traffic controllers upon their permission to take off, as well as signage and trade publications and announcements. This can be done NOW. There may well be additional measures that can be implemented, prior to any mandatory rules. We cannot wait for the noise study to be completed, which may be spring of 2005. We are trying to work within the process for long range change and would like your support to bring them about.

There are also departure violations on the north side, as well as both north and south sides for arrivals (east of El Camino Real) , which disturb other community residents.

Please advise as to remedy that can be made both immediately and long term.

Sincerely,

Tommy D. Carpenter



"Brackett, Olivier"
<Olivier.Brackett@sdcounty.ca.gov>

10/14/2004 02:36 PM

To: <Jeff_Fuller@urscorp.com>
cc: "Best, Floyd A" <Floyd.Best@sdcounty.ca.gov>
Subject: RE: Noise Exposure Maps

I called over to the Library and they found it. (I have a receipt dated 9-27-04). It was filed under "M" for McClellan/Palomar Airport. I asked the lady at the reference desk to leave a note for anyone else that might come in asking for the "noise study", "Palomar Noise Study" etc... just to cover all the bases and she said she would.

Whew!

ob

Olivier "OB" Brackett
Airports Security and Safety Coordinator
DPW, San Diego County
p (760) 431-4646
f (760) 931-5713

-----Original Message-----

From: Jeff_Fuller@URSCorp.com [mailto:Jeff_Fuller@URSCorp.com]
Sent: Thursday, October 14, 2004 2:06 PM
To: Brackett, Olivier
Cc: Best, Floyd A
Subject: Noise Exposure Maps

FYI.

I have not responded to Mike yet. Will you provide a copy to the City of Carlsbad? It is a public document, but it has not been officially accepted for planning purposes.

Jeff Fuller INCE REHS
Manager, Noise and Vibration
URS Corporation
1615 Murray Canyon Road
San Diego, Ca 92108
Office 619-294-9400
Fax 619-293-7920

----- Forwarded by Jeff Fuller/SanDiego/URSCorp on 10/14/2004 02:04 PM

"Mike Grim"
<Mgrim@ci.carlsbad.ca.us>
<jeff_fuller@urscorp.com>

To:

cc:

Subject: Noise Exposure Maps

10/14/2004 01:51
PM

Hi Jeff:

Hope all is going well. I noticed on the Palomar Airport website that the NEM report is at FAA for review. It also stated that a copy was available at the Carlsbad Library on Dove-Lane - I checked with them today (the reference desk) and they didn't know anything about it - thought you ought to know.

I was also wondering how I might be able to get a copy of the report and map - I need to start comparing it to the existing, alerting staff of potential changes and their ramifications, etc. Thanks for your help, Mike



"Janet Stumpfhauser"
<jlola@cox.net>

10/18/2004 08:10 PM

To: <Jeff_Fuller@URSCorp.com>
cc:
Subject: RE: Palomar Airport

Sorry about that - I had a reminder in my outlook calendar to check with you in October. I'll make a note to check back after the 1st of the year. Thanks for the quick reply.
Janet stumpfhauser

-----Original Message-----

From: Jeff_Fuller@URSCorp.com [mailto:Jeff_Fuller@URSCorp.com]
Sent: Monday, October 18, 2004 7:41 AM
To: Janet Stumpfhauser
Subject: Re: Palomar Airport

I assume that you are referring to the third public meeting which will present the Noise Compatibility Plan (NCP). The meeting would not be held until at least March 2005.

Jeff Fuller INCE REHS
Manager, Noise and Vibration
URS Corporation
1615 Murray Canyon Road
San Diego, Ca 92108
Office 619-294-9400
Fax 619-293-7920

"Janet
Stumpfhauser"
<Jeff_Fuller@URSCorp.com>
<jlola@cox.net>
<janets@remedystaff.com>
To:
cc:
Subject: Palomar Airport
10/16/2004 05:53
PM

Jeff:

Any word yet when the noise meeting will be held? I had put a reminder on my calendar to see if the dates have been set yet. I still have my concerns so I want to make sure I don't miss any meetings.

I'm copying my work email address on this message.

Thank you in advance,
Janet Stumpfhauser
4939 Amador Drive
Oceanside, CA 92056

H: 760-724-9675

W: 949-425-5538



"Gail Carroll"
<gncarroll@sbcglobal.net>

12/28/2004 09:31 AM

To: "Drinkwater, Peter" <Peter.Drinkwater@sdcounty.ca.gov>, "Brackett, Olivier" <Olivier.Brackett@sdcounty.ca.gov>, <jeff_fuller@urscorp.com>, <Dave.kessler@faa.gov>, "Rath, Philip P." <Philip.Rath@sdcounty.ca.gov>, "Tim Hutter" <timhutter@sbcglobal.net>, <floyd.best@sdcounty.ca.gov>
cc: "Lee Ayers" <lca69aw@aol.com>, "Ginna Reyes" <Ginna@westernflight.com>, <tomnsandy1@juno.com>, "Viola Wheelihan" <vwheelihan@adelphia.net>, "Ebert, Bob" <BEbert@palomar.edu>, "Kevin Whiting" <kwhiting2@adelphia.net>
Subject: FW: Jeppesen-Palomar Airport Carlsbad, CA

Hello,
I made an inquiry to Jeppesen on what departure pattern they provide in their flight manuals for Palomar Airport. See response below. Apparently there seems to be lacking much detail on what the flight procedures for departure are, and no mention of the VNAP. It suggests 245 degrees. Who handles these things for the county?

I believe this will need to be corrected. We will discuss this at the meeting on Jan 6th, at County Supervisor Horn's office.

Gail Carroll, Prestige Properties
Email: gncarroll@sbcglobal.net
Phone: 760-438-7747

-----Original Message-----

From: Julie.Gustafsson@jeppesen.com [mailto:Julie.Gustafsson@jeppesen.com]
Sent: Tuesday, December 28, 2004 9:17 AM
To: gncarroll@sbcglobal.net
Subject: Fw: Jeppesen-Palomar Airport Carlsbad, CA

Hello Mrs. Carroll,

Thank you for writing about Palomar Airport. We do not publish a 10-7 page at this time. The only departure we publish is the Obstacle DP at the bottom of the airport page. Provided is an attachment of the chart:
(See attached file: kcrqaptapt.pdf)

Please let me know if I can further assist you.

Best Regards,

Julie Gustafsson
Tier II Navigation Support Specialist
Phone: 303.328.4445
1-800-353-2107 extension 4445
navdatatechsupport@jeppesen.com

----- Forwarded by Kellie Isaac/Jeppesen/TMC on 12/28/2004 07:03 AM -----

"Gail Carroll"

<gncarroll@sbcglo
bal.net>

12/27/2004 03:59
PM

<pctechsupport@jeppesen.com>

To
cc

Subject
Jeppesen-Palomar Airport Carlsbad,
CA

(Embedded image moved to file: pic26962.jpg)

Hello,

I am a resident working with Palomar Airport Advisory and San Diego County in putting together a "Fly Friendly" program with VNAP for Palomar. We are working toward updating all resources to pilots to confirm that they include the VNAP for Palomar. Is it possible that you can send me a copy of the 10-7 page on departures for Palomar for our committee review. At that time we will provide you feed back for your editors to provide updates based on this new program.

Thank you very much.

Gail Carroll, Prestige Properties
Email: gncarroll@sbcglobal.net
Phone: 760-438-7747

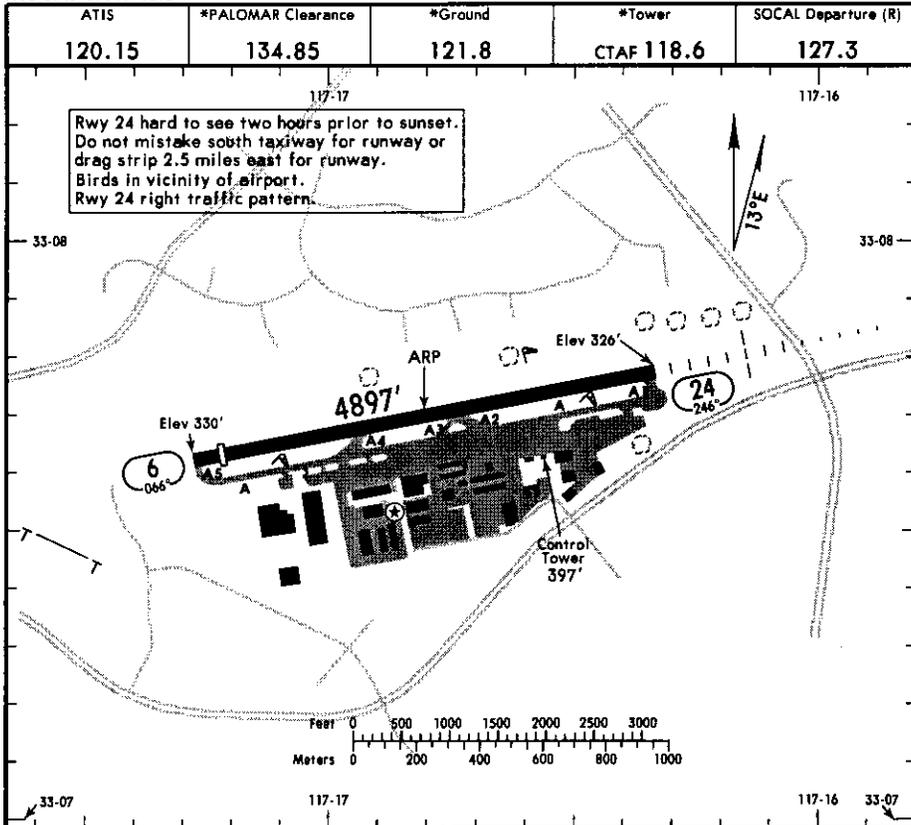


kcrqaptapt.pdf pic26962.jpg

KCRQ/CLD
 Apt Elev 331'
 N33 07.7 W117 16.8

JEPPesen
 3 DEC 04 (11-1)

CARLSBAD, CALIF
McCLELLAN-PALOMAR



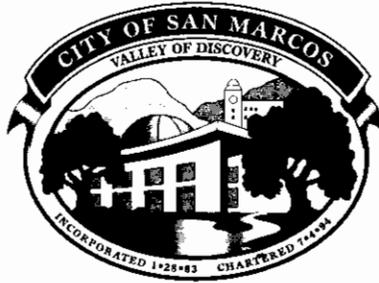
ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	
6	HIRL PAPI-L (angle 3.0°)	4600'			150'
24	HIRL ② MALSR PAPI-L (angle 3.2°) RVR	4600'	3535'	4600'	

- ① Porous friction course overlay.
- ② Activate on 118.6 when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE					FOR FILING AS ALTERNATE				
Rwy 24		Rwy 6			Authorized Only When Twr Operating		RNAV (GPS) Rwy 24	VOR-A	
Adequate Vis Ref	STD	With Min climb of 260' / NM to 2100'		Other	ILS Rwy 24	LOC Rwy 24			
		Adequate Vis Ref	STD						
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	1/4	1	1400-2	A 700-2	800-2	800-2	1000-2
3 & 4 Eng		RVR 24 or 1/2	1/2	1/2		B NA	NA	NA	1000-3
						C NA	NA	NA	NA
						D NA	NA	NA	NA

OBSTACLE DP: Rwy 6: Climbing left turn to 3100', heading 245°. Rwy 24: Climb rwy heading to 2800'. All aircraft climb on course.

1 Civic Center Drive
San Marcos, CA 92069-2918



Telephone
(760)744-1050

March 15, 2005

Jeff Fuller
URS Corporation
1615 Murray Canyon Road
Suite 1000
San Diego, CA 92108

RE: Common Sense Approaches to Palomar Airport

Dear Mr. Fuller:

As the region grows we must agree to common sense solutions to remain good neighbors.

Request:

The City of San Marcos respectfully requests Palomar airport raise the airport traffic pattern altitude by 250 feet for visual flight rules aircraft during runway 24 *extended traffic pattern* operations.

Extended traffic pattern operations include any downwind, base, or straight in visual flight rules (VFR) aircraft extending beyond 3 miles east of the approach end of the runway 24.

Traffic pattern aircraft beyond 3 miles east of the approach end of runway 24 are below an altitude necessary for landing and may be in violation of Federal Aviation Regulation 91.119 (see below). Therefore, due to rising terrain to the east and when traffic volumes require extended traffic pattern operations, the city of San Marcos is requesting the traffic pattern altitude be raised.

Current Situation:

To facilitate high volumes of aircraft, the Palomar airport traffic pattern extends beyond 3 miles from the approach end of runway 24. Attachment 1 shows arrival traffic by red lines on a clear weekend day. Attachment 2 shows arrival traffic by red lines on a clear weekday.

Due to raising terrain to the east, the further an aircraft extends in the traffic pattern the closer it is to the terrain, the lower it is on approach, and the louder it is to its neighbors.

Directly under the extended final approach path, the city of San Marcos has 3 adjacent senior residential mobile home parks with 1186 mobile homes and a 729 ft MSL communications tower 3.5 miles east of the approach end of runway 24. The highest

elevation of these parks is 675 ft above sea level. The 729 ft communications tower located at the mobile home parks is within 2000 ft of final approach, as shown on the runway 24 ILS chart, Attachment 4.

When the mobile home parks were built, traffic at Palomar airport was much less and aircraft did not extend out as far. On busy days (clear weekend days), the airport traffic pattern extends out to and beyond the mobile home parks.

Rationale for Request:

Visual approach aircraft at 1503 ft MSL traffic pattern altitude beyond 3.5 miles east of the approach end of runway 24 are:

- over a densely populated congested area
- below instrument glide slope altitudes
- below an altitude *necessary* for landing
- below 1000 ft above the highest obstacle
- below 1000 ft above ground level
- below the minimum safe altitude defined by the Federal Aviation Regulations.

Federal Aviation Regulation (FAR) 91.119 Minimum safe altitudes: General.

Except when necessary for takeoff or landing, no person may operate an aircraft below the following altitudes:

- (b) *Over congested areas.* Over any congested area of a city, town, or settlement, or over any open air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.

Visual approach aircraft at 1503 ft MSL traffic pattern altitude beyond 3.5 miles east of the approach end of runway 24 are below instrument glide path altitudes and **below an altitude *necessary*** for landing. See Attachment 3.

Raising the traffic pattern altitude by 250 ft during extended traffic pattern operations will keep aircraft 1000 ft above the highest obstacle (729ft tower), and 1000 ft above the ground and 1000 ft above a congested area, and in compliance with FAR 91.119.

Parameters:

A) Palomar Airport Traffic Pattern Altitude

Referencing the US Government Airport Facility Directory, the Traffic Pattern Altitude for Palomar airport is 1503 ft for small aircraft and 2003 ft for large aircraft.

B) Runway 24 Instrument Glide Slope Altitudes

Attachment 4 is the Palomar Airport instrument (ILS) approach chart to runway 24. The instrument glide slope is a 3.02-degree path. Small aircraft to large airliners use similar 3.0 to 3.5 degree instrument glide paths.

Instrument glide paths are shallow descent profiles allowing an aircraft to safely descend to a landing solely by reference to aircraft instruments.

Implementation:

During high traffic volume peak times (clear weekend days), the tower would include on the airport terminal information system (ATIS) that it is operating extended traffic pattern operations and the traffic pattern is 1750 ft MSL for small aircraft and 2250 for large aircraft.

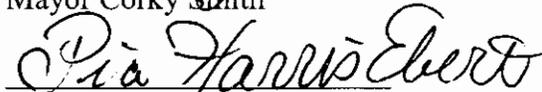
Or, upon initial contact with the tower, tower could announce to incoming traffic that the airport is operating extended traffic pattern operations and the pattern altitude is higher.

The city of San Marcos respectfully requests consideration of the above.

Signed



Mayor Corky Smith



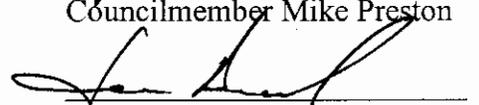
Vice Mayor Pia Harris-Ebert



Council Member Hal Martin



Councilmember Mike Preston



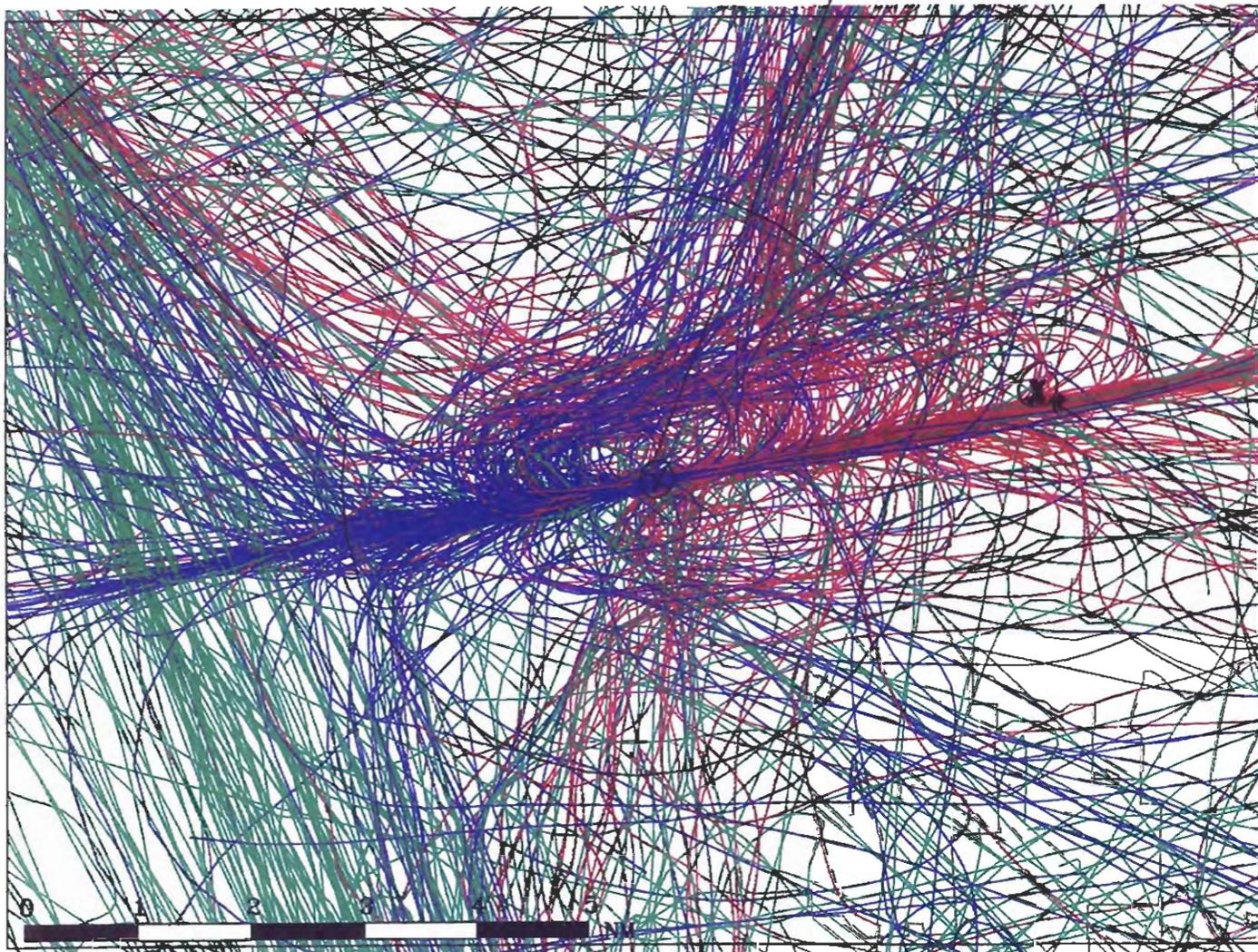
Councilmember Jim Desmond

Palomar Airport

Palomar Airport



Jan 30, 2005
Between 0800 - 2200



Flights by Operation

- Arrival ←
- Departure
- Fly over
- Training
- Overshoots
- General
- Region

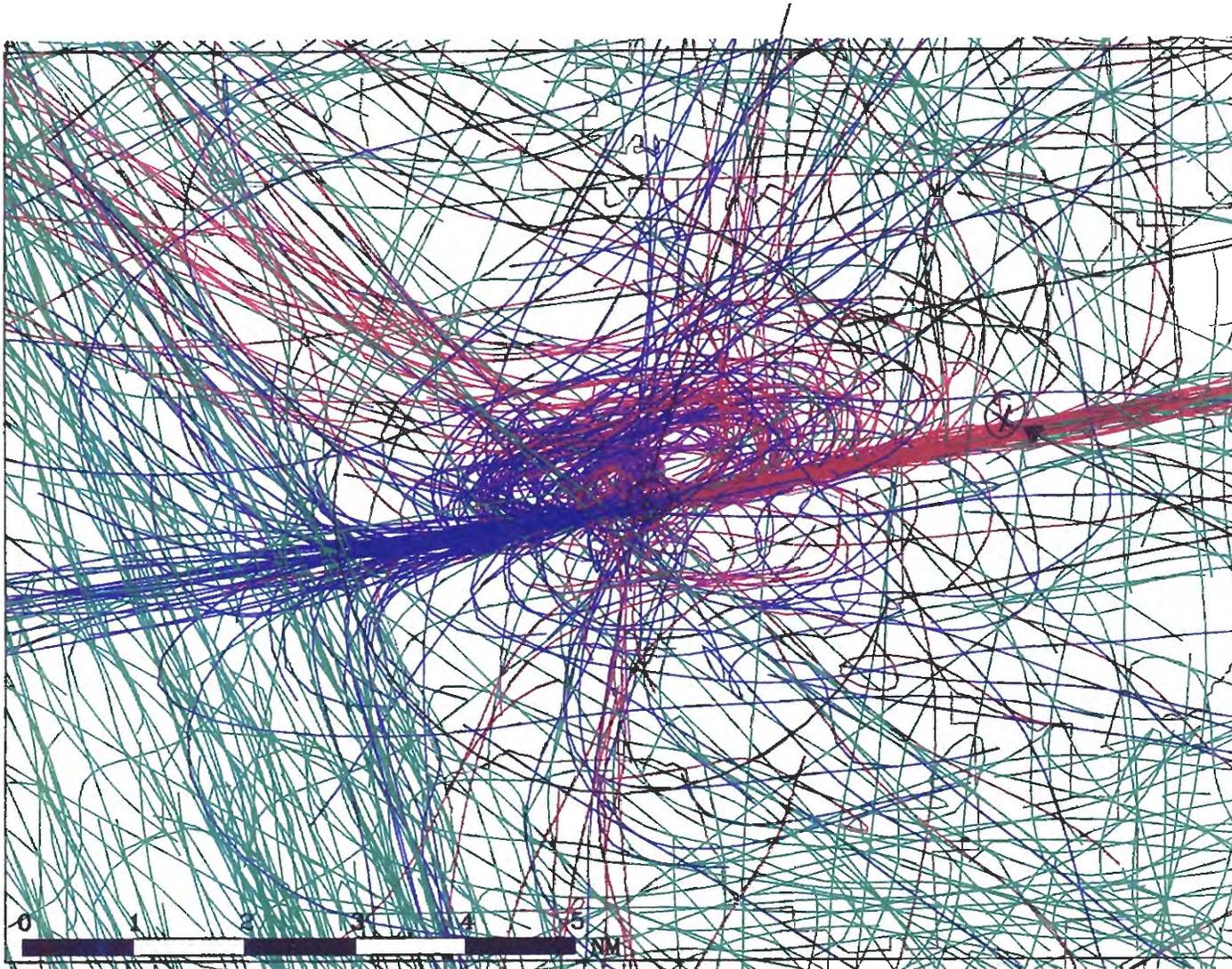
1186 Senior Mobile Homes
at 675 ft above sea level
with 729 ft tower.

Palomar Airport



Palomar Airport

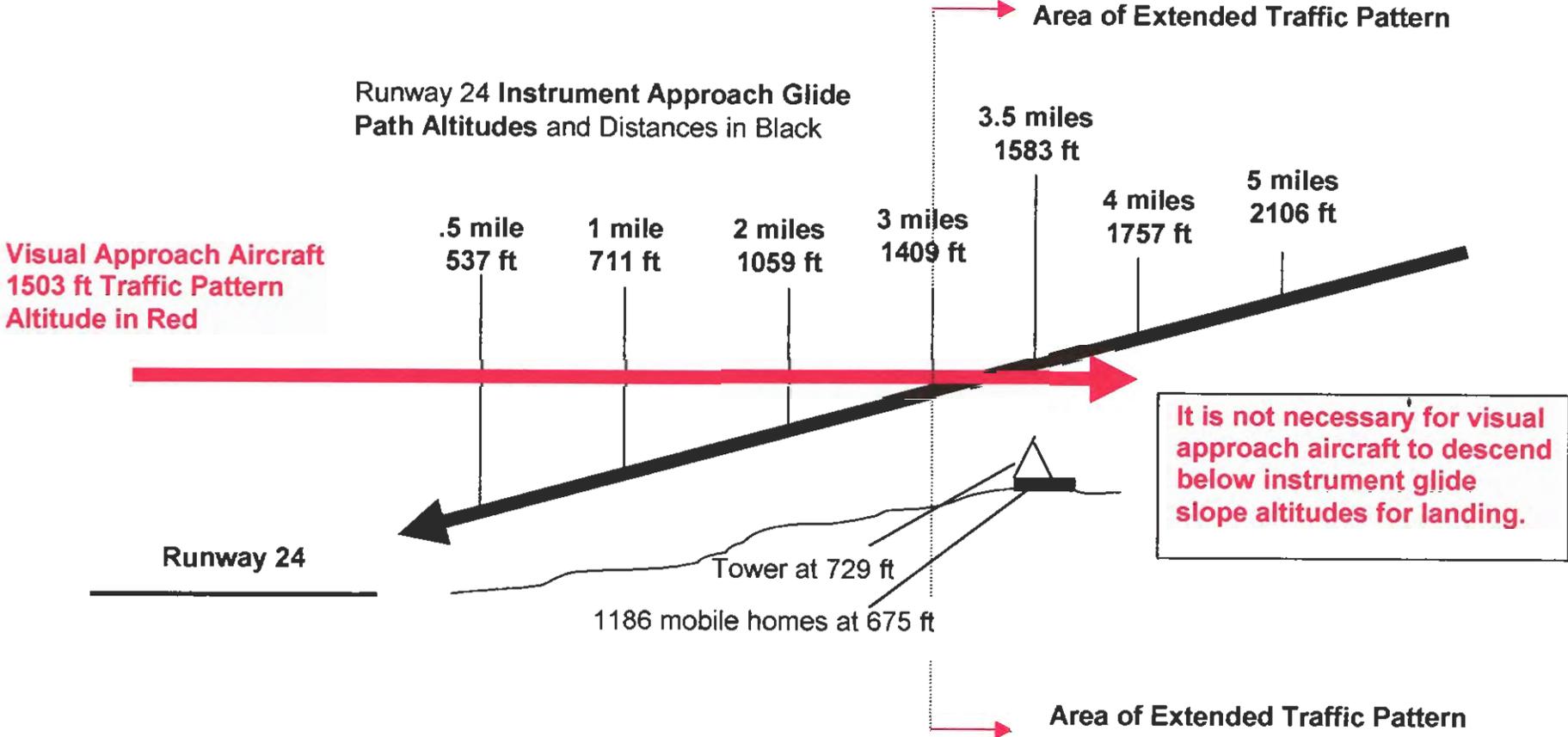
Feb 1, 2005
Between 0600 - 2200



- Flights by Operation
- Arrival ←
 - Departure
 - Fly over
 - Training
 - Overshoots
 - General
 - Region

1186 Senior Mobile Homes
at 675 ft above sea level
with 729 ft tower.

Palomar Airport Runway 24 Instrument Approach and Visual Traffic Pattern Altitudes



Attachment 3

KCRQ
McCLELLAN-PALOMAR

JEPPESEN
2 MAR 01 (11-1)

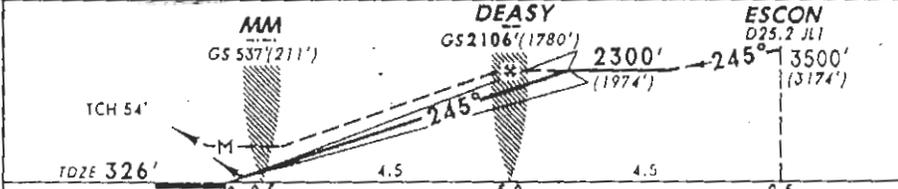
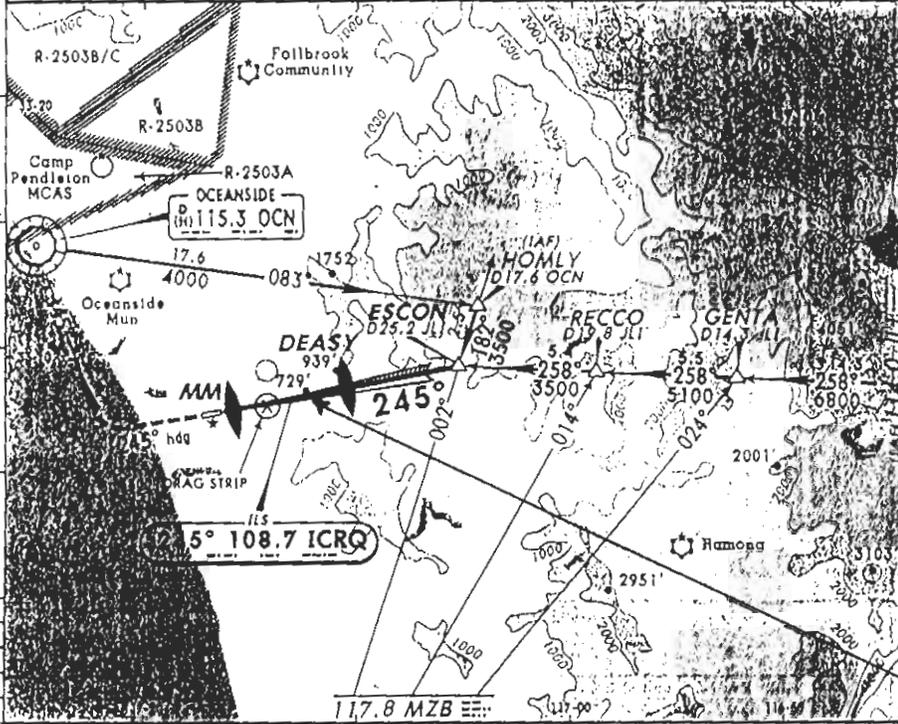
CARLSBAD, CALIF
ILS Rwy 24

ATIS 120.15	SOCAL Approach (R) 127.3	*PALOMAR Tower CTAF 118.6	*Ground 121.8
----------------	-----------------------------	------------------------------	------------------

LOC ICRQ 108.7	Final Appch Crs 245°	GS DEASY 2106' (1780')	ILS DA(H) 526' (200')	Api Elev 328' TDZE 326'	
----------------------	----------------------------	------------------------------	-----------------------------	----------------------------	--

MISSED APCH: Climb to 3000' via 245° heading and inbound on OCN VOR R-145 to OCN VOR.

1. CAUTION: 3800' drag strip underlying the final approach course may be mistaken for runway. 2. Pilot controlled lighting 118.6.



Gnd speed-Kts	70	90	100	120	140	160	MALSR 3000'	245° hdg	OCN R-145	OCN 115.3
GS	3.20*	4.02	5.17	5.75	6.90	8.05				
DEASY 10 MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53				

STRAIGHT-IN LANDING RWY 24				CIRCLE-TO-LAND			
ILS DA(H) 526' (200')		LOC (GS out) MDA(H) 980' (654')		LOC (GS out) MDA(H) 980' (654')		Max Kts	
FULL	RAIL or ALS out	RAIL out	ALS out	60	MDA(H)		
		RVR 40 or 1/4	RVR 50 or 1	120	980' (652')-1		
		RVR 60 or 1/4	1 1/4	140	1000' (672')-1		
		NA	NA	D	1020' (692')-2		
		NA	NA	D	NA		

729 ft tower
in San Marcos
with 1186
Senior Mobile
Homes 675 ft
above sea level

Attachment 4



"Dan Burkhart"
<dburkhart@cox.net>
04/14/2005 09:09 AM

To <deborah_murphy@URSCorp.com>
cc
bcc
Subject CRQ FAR 150 Study

Deborah,

Thanks for your time this morning. Per our conversation NBAA is interested in being involved in this study and ensuring that our members have input into its development. As such, I will help disseminate information as necessary and gather comments. Please forward information to me at:

Dan Burkhart
NBAA Director of Regional Programs
10164 Meadow Glen Way East
Escondido, CA 92026

Phone: 760-749-6303
Email: dburkhart@cox.net

NBAA is concerned about the County of San Diego's apparent reluctance to keep our members and CRQ's operators involved in the 150 process. As you know, for this study to be meaningful, it must have the participation of the entire airport community. Please consider NBAA a resource. I look forward to the FAR 150 documents as soon as the County allows you to release them.

Dan Burkhart
NBAA, Director of Regional Programs



**Deborah
Murphy/Tampa/URSCorp**
04/14/2005 10:48 AM

To "Gail Carroll" <gncarroll@sbcglobal.net>
cc Olivier.Brackett@sdcounty.ca.gov
bcc
Subject Re: Palomar Airport 

Good Morning Gail,

We are currently developing the first draft of the Noise Compatibility Program (NCP) document for the County's internal review. They will receive it on Monday (4-18-05).

Nothing regarding the NCP has been submitted to the FAA at this time. The FAA is still reviewing the Noise Exposure Maps document, and it is anticipated they will issue their letter of acceptance by the end of next week.

Here is the remaining NCP process:

1. After the County reviews Version 1 of the NCP document, we will incorporate their comments and produce Version 2 of the NCP.
2. Version 2 of the NCP document will be submitted to the FAA for preliminary (60-day) review and comment.
3. We will incorporate FAA's comments and produce Version 3 of the NCP document.
4. Version 3 will be submitted to the PAAC for their review and comment.
5. We will incorporate PAAC's comments, and produce Version 4 of the NCP document.
6. Version 4 of the NCP document will be made available for public review and comment.
7. We will hold a public meeting/hearing to get public input.
8. We will prepare Version 5 of the NCP document, incorporating the public comments.
9. Version 5 of the NCP document will be submitted to the FAA for their formal (180-day) review and approval.
10. Following FAA's issuance of their "Record of Approval" we will prepare the final version of the NCP document.

I am currently coordinating with Mr. Brackett to determine the appropriate time to begin presenting the NCP information to the PAAC. I will be happy to let you know, as soon as I know, when that presentation will occur.

As far as availability of the draft NCP document for public review, I will have to confer with Mr. Brackett to determine when I may be able to release that information. I doubt it will occur prior to Step 4 above. However, I will let you know what I find out.

Thank you for your interest in the Part 150 Study. I look forward to meeting you at a future PAAC meeting.

Best Regards,
Deborah Murphy Lagos

Deborah Murphy Lagos

Senior Project Manager, Air Transportation
URS Corporation
7650 W. Courtney Campbell Causeway
Tampa, FL 33607-1462
Direct Phone: 813.636.2445
FAX: 813.636.2400
Cell Phone: 727.698.0242
E-mail: deborah_murphy@urscorp.com



"Gail Carroll" <gncarroll@sbcglobal.net>



"Gail Carroll"
<gncarroll@sbcglobal.net>

04/13/2005 05:30 PM

To <deborah_murphy@urscorp.com>

cc

Subject Palomar Airport

Hello Deborah,

I have been representing the community in regard to airport noise at Palomar Airport and contributed to the PAAC and am on the subcommittees for the "Fly Friendly Program" that they are now adopting.

I understand that the recommendations have gone to the FAA for alternate noise abatement plans.

Would you please email me a copy of the report that is now under consideration?

I would be most appreciative.

Thank you,

Gail Carroll

Gail Carroll

Prestige Properties Marketing & Aquisitions

Email: gncarroll@sbcglobal.net

Phone: 760-438-7747

Fax: 760-438-7737



County of San Diego

DEPARTMENT OF PUBLIC WORKS

JOHN L. SNYDER
DIRECTOR

5555 OVERLAND AVE, SUITE 2188
SAN DIEGO, CALIFORNIA 92123-1295

(858) 694-2212 FAX: (858) 268-0461
Web Site: sdcdpw.org

April 27, 2005

Stephen J. Lloyd
Manager, Operations Support
Federal Aviation Administration
P.O. Box 92007
Los Angeles, CA 90009-2007

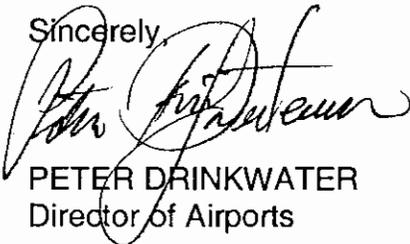
Dear Mr. Lloyd:

PALOMAR AIRPORT TRAFFIC PATTERN

This is to acknowledge receipt of your letter dated April 22, 2005 signed by Mr. Barry Davis. Our Palomar Airport Part 150 study is almost complete and your recommendation to study the change to the traffic pattern as suggested by the City of San Marcos (Councilman Jim Desmond) is outside the scope and not funded. We have been working with David Kessler on this project and respectfully request Kathryn Higgins discuss your recommendation with Mr. Kessler at (310) 725-3615.

If you have any questions regarding this matter, please contact Olivier Brackett at 760 966-3273.

Sincerely,



PETER DRINKWATER
Director of Airports

PD:jk

cc: Olivier Brackett (N137)

RECEIVED

APR 29 2005

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U.S. Department
of Transportation
**Federal Aviation
Administration**

Western Terminal Operations

P.O. Box 92007
Los Angeles, CA 90009-2007

APR 2 3 2008

Peter Drinkwater, Director of County Airports
1960 Joe Crosson Drive
El Cajon, CA 92020

Dear Mr. Drinkwater:

Enclosed is a letter from the city of San Marcos requesting a change to the traffic pattern at the Palomar Airport, which is being forwarded to you for your consideration. We also recommended that they contact you for inclusion in the current Part 150 Study for the Palomar Airport.

If you have any questions, please contact Kathryn E. Higgins, Environmental Specialist, at (310) 725-6597.

Sincerely,

A handwritten signature in black ink that reads "Stephen J. Lloyd".

Stephen J. Lloyd
Manager, Operations Support

Enclosure

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Last modified Friday, April 22, 2005 12:49 AM PDT

Palomar Airport advisory committee discusses customs, noise proposals

By: ALEXANDRA MACE - For the North County Times

CARLSBAD ---- The Palomar Airport Advisory Committee discussed several possible changes for the airport at their monthly meeting Thursday night. Y

Lee Ann Lardy updated the committee on changes to the proposed plan to make McClellan-Palomar Airport a "user fee airport," which is the designation given to a small airport approved to offer the services of a customs Border Patrol agent. If approved, a Border Patrol agent would be assigned to the airport 40 hours a week.

Lardy explained that under the revised plan, the cost to become a user fee airport would be divided between San Diego County and several of the "fixed base operators" that use the airport. The county would be responsible for paying the Border Control contract, the cost for the installation of necessary equipment, the contract for agricultural waste disposal and limited administrative costs.

The operators, which include Western Flight, Jet Source, Magellan Aviation and Palomar Airport Center, would form a limited liability company known as Palomar Customs LLC.

The company would be responsible for paying the rental of the land from the county (a quarter-acre site on the airport property has already been set aside for this project), the installation of a temporary customs facility and accounting and administrative costs. Y

Although the county would front the entire cost of the project under the proposed plan, the company would pay the county back in quarterly installments, reimbursing the county completely after the first two years of operation as a user fee airport. Y

Another change to the proposed plan is a stormwater pollution prevention agreement, which would be included in the leases of all four operators participating in the company.

User fees would vary depending on the size of the aircraft. Lardy said these fees would be consistent and competitive with those of other user fee airports such as those in Palm Springs and in Scottsdale, Ariz., and that becoming a user fee airport would be beneficial and profitable for both the company and the county.

"There is absolutely no risk to the county," Lardy said.

The committee postponed a motion to approve the proposal until the final cost to the county and the company has been determined.

Committee member Ginna Reyes presented a motion to approve the new four-pronged approach to the "Fly Friendly" program, a campaign that seeks to encourage and support the voluntary noise abatement procedures currently in place.

The four elements of the program are to include the creation of a logo, pilot outreach, community outreach and the creation of a benchmark for success.

Five logos were presented to the committee, which were approved, but required minor revisions. A "Fly Friendly" Web site was also discussed, with the Web site of the Palwaukee (Ill.) Municipal Airport possibly serving as a model.

Suggestions were made for revisions to the literature to be distributed to pilots, as well as to community members. Committee members said they would like to stress the particulars of noise abatement to pilots and emphasize the economic contributions of the airport to residents.

Reyes suggested that the committee analyze past and current flight tracks to come up with a benchmark for the program.

She proposed analyzing this data at the end of the year to determine whether pilots are complying with the procedures and whether "Fly Friendly" is effective.

San Diego County has already committed an annual contribution of \$1,500 towards the "Fly Friendly" program.

During Thursday's meeting, the committee approved a letter to the Carlsbad city manager asking the city to match the county's annual contribution, and to include a link to the future "Fly Friendly" Web site on the official city Web site.

Palomar Airport Association member Ron Cozad suggested to the committee that local builders should also be asked to contribute funds to the "Fly Friendly" program as they would be major beneficiaries of the campaign.

The revised "Fly Friendly" campaign was unanimously approved by all committee member in attendance.



"Larson, Ken"
<ken.larson@viasat.com>
04/27/2005 11:58 AM

To "deborah_murphy@urscorp.com"
<deborah_murphy@urscorp.com>
cc
bcc

Subject FW: KCRQ Part 150 Study Comment Period is Now

Dear Deborah,

This is in regards to OM-18. I am a commercial pilot who operates at Palomar Airport on a daily basis. I use the south pattern on Runway 24 for many of my arrivals. I oppose OM-18 because it is dangerous.

This is a dangerous measure. The airport is already congested to the point where in my opinion the pattern is dangerous. Discouraging the use of the south pattern will require more attention by the tower which can barely handle the traffic to date. Many times the airport is so congested that a holding pattern is established outside the bounds of the airspace either south or north. It gets very crowded in and around these areas. Reducing or discouraging one of these arrival areas will put pilots, passengers, and residents at risk.

Lets be honest. Extending the downwind leg of the south arrival is insane. Obviously this was brought about by the construction of homes directly in the south approach, base to final leg for runway 24. Extending traffic on downwind leg will increase the amount of time for a complete pattern, further congesting the already congested airport. This is unsafe and dangerous. Any aircraft in the pattern should be within gliding distance of the runway.

Regards,

Ken Larson
Barnstorming Adventures CRQ

-----Original Message-----

From: PAA Part 150 [mailto:paa@palomarairportassociation.com]
Sent: Tuesday, April 26, 2005 11:07 PM
To: ken.larson@viasat.com
Subject: KCRQ Part 150 Study Comment Period is Now

URGENT NOTICE!

The Following Can Have A Devastating Effect On ALL Palomar Airport Users:

I know that the following is long-winded, but please read and ponder the

consequences. REMEMBER Mr. and Mrs. Jones have their ears to the sky every time you depart CRQ or fly the pattern, whether in a Citation, Piper 140 or a Jet Ranger!

We have just been informed KCRQ's Part 150 Noise Study comment period for proposed "Operational Measures" has just begun. The clock is now ticking. Here is the public notification:

* * * * *

The McClellan-Palomar Airport is currently in the process of updating their FAR Part 150 Noise Compatibility Program. One aspect of the program is the evaluation of operational procedures for their potential to reduce noise exposure on residential and other noise-sensitive land uses in the vicinity of the airport.

URS Corporation (URS), as the airport's noise consultant, is in the process of evaluating fourteen operational measures that were included in the 1992 Part 150 Noise Compatibility Program (designated OM-1 through OM-14), and eleven operational measures that were included in the PAR2000 Final Report (designated OM-15 through OM-25). These measures are briefly described in the attached table.

In considering the approval or disapproval of recommended operational measures, the FAA takes into account whether or not there was consultation with the aircraft operators, and whether the aircraft operators showed a willingness to carry out the recommended measures for noise compatibility purposes.

We appreciate your interest in these issues, and welcome your comments, whether they are in favor or opposed. We encourage you to distribute this information to your organization's members.

You will receive a letter, with multiple attachments, via USPS, describing these measures in detail. The letter is being mailed today from Tampa, Florida.

If your Internet Service Provider (ISP) will allow you to receive an e-mail attachment of approximately 6.5 to 7 MB, then I will e-mail the package to you, which may facilitate distribution to your members.

Please let me know if you would like me to e-mail the package to you.

Best Regards,
Deborah Murphy Lagos

(See attached file: Table of OM.doc)
(Embedded image moved to file: pic25027.gif)

* * * * *

PAA placed the 7MB of documents from URS onto our server at the links below:

<http://www.palomarairportassociation.com/files/documents/kcrq-20050424-01-p150-Letter-paa.pdf>

<http://www.palomarairportassociation.com/files/documents/kcrq-20050424-02-p150-Table-of-OM.pdf> *

<http://www.palomarairportassociation.com/files/documents/kcrq-20050424-03-p150-OM-4.pdf>

<http://www.palomarairportassociation.com/files/documents/kcrq-20050424-04-p1>

50-OM-5.pdf
<http://www.palomarairportassociation.com/files/documents/kcrq-20050424-05-p150-OM-15.pdf>
<http://www.palomarairportassociation.com/files/documents/kcrq-20050424-06-p150-OM-18.pdf>
<http://www.palomarairportassociation.com/files/documents/kcrq-20050424-07-p150-OM-20.pdf>
<http://www.palomarairportassociation.com/files/documents/kcrq-20050424-08-p150-OM-24.pdf>
<http://www.palomarairportassociation.com/files/documents/kcrq-20050424-09-p150-Figure-11-2.pdf>
<http://www.palomarairportassociation.com/files/documents/kcrq-20050424-10-p150-Figure-11-3.pdf>
<http://www.palomarairportassociation.com/files/documents/kcrq-20050424-11-p150-Figure-11-4.pdf>
<http://www.palomarairportassociation.com/files/documents/kcrq-20050424-12-p150-Figure-11-5.pdf>
<http://www.palomarairportassociation.com/files/documents/kcrq-20050424-13-p150-Figure-11-6.pdf>
<http://www.palomarairportassociation.com/files/documents/kcrq-20050424-14-p150-Figure-11-7.pdf>
<http://www.palomarairportassociation.com/files/documents/kcrq-20050424-15-p150-Figure-11-8.pdf>
<http://www.palomarairportassociation.com/files/documents/kcrq-20050424-16-p150-pic10886.gif>

* If you are pressed for time, you must read the summary list called OPERATIONAL MEASURES (OM'S) here:
<http://www.palomarairportassociation.com/files/documents/kcrq-20050424-02-p150-Table-of-OM.pdf>

The comment period is short. If you see any areas where you might be saddled with unreasonable expectations /procedures, it is up to you to comment. If you don't understand it, ask us. Some believe we already have given concessions that actually make things worse, such as our publishing a "voluntary curfew" statement-it's a fact that some folks who sell homes next to our airport tell prospective buyers that we are "just a part-time airport" and have a "mandatory curfew". So we know that "voluntary" can actually make situations worse. Whatever we give up we will never get back-it will never be "enough"-and they will always want more. To not comment on this study is to approve it as it is. IT'S TIME TO STOP BEING BULLIED. IT'S TIME TO STOP PLAYING THE VICTIM.

Are you Confused? Thinking "what's all this crap mean anyway, and how can it affect me?" Ask us. Want to help? Great. Your assistance would be welcome. Please send an email to part150@palomarairportassociation.com

Thank you in advance for supporting our airport,

Rick Baker
President
Palomar Airport Association
www.PalomarAirportAssociation.com

P.S. Please send copies of your comments to part150@PalomarAirportAssociation.com
We will try to email a synopsis of comments to Palomar users.
If any of the links above are broken by your email program, manually copy/paste them together in a word procesor and put them into your browser's address field.

Brackett, Olivier

From: Drinkwater, Peter
Sent: Thursday, April 28, 2005 7:56 AM
To: Brackett, Olivier
Subject: FW: Carlsbad Airport Noise

This one requires you to prepare a careful response as it has so many factual errors.

-----Original Message-----

From: drnora@webtv.net [mailto:drnora@webtv.net]
Sent: Wednesday, April 27, 2005 9:13 PM
To: contact@loudairport.com; Drinkwater, Peter; Dave.Kessler@faa.gov;
Brackett, Olivier; Jeff_Fuller@usrscorp.com; Watt, Lawrence; Best, Floyd
A; Horn, Bill
Subject: Carlsbad Airport Noise

I am a licenced health professional and a homeowner in Carlsbad, South East of Palomar Airport. I, and other homeowners in this area, are extremely upset with unnecessary noise from airplanes flying over our homes, outside of suggested departure patterns. If the "recommended flight patterns and times" were being followed, it would not be necessary for me to contact you.

Many flights do not fly the "recommended" departure pattern (which is due west over Legoland parking lot until ¼ mile offshore before executing turn). They stray over homes, highly populated with a school and park. This is where most of the complaints of noise originate. Recommended hours of 7:00AM - 10:00 PM are not being followed. Residents cannot sleep, converse in person or by phone, watch entertainment, enjoy the outdoors. Children in school are interrupted by airplane noise. Quite frankly, when a jet flies overhead at 3:00 AM, it sounds as if a star wars projectile is roaring down the hallway leading to the bedrooms and flies right out the window. Over 70% of the Planes are itinerant (from other airports) and are not given clear direction on where they should fly. Local residents have tracked 60+ low flying planes over residences on the SW side in a single day. As many as 3-15 flights fly over residences between 10:00PM- 7:00 AM daily, during restricted flight!

times. Some times these overhead planes are so frequent that it occurs every 3-5 minutes, especially in the mornings, evenings and weekends. These have been tracked and reported. Based on average 200 departures per day it results in 30-40% plus flyover incidents daily. The FAA provides no penalty for failure to abide, or incentive for the pilots to comply; the pilots are free to deviate at will.

The props, private jets and even commercial jets are not complying with the "recommended flight departure patterns" or the "recommended flight times". Airport management has informed us that, although the airport is owned by the County of San Diego, all flight patterns, diversions and enforcement of rules is executed by the FAA. The FAA takes the position that the overall noise level in the surrounding areas does not warrant mandatory flight departure rules by the pilots and have not directed the traffic controllers to order departures to follow the guidelines. URS, a consulting firm, is in the process of reviewing the airport procedures in regard to noise (Part 150 Study).

Many of us have attended the PAAC meetings at the City Council and presented a list of recommendations which follow. Often they act as though they are in denial of the volume of derailed flights, the noise impact, and indicate that we should not have bought a home in this area. Compliance has diminished over the last four years and the noise level has greatly increased, particularly in the past 6 months. The airport is now growing and will only get worse and result in an increase in activity by jets.

It is our position that there must be clear and mandatory rules that protect the residents

from excessive noise, with enforcement by FAA, backed up by fines or suspensions. Although the FAA maintains the position that our airport does not create enough noise to make it illegal to follow the recommended flight patterns, the FAA can give direction to the air traffic controllers to direct pilots to the recommended departure patterns; thus, if they violate that direction, disciplinary action may be taken.

I also feel that, based on the frequency of incidents, that there is an even greater risk involved to both those in the air and on land, including residences, parks and schools. Recently a fatal plane crash occurred near the airport.

Additionally, residents have paid considerable money for quality life style (the home values average \$900-1.3 million) which will decline in values. Before I bought my home I was told that there was little activity at Palomar Airport and that it was unlikely to increase. It is now said to be the busiest single runway in the country!

At a minimum, there must be immediate compliance with the existing recommendations, which can be simply and quickly achieved by airport management undertaking a compliance campaign and education, directing the pilots utilizing the airport to follow the recommendations. This can come from the air traffic controllers upon their permission to take off, as well as signage and trade publications and announcements. This can be done NOW. There may well be additional measures that can be implemented, prior to any mandatory rules. We cannot wait for the noise study to be completed, which may be spring of 2005. We are trying to work within the process for long range change and would like your support to bring them about.

There are also departure violations on the north side, as well as both north and south sides for arrivals (east of El Camino Real) , which disturb other community residents.

Loud noise is a health risk factor and contributes to hypertension and other serious conditions. The stress of airport noise contributes to irritation and family disharmony.

Please enact mandatory controls with large fines that are enforced, since my frequent complaints over several years prove that voluntary measures have not worked. We taxpayers and voters are at least as important as these inconsiderate pilots. Act now to avoid recall.

Sincerely,

Nora La Corte, Ph.D., RN, PHN, MFT



"maureenkube"
<maureenkube@adelphia.net
>

06/29/2005 12:21 AM

To <deborah_murphy@urscorp.com>

cc

bcc

Subject Palomar Airport

Hello Deborah,

I am writing to you to encourage your support in re-enforcement of recommended flight paths at the Palomar Airport in Carlsbad, CA. I am a resident living south of the airport and have become increasingly concerned with the targeted, low flying heavy air traffic above our home.

Our neighborhood is in the 240 path, which pilots are taking to make short cuts. We were obviously aware of the location of the airport when we purchased the home, but also researched the flight path, which was 250, north of Palomar Airport road, and to turn an additional 10 degrees north, out to the ocean. This weekend we filmed and charted low flying, extremely loud aircraft in our backyard starting before 6:30 am, coming in as close as 3 min. intervals -- it was constant through the day, and continuing into the night, well past 10 pm.

You have probably heard every complaint and plea in your position - but this is an issue that strikes at the most important thing to an American citizen - our family and home. We are just asking that the pilots and airport respect our right to have some privacy, peace, sleep and well being by observing the recommended guidelines using their privilege to fly appropriately.

Thank you for your attention.

Sincerely,

Maureen Kube
6426 Merlin Drive
Carlsbad, CA 92009



PALOMAR AIRPORT ASSOCIATION

Airport Advocacy - Education - Communication

P. O. Box 130476, Carlsbad, CA 92013

Tel. (760) 650-4111

www.PalomarAirportAssociation.com

land@PalomarAirportAssociation.com

501(3)c non-profit - Chapter of California Pilots Association

June 30, 2005

PALOMAR AIRPORT ADVISORY COMMITTEE

c/o Ms. Ramona Finnila

2198 Palomar Airport Road

Carlsbad, California 92008

RE: Statements made at June 19, 2005 PAAC meeting

Request for inclusion into the meeting minutes

✂ Request for inclusion into the Part 150 Study

Dear Committee Members:

We were disappointed to hear unchallenged comments by County Airports Director Peter Drinkwater at the June 2005 Advisory Committee meeting. In response to noise complaints, Mr. Drinkwater stated that a County "Noise Officer" will be tasked to identify "renegade pilots" and "change their behavior."

We think Mr. Drinkwater's unfortunate comments are inappropriate, divisive and misleading. He offers residents a false expectation that noise abatement procedures are mandatory and subject to enforcement for "violations." Mr. Drinkwater knows better and so does the PAAC. The real problem is, and has always been, the irresponsible promotion by City and County officials of residential developments, schools and parks to close to busy and expanding airports such as at Bressi Ranch.

The aviation community has done a commendable job of reaching out to local residents and establishing recommended procedures. Let's support those efforts without misrepresenting noise abatement procedures as any thing other than voluntary.

Sincerely,

Rick Baker, President

Copies:

- ✂ URS McClellan Palomar FAA Part 150 Study
- G. Carrol
- P. Drinkwater



"Drinkwater, Peter"
<Peter.Drinkwater@sdcounty.
ca.gov>

07/08/2005 04:03 PM

To <Deborah_Murphy@URSCorp.com>

cc

bcc

Subject FW: PAAC Meeting Minutes and June 30th Letter from Mr.
Rick Baker

-----Original Message-----

From: Drinkwater, Peter

Sent: Friday, July 08, 2005 12:48 PM

To: 'ramonafin@adelphia.net'

Subject: PAAC Meeting Minutes and June 30th Letter from Mr. Rick Baker

Importance: High

Ramona:

The comments below were taken directly from the tape recording of the June 19th PAAC Meeting and transcribed by Mr. Reggie Angquico of County Airports Administrative Staff (619) 956-4800. Obviously the reality of the tape and the actual comments I made do not support the allegations made by Mr. Rick Baker in his June 30th 2005 letter. Since he was not present for the PAAC Meeting it appears his informant is the one who is creating inappropriate, divisive and misleading statements. I suggest Mr. Baker start attending the PAAC Meetings and get first hand information before he writes letters misrepresenting the facts.

Pete Drinkwater
San Diego County Airports Director

Comments made by Peter Drinkwater, County Airports Director at the June 16th PAAC Meeting

"Information is used to try to validate certain pieces of the noise puzzle for home owners to offer them explanations and to collect information back from the home owners. If it turns out that there are a huge number of radar tracts showing flights out over an area and its not over the 240 departure and the tracks are shown as late at night then that information goes back to providing pilots and people at the airport feedback. The FBO's need to know that they may have some renegade pilots that maybe aren't following the recommended voluntary noise abatement procedures. Communication works both ways we gain information and knowledge from the homeowners as much as they gain information and knowledge from us. Remember, the purpose is to try to facilitate dialogue, create understanding and as much as possible, and realistically change behavior when you can so everyone better gets along. If it means changing some behavior on part of pilots on some business issue we can certainly deviate in the departure VNAP."

It should be noted that the 240 should have been 250. That was an error and it was later acknowledged and corrected by Mr Drinkwater at the meeting.



County of San Diego

DEPARTMENT OF PUBLIC WORKS

JOHN L. SNYDER
DIRECTOR

5555 OVERLAND AVE, SUITE 2188
SAN DIEGO, CALIFORNIA 92123-1295
(858) 694-2212 FAX: (858) 268-0461
Web Site: sdcdpw.org

July 13, 2005

Maureen Kube
6426 Merlin Drive
Carlsbad, CA 92009

Dear Ms. Kube:

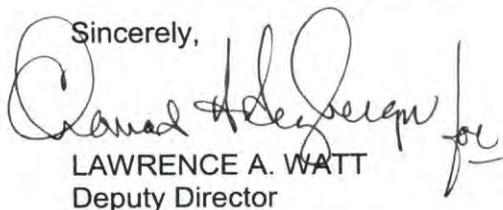
FLY FRIENDLY PROGRAM

Thank you for your recent email regarding McClellan-Palomar Airport. I appreciate you taking the time to write concerning pilot activity at the airport and requesting that I support the Fly Friendly Program at the airport. I am very familiar with this program and wholeheartedly support it. In fact, the Fly Friendly Program was developed as a collaborative effort of San Diego County Airports staff.

The County Airports staff continues to work with the Fly Friendly Committee to implement proactive strategies to educate and inform pilots. The recent development of a new Fly Friendly logo now shows the desired flight path and voluntary quiet hours between 10:00PM. and 7:00AM incorporated into the graphic design. This logo will be included on posters and flyers that will be made available throughout the airport, providing an ongoing reminder to "fly friendly". A copy of the logo is attached.

I appreciate your interest in the Fly Friendly Program and I am optimistic that continuing efforts to inform and educate the pilots who enjoy using McClellan-Palomar Airport will have a positive impact. Should you have any questions regarding the Fly Friendly Program, please contact Palomar Assistant Airport Manager Oliver Brackett at (760) 966-3271.

Sincerely,


LAWRENCE A. WATT
Deputy Director

LAW:ob

cc: Peter Drinkwater (S119)
Oliver Brackett (S119)





"maureenkuba"
<maureenkuba@adelphia.net
>
07/29/2005 12:37 AM

To <deborah_murphy@urscorp.com>
cc
bcc
Subject Follow Up Letter

Hello Deborah,

This letter is in follow up to the e-mail I sent to you on June 28 of this year. I am again contacting you to urge your support of the adherence to the 250 degree flight path, or further north flight path for Palomar Airport.

We live at 6426 Merlin Drive, which is south of the airport and the prescribed flight plan. We researched the flight plan prior to buying our home, signed the required documents and have been living here for three years. We have never experienced the level of noise, heavy low traffic and incessant volume of aircraft as we have over the last 6 weeks.

Our home life has been severely disrupted by the noise and constant intrusion. We are again asking for your support and interest in this issue. The flight plan, 250 degrees, is north of our home, and we have observed, filmed and documented continued and increased deviations from the path. The volume of planes, helicopters, and in particular, very large jets has increased dramatically.

We are deeply troubled by the excessive noise, and very concerned about the safety issues. The planes come over so low that there is no room for error or correction. We are very familiar with the area under the desired flight path, and cannot see the value in risking homes rather than open land, lagoon areas, and other non-home owner occupied buildings in the event of an emergency landing.

I would greatly appreciate your consideration of this request.

Thank you,

Maureen Kube
6426 Merlin Drive
Carlsbad, CA
760.929.8524



"Deborah Street"
<dstreet@pplinc.com>
07/29/2005 02:14 PM

To <deborah_murphy@urscorp.com>
cc
bcc
Subject

I understand that you are conducting a study of the above referenced. As a resident in the Seabright Community located south of Palomar Airport Road, I can tell you that this issue has gotten increasing worse over the past 12 months. It is not uncommon to be woken up in the middle of the night any time between 11:00 p.m. to 6 am because an extremely noisy jet is flying overhead. Sometimes it is so bad your heart starts to palpitate because you think the plane is getting ready to crash into your house.

The planes seem to like to fly a block or more south of Palomar, they are increasingly loud jet engines as opposed to the propeller sounds of the smaller planes and they fly at all hours of the night.

If I can be of assistance in your study or if you have any questions, please do not hesitate to contact me.

Best regards,

Deborah Street
1029 Goldeneye View
Carlsbad, CA 92011
Phone: (760) 918-6794



"Joan Gambill"
<joangambill@adelphia.net>
07/29/2005 03:14 PM

To <Deborah_Murphy@URSCorp.com>
cc
bcc
Subject Flight noise

Deborah,
Maureen Kube was kind enough to give me your email address to give you comments about the airport.

When we moved in, we were made aware that the Carlsbad Airport was close by. I have lived in North County most of my life, and was aware that there could be some noise.

What was also made clear, was that the flight path WOULD NOT be directly over our houses. Being a mother of 2, this makes me very concerned and nervous. Infact, one day while Maureen and I were standing outside discussing this very issue, an airplane came so low that we both agreed we'd be gone if that pilot had made one mistake... It is dangerous, and scary.

What is more frustrating is that people are giving up the fight. Since 8 years ago when we moved in, the citizens of Carlsbad and our neighborhood in particular had started complaining, logging loud flights, late or early morning flights and low, over our house flights. And do you know what has happened since then? It has gotten worse. So, while I feel like this is another failed attempt at getting something done, hopefully, you can help.

Sincerely,
Joan Gambill
6431 Merlin Drive



"Todd, Jennifer"
<JTodd@illumina.com>
07/29/2005 04:10 PM

To <Deborah_Murphy@URSCorp.com>
cc
bcc
Subject FW: Airport - Easy Submittal

Hi Deborah. My name is Jennifer Todd. My Husband, John Holko, and I purchased and moved into a house on Merlin Drive at the end of March. We live at 6416 Merlin Drive.

We made this decision after much thought and consideration regarding the proximity to Palomar Airport. Because of the 250 degree or further north flight path for Palomar Airport, it seemed that airport noise would not be an issue.

Since we moved in, it appears that most planes take off in a flight path south of Palomar Airport, flying directly overhead of our house and many turn south before they even pass over our house. In addition, many fly over very low. This concerns us greatly.

I do not understand why the flight path is not being enforced. Again, we are new to the neighborhood and are very concerned about this issue.

Your response in this matter would be greatly appreciated. Please also let us know if there is anything more we can do to help resolve this issue.

Sincerely,

Jennifer Todd

-----Original Message-----

From: maureenkube [mailto:maureenkube@adelphia.net]
Sent: Friday, July 29, 2005 10:24 AM
To: amylbenson@yahoo.com; albenson@pacbell.net; bloomquist@iwon.com; cornell.companies@netzero.net; deborahcornell@prodigy.net; ironmunchie@yahoo.com; Sdillon1055@aol.com; Mbag@aol.com; lynnerwin1@hotmail.com; gfilteau@adelphia.net; joangambill@adelphia.net; Heene5@msn.com; rt-kd-hudak@att.net; kking@merlinlabs.com; maureenkube@adelphia.net; sleone@treetop.com; marie@sabadicci.com; maureen.kube@rsmi.com; NORDIN592@aol.com; OHangten@aol.com; dprocter@adnc.com; Beckyragland@pacbell.net; dstreet@pplinc.com; streetfamily@adelphia.net; jmyearous@adelphia.net; 'Scott Kube'; jholko@heinekenusa.com; Todd, Jennifer; debbeekman@aol.com
Subject: Airport - Easy Submittal

Hi All,

Deborah Murphy is with URS Corp., the independent consulting firm conducting the noise study on Palomar Airport. She is including community feedback in her study -- Please take the time to write her a quick e-mail regarding the increased noise and deviation from the flight pattern (250 degree path).

Thank you!

Maureen and Scott

-----Original Message-----

From: Deborah_Murphy@URSCorp.com [mailto:Deborah_Murphy@URSCorp.com]

Sent: Friday, July 29, 2005 5:48 AM

To: maureenkube

Subject: Re: Follow Up Letter

Good Morning Maureen,

Your previous letter has been included the Part 150 Study, and this one will be included as well.

Deborah

(Embedded image moved to file: pic29986.gif)

This e-mail and any attachments are confidential. If you receive this message in error or are not the intended recipient, you should not retain, distribute, disclose or use any of this information and you should destroy the e-mail and any attachments or copies.

"maureenkube"

<maureenkube@adel

phia.net>

To

<deborah_murphy@urscorp.com>

07/29/2005 12:37

cc

AM

Subject

Follow Up Letter

Hello Deborah,

This letter is in follow up to the e-mail I sent to you on June 28 of this year. I am again contacting you to urge your support of the adherence to the 250 degree flight path, or further north flight path for Palomar Airport.

We live at 6426 Merlin Drive, which is south of the airport and the prescribed flight plan. We researched the flight plan prior to buying our home, signed the required documents and have been living here for three years. We have never experienced the level of noise, heavy low traffic and incessant volume of aircraft as we have over the last 6 weeks.

Our home life has been severely disrupted by the noise and constant intrusion. We are again asking for your support and interest in this issue. The flight plan, 250 degrees, is north of our home, and we have observed, filmed and documented continued and increased deviations from the path. The volume of planes, helicopters, and in particular, very large jets has increased dramatically.

We are deeply troubled by the excessive noise, and very concerned about the safety issues. The planes come over so low that there is no room for error or correction. We are very familiar with the area under the desired flight path, and cannot see the value in risking homes rather than open land, lagoon areas, and other non-home owner occupied buildings in the event of an emergency landing.

I would greatly appreciate your consideration of this request.

Thank you,

Maureen Kube
6426 Merlin Drive
Carlsbad, CA
760.929.8524



pic29986.gif



"Scott Kube"
<skube@swinerton.com>
07/29/2005 04:14 PM

To <Deborah_Murphy@URSCorp.com>
cc "Maureen Kube (E-mail)" <maureenkuba@adelphia.net>
bcc
Subject Palomar Airport Noise and Flight Pattern Problems

Hello Deborah,

I understand you are working on the Noise Study for the Palomar Airport. I would like to included my frustration. We live at 6426 Merlin Drive. We were aware that Palomar Airport existed. Prior to purchasing our home I checked out the flight pattern. The flight pattern at the time was 240 now it is 250 which is 10 degrees further North. Both 240 and 250 is North of Palomar Airport Road. We observed the flight pattern for several months prior to purchasing our home, and it was confirmed that the flights were at 240. Therefore, we purchased our home.

Now 3 years later, the flight pattern changed (we noticed it 2-months ago). We immediately called in to complain and sent numerous e-mails. The reply we keep receiving is that the noise is volunteer. What about the flight pattern, that is not volunteer!

At this point, it appears the issue is getting worse than better. No one is enforcing this except a flyer was sent showing all Pilots the flight pattern called the "friendly flyer". this is unacceptable. The flight pattern is not volunteer! This "friendly flyer" was sent two weeks ago, nothing has changed.

The only volunteer item is noise which states no flying prior to 7 AM and no Flights after 10 PM. Flying out of course I do not care what time of day it is, this is not acceptable!

What is currently taking place is:

The flight pattern (every single plane) is heading directly over our house. Planes are flying considerably low at our point. Planes not flying the required 250 route to the Ocean and banking their turns

Just recently very very loud Military helicopters are flying over head
Commercial helicopters are flying over head - man they are loud!
Hearing very loud jets and single engine prop planes at 5:30 AM, 5:45 AM and so on
Hearing jets and prop planes after 10 PM - not as frequent as the morning
We have sent daily e-mails on the Noise Complaint Web Site, and left messages

The noise is so deafening that at times when the planes fly over we will go into our house until they fly by

I have stressed my concern about safety, that if a plane has problems they will crash into our community. If they flew North of Palomar Airport, there are no homes. By the time plane reaches Lego Land they should be at a high altitude.

My biggest complaint here is that every single plane that departs directly fly's sight for our community, every one! Why now the change! This leads me to believe the Traffic Control Tower is giving the planes this directive. What makes things worse, if a plane is heading North, the plane will head directly over our house and then make a right turn North. What makes me

frustrated is the information we receive from: calling Palomar Airport the message states the flight pattern is 250, the Web Site states 250, this flyer sent by the County of San Diego States 250, but the flight pattern is changed. This is not a volunteer pilot option!

About 1.5 months ago, I went to Palomar Airport to complain, it was a Sunday afternoon. I had it with the noise. Their reply was: we are having a lot of planes today, the visual at sea may be an issue that is why Traffic Control is directing the planes, and there is heavy North/South planes along the ocean. That is why Traffic Control changed the flight pattern. I told him that is ridiculous, for the following reasons:

I had him turn and look West, there is no site problem. He agreed! The traffic of planes at ocean, why change the course of 250. Have the planes maintain the 250 and bank at Hwy. 5 to go North or South. He did not have an answer

A lot of planes departing - we sat for 20 minutes, I was there for 1.5 hours, three planes left. That is not a lot. I told him this. He gave me a contact name of the Manager at Palomar Airport who I called and further complained.

So again - no explanation!

In summary, please assure the planes maintain the flight course they are suppose to. This is not what our community signed up for that the flights would be directly over us. I ask that this issue be resolved immediately, and fines be addressed to the Pilots who violate this course.

If there is a meeting that I can attend and/or write a letter to an Agency to stress our concerns, who else would you recommend.

Thank you for your support, and I look forward to a confirmation reply.

Scott J. Kube
6426 Merlin Drive
Carlsbad, CA 92009
760-929-8524



"Deborah Street"
<dstreet@pplinc.com>
08/01/2005 12:21 PM

To <Deborah_Murphy@urscorp.com>
cc
bcc
Subject RE:

Thank you. FYI - it was particularly bad this weekend. It appeared like the flight path was somewhere between Poinsettia and Palomar.

-----Original Message-----

From: Deborah_Murphy@URSCorp.com [mailto:Deborah_Murphy@URSCorp.com]
Sent: Monday, August 01, 2005 6:08 AM
To: Deborah Street
Subject: Re:

Hello Ms. Street,

I received your e-mail message and it will be included in the Study.

Deborah
(Embedded image moved to file: pic11323.gif)

This e-mail and any attachments are confidential. If you receive this message in error or are not the intended recipient, you should not retain, distribute, disclose or use any of this information and you should destroy the e-mail and any attachments or copies.

"Deborah Street"
<dstreet@pplinc.c
om>
To
<deborah_murphy@urscorp.com>
07/29/2005 02:14
cc
PM
Subject

I understand that you are conducting a study of the above referenced.
As a
resident in the Seabright Community located south of Palomar Airport
Road,
I can tell you that this issue has gotten increasing worse over the past
12
months. It is not uncommon to be woken up in the middle of the night
any
time between 11:00 p.m. to 6 am because an extremely noisy jet is flying
overhead. Sometimes it is so bad your heart starts to palpitate because
you think the plane is getting ready to crash into your house.

The planes seem to like to fly a block or more south of Palomar, they
are
increasingly loud jet engines as opposed to the propeller sounds of the
smaller planes and they fly at all hours of the night.

If I can be of assistance in your study or if you have any questions,
please do not hesitate to contact me.

Best regards,

Deborah Street

1029 Goldeneye View

Carlsbad, CA 92011

Phone: (760) 918-6794

Fax Number: 858.268.0461

August 2, 2005

Faxed: August 2, 2005

Lawrence A. Watt
Deputy Director
5555 Overland Ave, Suite 2188
San Diego, CA 92123-1295

RE: McClellan-Palomar Airport Changed Flight Pattern

Dear Mr. Watt:

You sent a letter to my wife Maureen Kube on July 13, 2005, in regards to the "Fly Friendly Program" at the McClellan-Palomar Airport

You stated in the letter that the Fly Friendly Logo shows the desired flight path and voluntary quiet hours between 10 PM and 7 AM. I am confused about the wording of desired and voluntary.

Desired Flight Pattern-

When we purchased our home, and the information that was available to us, primarily directly from Palomar Airport and their web site, the flight pattern at that time was 240 degrees, which is North of Palomar Airport Road for departures. Recently, per conversations with the Noise Complaint Department representative, Steve Cummings, he was able to change it to 250 Degrees, which is even better. Your flyer, see attached, and the flight pattern I printed from McClellan-Palomar Airport Web Site, indicates the flight pattern as 250 Degrees. At no time during the purchase of our house, nor information received since then, was it ever indicated to me the flight pattern as "desired".

I am sending you a copy of the actual flight pattern for the past two months plus. As you can see the flight pattern has changed. Every single plane departing from the Airport is flying directly over our community. This I see as a change of flight pattern, directed by the Air Traffic Controllers.

Voluntary Quiet Hours –

Since the flight pattern has changed, the noise level has increased to a deafening level. Planes (jets and single engine prop planes) are flying over our community starting at 5:25 AM during the week, weekends 6:20 AM, and Saturday evening 10:20 PM, 10:30 PM, and 10:40 PM. You can check with the Noise Department at Palomar, I called to complain. When you cannot sit in your house, windows closed, watching a movie with relatively loud sound and be interrupted by the jet at 10 PM on a Saturday, I think you would be very upset too.

In summary, I am questioning why the flight pattern was changed? This is the primary reason for our complaint. If the flight pattern as directed as it was previously in years past (240 degrees now 250 degrees), the bulk of the noise complaints would reduce substantially. Furthermore, the planes come over so low that there is no room for error or correction. We are very familiar with the area under the desired flight path, and cannot see the value in risking homes rather than open land, lagoon areas, and other non-home owner occupied buildings in the event of an emergency landing or other failure.

We have contacted Mr. Oliver Bracket and Steve Cummings of McClellan-Palomar Airport. I understand there is a meeting scheduled for August 18th to discuss the “voluntary noise Abatement Procedures”, I ask that the focus be addressed as to why the flight pattern was changed? Why is every plane departing Palomar Airport the same pattern which is over our community? Mr. Oliver Bracket stated he will look into this as well.

I left messages at the Flight Standard District Office Jim McNamara @ 619.557.5281; FAA Dave Kestler @ 310.725.3615, and FAA Noise Complaint @ 310.725.3638.

We look forward to your reply on this issue.

Sincerely,

Scott J. Kube
6426 Merlin Drive
Carlsbad, CA 92009
Cell Phone (619) 243.9315
Home Phone: (760) 929-8524

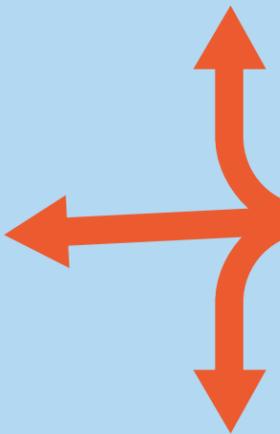
cc: Maureen Kube
Oliver Bracket, Palomar Airport
Deborah Murphy, URCorp. (Faxed: 760-931-5713)



Encina
Power
Plant



ALPHA
NORTH



1/2 MILE

ALPHA
SOUTH

PACIFIC OCEAN

CARLSBAD BLVD. (Coast Hwy.)

ALPHA DEPARTURE (250° GROUND TRACK)

PALOMAR AIRPORT RD.

NO TURNS
BELOW
800' MSL

Voluntary Noise Abatement Procedure

7/26/04

OCEAN

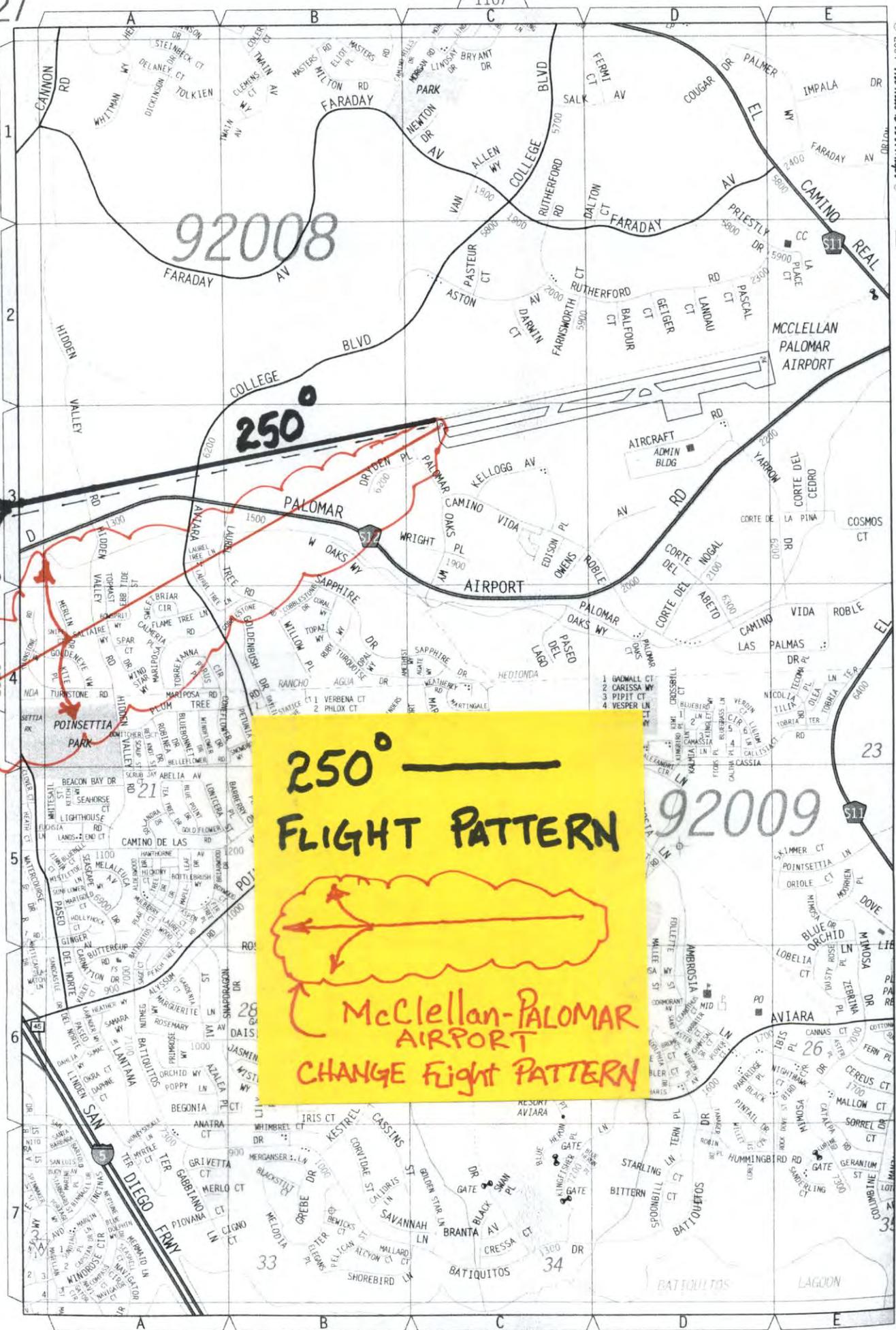
92008

250°

250° —
FLIGHT PATTERN

McClellan-Palomar AIRPORT
CHANGE flight PATTERN

92009



August 4, 2005`

Fax Number: 858.268.0461

Lawrence A. Watt
Deputy Director
County of San Diego
5555 Overland Ave, Suite 2188
San Diego, CA 92123-1295

RE: McClellan-Palomar Airport Changed Flight Pattern “**HIGH LEVEL OF TRAFFIC FLOW**”

Dear Mr. Watt:

As a follow-up to my previous letters, I just received an e-mail through our community stating there is excessive increase of traffic flow through our community today. Approximately every 2-minutes a plane will fly over our community, no flying or attempt to fly the 250° route is taking place. I was asked to notify you in behalf of the community of our increase concern and probability of risk if a plane has mechanical problems, increase of noise, and not flying the 250°.

I spoke to Mr. Pete Ciesla of FAA Noise Complaint Division, Steve Cummings with Palomar Airport Complaint Division, and Mr. Jim McNamara of Flight Standard District Office today. Mr. Ciesla and Mr. McNamara are looking into this and will reply.

In the interim, I ask that the County of San Diego who generated the “Fly Friendly Program” re-educate and enforce to the Air Traffic Controllers at Palomar Airport and that of the Pilots to fly the 250° pattern.

We look forward to your reply on this issue.

Sincerely,

Scott J. Kube
6426 Merlin Drive
Carlsbad, CA 92009
Cell Phone (619) 243.9315 / Home Phone: (760) 929-8524

cc: Maureen Kube (sent via e-mail)
Oliver Bracket, Palomar Airport (Faxed: 760-931-5713)
Deborah Murphy, URCorp. (Sent via e-mail)
Mike Grimm, City of Carlsbad (Faxed: 760-720-9461)
Pete Ciesla, FAA Noise Complaint Division (Faxed: 310-725-6849)
Peter Drinkwater (Faxed: 858-268-0461)

August 4, 2005`

Fax Number: 858.268.0461; Faxed: August 4, 2005

Lawrence A. Watt
Deputy Director
5555 Overland Ave, Suite 2188
San Diego, CA 92123-1295

RE: McClellan-Palomar Airport Changed Flight Pattern & Extreme Noise Issue

Dear Mr. Watt:

As a follow-up to my letter I sent to you via Fax Transmittal, dated August 2nd, in regards to your letter to my wife Maureen Kube on July 13, 2005, the "Fly Friendly Program" at the McClellan-Palomar Airport is not taking into effect.

The flight pattern for every plane departing the airport is directly over our community, which is South of Palomar Airport Road. Furthermore, the flights are extremely noisy and taking place prior to 7:00 AM and 10:00 PM.

Just last night at **1:05 AM a jet (very loud) flew over our house**. It woke up our family. I left a voice complaint at Palomar. Other noise complaints taking place prior to 7 AM and after 10 PM:

- During the workweek, jets fly over our house ranging from 5:20 AM to 5:45 AM, followed thereafter with single prop planes.
- Last Saturday night, a loud jet at 10:20 PM and two single prop planes flew over.
- Additional noise complaints were submitted which Palomar Airport has records.
- The flight pattern that we observe departing the airport, every single plane heads straight over our community, therefore increasing the noise level even during the allowable fly time.

There is a Palomar Airport Advisory Committee Meeting at the City of Carlsbad on August 18th @ 7 PM, we will be attending. I have notified the FAA, City of Carlsbad, Flight Standards District Office, and Palomar Airport requesting an explanation as to why the flight pattern was changed, and concerns of extreme noise. They responded with concern, and assured me they would look into this. I anticipate that a final resolution will take place, and the Air Traffic Controllers will direct the flights to the 250-degree flight pattern. With your assistance, I ask that you too assist us to confirm this takes into effect immediately.

We look forward to your reply on this issue.

Sincerely,

Scott J. Kube
6426 Merlin Drive
Carlsbad, CA 92009
Cell Phone (619) 243.9315 / Home Phone: (760) 929-8524

cc: Maureen Kube (sent via e-mail)
Oliver Bracket, Palomar Airport (Faxed: 760-931-5713)
Deborah Murphy, URCorp. (Sent via e-mail)
Mike Grimm, City of Carlsbad (Faxed: 760-720-9461)
Pete Ciesla, FAA Noise Complaint Division (Faxed: 310-725-6849)
Peter Drinkwater (Faxed: 858-268-0461)



"Scott Kube"
<skube@swinerton.com>
08/04/2005 10:28 AM

To <Deborah_Murphy@URSCorp.com>
cc "Maureen Kube (E-mail)" <maureenkub@adelphia.net>
bcc
Subject Follow-up phone Call to FAA

Update:

I just spoke to Pete Ciesla with FAA and Jim McNamara at Flight Standard District Office this morning. They confirmed to me that the LA and San Diego are looking into this. They too are questioning why every single plane is departing over our community. At this point there is no explanation. Stating the 1:05 AM incident, raised even more concern that the Air Traffic Controllers have total disregard tot he 250 route.

They assured me that this issue is very concerning and intend on responding to us with a reply prior to the August 18th meeting.

Scott

-----Original Message-----

From: Scott Kube [mailto:skube@swinerton.com]
Sent: Thursday, August 04, 2005 7:10 AM
To: 'Deborah_Murphy@URSCorp.com'
Cc: Maureen Kube (E-mail)
Subject: 1:05 AM Jet flew over our house last night - see my letter to all:

-----Original Message-----

From: Deborah_Murphy@URSCorp.com [mailto:Deborah_Murphy@URSCorp.com]
Sent: Monday, August 01, 2005 6:05 AM
To: Scott Kube
Subject: Re: Palomar Airport Noise and Flight Pattern Problems

Hello Mr. Kube,

I received your e-mail message and it will be included in the Study.

Deborah
(Embedded image moved to file: pic32662.gif)

This e-mail and any attachments are confidential. If you receive this message in error or are not the intended recipient, you should not retain, distribute, disclose or use any of this information and you should destroy the e-mail and any attachments or copies.

"Scott Kube"
<skube@swinerton.

com> To
<Deborah_Murphy@URSCorp.com>
07/29/2005 04:14 PM cc
"Maureen Kube \ (E-mail\)"
<maureenkube@adelphia.net>
Subject
Palomar Airport Noise and Flight
Pattern Problems

Hello Deborah,

I understand you are working on the Noise Study for the Palomar Airport. I would like to included my frustration. We live at 6426 Merlin Drive. We were aware that Palomar Airport existed. Prior to purchasing our home I checked out the flight pattern. The flight pattern at the time was 240 now it is 250 which is 10 degrees further North. Both 240 and 250 is North of Palomar Airport Road. We observed the flight pattern for several months prior to purchasing our home, and it was confirmed that the flights were at 240. Therefore, we purchased our home.

Now 3 years later, the flight pattern changed (we noticed it 2-months ago). We immediately called in to complain and sent numerous e-mails. The reply we keep receiving is that the noise is volunteer. What about the flight pattern, that is not volunteer!

At this point, it appears the issue is getting worse than better. No one is enforcing this except a flyer was sent showing all Pilots the flight pattern called the "friendly flyer". this is unacceptable. The flight pattern is not volunteer! This "friendly flyer" was sent two weeks ago, nothing has changed.

The only volunteer item is noise which states no flying prior to 7 AM and no Flights after 10 PM. Flying out of course I do not care what time of day it is, this is not acceptable!

What is currently taking place is:

The flight pattern (every single plane) is heading directly over our house. Planes are flying considerably low at our point. Planes not flying the required 250 route to the Ocean and banking their turns
Just recently very very loud Military helicopters are flying over head
Commercial helicopters are flying over head - man they are loud!
Hearing very loud jets and single engine prop planes at 5:30 AM, 5:45 AM
and
so on
Hearing jets and prop planes after 10 PM - not as frequent as the morning
We have sent daily e-mails on the Noise Complaint Web Site, and left

messages

The noise is so deafening that at times when the planes fly over we will go into our house until they fly by

I have stressed my concern about safety, that if a plane has problems they will crash into our community. If they flew North of Palomar Airport, there

are no homes. By the time plane reaches Lego Land they should be at a high altitude.

My biggest complaint here is that every single plane that departs directly fly's sight for our community, every one! Why now the change! This leads me to believe the Traffic Control Tower is giving the planes this directive.

What makes things worse, if a plane is heading North, the plane will head directly over our house and then make a right turn North. What makes me frustrated is the information we receive from: calling Palomar Airport the message states the flight pattern is 250, the Web Site states 250, this flyer sent by the County of San Diego States 250, but the flight pattern is changed. This is not a volunteer pilot option!

About 1.5 months ago, I went to Palomar Airport to complain, it was a Sunday afternoon. I had it with the noise. Their reply was: we are having a lot of planes today, the visual at sea may be an issue that is why Traffic Control is directing the planes, and there is heavy North/South planes along

the ocean. That is why Traffic Control changed the flight pattern. I told him that is ridiculous, for the following reasons:

I had him turn and look West, there is no site problem. He agreed! The traffic of planes at ocean, why change the course of 250. Have the planes maintain the 250 and bank at Hwy. 5 to go North or South. He did not

have an answer

A lot of planes departing - we sat for 20 minutes, I was there for 1.5 hours, three planes left. That is not a lot. I told him this. He gave me a contact name of the Manager at Palomar Airport who I called and further complained.

So again - no explanation!

In summary, please assure the planes maintain the flight course they are suppose to. This is not what our community signed up for that the flights would be directly over us. I ask that this issue be resolved immediately, and fines be addressed to the Pilots who violate this course.

If there is a meeting that I can attend and/or write a letter to an Agency to stress our concerns, who else would you recommend.

Thank you for your support, and I look forward to a confirmation reply.

Scott J. Kube
6426 Merlin Drive
Carlsbad, CA 92009
760-929-8524



"Gerry Filteau"
<gfilteau@adelphia.net>
08/06/2005 05:40 PM

To <Deborah_Murphy@URSCorp.com>
cc
bcc
Subject Palomar Airport noise

Deborah, I was told you are to be contacted whenever Palomar Airport flight activity is disturbing to the neighborhood and veering from the voluntary flight paths. Two incidents to report for today: America West prop jet flew over our house headed southeast today about 12:15 PM. Flying at fairly low altitude, or the altitude that I normally see as it usually heads west over Pal. Airport Rd. (the correct route). No other air traffic in my viewing area which might cause this unusual flight pattern. Secondly, about 2 PM a small plane flew over our house flying low, and circling to the southeast as if headed in that direction or back toward the airport. Our address is 6432 Merlin Dr., Carlsbad 92011 Phone (760) 602-1050.



"Brackett, Olivier"
<Olivier.Brackett@sdcounty.ca.gov>

10/05/2005 04:02 PM

To <deborah_murphy@urscorp.com>

cc "Miller, Sherry " <Sherry.Miller@sdcounty.ca.gov>,
<Mgrim@ci.carlsbad.ca.us>

bcc

Subject FW: Part 150 NCP

History:



This message has been replied to and forwarded.

Deborah,

These comments are from the City of Carlsbad. Please incorporate them in the next draft.

Thanks,

ob

-----Original Message-----

From: Miller, Sherry

Sent: Tuesday, October 04, 2005 3:50 PM

To: 'Mike Grim '; Brackett, Olivier

Subject: FW: Part 150 NCP

Hi Mike,

Thanks for your input. I'm forwarding this to OB who is incharge of the 150 Study.

Sherry

-----Original Message-----

From: Mike Grim [mailto:Mgrim@ci.carlsbad.ca.us]

Sent: Tuesday, October 04, 2005 3:40 PM

To: Miller, Sherry

Subject: Part 150 NCP

Hi Sherry:

I finally got the opportunity to review the Part 150 NCM that you gave me at the last PAAC meeting and noticed that some of the mapping and General Plan designations are not quite correct or are outdated. If there is still time to revise the document, that would be great. As you can see from the attached letter, there are only five parcels in question. A hard copy of the letter is in the mail. I'd be happy to discuss our comments at your convenience, thanks, Mike



Part 150 NCM comments.ltr.formatted.pdf

October 4, 2005

Sherry Miller
Department of Public Works – Airport Division
County of San Diego
1960 Joe Crosson Dr
El Cajon CA 92020-1236

SUBJECT: DRAFT NOISE COMPATIBILITY PROGRAM – VERSION 2

Dear Sherry:

Thank you for the opportunity to comment on Version 2 of the Draft Noise Compatibility Program (NCP) for McClellan-Palomar Airport. The Planning Department has reviewed the document and offers the following comments:

Section 14.3 – Alternatives Recommended for City of Carlsbad Implementation notes recommended changes to zoning designations for selected parcels within the 60 dBA CNEL noise contour. These parcels are shown on Figure 14-3. Some of the referenced zoning designations are incorrect and some of the recommended changes would place existing development in a non-conforming status with regard to zoning consistency, without changing their consistency with the pertinent airport compatibility documents. Comments on the individual parcels are listed below, arranged by Assessor's Parcel Number:

211-022-28 Parcel is currently zoned C-T-Q/C-2-Q and contains an existing hotel and resort. The General Plan designation is T-R (Travel-Recreational). The proposed zone change to P-M would create an inconsistency with the General Plan designation and make the existing use non-conforming, thus not allowing any expansion. According to the existing Comprehensive Land Use Plan (CLUP), approved October 2004, and the proposed draft CLUP, hotels and motels are conditionally compatible provided the building structure attenuates interior noise levels to 45 dBA CNEL (also a requirement of the Uniform Building Code). Therefore, no zoning change should be required for noise compatibility.

211-040-33 Parcel is currently in process for a Zone Change from L-C to O-S (Open Space). The property owner will be using this property as a habitat mitigation bank. The Planning Commission recommended approval of this land use designation change via application number ZC 04-11 and the item is pending City Council approval. O-S zoning is consistent with the 60 dBA CNEL contour, therefore this parcel should be eliminated from the list of recommended changes.

- 212-040-50 Parcel is noted on Figure 14-3 however the current zoning designations of O-S and R-1-10 (One Family Residential) are not listed in the text in Section 14.3.2. As noted above, Open Space zoning is consistent with the 60 dBA CNEL contour. According to the existing CLUP, and the proposed draft CLUP, urban residential uses are conditionally compatible provided the building structure attenuates interior noise levels to 45 dBA CNEL (also a requirement of the Uniform Building Code). Therefore, no zoning change should be required for noise compatibility.
- 212-040-56 Parcel is noted on Figure 14-3 however the current zoning designation of E-A (Exclusive Agriculture) is not listed in the text in Section 14.3.2. The only uses allowed in the E-A zone are agriculture-related uses, which is consistent with the 60 dBA CNEL contour. Therefore this parcel should be eliminated from the list of recommended changes.
- 213-020-18 Parcel is currently zoned C-T-Q/C-2-Q and contains an existing hotel and resort. The General Plan designation is T-R (Travel-Recreational). The proposed zone change to P-M would create an inconsistency with the General Plan designation and make the existing use non-conforming, thus not allowing any expansion. According to the existing CLUP, and the proposed draft CLUP, hotels and motels are conditionally compatible provided the building structure attenuates interior noise levels to 45 dBA CNEL (also a requirement of the Uniform Building Code). Therefore, no zoning change should be required for noise compatibility.

Thank you again for the opportunity to comment. Please contact me at (760) 602-4623 or mgrim@ci.carlsbad.ca.us if you have any questions or would like to discuss these comments.

Sincerely,

MICHAEL GRIM
Senior Planner

MG:bd



<timhutter@sbcglobal.net>

10/13/2005 02:59 PM

To <deborah_murphy@URSCorp.com>

cc <philip.rath@sdcounty.ca.gov>, "Drinkwater, Peter"
<Peter.Drinkwater@sdcounty.ca.gov>, "Brackett, Olivier"
<Olivier.Brackett@sdcounty.ca.gov>

bcc

Subject Draft NCP for CRQ

Dear Ms. Murphy

This e-mail is to reiterate the concerns that Lee Ayers and I have with respect to URS's Noise Compatibility Program (NCP), Draft Version 3, specifically their consideration of operational alternative **11.3.8 Consider Extending Runway 24 for Departures**. As you are aware, the idea of reducing airport noise and enhancing safety by extending the runway dates back to at least the *PAR 2000* process. In review of the draft NCP, we have found several inaccuracies and false assumptions by URS in their recommendation that no further action is warranted with respect to this operational alternative.

First, URS states that the City of Carlsbad Municipal Code, Title 21 Zoning, Chapter 21.53.015 stipulates that voter approval would be required before the runway could be extended. This would not be the case as long as the runway extension was contained within the present boundaries of the airport plot plan. This was confirmed by Carlsbad City Attorney Ronald Ball in a letter to then Airport Manager Robert Olislagers, dated May 3, 1993. In that letter Mr. Ball wrote "*construction at the present site would not require legislative action by the City Council and would not require a vote of the people.*"

URS goes on to state that "*Numerous engineering, environmental, fiscal and political issues need to be addressed before this runway extension could be constructed .*" While this statement is true, all of these issues certainly could be addressed within the Part 150 study's forecast period of ten years and indeed some of these issues have already been looked at. Environmental issues regarding the landfill and possible clean closure are already being looked at. In addition, new sources of runway funding from the Department of Transportation will be available in the near term making it prudent to look at our options soon than later.

We believe that it is critical that the runway extension remain a viable operational alternative and part of the NCP and think that is incumbent upon URS to accurately assess this issue prior to the publication of the final draft NCP.

Sincerely,

Tim Hutter
Lee Ayers

Timothy M. Hutter, ARM
Pacific Coast Aviation Insurance Services, LLC
McClellan Palomar Airport
P.O. Box 131178
Carlsbad, CA 92013
Tel 760-431-3998
Fax 760-874-2875
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License No. 0E70971



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<timhutter@sbcglobal.net>

10/14/2005 11:37 AM

To <Deborah_Murphy@URSCorp.com>

cc "Brackett, Olivier" <Olivier.Brackett@sdcounty.ca.gov>,
"Drinkwater, Peter" <Peter.Drinkwater@sdcounty.ca.gov>,
"Rath, Philip P." <Philip.Rath@sdcounty.ca.gov>

bcc

Subject RE: Page Change Request

History:

 This message has been replied to.

Copy of Ball letter attached.

-----Original Message-----

From: Deborah_Murphy@URSCorp.com [mailto:Deborah_Murphy@URSCorp.com]

Sent: Friday, October 14, 2005 6:01 AM

To: Timothy Hutter

Cc: Brackett, Olivier; Drinkwater, Peter; Rath, Philip P.;

timhutter@sbcglobal.net

Subject: Re: Page Change Request

Mr. Hutton,

Can you e-mail the documentation you referenced (i.e, the letter from the City Attorney)?

Thank you,

Deborah

(Embedded image moved to file: pic12653.gif)

This e-mail and any attachments are confidential. If you receive this message in error or are not the intended recipient, you should not retain, distribute, disclose or use any of this information and you should destroy the e-mail and any attachments or copies.

Schedule M.P.
 C.V.P. → Sept 24, 1980
 M.U.P. → ??

CITY OF CARLSBAD

1200 CARLSBAD VILLAGE DRIVE
 CARLSBAD, CALIFORNIA 92008-1989
 (619) 434-2891
 FAX: (619) 434-8367



RONALD R. BALL
 CITY ATTORNEY

KAREN J. HIRATA
 DEPUTY CITY ATTORNEY

May 3, 1993

Robert P. Olislagers, CAE
 Airport Manager
 Department of Public Works
 McClellan-Palomar Airport
 2198 Palomar Airport Road
 Carlsbad, California 92008

RE: OPERATION OF CARLSBAD MUNICIPAL CODE SECTION 21.53.015
 REQUIRING SUBMISSION OF CERTAIN QUESTIONS TO CITY VOTERS PRIOR
TO CITY COUNCIL LEGISLATIVE ACTION FOR AIRPORT EXPANSION

Dear Mr. Olislagers:

Based on our discussions over the last several months and your report entitled, "McClellan-Palomar Airport" Terminal Development and Space Needs Analysis dated February 15, 1993, I understand the county is contemplating accommodating those needs in a number of ways including the following options:

1. "Construct facilities at the present Palomar Airport site which calls for demolition of current facilities on the site and construction of new facilities in their place. Due to the relative small size, consideration will be given to the cost of a multi-story facility to accommodate the terminal and parking."
2. Acquisition of a new site contiguous to the airport boundaries for construction. This alternative calls for the acquisition of airport adjacent property and the location of a new terminal and parking facilities on it. This alternative will allow phasing of air carrier operations separate from general aviation operations.
3. It is my further understanding that the county is considering acquiring two lots (lots 42 and 50 shown on the attached site plan for the Carlsbad Airport Center) at the westerly end of the runway for clear zone purposes.

The question presented is whether or not any or all of these alternatives will require submittal to City voters.

The site plan, land uses and conditions of approval for the Palomar Airport are set forth in the conditional use permit (CUP 172) approved by the Carlsbad Planning Commission on September 24, 1980. I have enclosed a copy of that use permit for your files. According to Table 1 of the CUP, certain structures and facilities are permitted without the need for additional discretionary review. For example, such structures and facilities include airport administration buildings and airport passenger terminal facilities. Other uses, such as incidental eating and drinking establishments, require approval by the Carlsbad Planning Commission.

In addition, a petition was circulated among Carlsbad voters in 1980 and presented to the Council on August 5, 1980. At that time, our office indicated that the county would need City Council approval of expansion if it involved the acquisition of additional property in which case the petition ordinance would require prior voter approval. An expansion of existing property would not be affected by the ordinance. On August 12, 1980, this ordinance was adopted which is set forth in full:

"21.53.015 .Voter authorization required for airport expansion.

(a) The city council shall not approve any zone change, general plan amendment or any other legislative enactment necessary to authorize expansion of any airport in the city nor shall the city commence any action or spend any funds preparatory to or in anticipation of such approvals without having been first authorized to do so by a majority vote of the qualified electors of the city voting at an election for such proposes.

(b) This section was proposed by initiative petition and adopted by the vote of the city council without submission to the voters and it shall not be repealed or amended except by a vote of the people."

Therefore, construction at the present site would not require legislative action by the City Council and would not require a vote of the people. Amendment of CUP 172 would be required if any of the structures or facilities are not those listed in Section I(a) of Table 1 of the CUP dated September 24, 1980.

Acquisition of real property outside the boundaries of the plot plan approved as Exhibit A to CUP 172 would require redesignation in Carlsbad's General Plan and rezoning in its zoning ordinance both of which are legislative actions. Therefore, the property acquisition for structures and facilities related to the airport would require a vote of the people.

It is my further understanding that the proposed acquisition of property for a "clear zone" would not require facilities or structures and would not necessitate redesignation or rezoning of Carlsbad's existing planning documents. As such, no legislative action of the City Council is required and no vote of the people would be required for these acquisitions.

Should you have any questions or need additional information regarding this matter, please do not hesitate to contact me.

Very truly yours,


RONALD R. BALL
City Attorney

rmh
enclosure

c: Mayor and City Council
City Manager
Community Development Director
Planning Director

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Last modified Saturday, October 29, 2005 11:37 PM PDT

Psst: Airport noise report close to completion

By: BARBARA HENRY - Staff Writer

CARLSBAD ---- Encouraging pilots to stick to recommended flight paths and expanding a voluntary nighttime ban on air traffic are among the recommendations of a study of McClellan-Palomar Airport that is soon to be completed.

Airport board members and a North County Times reporter got an initial look at the draft earlier this month. A copy is expected to be filed in Carlsbad's library on Dove Lane within several weeks. Public hearings are expected early next year.

"I felt that there were no real surprises," Peter Drinkwater, the countywide airport system manager, said last week as he discussed the report's findings. "Most of the things that were identified, we were either doing or in the process of doing."

Undertaken nearly three years ago, the Part 150 Noise Compatibility Study takes its name from the section of federal aviation rules relating to airport noise assessments. The county, which owns the airport site, is paying for the \$327,000 study, produced by the consulting company, URS Corp.

"It is a voluntary program," said Deborah Murphy Lagos, project manager at the consulting firm. "Airports are not required to do it. They would choose to do it in order to find ways to make the airport more compatible with surrounding neighbors."

Founded in 1957, the airport averages more than 200,000 departures and arrivals a year. That makes it one of the busiest single-runway airports in the nation, county officials said.

Once surrounded by hills covered in grass, the airport now finds it has many neighbors. The airport region has sprouted business parks by the dozen and homes by hundreds in recent years. It's also home to one of North County's busiest commuter routes ---- Palomar Airport Road.

Some of these new neighbors aren't happy about late-night flights, and the loud planes and pilots that veer from regular flight paths. They have frequently reported their complaints to airport officials and city leaders.

A little fine-tuning

The new noise study reviews recent plane activity ---- flight paths, noise levels and departure/arrival times for the year 2002. It contains charts showing peak noise periods and common departure routes. And, it's packed with recommendations on ways to keep one of the county's busiest airports from coming into conflict with its neighbors.

Regional development and the continuing renovation efforts at the airport caused county officials to pursue the study, they said.

"It's like a car going in for tuneup," said Ramona Finnila, longtime leader of the Palomar Airport Advisory Board. "Every once in a while the airport goes in for a fine-tuning of its operations."

The report's recommendations include:

- Get all aircraft ---- except emergency flights --- to abide by the airport's voluntary quiet hours, from 10 p.m. to 7 a.m. Currently, only jet planes fall under the quiet hour rules.
- Encourage the replacement of older, noisier private jets with newer, quieter models.
- Tell air-traffic controllers to ask departing pilots to delay making left turns until they are west of Interstate 5. Currently, some pilots are taking off and then quickly making what nearly amounts to a U-turn to the northeast, putting them over homes.
- Increase the size of the Noise Abatement Notification Area to include a swath of land to the northeast of the airport. In the designated notification area, residents get information telling them of airport policies and advising them that they can expect some plane noise.

Making it happen

Some of the proposed recommendations, including some regarding community education programs, the county can take care of on its own, Lagos said. She is recommending that the airport offer education programs for real estate agencies, send brochures to airport neighbors, install signs at the airport detailing preferred flight paths and put post noise information on a Web site.

Drinkwater said the county had already embarked on some of these issues in its new "Fly Friendly" program. The program, which encourages pilots and residents to be good neighbors, began after a group led by a real estate agency heavily lobbied the airport for reductions in plane noise.

The county will need support from the city of Carlsbad to make some of the report's recommendations a reality, including ones to expand the noise notification area. One city zoning recommendation that is currently in the document may not make the final cut, Lagos said.

That's because many of the properties that the noise study initially listed as undeveloped now have structures on them. Other areas, including a newly proposed 18.5-acre habitat preserve along Palomar Airport Road, will never be developed, according to a city planner, Mike Grimm.

The new report's recommendations relating to flight paths and quiet hours will need Federal Aviation Administration approval. After the hearings early next year, the draft will go to the federal government for what is expected to be an 18-month review, Lagos said.

A voluntary requirement

As many anti-noise activists have already learned, there are limitations on what can be done to improve the situation at Palomar, airport officials and the study's consultant said. The airport may seem noisy to the people who live nearby, but the FAA has its own standards on what it considers too much noise ---- and Palomar is below its trigger requirements, Lagos said.

Even though a resident may find the passage of a single plane roaring overhead at midnight to be unbearable, the FAA's standards are based on a cumulative measurement over a 24-hour period, not individual events, she said.

Using daily noise levels, the federal government crafts noise contour maps. Airports face mandatory rules on noise abatement when there are homes within the 65-decibel contour map. Carlsbad has hundreds of homes in the 60-decibel contour ---- roughly the noise level of a loud dishwasher ---- but none in the louder, 65-decibel contour level.

"(So, airport officials) are kind of left doing things on a voluntary basis," Lagos said.

Carlsbad's voluntary noise regulations include the nighttime takeoff/arrival ban for jets, recommended flight

departure routes and altitude requirements before making turns.

Contact staff writer Barbara Henry at (760) 901-4072 or bhenry@nctimes.com.



**Deborah
Murphy/Tampa/URSCorp**
11/01/2005 10:03 AM

To Mgrim@ci.carlsbad.ca.us
cc Olivier.Brackett@sdcounty.ca.gov
bcc
Subject CRQ P150 Land Use Recommendations

Good Morning Mike,

We have reviewed your letter to Sherry Miller, and have a few questions before we proceed. The following numbers correspond to the attached exhibit.

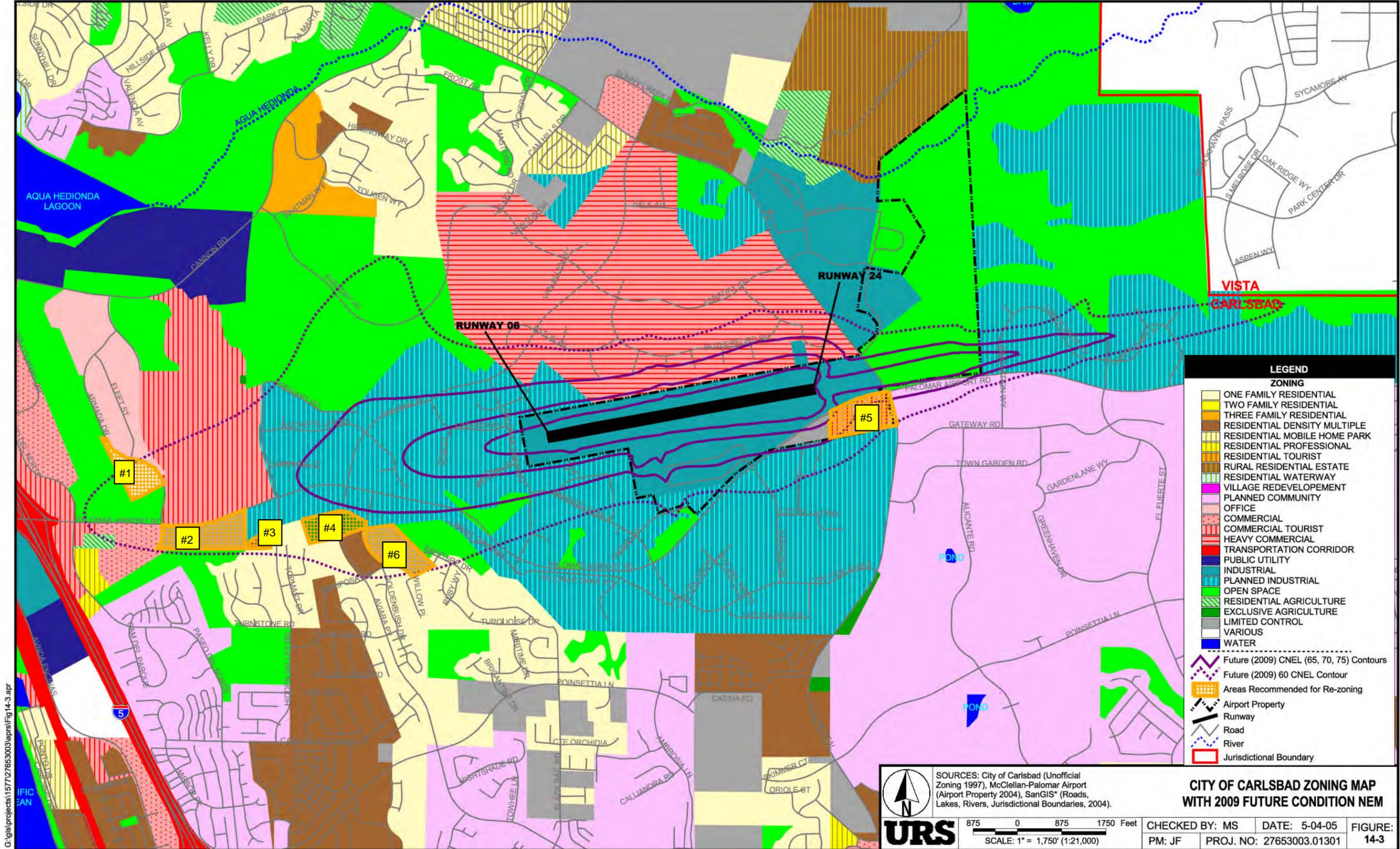
1. With regard to Parcel # 211-022-28, can you tell me the name of the hotel/resort that is located on this parcel? We would not recommend a zoning change for a parcel that is already developed. Apparently, at the time we originally wrote this, either the parcel was vacant, or we thought it was vacant. In any event, if it is already developed, we will not recommend a zoning change.
2. With regard to Parcel # 211-040-33, We will incorporate your wording, indicating a zoning change is in process.
3. With regard to Parcel # 212-040-50, the information on your website (dated November 18, 2004) indicates this parcel is zoned RD-M-Q, as we described in the text. Has this parcel been re-zoned in the past year?
4. With regard to Parcel # 212-040-56, the text in Section 12.2.3 describes this parcel as EA. For some reason, this did not make it to Section 14.3.2. However, it is my understanding that EA zoning allows small family day care homes and large family day care homes, as well as farmhouses, guesthouses, home occupation, and mobile homes. Is this incorrect? If these uses are allowed under this zoning designation, then I think our recommendation to rezone may still be appropriate.
5. With regard to Parcel # 213-020-18, can you tell me the name of the hotel/resort that is located on this parcel? We would not recommend a zoning change for a parcel that is already developed. Apparently, at the time we originally wrote this, either the parcel was vacant, or we thought it was vacant. In any event, if it is already developed, we will not recommend a zoning change.
6. What about this parcel? We show it zoned LC, with land use R1 and OS. Is there potential for additional residential development in this area? It looks like an area where additional houses could be built on West Oaks Way, or extensions of Sapphire Drive , etc.

Also, could you clarify the status of the CLUP? You indicated in your letter that the existing Comprehensive Land Use Plan (CLUP) was approved in October 2004. Then you refer to the proposed draft CLUP.... The only CLUP I have is the one from April 1994. In the meeting, you indicated there was still an opportunity to get the proposed NINA, etc into the proposed CLUP. Of course, I am very interested in following through on that. Please let me know what I need to do to facilitate this process.

THANKS!
Deborah

Deborah Murphy Lagos
Senior Project Manager, Air Transportation
URS Corporation
7650 W. Courtney Campbell Causeway
Tampa, FL 33607-1462
Direct Phone: 813.636.2445
FAX: 813.636.2400
Cell Phone: 727.698.0242
E-mail: deborah_murphy@urscorp.com





LEGEND

ZONING

- ONE FAMILY RESIDENTIAL
- TWO FAMILY RESIDENTIAL
- THREE FAMILY RESIDENTIAL
- RESIDENTIAL DENSITY MULTIPLE
- RESIDENTIAL MOBILE HOME PARK
- RESIDENTIAL PROFESSIONAL
- RESIDENTIAL TOURIST
- RURAL RESIDENTIAL ESTATE
- RESIDENTIAL WATERWAY
- VILLAGE REDEVELOPMENT
- PLANNED COMMUNITY
- OFFICE
- COMMERCIAL
- COMMERCIAL TOURIST
- HEAVY COMMERCIAL
- TRANSPORTATION CORRIDOR
- PUBLIC UTILITY
- INDUSTRIAL
- PLANNED INDUSTRIAL
- OPEN SPACE
- RESIDENTIAL AGRICULTURE
- EXCLUSIVE AGRICULTURE
- LIMITED CONTROL
- VARIOUS
- WATER

- Future (2009) CNEL (65, 70, 75) Contours
- Future (2009) 60 CNEL Contour
- Areas Recommended for Re-zoning
- Airport Property
- Runway
- Road
- River
- Jurisdictional Boundary

CITY OF CARLSBAD ZONING MAP WITH 2009 FUTURE CONDITION NEM

SOURCES: City of Carlsbad (Unofficial Zoning 1997), McClellan-Palomar Airport (Airport Property 2004), SanGIS* (Roads, Lakes, Rivers, Jurisdictional Boundaries, 2004).

875 0 875 1750 Feet
 SCALE: 1" = 1,750' (1:21,000)

CHECKED BY: MS DATE: 5-04-05
 PM: JF PROJ. NO: 27653003.01301

FIGURE: 14-3

G:\gis\projects\157727653003\aprs\Fig14-3.apr

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**Deborah
Murphy/Tampa/URSCorp**

11/14/2005 09:16 AM

To "Mike Grim" <Mgrim@ci.carlsbad.ca.us>
cc Olivier.Brackett@sdcounty.ca.gov
bcc Susumu Shirayama/Tampa/URSCorp@URSCorp
Subject Re: CRQ P150 Land Use Recommendations 📎

Good Morning Mike,

Thanks for your response. The last parcel is identified on the attached map as "L-C."

With regard to APN 212-040-56, our thoughts were that it is in pretty close proximity to the 65 CNEL, and just wanted to protect it from future noncompatible development, in case the contours grow in the future. I've asked OB how he wants to proceed, i.e., whether to keep the recommendation or not.



L-C Parcel.pdf

THANKS!
Deborah

Deborah Murphy Lagos

Senior Project Manager, Air Transportation
URS Corporation
7650 W. Courtney Campbell Causeway
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"Mike Grim" <Mgrim@ci.carlsbad.ca.us>



"Mike Grim"
<Mgrim@ci.carlsbad.ca.us>

11/07/2005 08:42 PM

To <Deborah_Murphy@URSCorp.com>
cc <Olivier.Brackett@sdcounty.ca.gov>
Subject Re: CRQ P150 Land Use Recommendations

Hi Deborah:

Here's the info - hope it helps. Please feel free to contact me if you have any questions or need any additional supporting documentation. Thanks again, Mike

APN 211-022-28 - contains the Grand Pacific Resort, built in the late 1990's and expanded in early 2000's.

APN 212-040-50 - a General Plan Amendment and Zone Change were processed with the residential subdivision in late 2004 (a copy of the maps are attached) which changed the designations of the northern area to Open Space. No further development is allowed in this area.

APN 212-040-56 - You're correct that there are other uses allowed in the E-A zone, however all of these uses would need to be consistent with the CLUP in order to be officially allowed. Which brings me to ask why the Part 150 would make recommendations of land use changes when the allowed uses (or even conditional uses) would be consistent with the CLUP noise matrix and the sites aren't within the 65 dBA CNEL - just curious.

APN 213-020-18 - the southwest corner of Palomar Airport Road and El Camino Real is County Airport property that contains the Olympic Resort and Spa, built back in the 1980's.

Towards the end of your e-mail, you ask, "What about this parcel? We show it zoned L-C..." I couldn't find the APN for this one - let me know and I'll do the research, thanks.

Regarding the CLUP amendment stuff - when the new Regional Airport Authority was created, they amended all of the County CLUPs to change references to SANDAG as the ALUC and, in the case of Palomar, insert the Part 77 compliance requirements. This amended CLUP is dated October 2004.

The Airport Authority has been going through an increasingly complex process of amending all of the CLUPs in the County, incorporating some of the compatibility zones and occupancy standards from the CalTrans Manual. It's been long and involved - there's a workshop on Wed 11/9 down in San Diego, and you can get all the info at www.san.org/authority/aluc. These are the folks that we should talk to about getting the new NINA in the plan. It would appear from their drafts that they already have your revised noise contours.

Hope this info helps - let me know what the last parcel was and I can get info for you. The City has done a lot of planning to be compatible with the airport so we would like to minimize the amount of land use compatibility recommendations in the Part 150 plan. If you could help me understand my earlier question about recommended land use changes, CLUP consistency, and uses outside the 65 dBA CNEL, that would help me explain any proposed recommendations to other folks here.

Thanks again, Mike

P.S. Hi OB - congrats again!

From: "Mike Grim" <Mgrim@ci.carlsbad.ca.us>
To: <Deborah_Murphy@URSCorp.com>
cc: <Olivier.Brackett@sdcounty.ca.gov>

Date: Monday, February 27, 2006 12:56PM
Subject: Re: Fw: Palomar Land Use Confirmation
History:  This message has been replied to and forwarded.

Hi Deborah:

This is the site - the development included a zone change and land use change to designate a large part of the site as open space. The residential portion was limited to that area outside of the 65dBA CNEL to remain consistent with the CLUP. They have received a final subdivision map and are about ready to grade (if they have n't started already). I think it would be appropriate to include this site as existing developed. There are a total of 14 single family homes in the project and I believe they are all within the 60 - 65dBA CNEL noise contour. Thanks, Mike

>>> 02/24/06 5:56 AM >>>
Good Morning Mike,

I apologize that I am having such difficulty with parcel 212-040-50.

Are we talking about the parcel shown below (January 2005 aerial photo)? If so, it appears that the portion zoned R-1-10 is undeveloped. Is that

true,
or has it been developed since this photo was taken?

The NCP currently says:

The other area currently designated L-C is located east of
Aviara
Parkway
and Laurel Tree Lane, south of Palomar Airport Road, and north of
Cobblestone Road and Cobblestone Drive. The land use is designated
"R1 -
Residential" and "OS * Open Space." It is identified as
Assessor's Parcel
Number (APN) 212-040-50. A General Plan Amendment and Zone
Change were
processed with the residential subdivision in late 2004 which changed
the
designation of the northern area to O-S. No further development is
allowed
in this area. (See Comments from Mike Grim, City of Carlsbad, November
7,
2005, included in Appendix O). However, the designation of the
southeastern portion of the parcel was changed to R-1, which would
allow
the development of noise-sensitive uses.

What am I missing? Other than R-1 should be R-1-10.

THANKS!
Deborah

(Embedded image moved to file: pic22860.gif)