

**Comment Letter I25**

**From:** Gail Carroll <justmailgail@gmail.com>  
**Sent:** Sunday, February 04, 2018 11:47 AM  
**To:** LUEG, PalomarMP  
**Subject:** Airport Runway Development

For years I had attended PAAC meetings and collaborated with both officials at the airport and residents on solutions to the noise, safety and environmental effects of the airport as it exists and also future development.

I may have some small comfort level of added runway to allow larger and more planes come to Palomar if I only saw a larger commitment to the existing voluntary guidelines for both using the recommended flight departure plan to fly out over golf course, staying north of Palomar Airport Rd and making turns 1/2 mile west of coast and complying to quiet hours as follows:

**24 Hour Voluntary Noise Abatement Procedures (VNAP)**

**Jet takeoff and landing "QUIET HOURS" from 2200 – 0700 (L) All Aircraft takeoff and landing "QUIET HOURS" 0000 – 0600 (L)**  
**RUNWAY 24**

Jets depart on 250 ° track, remain north of Palomar Airport Road until 1 mile offshore.

Props north and southbound depart on 250 ° track north of Palomar Airport Road until joining \*\*Coastal VFR Flyway. (ALPHA departure)

Eastbound props request right downwind departure. Hold turns until above 800' MSL. Fly downwind until above Class D airspace. Coordinate on course turns xing Rwy 24 final with Tower approval.

**RUNWAY 06**

All runway 06 north and southbound departures request left downwind. Climb to 800' MSL before turning downwind. Continue downwind north of Palomar Airport Road until joining \*\*Coastal VFR Flyway.

All runway 06 northeast through southeast departures fly runway heading until above 1500' MSL, then avoid noise sensitive areas.

Living south of Palomar Airport Rd, I witness daily and nightly planes flying over home and So of PS RD and departing before 6PM and after 10PM. We must close windows to talk on phone or hear TV far too often. We do fear one may drop from sky into homes or Poinsettia Elem school or Park. It surely detracts from the life style touted by the city and county.

It seems that the airport serves the minority that can afford private jets and businesses, rather than the residents that support the tax base which pays for the existence of this private air club.

I very strongly recommend that they spend their money and efforts trying to get the airport community on board to support the surrounding residents and neighbors by complying with the existing guidelines, instead of trying to further antagonize them and support those who habitually and flagrantly violate them, for their personal convenience, to the detriment of the taxpayers. This does not even mention the property values, traffic congestion and other safety issues that will be created by expansion of operations.

**Bob & Gail Carroll**  
1254 Mariposa Rd  
Carlsbad, CA 92011

**REALTOR® Award of Excellence-Carlsbad**  
SRES, Senior Real Estate Specialist  
[www.SeaCoastSanDiego.com](http://www.SeaCoastSanDiego.com)



Part of Richard Realty Groups CA BRE# 01458201  
**Fine Coastal Homes... Outrageous Service**  
Ph. 760.438.7747 Fax 760.603.8773

I25-1

**Response to Letter I25****Bob and Gail Carroll**

- I25-1** As discussed in Section 2.4.1 of the PEIR, the Federal Aviation Administration has jurisdiction and regulatory enforcement over aircraft in flight. Accordingly, neither the County nor the City of Carlsbad has the authority to implement mandatory noise abatement procedures. Please refer to **Master Response 3 (Voluntary Noise Abatement Procedures)** and **Master Response 7 (FAA Involvement and Oversight)**. The comment will be included as part of the administrative record and made available to the decision makers prior to a final decision on the Proposed Project.