

**To:** Palomar Airport Advisory Committee (PAAC), hand delivered, September 15, 2016

**Request:** This document to be included in the PAAC September 15, 2016, meeting records and minutes and added to the November 17, 2016 PAAC meeting agenda for discussion on McClellan-Palomar Airport (CRQ) noise issues:

1. More Remote Noise Monitoring Stations (RMS) needed around CRQ.
2. Stricter aircraft noise reporting be required by CRQ's management.
3. Implement the following recommended proposed solution.

San Diego County's PAAC Charter Ordinance No. 8212 (NS), adopted 3/2/93, Ordinance No. 9468 (NS) as adopted 6/11/02 and Ordinance No. 10042 (NS), adopted 3/3/2010, states under Duties, Bullet 4:

- *"To provide an open forum between the Communities and the County on matters pertaining to Palomar Airport."*

After more than two years attending each PAAC meeting, my requests for PAAC to comply with its San Diego County Charter and hold "Open Forum" public meetings, have continually been ignored. Consequently, I present the following in writing for the PAAC's consideration.

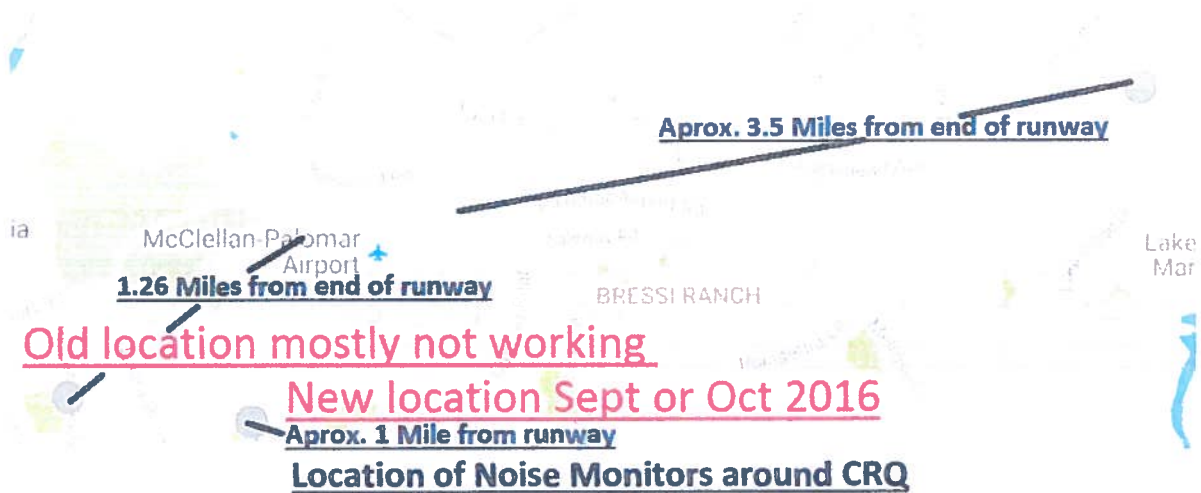
In 2002, communities around CRQ, CRQ airport management and FAA met to discuss how to solve the airport noise impact on the surrounding communities. Those meetings reportedly concluded with a commitment by San Diego County (County), CRQ and FAA to fix the noise issue. To date, fourteen (14) years later, that commitment has not been kept and the noise complaints continued to grow.

Over the last two (2) years, there has been numerous conversations on why PAAC or CRQ cannot do anything about the aircraft noise. Additionally, part of that conversation included the fact that the RMS on the West side of the airport was not working for most of 2015 and the first eight (8) months in 2016. After waiting two years for CRQ and/or PAAC to solve the aircraft noise problem, I present the following facts and solution for your consideration:

Noise Complaints	2015	Number of Noise Monitors	Number of Operations
San Diego International Airport (SAN)	4,000	16	162,780
Santa Monica Airport (SMO)	928	6	< 83,324
McClellan-Palomar Airport (CRQ)	2,800	2 (1 Mostly Not Working and Located Approx. 1.26 miles away from end of CRQ runway.)	134,936

Even though CRQ has approximately 50,000 more operations than SMO and three (3) times the noise complaints, for the last two years CRQ had only one (1) continually working RMS. To compound this situation, even though the data

collected by the RMS' is available for retrieval 24/7, it seems the data is not being fully analyzed, if at all.



Based on the increasing number of noise complaints from CRQ's surrounding communities, it is obvious the airport management, PAAC and FAA were unwilling and/or incapable to solve the 2002 aircraft noise issues. Noise complaints have gotten progressively worse:

- 2002 CRQ had approximately 205,000 operations with approximately 800 complaints recorded
- 2008 approximately 190,000 operations with approximately 6,200 complaints
- 2016 CRQ is projecting approximately 151,000 operations and approximately 3,100 complaints will be received.

The reason consistently given why there is no solution is the Airport Noise Capacity Act (ANCA) of 1990 prevents an airport from implementing a mandatory curfew. That reasoning is a fact, but shows a lack of will to think outside of the box and solve the problem. Also, that excuse solves nothing and the surrounding communities are constantly impacted by aircraft noise and pollution.

**FACT:**

- The ANCA was in place at the time of the 2002, CRQ, PAAC and FAA commitment.
- Fourteen (14) years later, County and PAAC have not presented any solution to the surrounding communities still suffering from aircraft noise and pollution issues.
- When PAAC was asked what it does with the noise complaints, the answer was, *"We archive them, we are only looking for a trend."*

## **A Proposed Start to Controlling CRQ's Aircraft Noise:**

1. The County will hold a well publicized "Public Open Forum" meeting for input and proposed solutions to the aircraft noise and pollution issues of the surrounding communities, including forming a committee comprised of communities impacted by the airport noise and pollution along with County decision making representatives. In that meeting, the County will propose starting with the following solution or any other acceptable solution by the surrounding communities to control the noise and pollution, e.g.,:
  - CRQ will adopt the Santa Monica Airport 2003 "Noise Ordinance and Enforcement Procedures".
  - CRQ will install four (4) or more additional RMS' closely around the airport runway and collect ALL the data. See Attachment A for example.
2. Public "Open Forum" meetings will be held monthly for progress updates and discussions with the surrounding communities on what is and is not working and proposed fixes.
3. Within six (6) months of adoption of the Santa Monica Airport "Noise Ordinance and Enforcement Procedures," or other agreed solution, monthly public open forum meetings will continue with the community representatives and the public for community input and additional recommendations to solve any additional noise and pollution issues that has not yet been corrected.

**Santa Monica Airport Solution - A good beginning but not the final answer.**

### **VIII. NOISE ORDINANCE & ENFORCEMENT PROCEDURES**

As of December 14, 2003, the following prescribed amendments to the Santa Monica Municipal Code (SMMC Sections 10.04.04.040, 10.04.04.050, and 10.04.04.055) are being enforced as approved by the Santa Monica City Council on October 23, 2003:

1. Civil penalties for violations of the Noise Code may be imposed on each pilot, aircraft owner, and operator jointly or severally
2. Initial penalty for a repeat or willful violation shall be two thousand dollars (\$2,000.00).
3. The penalty for a violation following the initial civil penalty shall be five thousand dollars (\$5,000.00).
4. The penalty for a violation following the second civil penalty shall be ten thousand dollars (\$10,000.00).
5. After imposition of the maximum fine of \$10,000.00, subsequent violations shall, after a hearing, result in a suspension of Airport privileges for six months and, following that, revocation of privileges or permits.
6. After landing, each pilot or his or her representative must comply with all registration requirements prescribed by the Airport Director by regulation including completing a registration form and acknowledging receipt of a summary of Airport regulations.

Thank you,  
Graham Thorley

**ATTACHMENT A**  
**Location of Remote Noise Monitoring Stations (RMS)**

- RMS – 1**     18<sup>th</sup> Street, Between Dewey Street & Navy Street, Santa Monica
- RMS – 2**     Sardis Street and Granville Street, West Los Angeles
- RMS – 3**     Penmar Golf Course, 1233 Rose Avenue, Venice
- RMS – 4**     West end of Penmar Golf Course on Warren Avenue, Venice
- RMS – 5**     23<sup>rd</sup> Street & Navy Street, Santa Monica
- RMS – 6**     Bundy Ave & Clarkson Road/Ct, West Los Angeles



**Note: ONLY Remote Monitoring Stations 1 & 2 are used for the Enforcement of the 95.0 dBA Single Event Noise Exposure Level (SENEL) maximum allowable noise level.**