McCLELLAN-PALOMAR AIRPORT
FAR PART 150 STUDY UPDATE

NOISE COMPATIBILITY PROGRAM
VERSION 6

VOLUME 1 OF 2

Prepared for

McClellan-Palomar Airport
2198 Palomar Airport Road
Carlsbad, CA 92008-4814

URS Project No. 27653003.01301

Approved by the Federal Aviation Administration
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SPONSOR'S CERTIFICATION

The Noise Exposure Maps (NEMs) and Noise Compatibility Program (NCP) for McClellan-Palomar Airport, hereby submitted in accordance with 14 CFR Part 150, were prepared with the best available information and are certified as tru and complete the best of my knowledge and belief. The NEMs and NCP were developed and prepared in consultation with FAA regional officials, the officials of the state, and of any public agencies and planning agencies whose area of jurisdiction, or any portion thereof, is within the 65 CNEL contour depicted on the NEM, and other Federal officials having local responsibility for land uses depicted on the map. This consultation included regular aeronautical users of the airport, including air carriers and other aircraft operators.

It is further certified that prior to and during the development of the NCP, and prior to submission of the resulting draft program to the FAA, the County of San Diego afforded adequate opportunity for the active and direct participation of the states, public agencies and planning agencies in the areas surrounding the airport, aeronautical users of the airport, and the general public to submit their views, data, and comments on the formulation and adequacy of the Draft NCP. Prior to submitting this NCP to the FAA, the County of San Diego held a public hearing.

This document constitutes the official Noise Compatibility Program for McClellan-Palomar Airport, as recommended by the County of San Diego.

3/24/06
Date of Signature

Peter Drinkwater

Peter Drinkwater
Airports Director
County of San Diego
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AEE	Office of Environmental Energy
AIA	Airport Influence Area
AIM	Aeronautical Information Manual
AIP	Airport Improvement Program
ALP	Airport Layout Plan
ALPA	Airline Pilots Association
ANCA	Aviation Noise and Capacity Act
ANOMS	Airport Noise and Operations Monitoring System
ANSI	American National Standards Institute
AOPA	Aircraft Owners and Pilots Association
ARTCC	Air Route Traffic Control Centers
ASDA	Available Accelerated Stop Distance
ASNA	Aviation Safety and Noise Abatement Act
ASOS	Automated Surface Observation System
ATC	Air Traffic Control
ATCT	Airport Traffic Control Tower
ATIS	Automatic Terminal Information Service
CCR	California Code of Regulations
CLUP	Comprehensive Land Use Plan
CNEL	Community Noise Equivalent Level
CRQ	McClellan-Palomar Airport
CUP	Conditional Use Permit
CY	Calendar Year
dBA	A-weighted decibels
DME	Distance Measuring Equipment
DNL	Day-Night Average Sound Level
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulations
FBO	Fixed Base Operators
FICAN	Federal Interagency Committee on Aviation Noise
FICON	Federal Interagency Committee on Noise
FICUN	Federal Interagency Committee on Urban Noise
FOIA	Freedom on Information Act
GA	General Aviation
GADO	General Aviation District Office
GEMS	Global Environmental Management System
GPS	Global Positioning System
HUD	Department of Housing and Urban Development
Hz	Hertz
IFR	Instrument Flight Rules
ILS	Instrument Landing System
INM	Integrated Noise Model
LC	Limited Control
LDA	Available Landing Distance

Lmax	Maximum Sound Level
MALS-R	Medium Density Approach Lighting System
MCAS	Marine Corps Air Station
MSL	Mean sea level
NAS	National Airspace System
Navaids	Navigation Aids
NBAA	National Business Aircraft Association
NCDC	National Climactic Data Center
NCP	Noise Compatibility Program
NDB	Non Directional Beacon
NEM	Noise Exposure Map
NHRP	National Register of Historic Places
NINA	Noise Impact Notification Area
NLR	Noise Level Reduction
NOAA	National Oceanographic and Atmospheric Administration
NPIAS	National Plan of Integrated Airport Systems
OAG	Official Airline Guide
OS	Open Space
PAAC	Palomar Airport Advisory Committee
PR	Primary Commercial Airport
SANDAG	San Diego Association of Governments
SDCRAA	San Diego County Regional Airport Authority
SEL	Sound Exposure Level
SLUCM	Standard Land Use Coding Manual
SPL	Sound Pressure Level
sq ft	Square feet
TACAN	Tactical Air Navigation
TNG	Touch and Go
TODA	Available Takeoff Distance
TORA	Available Takeoff Run
TRACON	Terminal Radar Approach Control
UA	Unplanned Areas
URS	URS Corporation
VA	Veterans Affairs
VFR	Visual Flight Rules
VHF	Very High Frequency
VMC	Visual Meteorological Condition
VOR	VHF Omni-Directional Range
VORTAC	VHF Omni-Directional Beacon

SECTION 10 INTRODUCTION

10.1 THE PART 150 PROCESS

The Aviation Safety and Noise Abatement Act (ASNA) was established by Congress in 1979 as a means to address the impact of aircraft noise on communities, to provide assistance and to assure continued safety in aviation. Under ASNA, the Secretary of Transportation was charged with the responsibility to establish a single system of measuring noise at airports, determine noise exposure, and identify compatible land uses. Thus, in 1981, the Federal Aviation Administration (FAA) established Federal Aviation Regulation (FAR) Part 150 Airport Noise Compatibility Planning.

Through the ASNA, airport operators voluntarily prepare airport Noise Exposure Maps (NEM) and Noise Compatibility Programs (NCP) and submit these materials to the FAA for approval. Federal funding is available to the Airport Sponsor to conduct this work. The NEM is a graphic depiction of noise exposure around an airport in current and future operational conditions. Based on the NEM, an NCP is prepared that sets forth the measures an airport operator proposes to take in order to reduce existing noncompatible land uses and minimize additional noncompatible land uses on and around the airport.

FAR Part 150 implements the provisions in the ASNA for airport noise compatibility planning. In addition to minimizing aviation noise impacts, this regulation sets forth the following:

- The community noise equivalent level, abbreviated as CNEL, for measuring noise exposure in California;
- The Integrated Noise Model (INM) as the standard noise modeling methodology; and
- The voluntary development of NEMs and NCPs by airport operators.

The FAR Part 150 program provides a comprehensive approach to both prevention and mitigation of airport noise in a community, seeks recommendations from interested parties throughout the development of the program, and provides for funding of eligible items through the Federal Airport Improvement Program (AIP). Furthermore, the NCP is primarily conducted to benefit the areas surrounding an airport.

Under the Part 150 process, the FAA will indicate, upon receipt, whether the NEMs are in compliance with the requirements of the program. If they are in compliance, a notice is published in the Federal Register. Once the NEMs are found to be in compliance, the NCP will undergo a 180-day FAA review period, and the FAA will determine which elements of the program will be approved or disapproved.

10.2 MCCLELLAN-PALOMAR AIRPORT PART 150 STUDY

McClellan-Palomar Airport (CRQ) is located within the corporate limits of the City of Carlsbad (City), approximately four miles southeast of downtown Carlsbad, in San Diego County, California. Palomar Airport Road bounds the airport to the south. El Camino Real bisects airport property and serves as a landmark to the east of the airport. With 255 acres owned and operated by the County, CRQ serves as a major general aviation facility for the North County region. The airport is named for aviator Gerald McClellan, a north County community leader.

The airport site was acquired in 1957 as a replacement for Del Mar Airport. CRQ opened in 1959 with a runway 3,700 feet in length and 100 feet in width. The runway was later expanded to 4,700 feet in length and 150 feet in width in 1961. Since 1973, an FAA Air Traffic Control Tower (ATCT) has been in daily operation from 7:00 a.m. to 10:00 p.m. The airport was annexed into the City of Carlsbad in 1978. Scheduled passenger service (air taxi) began in 1991 (County of San Diego, 2002).

In the FAA National Plan of Integrated Airports Systems (NPIAS) 2005-2009, which defines the role of an airport, CRQ is classified as a Primary Commercial Airport (PR) airport, and is forecast to enplane more than 83,000 passengers per annum by 2009.

The FAA evaluated and accepted the revised Noise Exposure Maps on April 26, 2005. These NEMs represent a revision to the CRQ NEMs that were determined by the FAA to be in compliance with Part 150 on December 20, 1991. These revised NEMs represent the current (2004) and future unmitigated (2009) aircraft noise environments.

In the early 1990s, a Noise Compatibility Program was prepared and submitted by the County of San Diego and several measures were approved by the FAA effective June 16, 1992. All of the recommendations from the 1992 NCP, both those that were approved and those that were disapproved, were identified and re-evaluated in this report.

This report presents the NCP for CRQ. It continues from the point where the NEM and supporting documentation left off. The NEM and supporting documentation contained Sections 1 through 9 and Appendices A through I. This NCP report contains an Introduction (Section 10); Consideration of Operational Alternatives (Section 11), Land Use Alternatives (Section 12), and Program Management Measures (Section 13); Recommendations (Section 14); Consultation with the Public, Users, and Outside Agencies (Section 15), and supporting documentation in Appendices J through O. Sections 11, 12, and 13 include the review and evaluation of the 1992 NCP recommendations, Palomar Airport Roundtable (PAR) 2000 recommendations, as well as several new measures. Section 14 contains a revised future (2009) *Noise Exposure Map, With Program Implementation*. Appendix J contains the FAA's NCP checklist completed specifically for this Part 150 Study Update.

10.3 PROJECT ROLES AND RESPONSIBILITIES

The control of aircraft noise exposure is a complex issue, with several parties sharing in the responsibility: the federal government, state and local governments and planning agencies, the airport operator, civilian and military airport users, and local residents. All interests must be considered in the noise compatibility process. Groups having roles in this Part 150 process are described below.

10.3.1 Federal

The federal government has assumed the role of coordinator and regulator of the nation's aviation system. Congress has assigned administrative authority of the FAA. The specific responsibilities of the FAA include:

- The regulation of air commerce in order to promote its development and safety and to fulfill the requirements of national defense;

- The promotion, encouragement, and development of civil aeronautics;
- The control of the use of navigable airspace and the regulation of civil and military aircraft operations to promote the safety and efficiency of both; and
- The development and operation of a common system of air traffic control for both military and civilian aircraft.

As part of the Part 150 process, the FAA Western Pacific Region Airports Division located in Hawthorne, California, has the responsibility to review the NEM and related documentation and indicate whether they are in compliance with applicable requirements. The FAA publishes a notice of compliance for each NEM and related documentation in the Federal Register. Acceptance of NEMs by the FAA is required prior to approval of the NCP.

The FAA is responsible for the control of navigable airspace and operation of air traffic control systems at the nation's airports. Airport proprietors have no direct control over airspace management and air traffic control including the movement of air traffic on the ground at the airport. The FAA reviews any proposed changes in flight procedures, such as flight tracks or runway use programs proposed for noise abatement on the basis of safety of flight operations, efficient use of navigable airspace, management and control of the national airspace and traffic control systems, affect on security, and compliance with applicable laws and regulations.

10.3.2 State of California

The State of California (State) does not have administrative responsibility in the Part 150 process. However, through California Code of Regulation (CCR) Title 21, the State has recognized the effects of noise in the vicinity of airports and developed regulations to provide a positive basis to accomplish resolution of existing noise problems in communities surrounding airports and to prevent the development of new noise problems. The regulations establish a quantitative framework within which airport operators, aircraft operators, and local communities can work together to reduce noise and prevent airport problems.

10.3.3 County of San Diego

The County owns and operates CRQ as a public utility. As the 'airport operator,' the County has responsibility of the entire Part 150 Study Update. The Palomar Airport Advisory Committee (PAAC) has been designated as the citizen's review committee for this study.

10.3.4 Consulting Team

The County retained the consultant team of URS Corporation (URS) and Katz and Associates in December 2002, to prepare the Part 150 Study Update. URS provides airport environmental planning services, and has overall responsibility for the technical elements, documentation, and project management. Katz and Associates, a public affairs consulting firm, has responsibility for all aspects of public involvement.

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SECTION 11 CONSIDERATION OF OPERATIONAL ALTERNATIVES

11.1 INTRODUCTION

The primary goals of the FAR Part 150 Noise Compatibility Program (NCP) are:

- Reduce existing non-compatible land uses around the airport; and /or
- Prevent, or reduce the probability of, the establishment of additional non-compatible land uses.

Because the situation at McClelland-Palomar Airport (CRQ) is not identical to any other airport, it will require a unique combination of mitigation measures to achieve an acceptable resolution. A wide range of feasible operational alternatives will be explored in this section.

Modification of certain aircraft, airport, and Air Traffic Control (ATC) operational procedures have the potential to reduce aircraft noise exposure on people, residential areas, schools, churches, and other noise-sensitive sites around the airport. Operational noise abatement alternatives typically result in either a shift in the location of the noise contours or a reduction in the size of the noise contours. FAR Part 150 §B150.7(b) indicates that the following alternatives should be analyzed as potential operational noise abatement measures:

- The construction of barriers and acoustical shielding.
- The implementation of a preferential runway system.
- The use of flight procedures (including the modifications of flight tracks) to control the operation of aircraft to reduce exposure to individuals (or specific noise-sensitive areas) to noise in the area around the airport.
- The implementation of any restriction on the use of the airport by any type or class of aircraft based on the noise characteristics of those aircraft. Such restrictions may include, but are not limited to:
  - Denial of use of the airport to aircraft types or classes which do not meet Federal noise standards;
  - Capacity limitations based on the relative noisiness of different types of aircraft;
  - Requirements that aircraft using the airport must use noise abatement takeoff or approach procedures previously approved as safe by the FAA;
  - Landing fees based on FAA certificated or estimated noise emission levels or on time of arrival; and
  - Partial or complete curfews.
- Other actions or combinations of actions which would have a beneficial noise control or abatement impact on the public.
- Other actions recommended for analysis by the FAA for the specific airport.

Based upon the airport noise exposure and non-compatible land uses identified in the map, the airport operator shall evaluate the potential operational noise abatement measures against the following criteria:

- Is not unjustly discriminatory;
- Does not derogate safety or adversely affect the safe and efficient use of airspace; and
- To the extent practicable, meets both local needs and needs of the national air transportation system, considering tradeoffs between economic benefits derived from the airport and the noise impact.

The recommended operational noise abatement measures must be appropriate to the specific airport. For example, an evaluation of night curfews is not appropriate if there are no night flights and none are forecast. For those operational noise abatement measures selected for implementation, the program must identify the agency or agencies responsible for such implementation, whether those agencies have agreed to the implementation, and the approximate schedule agreed upon.

FAA Order 1050.1E, "Policies and Procedures for Considering Environmental Impacts," indicates that new or revised ATC procedures which routinely route air traffic over noise-sensitive areas at less than 3,000 feet above ground level are subject to environmental assessment. This includes procedures that alter flight tracks or the specific altitudes utilized by aircraft. It also includes changes in percent use of a particular altitude, runway, or heading, and use of new headings within an existing departure or arrival area. New procedures that routinely route aircraft over non-noise-sensitive areas are categorically excluded from environmental assessment. Procedural actions requested by users on a test basis to determine effectiveness of new technology and measurement of possible impacts on the environment are also categorically excluded from environmental assessment.

During the environmental assessment process, an initial noise analysis should be accomplished. This analysis is comprised of determining the most likely affected noise-sensitive areas in relation to the resulting operation from the proposed ATC procedure. The FAA has established a threshold beyond which the impact is considered significant. FAA's threshold of significance has been determined to be a DNL 1.5 dB increase in noise over any noise-sensitive area located within the DNL 65 dB contour. If this threshold is not exceeded, the FAA may conclude that the proposed ATC procedure will not have a significant effect on the human environment and issue a Finding of No Significant Impact (FONSI). Implementation of the proposed ATC procedure may occur following the FONSI. If the impact is considered significant, the FAA may issue a mitigated FONSI or require preparation of an Environmental Impact Statement (EIS) for the proposed ATC procedure.

11.2 REVIEW OF 1992 NCP OPERATIONAL MEASURES

The FAR Part 150 Noise Compatibility Program for CRQ that was approved on June 16, 1992, recommended fourteen operational noise abatement measures. Table 11-1 describes each measure, and indicates the FAA's Record of Approval.

Table 11-1
Operational Measures from the 1992 NCP

Measure ID	Measure	FAA Record of Approval
OM-1	Raise the traffic pattern altitudes.	No action. Insufficient data.
OM-2	Increase the instrument landing system (ILS) and visual approach slope indicator (VASI) angles from 3.2 degrees to 3.76 degrees.	Disapproved due to increased complexity.
OM-3	Modify the Oceanside very high-frequency omni-directional radio range (VOR) approach to maintain higher altitudes over Carlsbad.	Disapproved due to reduced utility of the airport.
OM-4	Require visual departures proceeding to the coast from Runway 24 to turn to a 250-degree heading and fly through the gap between Solamar and Terramar.	Approved as Voluntary.
OM-5	Develop a jet standard instrument departure (SID) for Runway 24 operations to turn to a 250-degree heading, perform a thrust cutback procedure at Interstate 5, and maintain heading and altitude until at least three miles offshore.	No Action. Insufficient data.
OM-6	Conduct a test in which Runway 24 arrivals would maintain gear and flap settings from the outer marker until past Palomar West Mobile Home Park.	Approved as Voluntary.
OM-7	Require jet arrivals to Runway 24 to use the ILS.	Disapproved due to no benefit demonstrated; rules already apply.
OM-8	Specify Runway 24 as the preferential runway.	Approved as Voluntary. Consult with ATCT.
OM-9	Increase the helicopter route altitude to 1,000 feet mean sea level (MSL).	Disapproved pending data.
OM-10	Locate engine maintenance runup area to the west side of the Airport.	Disapproved due to insufficient data.
OM-11	Hold aircraft at the parking position when departure delays are high.	Disapproved due to no benefit demonstrated.
OM-12	Discourage the use of the Airport by aircraft operating at a maximum weight of 60,000 pounds or more.	Disapproved due to insufficient data.
OM-13	Discourage jet training operations, particularly by Stage 2 aircraft.	Approved as Voluntary but beware of Part 161.
OM-14	Implement a voluntary Stage 2 jet departure curfew between 10 pm and 7 am.	Approved as Voluntary but beware of Part 161.

11.2.1 Raise Traffic Pattern Altitudes (OM-1)

The 1992 NCP included a recommendation to raise the traffic pattern altitudes from 800 feet above mean sea level (MSL) to 1,000 feet MSL for helicopters; from 1,200 feet MSL to 1,500 feet MSL for small aircraft; and from 1,500 feet to 2,000 feet MSL for large aircraft. According to the 1992 NCP, the new pattern altitudes would provide additional terrain clearance when the pattern is extended to the east due to congestion, and enable arriving aircraft from the northwest to remain at higher altitudes over the more populated areas within the City of Carlsbad.

The FAA did not approve this measure in the NCP, because the NCP did not adequately demonstrate a noise benefit; there was insufficient statistical and other data to make a determination on the benefits of this measure from a noise standpoint.

The proposed higher Airport Traffic Pattern altitudes were established subsequent to the 1992 NCP and are listed in the Airport/Facility Directory published by the U.S. Department of Transportation, Federal Aviation Administration, National Aeronautical Charting Office. The listed minimum CRQ Airport Traffic Pattern altitudes are 1,003 feet MSL for helicopters, 1,503 feet MSL for small aircraft and 2,003 feet MSL for large aircraft. A copy of the Airport/Facility Directory information for Carlsbad is included in Appendix K.

Recommendation: It is recommended that the existing Airport Traffic Pattern altitudes, as published in the Airport/Facility Directory, be continued.

11.2.2 Increase ILS and VASI Angle from 3.2 Degrees to 3.76 Degrees (OM-2)

The 1992 NCP included a recommendation to increase the instrument landing system (ILS) angle and the Visual Approach Slope Indicator (VASI) [subsequently upgraded to Precision Approach Path Indicator (PAPI)] angle from 3.2 degrees to 3.76 degrees, providing additional altitude to arriving aircraft over-flying neighborhoods to the east of the airport. According to the NCP, raising the glide slope would provide 200 to 300 feet of additional altitude over the affected communities, and reduce the cumulative noise exposure by 1 to 2 CNEL, reduce Sound Exposure Level (SEL), on a single-event basis, by 3 dB for jet aircraft and 2 dB for propeller aircraft.

The FAA disapproved this measure in the NCP, because, in their opinion, this would not provide any meaningful noise reduction and would increase the complexity faced by pilots using these approach aids.

FAA's standard glide slope angle is 3 degrees; therefore, CRQ is already 0.2 degrees higher than the standard. The affected communities of Palomar West Mobile Home Park and San Marcos were, and still are, located outside the 60 CNEL noise contour. In addition, the Airport/Facility Directory indicates that the landing distance available (LDA) and accelerated stopping distance available on Runway 24 are 4,600 feet. The runway is hard to see two hours prior to sunset (do not mistake the south taxiway or the drag strip, which is located 2.5 miles east, for the runway). There is extensive bird activity in the vicinity, especially in the spring.

The altitude of arriving aircraft established on the ILS glide path at two nautical miles from touchdown would be approximately 120 feet higher when using the glide slope angle of 3.76 degrees. When aircraft

descend along approach paths that are in excess of the standard 3.0-degree slope, pilots must be aware of the subtle aircraft operational differences that may include increased approach speeds, extended landing touchdown point and landing rollout distances. For these and other reasons related to operations safety and the desire to maintain a uniform standard of approach slope parameters for all published precision instrument approach procedures and visual approach path systems, the FAA discourages the application of higher non-standard approach slopes.

***Recommendation*: No further action is warranted.**

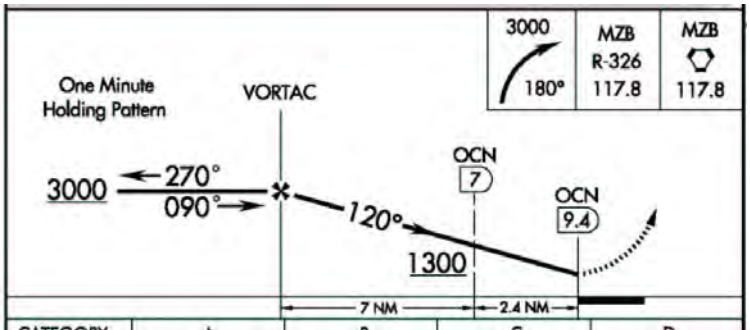
11.2.3 Modify Oceanside VOR Approach (OM-3)

The 1992 NCP included a recommendation to modify the Oceanside Very High Frequency Omni-directional Radio Range (VOR-A) [circling] approach for aircraft so that they maintain a minimum altitude of 3,000 feet MSL at the Oceanside VORTAC, 2,000 feet MSL four nautical miles from the VORTAC on a magnetic compass heading of 120 degrees, and 1,400 feet MSL seven nautical miles from the VORTAC. The procedure is designed to keep aircraft at altitudes over 1,000 feet above ground level (AGL) over the primary residential neighborhoods in the Cities of Oceanside and Carlsbad. This VOR approach is restricted to propeller-driven aircraft and is unauthorized for jet use.

The FAA disapproved this measure in the NCP, because, in their assessment, increasing the altitude to 1,400 feet at 7 DME (Distance Measuring Equipment) would require raising the established minima and would thereby reduce the utility of the approach.

Figure 11-1 illustrates the minimum altitude of 1,300 feet MSL at seven miles past the VORTAC.

Figure 11-1
VOR-A Terminal Procedure



CATEGORY	A	B	C	D
CIRCLING	1300-1¼ 972 (1000-1¼)	1300-1½ 972 (1000-1½)	1300-3 972 (1000-3)	NA
DME MINIMUMS				
CIRCLING	860-1 532 (600-1)	1000-1 672 (700-1)	1020-2 692 (700-2)	NA

Source: U.S. Terminal Procedures, December, 2004.

Analysis of the proposed change to the published VOR-A non-precision circling approach procedure reveals that although the initial descent altitude of 3,000 MSL would remain unchanged, the proposed 2,000-foot minimum altitude at a point four nautical miles from the VORTAC facility would allow the aircraft to descend to an altitude approximately 28 feet lower than currently allowed. Based on the proposal to achieve a minimum missed approach altitude of 1,400 feet, the use of a prescribed constant rate of decent of 180 feet per nautical mile could not be maintained thus requiring the pilot monitor and execute two separate descent rates along the approach path to the airport.

Recommendation: ***No further action is warranted.***

11.2.4 Require Visual Departures to Fly between Solamar and Terramar (OM-4)

The 1992 NCP included a recommendation to require visual departures proceeding to the coast from Runway 24 to (a) make a right turn as soon as feasible to a heading of 250 degrees, (b) fly over the vacant area between the communities of Terramar and Solamar, and (c) maintain heading until one mile past the shoreline before turning north or south. The intersection of Interstate 5 (I-5) and Palomar Airport Road can be used as a visual marker for keeping on course. It is recommended that pilots keep just to the right of this intersection. This "gap" between the communities is approximately 2,500 feet wide. This procedure would not apply to aircraft making immediate turns proceeding east, or to aircraft remaining in the traffic pattern. The 1992 NCP recommended that this procedure be the required Runway 24 departure procedure.

The FAA approved this as a voluntary measure only. This measure reflects a recommended practice that is already in effect at the airport.

It appears that a slightly modified form of the procedure was implemented following FAA's Record of Approval. The "Alpha Departure" is published on the airport's website as a voluntary noise abatement procedure (VNAP), and is shown in Figure 11-2. It instructs jets to fly a 250-degree ground track at the best rate of climb until approximately ½ mile offshore. National Business Aircraft Association (NBAA) standard noise abatement departure procedures are recommended. It instructs piston aircraft to hold turns until reaching 800 feet MSL, with the "Alpha North" pattern preferred. On the downwind leg, climb to at least 1,000 feet AGL prior to initiating a turn to the desired course.

Figure 11-3 illustrates flight track density for daytime departures on Runway 24, based on CY 2002 data collected from the airport's Global Environmental Management System (GEMS). Figure 11-4 illustrates modeled departure flight tracks for Runway 24, which were developed from the flight track density maps. The line thickness of the flight track represents the relative weighted utilization of the track, i.e., the thicker the line, the more aircraft use that track. Tracks 24D3, 24D4, 24D5, 24D7, 24D8, 24D10, and 24D11 generally follow the "Alpha Departure" procedure, and account for 57.1 percent of all departures.

Table 11-2 indicates the number of fixed wing aircraft utilizing each track during the daytime, evening, and nighttime periods on the average annual day.

Table 11-2
Average Daily Departures on Runway 24

Track ID	Number of Average Daily Departures				
	Day	Evening	Night	Total	Percentage
24D1	27.9	1.0	0	28.9	14.3%
24D2	27.9	1.0	0	28.9	14.3%
24D3	37.2	0	0	37.2	18.4%
24D4	37.2	2.0	0	39.2	19.4%
24D5	27.9	2.0	0	29.9	14.8%
24D6	27.9	0	0	27.9	13.8%
24D7	0	2.0	0	2	1.0%
24D8	0	2.0	0	2	1.0%
24D9	0	0	1.3	1.3	0.6%
24D10	0	0	2.9	2.9	1.4%
24D11	0	0	2.2	2.2	1.1%
TOTAL	186	10	6.4	202.4	100%

As shown in Table 11-2, a total of 30.1 aircraft per day, or 14.9 percent of all fixed wing aircraft departures, are bound for destinations southeast of the airport. Approximately 93 percent of these departures utilize track 24D6, which begins at the departure end of Runway 24, continues for a distance of one nautical mile beyond the end of the runway along the extended runway centerline, then transitions to the left to a compass heading of 076 degrees passing over residential areas located adjacent to and southwest of the airport. The remaining 7 percent of these departures utilize track 24D11, which generally follows the "Alpha Departure" procedure, by delaying the left turn until reaching the coast.

An analysis of these left turn departure tracks for Runway 24 was conducted to examine the potential for reducing noise exposure to residential areas southwest of the airport. Fifty percent of aircraft currently using track 24D6 were shifted to track 24D11 to avoid residential areas southwest of the airport. The tracks are shown on Figure 11-4. It was assumed that this operational procedure would be a voluntary measure only; and as such, that approximately 50 percent of aircraft currently using track 24D6 would use track 24D11 instead, when weather conditions and traffic efficiency allowed.

The *2009 Future Condition NEM, Without Program Implementation*, was used as a baseline condition for evaluating the effectiveness of this alternative. The baseline condition was only changed by adjusting Runway 24 departure track utilization. All other data elements of the *2009 Future Condition NEM, Without Program Implementation*, remained unchanged.

Figure 11-5 compares CNEL 60 and 65 dB contours of the *2009 Future Condition NEM, Without Program Implementation* to the CNEL 60 and 65 dB noise contours resulting from this alternative. Table 11-3 provides detailed information regarding the number of housing units and population within the

resulting CNEL 60 dB contours. With 50 percent compliance, seven less people and three less housing units would be exposed to noise levels at or above CNEL 60 dBA.

Table 11-3
Noise Exposure Estimates for OM-4

Noise Exposure	CNEL/60 dBA		
	2009 No Action	Reduced Use of Track 24D6	Benefit
Population	413	406	7
Number of Housing Units	155	152	3

Note: There are no housing units within the CNEL 65 dBA contour.

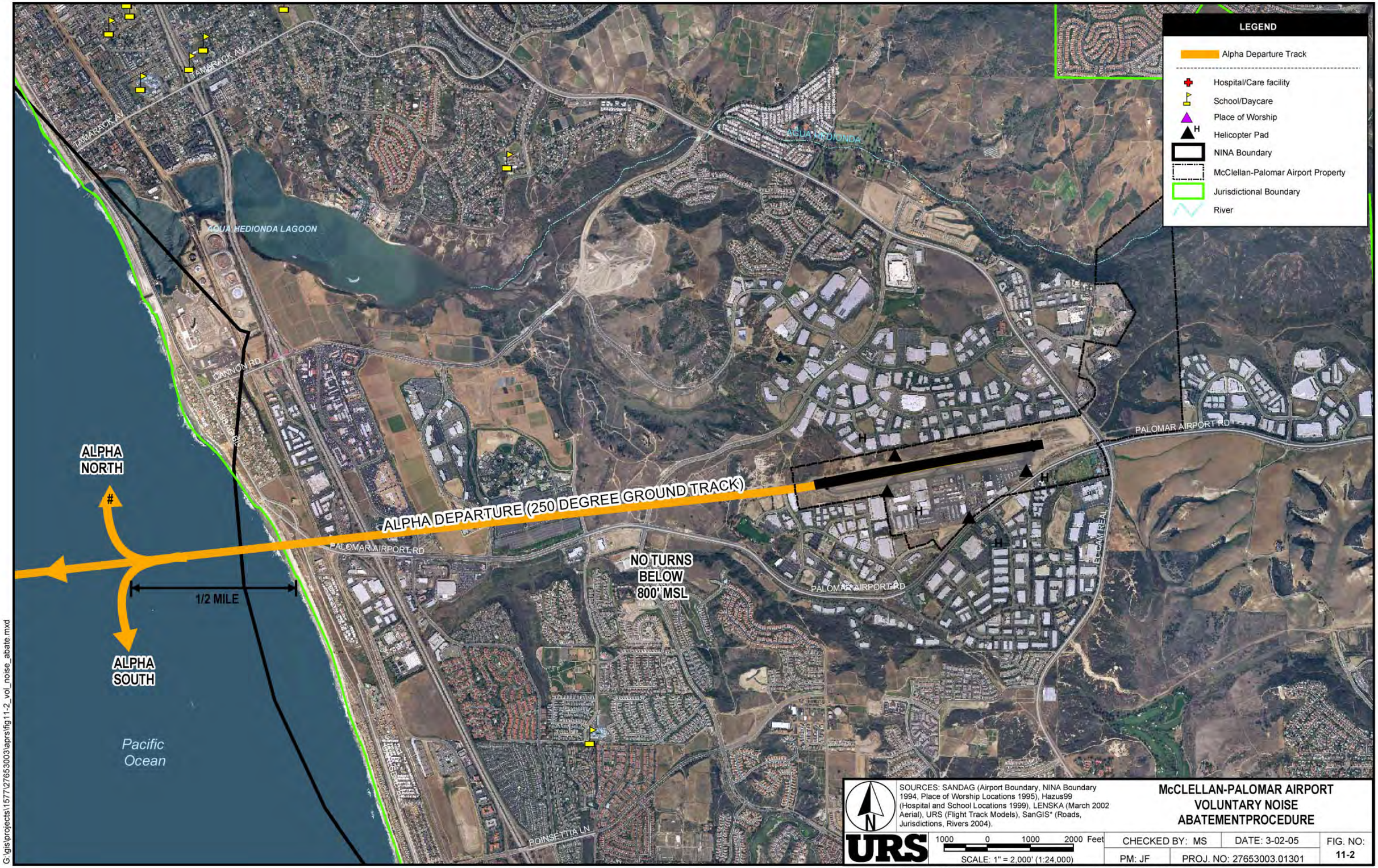
Sources: Integrated Noise Model, Version 6.1
URS Corporation, 2005.

During the development of this alternative, the consideration of air traffic efficiency was discussed with the Airport Traffic Control Tower (ATCT) at CRQ. The ATCT's concern is the reduction of air traffic efficiency when a slower aircraft precedes a faster aircraft. If a slower aircraft remains on runway heading without executing an immediate left turn, a faster aircraft would be required to hold until the slower aircraft cleared the flight path.

The potential use and feasibility of developing a single noise abatement departure corridor along the extended Runway 24 centerline was discussed with ATCT representatives. The proposed corridor would serve to congregate all Runway 24 departures along a single straight-out path with initial turns to the north or south commencing only after the passing west of the coastline.

Current air traffic handling procedures at CRQ have been historically developed to provide the most efficient and expeditious movement of traffic. These procedures also serve to enhance the overall safety of all departures. While technically feasible from a safety and air traffic routing perspective, the consolidation of all Runway 24 departures along a single route imposes operational air traffic handling restrictions while also degrading runway peak hour and annual service volume capacity.

ATC handling procedures require that controllers provide adequate en-trail separation between all departing aircraft. If all Runway 24 departing aircraft were required to fly along an extended runway heading, ATC rules dictate that adequate separation between each successive aircraft departure be provided. This would require that ATCT personnel monitor the relative ground speed of each aircraft and the closure rates between any two aircraft. When departing low performance aircraft are followed by faster high performance aircraft, the differences in departure ground speed may require that air traffic controllers meter the departure rates on an aircraft-by-aircraft basis.



SOURCES: SANDAG (Airport Boundary, NINA Boundary 1994, Place of Worship Locations 1995), Hazus99 (Hospital and School Locations 1999), LENSKA (March 2002 Aerial), URS (Flight Track Models), SanGIS* (Roads, Jurisdictions, Rivers 2004).

McCLELLAN-PALOMAR AIRPORT VOLUNTARY NOISE ABATEMENTPROCEDURE

URS

1000 0 1000 2000 Feet

SCALE: 1" = 2,000' (1:24,000)

CHECKED BY: MS	DATE: 3-02-05	FIG. NO:
PM: JF	PROJ. NO: 27653003.01301	11-2

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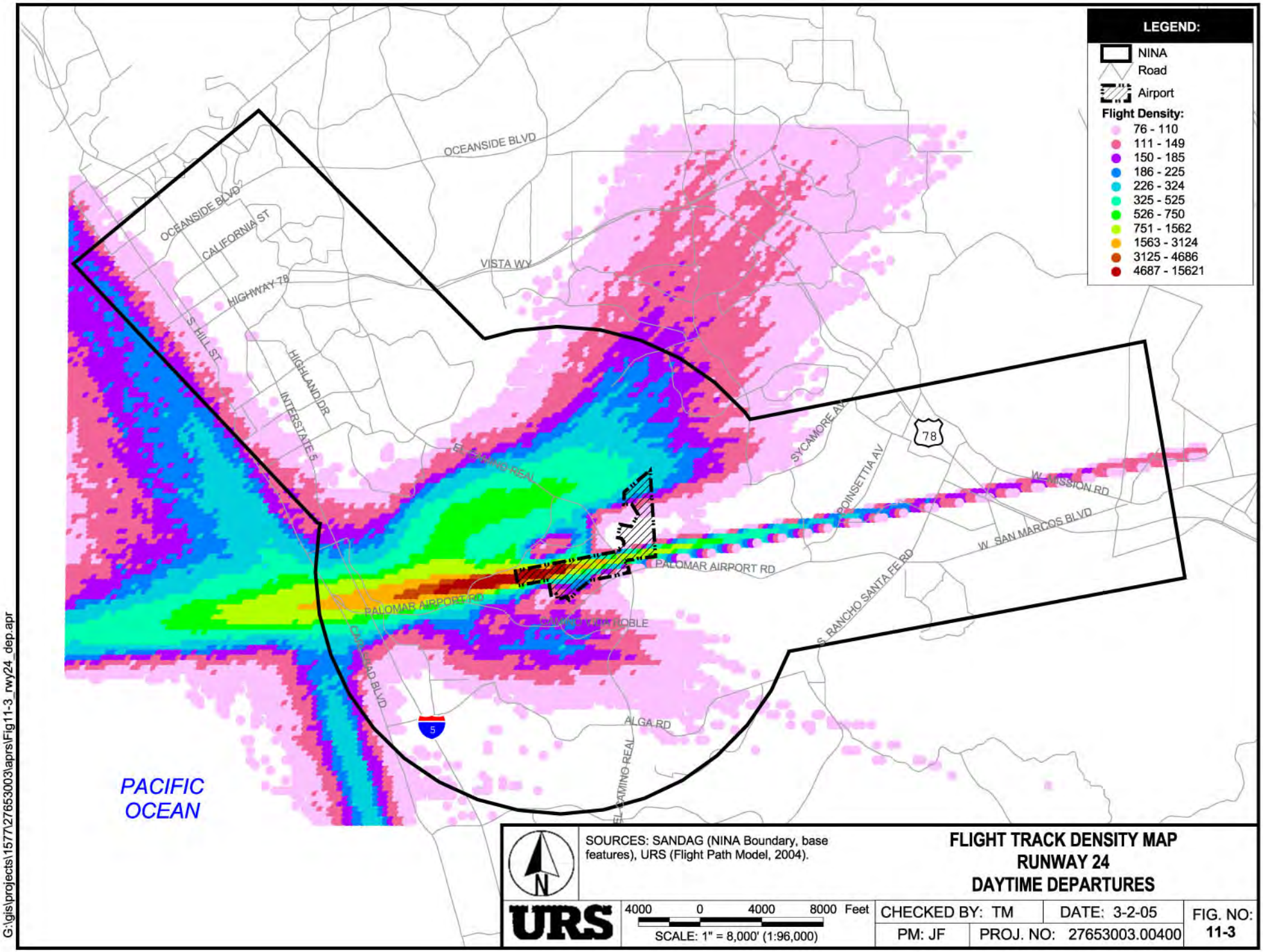
LEGEND:
NINA
Road
Airport
Flight Density:
76 - 110
111 - 149
150 - 185
186 - 225
226 - 324
325 - 525
526 - 750
751 - 1562
1563 - 3124
3125 - 4686
4687 - 15621
OCEANSIDE BLVD
CALIFORNIA ST
HIGHWAY 78
VISTA WY
S HILL ST
HIGHLAND DR
INTERSTATE 5
EL CAMINO REAL
SYCAMORE AV
POINSETTIA AV
78
W MISSION RD
W SAN MARCOS BLVD
PALOMAR AIRPORT RD
S RANCHO SANTA FE RD
CARLSBAD BLVD
ALGA RD
EL CAMINO REAL
5
PACIFIC
OCEAN
SOURCES: SANDAG (NINA Boundary, base features), URS (Flight Path Model, 2004).
FLIGHT TRACK DENSITY MAP
RUNWAY 24
DAYTIME DEPARTURES
URS
4000 0 4000 8000 Feet
SCALE: 1" = 8,000' (1:96,000)
CHECKED BY: TM
DATE: 3-2-05
PM: JF
PROJ. NO: 27653003.00400
FIG. NO: 11-3
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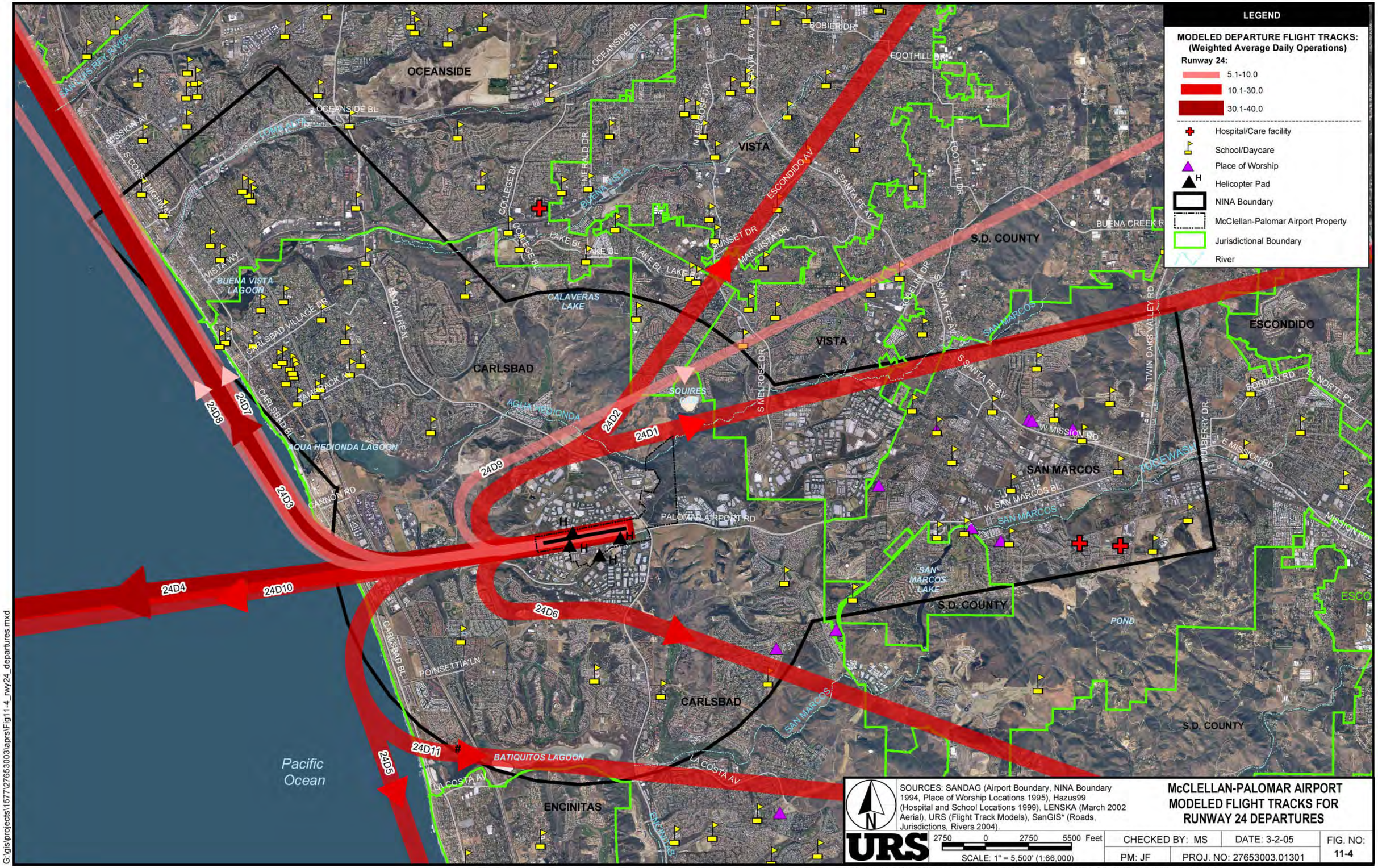

SOURCES: SANDAG (Airport Boundary, NINA Boundary 1994, Place of Worship Locations 1995), Hazus99 (Hospital and School Locations 1999), LENSKA (March 2002 Aerial), URS (Flight Track Models), SanGIS* (Roads, Jurisdictions, Rivers 2004).

McCLELLAN-PALOMAR AIRPORT MODELED FLIGHT TRACKS FOR RUNWAY 24 DEPARTURES

URS

2750 0 2750 5500 Feet

SCALE: 1" = 5,500' (1:66,000)

CHECKED BY: MS	DATE: 3-2-05	FIG. NO: 11-4
PM: JF	PROJ. NO: 27653003.01301	

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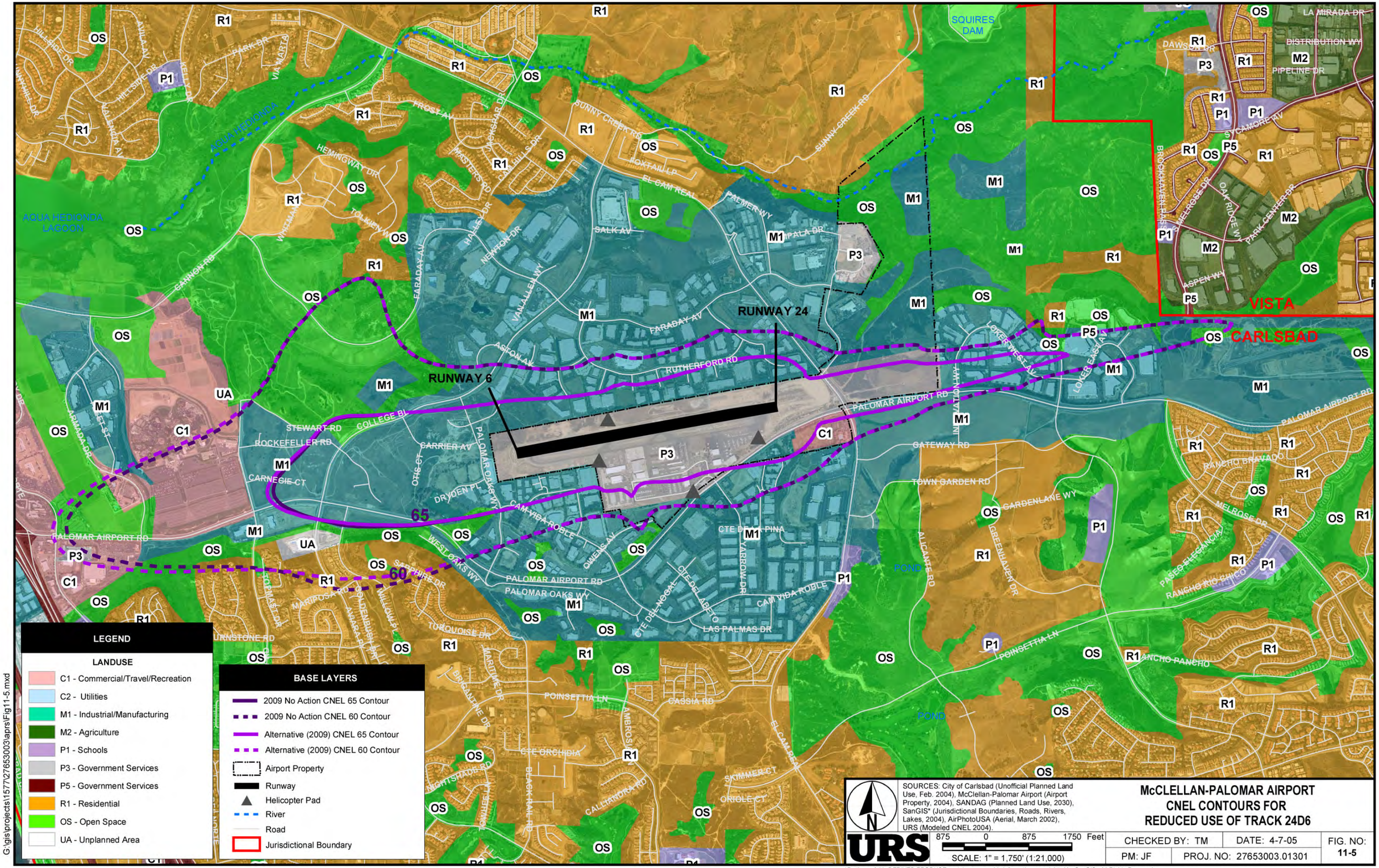
McCLELLAN-PALOMAR AIRPORT CNEL CONTOURS FOR REDUCED USE OF TRACK 24D6



G:\gis\projects\15772765300\3\aprs\Fig11-5.mxd

SOURCES: City of Carlsbad (Unofficial Planned Land Use, Feb. 2004), McClellan-Palomar Airport (Airport Property, 2004), SANDAG (Planned Land Use, 2030), SanGIS* (Jurisdictional Boundaries, Roads, Rivers, Lakes, 2004), AirPhotoUSA (Aerial, March 2002), URS (Modeled CNEL 2004).

URS

875 0 875 1750 Feet

SCALE: 1" = 1,750' (1:21,000)

CHECKED BY: TM	DATE: 4-7-05	FIG. NO: 11-5
PM: JF	PROJ. NO: 27653003.01301	

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These operational requirements and restrictions may impose severe operational and capacity restrictions such as:

- Imposed departure holds,
- Departure delays,
- Departure speed restrictions,
- Increased ground movement fuel burn,
- Adverse air quality impacts, and
- Reductions in runway capacity and peak hour throughput.

However, when traffic volume permits, this procedure would be practicable.

Figure 11-5 and Table 11-3 illustrate the benefits of delaying the left turn from Runway 24 until aircraft reach the coast.

Recommendation: ***(1) It is recommended that the existing "Alpha Departure" Voluntary Noise Abatement Procedure (VNAP), as published on the airport's website, be continued. It instructs jets to fly a 250-degree ground track at the best rate of climb until approximately ½ mile offshore. National Business Aircraft Association (NBAA) standard noise abatement departure procedures are recommended. It instructs piston aircraft to hold turns until reaching 800 feet MSL, with the "Alpha North" pattern preferred. On the downwind leg, climb to at least 1,000 feet AGL prior to initiating a turn to the desired course.***

(2) In addition, it is also recommended that when traffic volume permits, CRQ ATCT should instruct pilots to delay the left turn from Runway 24 until aircraft are west of I-5.

11.2.5 Develop a SID for Runway 24 Departures (OM-5)

The 1992 NCP included a recommendation to prepare a Standard Instrument Departure (SID) with the FAA concerning instrument flight rules (IFR) jet departures from Runway 24. This procedure would provide a "gate" for initiating a climb or heading changes after initial departure altitude is reached. Aircraft would maintain a [magnetic] heading of 250 degrees and climb to a minimum altitude of 2,000 feet MSL before crossing I-5 or the Oceanside 131-degree radial, then reduce power as acceptable for safe flight, and maintain the initial heading and initial altitude of 2,000 to 3,000 feet MSL until reaching the gate at three miles past the shoreline.

This recommended procedure, in conjunction with the Runway 24 visual departure procedure described above in Section 11.2.4, should eliminate most of the direct overflights of Altamira, Terramar, Solamar, and Seagate Village. The 1992 NCP indicated that a capacity analysis was performed to determine the impact of aircraft departing from Runway 24 and proceeding out over the coast on the 250-degree [magnetic] heading. It was found that the procedure would have a minimal impact on airport capacity and that the maximum number of departures that could occur per hour would be reduced from 98 to 96.

The FAA indicated no action was required at the time, because additional information and analysis was required under Section 104(b) of the Airport Safety and Noise Abatement Act (ASNA).

A SID procedure is an ATC requested and developed departure typically used in busy terminal areas. The SID procedures are published and are used by ATC to increase capacity of terminal airspace, effectively control the flow of traffic with minimum communication and reduce environmental impact through noise abatement procedures. The development of a SID is predicated on the availability of electronic navigational aids (NAVAIDS) that provide pre-established navigable routes between NAVAIDS or to published fixed points in space that are established by the proximal location and relative bearing between two or more NAVAIDS. Because the NAVAIDS or waypoints required to develop published navigable routes along the departure route from Runway 24 are not currently available, the development and use of a noise abatement SID for Runway 24 cannot be implemented.

The FAA and certain U.S. airport owner/operators are working with the FAA in developing alternative departure procedures that utilize emerging navigational technologies such as the Global Positioning System (GPS). The GPS is a satellite-based navigation system made up of a network of 24 satellites placed into orbit by the U.S. Department of Defense. GPS was originally intended for military applications, but in the 1980s, the government made the system available for civilian use. Using GPS, the FAA is developing a variety of arrival and departure procedures that are based on established parameters such as Area Navigation (RNAV).

RNAV is a method of navigation that permits aircraft operation on any desired course within the coverage of station-referenced navigation signals or within the limits of self contained system capability, or a combination of these. As part of the RNAV, waypoints are used as predetermined geographical positions that are defined in terms of latitude/longitude coordinates. Waypoints may be a simple named point in space or associated with existing NAVAIDS, intersections, or fixes. A waypoint is most often used to indicate a change in direction, speed, or altitude along the desired path.

The potential for the development of a Runway 24 noise abatement departure procedure utilizing GPS and RNAV capabilities is high, however, the establishment and use of RNAV procedures for noise abatement purposes is in the early stages of development.

One potential application of a GPS/RNAV departure procedure would involve the establishment of a waypoint west of the coastline along the extended Runway 24 centerline. As an established geographical point in space, the waypoint would be used as an initial point of course change to the north and south. The application of this noise abatement procedure would serve to provide positive course guidance while channeling all departures using this GPS/RNAV procedure along a narrow geographically-limited departure path to the coastline.

Recommendation: CRQ should work with FAA to develop a GPS/RNAV departure procedure to emulate the "Alpha Departure" VNAP.

11.2.6 Conduct a Test of Runway 24 Arrival Procedure (OM-6)

The 1992 NCP included a recommendation to conduct a test in which aircraft arriving to Runway 24 maintain gear and flap settings between the CRQ outer marker and the west edge of the Palomar West Mobile Home Park. The results of this test may recommend new approach procedures to reduce noise exposure.

The FAA approved this as a voluntary measure only.

It appears that a slightly modified form of the procedure was implemented following FAA's Record of Approval. The following VNAPs are published on the airport's website:

- Maintain a cruise aircraft configuration (gear and flaps retracted; RPM no higher than cruise) until as close to the airport as possible.
- Jets: Request ILS approach. Fly a slightly high approach in VMC. Delay gear and flaps transition consistent with safety.

Recommendation: It is recommended that the existing Voluntary Noise Abatement Procedures (VNAPs), as published on the airport's website, be continued.

11.2.7 Require Jet Arrivals on Runway 24 to Use the ILS (OM-7)

The 1992 NCP included a recommendation to require jet aircraft arrivals to Runway 24 to use the ILS. This procedure would keep jet aircraft over less populated areas, except for the Palomar West Mobile Home Park and some areas of San Marcos. It would also concentrate the aircraft so that fewer neighborhoods would be exposed to noise. This procedure is currently in use at the airport as part of the voluntary noise control plan.

The FAA disapproved this measure for purposes of Part 150, because the measure, as submitted, does not demonstrate any noise benefit. However, FAR Part 91.129 (d) (2) specifies that large and turbine powered aircraft shall fly the final approach at or above the ILS glide slope and (3) provides that all aircraft approaching a runway equipped with a visual approach slope indicator (VASI) shall fly at or above the glide slope until a lower altitude is necessary for landing.

It appears that the procedure was implemented subsequent to the 1992 NCP. The following VNAP is published on the airport's website:

- Jets: Request ILS approach. Fly a slightly high approach in VMC. Delay gear and flaps transition consistent with safety.

Recommendation: No further action is warranted.

11.2.8 Specify Runway 24 as the Preferential Runway (OM-8)

The 1992 NCP included a recommendation to specify Runway 24 as the "official" preferential runway at the airport when wind conditions permit. The 1992 NCP indicates that 98 percent of the operations at the airport use Runway 24 due to winds and operational procedures. However, during calm wind conditions, some aircraft do use Runway 6. It is therefore recommended that Runway 24 be designated as the preferential runway with less than a five-knot surface wind.

The FAA approved this as a voluntary measure. The airport sponsor should consult with the manager of the ATCT regarding implementation of changes to ATCT Standard Operational Procedure (SOP).

It appears that this measure was implemented subsequent to the 1992 NCP, since the Airport/Facility Directory, Southwest U.S. (published by the U.S. Department of Transportation, Federal Aviation Administration, National Aeronautical Charting Office) designates Runway 24 as the calm wind runway. A copy of the Airport/Facility Directory information for Carlsbad is included in Appendix K.

As described in the 2004 Noise Exposure Maps (NEM) document, runway utilization rates at CRQ are 97 percent on Runway 24 and 3 percent on Runway 06 in favor of the direction of prevailing wind.

Recommendation: It is recommended that the existing designation of Runway 24 as the calm wind runway, as published in the Airport/Facility Directory, be continued.

11.2.9 Increase Helicopter Route Altitude to 1,000 Feet MSL (OM-9)

The 1992 NCP included a recommendation to raise the traffic pattern altitude from 800 feet MSL to 1,000 feet MSL. The current pattern altitude exacerbates the noise problem when the pattern is extended, due to congestion, into the areas with higher terrain and greater population. The new pattern altitude is within the landing pattern envelope. The new altitude would also provide additional terrain clearance when the pattern is extended to the east due to congestion.

The FAA disapproved this measure due to pending submission of additional information relative to anticipated noise benefit. Information provided in the 1992 NCP was insufficient to determine the noise benefit.

It appears that the procedure was implemented subsequent to the 1992 NCP, since the Airport/Facility Directory, Southwest U.S. (published by the U.S. Department of Transportation, Federal Aviation Administration, National Aeronautical Charting Office) indicates the traffic pattern altitude (TPA) for helicopters is 1,003 feet MSL. A copy of the Airport/Facility Directory information for Carlsbad is included in Appendix K.

Recommendation: No further action is warranted.

11.2.10 Relocate Engine Maintenance Run-Up Area (OM-10)

The 1992 NCP included a recommendation to locate the aircraft engine maintenance run-up area on the west side of the airport with aircraft facing east. No maintenance run-ups should be conducted between 10:00 p.m. and 7:00 a.m.

The FAA disapproved this measure because no documentation was presented in the 1992 NCP to indicate a noise benefit for people in the airport vicinity. However, the FAA also indicated in the Record of Approval (ROA) that with respect to the location of an aircraft maintenance run-up area, the airport operator has the prerogative of designating such a location.

Currently, there is no major maintenance facility or activity at CRQ. All aircraft operators wishing to do any kind of maintenance check in the run-up area must contact Palomar Airport Operations to be advised of procedures, schedule a time, and be issued a Prior Permission Request (PPR) number. This PPR

number verifies that the crew have been briefed, and is required by the ATCT before any maintenance run can be started. Basic procedures are as follows:

- Aircraft will position adjacent to the hold short line,
- Aircraft must line-up on a heading of 240 degrees,
- No high power engine runs are to be conducted when the ATCT is closed,
- All aircraft are to monitor ATC Tower Frequency during maintenance runs,
- ATCT will coordinate high power run-ups to avoid interference with arriving aircraft.

Appendix K includes a copy of the letter from the County of San Diego regarding *Requirement for Prior Permission, Request to Perform Engine Maintenance Runs at McClellan-Palomar Airport.*

Recommendation: No further action is warranted.

11.2.11 Hold Aircraft at Parking Position When Delays Are High (OM-11)

Ground movement of aircraft does not currently constitute a noise problem at CRQ. However, when demand increases and aircraft are waiting in queues on the taxiway for takeoff, the ATCT may elect to hold aircraft at their tie-down or hanger location. The 1992 NCP included a recommendation that when more than four departing aircraft are waiting in queues on the taxiway, additional departing aircraft should hold at their tie-down or hanger location with engines off.

The FAA disapproved this measure because there was no indication of aircraft taxiing or holding for departure contributing to noise impacts in the airport vicinity, nor was there any indication that this measure provides any noise benefit.

However, the 1992 NCP indicated that this procedure is currently being used when the departure queue is long.

Recommendation: No further action is warranted.

11.2.12 Discourage Use of Airport by Aircraft Greater Than 60,000 Pounds (OM-12)

The 1992 NCP included a recommendation to discourage the use of the airport by aircraft operating at a maximum weight of 60,000 pounds or more. According to the 1992 NCP, the lack of available adjacent land and the role of the airport as a general aviation facility serving the aviation demand of northern San Diego County, prompted the San Diego County Board of Supervisors to adopt policies that restrict the physical expansion of the airport. The 1992 NCP indicates there is no intent to lengthen or strengthen the runway or taxiway system to accommodate aircraft operating at a maximum weight of more than 60,000 pounds.

The FAA disapproved this measure for the purposes of Part 150. The cause and effect relationship between aircraft weight and aircraft noise was not presented in the 1992 NCP. FAA indicated it is within an airport sponsor's discretion however, to develop or not develop airport facilities to serve larger aircraft and to make known to pilots the physical limitations of the airfield.

The Airport Master Record and the Airport / Facility Directory indicate that the runway weight limitation for single wheel is 60,000 pounds, double wheel is 80,000 pounds, and double tandem is 110,000 pounds. The current Airport/Facility Directory, as of April 29, 2005, indicates Taxiway A is limited to 60,000 pounds. However, the taxiway is currently able to accommodate the same weights as the runway. The Airport/Facility Directory is published and distributed every eight weeks by the U.S. Department of Transportation, Federal Aviation Administration, National Aeronautical Charting Office. CRQ staff has submitted a request for this information to be corrected. A future publication will contain corrected information. A copy of the Airport/Facility Directory information for Carlsbad is included in Appendix K.

County of San Diego, California, Board of Supervisors Policy Number F-44 (see Appendix K) indicates that taxiway configuration limits the weight of aircraft using the facility to a maximum of 60,000 pounds. However, since the runway and taxiway are able to accommodate heavier aircraft, this policy cannot be enforced.

***Recommendation*: No further action is warranted.**

11.2.13 Discourage Jet Training Operations (OM-13)

The 1992 NCP included a recommendation to discourage jet training operations, particularly by Stage 2 aircraft, through voluntary compliance. This is an existing voluntary program that has been supported by the fixed base operators and other airport tenants. The 1992 NCP indicates that voluntary compliance has been successful.

The FAA approved this as a voluntary measure only. This measure provides for continuation of an existing on-going program at the airport. FAA indicated, in their Record of Approval, that any mandatory restriction proposed for Stage 2 aircraft would be subject to analysis and review under the Airport Noise and Capacity Act of 1990 (ANCA) and FAR Part 161.

The Airport/Facility Directory, Southwest U.S. (published by the U.S. Department of Transportation, Federal Aviation Administration, National Aeronautical Charting Office) indicates "No jet aircraft training due to noise abatement and traffic congestion." A copy of the Airport/Facility Directory information for Carlsbad is included in Appendix K.

***Recommendation*: It is recommended that the existing policy discouraging jet aircraft training due to noise abatement and traffic congestion, as published in the Airport/Facility Directory, be continued.**

11.2.14 Implement Voluntary Departure Curfew for Stage 2 Jets (OM-14)

The 1992 NCP included a recommendation to implement a voluntary Stage 2 jet departure curfew between 10:00 p.m. and 7:00 a.m. through a letter of agreement between the County of San Diego and operators of Stage 2 jet aircraft located at the airport.

The FAA approved this measure as a voluntary measure only. FAA indicated, in their Record of Approval, that any attempt to make this measure mandatory would be subject to analysis and review under the Airport Noise and Capacity Act of 1990 (ANCA) and FAR Part 161.

The 1992 NCP concluded there were a significant number of noise complaints relative to the number of operations at the airport during the late night and early morning hours. It was determined that a significant number of these complaints were due to the infrequent noisy jet departures from Runway 24. The aircraft were identified as being Stage 2 jets.

It appears that a slightly modified form of this measure was implemented following FAA's Record of Approval. The following VNAP is published on the airport's website:General: Voluntary procedures 2200-0700 (local)

- Jet take-off and landing "Quiet Hours."

It should be noted that "Quiet Hours" is not limited to Stage 2 jets.

Recommendation: It is recommended that the existing voluntary procedure for jet take-off and landing "Quiet Hours" (2200-0700 local), as published on the airport's website, be continued.

11.3 REVIEW OF PAR2000 OPERATIONAL MEASURES

The Palomar Airport Roundtable (PAR) submitted their Final Report to the Palomar Airport Advisory Committee (PAAC) on February 1, 2001. The Final Report included eleven operational noise abatement measures. Table 11-4 describes each measure, and indicates the results of PAR's votes.

Table 11-4

Operational Measures from PAR2000 Final Report

Measure ID	Measure	Votes in Favor	Votes Opposed
OM-15	Modify right-turning Runway 24 departure	NA	NA
OM-16	Encourage arriving pilots to maintain altitude as long as practical and not descend below pattern altitude before entering the traffic pattern	13	0
OM-17	Discourage certain departure routes for aircraft that create excessive noise	12	0
OM-18	Discourage use of the more noise sensitive south pattern on Runway 24 for arrivals	1	12
OM-19	Conduct test of "Contact Clearance Delivery"	13	0
OM-20	Amend the Practice Missed Approach Procedure	13	0
OM-21	Use NMS to identify low-flying aircraft	13	0
OM-22	Consider extending runway to the east for Runway 24 departures	9	3
OM-23	Initiate a Part 161 Study	4	7
OM-24	Amend "Quiet Hours" to Include All Aircraft Except Emergency Flight Operations	11	2
OM-25	Explore ATC techniques to reduce arrival/departure deviations over residential areas	13	0

11.3.1 Modify Right Turn for Runway 24 Departure (OM-15)

The PAR2000 made a proposal to change the right turning departure procedure for Runway 24. The stated purpose was to minimize aircraft noise and low-flying aircraft over homes north of the airport. The proposed track is shown on Figure 11-6, and is designated 24DP1. It was described as follows: after take-off, make a climbing right 45-degree turn to a heading of 285 degrees. Fly VFR departure over Macario Canyon (east of Lego Land and west of residential area north of the airport) and make a right turn over the Aqua Hendionda Lagoon wetlands and Cannon Road (unfinished) and fly to the Vista VFR Departure Point (Courthouse buildings). Based on the track shown on Figure 11-6, the PAR2000-proposed turn appears to be initiated at a point approximately 3,000 feet from the start of take-off roll.

From an aircraft performance standpoint, many of the aircraft operating at CRQ would not have gained sufficient altitude to initiate a climbing right 45-degree turn 3,000 feet from the start of take-off roll. Hence, aircraft would initiate the climbing right 45-degree turn at a myriad of distances from the start of take-off roll. This would result in aircraft flying over a much broader area than intended by this procedure, rather than minimizing overflights of homes north of the airport.

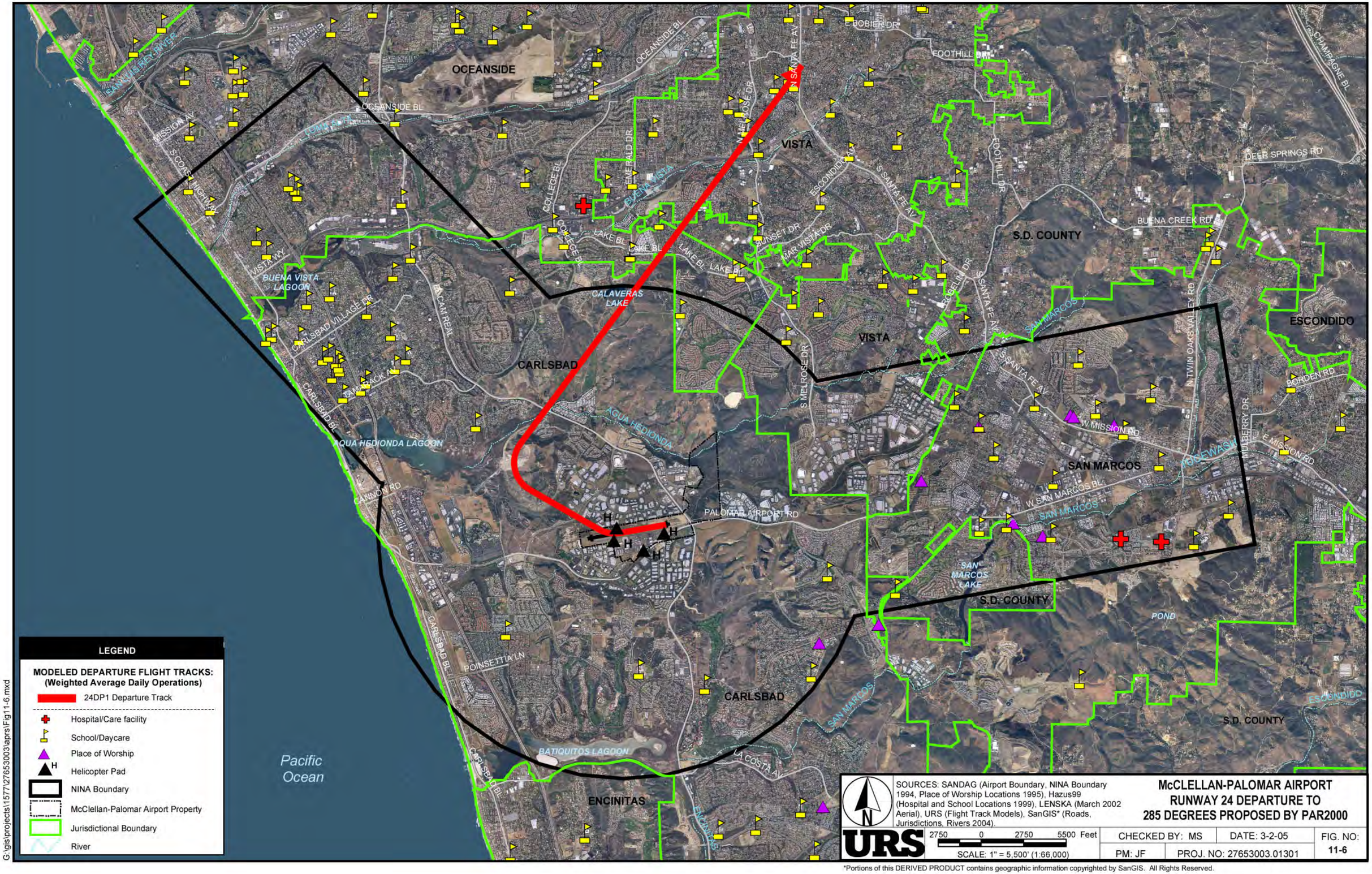
In addition, there is a helipad located on the north side of the runway, approximately 3,000 feet from the end of Runway 24. As shown, the climbing right 45-degree turn would fly directly over, or in very close proximity to this helipad. The PAR2000-proposed track also intersects, while aircraft are at low altitudes, with the helicopter departure and arrival tracks to and from the north and the helicopter Touch and Go (TNG) track. This presents an operational safety concern and should be avoided.

For this Part 150 study, the PAR2000-proposed departure path was modified to avoid the helipad and helicopter tracks, as well as make it more feasible for most aircraft to follow. Designated as departure track 24DP2, the track begins at the departure end of Runway 24, continues for a distance of 1 nautical mile beyond the end of the runway along the extended runway centerline, and then transitions to the right to a compass heading of 285 degrees passing over the Aqua Hendionda Lagoon. The course then transitions to a compass heading of 41 degrees passing over the Aqua Hendionda Creek that lies between two residential areas. The modified track is shown on Figure 11-7. It was assumed all aircraft using the 24D1, 24D2, and 24D9 departure tracks would utilize 24DP2 instead. This modified right-turning departure track for Runway 24 was evaluated using the INM to identify potential noise benefits.

Discussions were held with the FAA Palomar ATCT and airport representatives regarding operational and safety issues as they specifically relate to the proposed departure track 24DP2. Two primary concerns were raised by ATCT representatives: operational safety and transference of aircraft-generated noise to land areas immediately north of the airport.

Issues related to operational safety included the ATCT controller's ability to maintain adequate visual contact with arriving or departing aircraft operating within a region of airspace located northwest of the airport.

ATCT representatives stated that, in general, it is easier, more efficient, and safer to provide positive ATC and aircraft separation within the local airport traffic pattern and terminal airspace when aircraft remain within the visual range of ATCT controllers. When aircraft operate along extended arrival, departure or airport traffic pattern entry points, visual separation and positive control become increasingly difficult.



LEGEND

MODELED DEPARTURE FLIGHT TRACKS:
(Weighted Average Daily Operations)

- 24DP1 Departure Track
- Hospital/Care facility
- School/Daycare
- Place of Worship
- Helicopter Pad
- NINA Boundary
- McClellan-Palomar Airport Property
- Jurisdictional Boundary
- River

SOURCES: SANDAG (Airport Boundary, NINA Boundary 1994, Place of Worship Locations 1995), Hazus99 (Hospital and School Locations 1999), LENSKA (March 2002 Aerial), URS (Flight Track Models), SanGIS* (Roads, Jurisdictions, Rivers 2004).

McCLELLAN-PALOMAR AIRPORT RUNWAY 24 DEPARTURE TO 285 DEGREES PROPOSED BY PAR2000

URS

2750 0 2750 5500 Feet

SCALE: 1" = 5,500' (1:66,000)

CHECKED BY: MS	DATE: 3-2-05	FIG. NO:
PM: JF	PROJ. NO: 27653003.01301	11-6

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OCEANSIDE
VISTA
CARLSBAD
ENCINITAS
SAN MARCOS
ESCONDIDO
S.D. COUNTY
Pacific Ocean
BUENA VISTA LAGOON
CALAVERAS LAKE
AGUA HEDIONDA LAGOON
BATIQUITOS LAGOON
SAN MARCOS LAKE
POND
SAN LUIS REY RIVER
AGUA HEDIONDA
SAN MARCOS
ESCONDIDO
OCEANSIDE BL
MISSION AV
S COAST HIGHWAY
LOMA ALTA
COLLEGE BL
EL CAMINO REAL
BUENA VISTA
VISTA WAY
CARLSBAD VILLAGE DR
CARLSBAD BL
TAMARACK AV
CANNON RD
PALOMAR AIRPORT RD
POINSETTIA LN
LA COSTA AV
ENCINITAS
LAKE BL
S MELROSE DR
N MELROSE DR
S SANTA FE AV
BOBIER DR
FOOTHILL DR
ESCONDIDO
SUNSET DR
MAR VISTA DR
ROSELEN DR
CHAMPAGNE BL
DEER SPRINGS RD
BUENA CREEK RD
N TWIN OAKS VALLEY RD
BORDEN RD
W MISSION RD
E MISSION RD
MULBERRY DR
ROSEWASH
W SAN MARCOS BL
SAN MARCOS

LEGEND

MODELED DEPARTURE FLIGHT TRACKS:
(Weighted Average Daily Operations)

- 24DP2 Departure Track
- Hospital/Care facility
- School/Daycare
- Place of Worship
- Helicopter Pad
- NINA Boundary
- McClellan-Palomar Airport Property
- Jurisdictional Boundary
- River

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SOURCES: SANDAG (Airport Boundary, NINA Boundary 1994, Place of Worship Locations 1995), Hazus99 (Hospital and School Locations 1999), LENSKA (March 2002 Aerial), URS (Flight Track Models), SanGIS* (Roads, Jurisdictions, Rivers 2004).

McCLELLAN-PALOMAR AIRPORT RUNWAY 24 MODIFIED DEPARTURE TO 285 DEGREES

URS

2750 0 2750 5500 Feet

SCALE: 1" = 5,500' (1:66,000)

CHECKED BY: MS	DATE: 3-2-05	FIG. NO: 11-7
PM: JF	PROJ. NO: 27653003.01301	

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The issue of the increased potential for mid-air collisions between arriving aircraft on tracks 24A4/24A5 and the departing aircraft on track 24DP2 was of primary concern because of a mid-air collision that occurred within the same general area in September of 2002. Examples of such potential conflicts included IFR arrival aircraft using the Oceanside VORTAC 120-degree radial as part of the published non-precision VOR-A circling approach and VFR arrival aircraft using the FAA's standard 45-degree entry procedure to enter the airport traffic pattern. Aircraft using either of the two arrival procedures would most likely be operating at altitudes that coincide with departing aircraft on tracks 24D1, 24D2, and 24D9.

The potential for pilots to utilize terrain features such as the Aqua Hendionda Creek is at question because of the likelihood of extended periods of low visibility or low-lying fog that forms along the lowest points of the local terrain. When such meteorological conditions occur, it is doubtful that pilots operating under VFR would be able to use these types of visual landmarks for visual course guidance or dead reckoning purposes.

The *2009 Future Condition NEM, Without Program Implementation*, was used as a baseline condition for evaluating the effectiveness of this measure. The baseline condition was only changed by adjusting flight track utilization to include the use of Track 24DP2. All other data elements of the *2009 Future Condition NEM, Without Program Implementation*, remained unchanged.

All of the departure operations on tracks 24D1, 24D2, and 24D9 that were modeled in the 2009 future condition were modeled on track 24DP2 instead. As shown in Table 11-2, there are approximately 59.1 departures per day on these three tracks. Figure 11-8 compares the CNEL 60 and 65 dBA contours of the *2009 Future Condition NEM, Without Program Implementation* to the CNEL 60 and 65 dBA noise contours resulting from use of track 24DP2 instead of tracks 24D1, 24D2, and 24D9.

Table 11-5 provides detailed information regarding the number of housing units and population within the resulting CNEL 60 dBA contours. There was no reduction in the number of housing units or population within the CNEL 60 dBA contour as a result of using track 24DP2 instead of tracks 24D1, 24D2, and 24D9.

Table 11-5

Noise Exposure Estimates for OM-15

Noise Exposure	CNEL/60 dBA		
	2009 No Action	Use of Track 24DP2	Benefit
Population	413	413	0
Number of Housing Units	155	155	0

Note: There are no housing units within the CNEL 65 dBA contour.

Sources: Integrated Noise Model, Version 6.1
URS Corporation, 2005.

***Recommendation*: No further action is warranted.**

11.3.2 Encourage Pilots Not to Descend Below Pattern Altitude (OM-16)

The PAR2000 recommended that arriving pilots be encouraged to maintain altitude as long as practical and not descend below pattern altitude before entering the traffic pattern.

It appears that the procedure was at least partially implemented subsequent to the PAR2000. The following VNAPs are published on the airport's website:

Arriving Aircraft:

- Minimum altitude 2,000 feet AGL until 3 miles from the field.
- Delay descending to minimum altitudes on VOR approach outside 3 miles from the airport (VMC [Visual Meteorological Conditions] weather and safety permitting).
- Helos: Remain above 1,000 feet MSL and over major roads until entering the airport traffic pattern.
- Jets: Request ILS approach. Fly a slightly high approach if in VMC.

Recommendation: No further action is warranted.

11.3.3 Discourage Certain Departure Routes for Noisy Aircraft (OM-17)

The PAR2000 concluded that the current CRQ departure procedures do not restrict departure routes to avoid noise-sensitive areas. Their recommendation was to discourage certain departure routes for aircraft that create excessive noise.

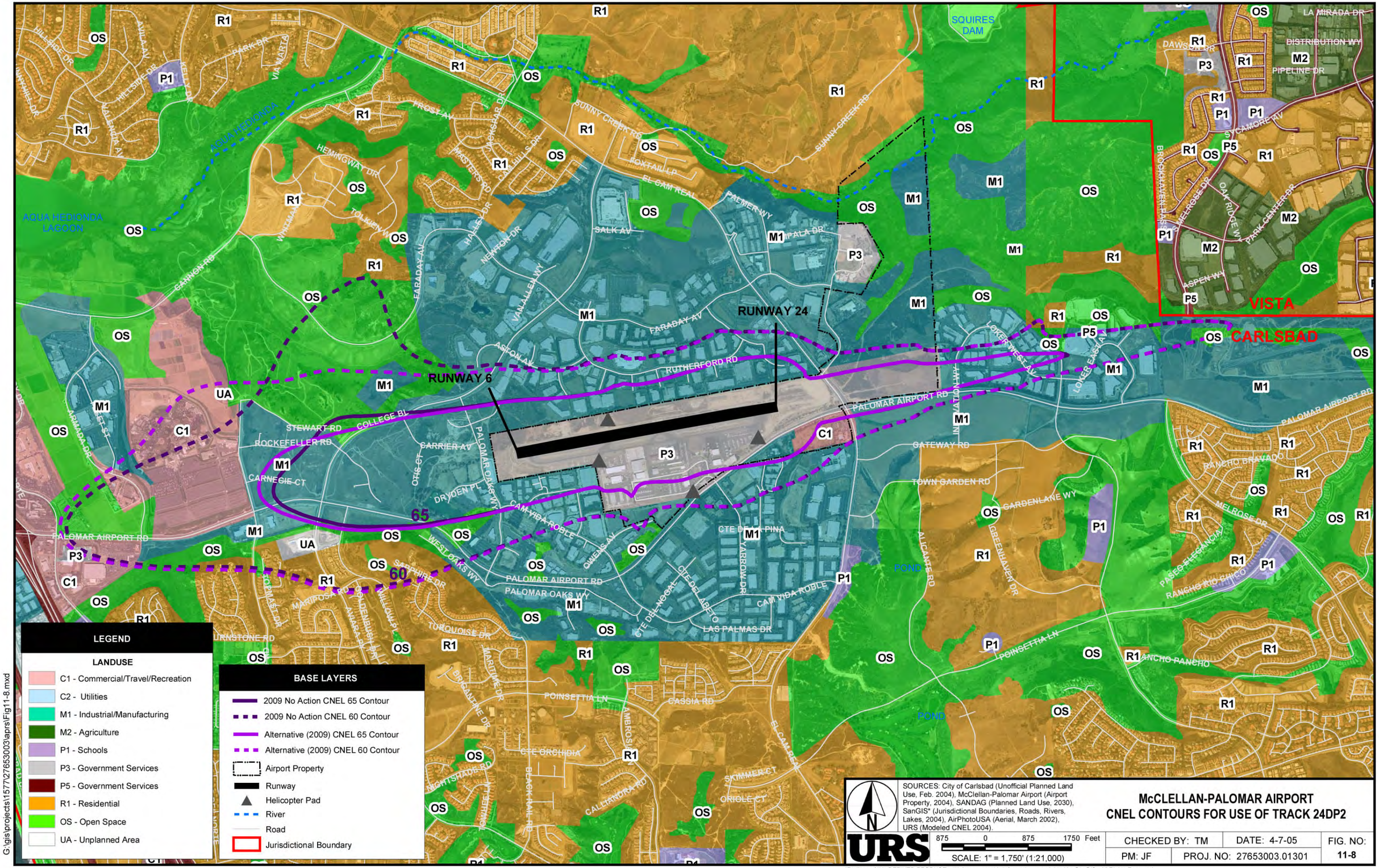
Operational measures OM-4, OM-5, and OM-15 address this issue.

Recommendation: No further action is warranted.

11.3.4 Discourage the Use of the South Pattern on Runway 24 for Arrivals (OM-18)

The PAR2000 concluded that the current CRQ arrival procedures do not restrict arrival routes to avoid noise-sensitive areas. Their recommendation was to discourage the use of the more noise sensitive approach routes to Runway 24 that over fly noise-sensitive land areas south of the airport.

Current approach routes to Runway 24 from areas south of the airport generally follow the coastline then transitions to a downwind leg that parallels the runway at an offset distance of approximately 5,000 feet. Analysis of RADAR tracks for aircraft arriving to Runway 24 reveals two distinct left "base" legs having different lengths for the final approach. Although the turn radius of each base leg is similar, the length of final approach differs and most likely represents the difference in required approach speed or required distance for establishment of landing flaps or gear setting. The close in final appears to be one nautical mile in length. The longer approach path appears to approximately twice as long. Discussions with CRQ ATCT personnel indicate that the two established left base turns to the final approach leg represent the most safe and efficient handling of arriving aircraft to Runway 24 from an air traffic handling perspective.



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Proposals to extend the downwind leg of these approach paths were discussed with ATCT personnel and the following issues and/or operational concerns were raised:

- Required visibility from ATCT - Extending the downwind leg of the approach to Runway 24 will require turns to the final approach that may be beyond the visibility range of the ATCT controllers. Air traffic separation and operational safety offered by the ATCT may be serious compromised.
- Consolidation of low and high performance straight-in aircraft operations - When aircraft are vectored to the Runway 24 straight-in ILS the aircraft are initially handled by Southern California TRACON (SOCAL) prior to reaching the DEASY outer marker beacon that is located 5.1 nautical miles from the runway end along the extended runway centerline. Aircraft that are cleared for the approach by ATCT and established on the ILS glide path are descending along the 3.2-degree ILS glide path from a minimum altitude of 2,106 feet MSL (or 2,300 feet MSL localizer only). The intermixing of aircraft from the south would most likely involve aircraft entering the final approach path at various altitudes, speeds and rates of descent. These actions as well as variations in aircraft pilot technique and skill level will serve to further complicate air traffic handling of arrivals to Runway 24.
- Required coordination and handoff with SOCAL - As described above, the addition of aircraft within the final approach to Runway 24 will require additional coordination and communication between SOCAL and the ATCT as well as SOCAL and aircraft executing any of the published instrument approach procedures to the airport.

Extending the existing base leg paths to Runway 24 as part of a noise abatement procedure is not recommended for this NCP.

***Recommendation*: No further action is warranted.**

11.3.5 Conduct Test of "Contact Clearance Delivery" (OM-19)

All departing pilots need to be made aware of the noise abatement problem. Visiting pilots, and those who fly out of Carlsbad infrequently, should be made familiar with noise abatement issues and procedures. To achieve this, the PAR2000 recommended that for a period of six months, an experiment be conducted in which pilots are asked to contact a new service, Clearance Delivery or some equivalent, prior to departure. The Automatic Terminal Information Service (ATIS) message should be modified to include an instruction to contact this service before engine start. The departure service would then provide a departure routing and outline appropriate noise abatement instructions, prior to taxi. Noise abatement information should stress that it is the achievement of 1,000 feet AGL, not 1,000 feet MSL that is important.

In order to reduce the cost to the FAA (who will have to operate the additional frequency), the experiment should be held on Saturdays only for the first three months of the experiment, followed by Sundays only for the second three months. Therefore a direct comparison could be made between Saturday and Sunday departure patterns, as monitored and recorded by airport environmental equipment (thus eliminating subjective guesswork), to determine the effectiveness of the procedure in increasing the rate of compliance with established noise abatement instructions and routings at CRQ.

FAA Order 7110.65P, Section 2-9-3, Paragraph h, states "other perishable items that may appear only for a matter of hours or a few days on the ATIS message" will be included in ATIS broadcast as appropriate. ATIS is not utilized for permanent or on-going information broadcast purposes. Therefore, broadcasting another frequency on the ATIS is not appropriate.

The establishment of another frequency to disclose the VNAP information is technically feasible. However, traditionally the FAA does not use VHF communication frequencies to broadcast noise abatement procedures. The airport staff investigated the possibility of getting a dedicated frequency. The FAA ATC Spectrum Engineering Services denied the request, indicating there were no frequencies available.

In January 2005, the FAA disapproved a Part 150 NCP recommendation to incorporate noise abatement advisory information on the ATIS recording at Ft. Lauderdale Executive Airport (FXE). The Record of Approval indicated that Revised Order 7110.65, ATC, no longer provides for noise abatement advisories. FAA Order 7110.65P, Section 2-9, Automatic Terminal Information Service Procedures, is included in Appendix K.

Noise abatement advisories may be published in the Airport/Facilities Directory and pilot handouts.

Recommendation: ***No further action is warranted.***

11.3.6 Amend Practice Missed Approach Procedure (OM-20)

The PAR2000 recommended study and development of an amended practice "Missed Approach Procedure" for noise reduction. The current local ATCT and SOCAL Approach Control procedures for the handling of practice missed approach break-offs to the published Runway 24 ILS approach are based on two considerations, noise abatement to land areas immediately adjacent and south of the airport and to facilitate the safe and efficient separation of low-level missed approach operations from the airport traffic pattern.

When the ATCT is in operation, the majority of touch-and-go and regular airport traffic pattern operations are directed to the north side of the airport using non-standard right-hand traffic for Runway 24 and standard left-hand traffic for Runway 6. With the majority of the airport traffic pattern operations occurring north of the airport, ATCT instructs the pilot to make an immediate left turn to a compass heading of 180 degrees for traffic avoidance, climb and maintain an altitude of 3,000 feet MSL, and to contact SOCAL approach control for further instructions. While serving to mitigate noise impacts to land areas north of the airport, these actions also allow for the efficient and safe handling of recurring practice low-level missed approach operations.

To change these established procedures would most likely increase the number of aircraft flights over land areas north of the airport, increase ATCT workload, require additional separation of aircraft flights within and near the airport traffic pattern and complicate the local hand-off of control from ATCT to SOCAL following the execution of the missed approach procedure.

Right turns as part of an established handling of practice low-level missed approach procedures for the Runway 24 ILS approach is not recommended for this NCP.

Recommendation*: *No further action is warranted.

11.3.7 Use NMS to ID Low-Flying Aircraft (OM-21)

The PAR2000 recommended that the Noise Monitoring System (NMS) be used to identify low-flying aircraft outside the parameters established for arrivals and departures.

FAA's Record of Approval for acquisition and installation of the permanent NMS indicated that for purposes of aviation safety, their approval does not extend to the use of monitoring equipment for enforcement purposes by in situ measurement of any pre-set noise thresholds.

FAA Order 5100.38B, Chapter 8, Section 813, paragraph d, indicates that the NMS should not be used as an instrument for enforcement of a noise rule or procedure.

FAR Part 91, Section 91.119: Minimum safe altitudes: General, indicates: except when necessary for take-off or landing, no person may operate an aircraft below the following altitudes:

(a) ***Anywhere***. An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.

(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.

(c) ***Over other than congested areas***. An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure.

(d) ***Helicopters***. Helicopters may be operated at less than the minimums prescribed in paragraph (b) or (c) of this section if the operation is conducted without hazard to persons or property on the surface. In addition, each person operating a helicopter shall comply with any routes or altitudes specifically prescribed for helicopters by the Administrator.

The FAA is the government agency responsible for aviation safety. They welcome information from citizens that will enable them to take corrective measures including legal enforcement action against individuals violating Federal Aviation Regulations. It is FAA policy to investigate citizen complaints of low-flying aircraft operated in violation of the FAR, and that might endanger persons or property. Within FAA, the Office of Flight Standards monitors aircraft operations. Locally, Flight Standards inspectors work in a Flight Standards District Office (FSDO). The San Diego Flight Standards District Office is located at 8522 Gibbs Drive, Suite 120, San Diego, CA 92123. The Manager is Jerome E. Pendzick. Office hours are 7:30 am to 4:00 pm. The phone number is 619-557-5281, and the fax number is 619-557-7156.

The following information was taken directly from the website of the FAA Western-Pacific Region, Flight Standards Division, located at http://www.awp.faa.gov/fsdo/lowfly.htm. Before contacting the FSDO/GADO (General Aviation District Office), remember that the FAA is a safety organization with

legal enforcement responsibilities. So they will need *facts* before they conduct an investigation. To save time, please have this information ready when you call. And do keep your notes: they may request a written statement. Here is the type of information they need:

- ***Identification*** - Can you identify the aircraft? Was it military or civil? Was it a high-or low-wing aircraft? What was the color? Did you record the registration number which appears on the fuselage? (On U.S. registered aircraft, that number will be preceded with a capital "N.")
- ***Time and Place*** - Exactly when did the incident(s) occur? Where did this happen? What direction was the aircraft flying?
- ***Altitude*** - How high (low) was the aircraft flying? On what do you base your estimate? Was the aircraft level with or below the elevation of a prominent object such as a tower or building? Did you obtain photographs? Are there any witnesses who could confirm your estimate - do you have their names, addresses, telephone numbers?
- ***Supporting Evidence*** - Are local police aware of the problem? While they have limited authority in aviation matters, police officers are considered "trained observers" by the courts and their written statements or reports make excellent evidence should FAA's enforcement action go to trial.
- ***Witnesses*** - Do you know of any other witnesses? The more the better. Do you have their names and addresses? They may be contacted.
- ***Photographs*** - If you took photographs, FAA needs to know the lens used, and the height of any identifiable landmarks that appear.

Recommendation: No further action is warranted.

11.3.8 Consider Extending Runway 24 for Departures (OM-22)

The PAR2000 recommended consideration of extending the runway 600 feet east to provide earlier jet lift-off on departure on Runway 24. The landing threshold would remain in the same location, so that landing patterns would not be affected.

One PAR2000 representative felt this would effectively move the entire departure noise contour 600 feet eastwards, thus effectively "moving" homes west of the airport 600 feet further away from it. Another PAR2000 representative felt that extension of Runway 24 600 feet to the east would only exacerbate the present condition of low flying and noisy aircraft that make an early right turn after takeoff to the northeast course heading. This results in a flight path over the residential areas north of the airport.

An extension of 1,100 feet to the east is shown on the Airport Layout Plan (ALP). This extension has not been unconditionally approved by the FAA, and would require environmental review prior to approval. This proposed extension is long range planning to reduce the noise impact of aircraft departures on homeowners west of the airport, and to maintain the viability of the airport to support commuter air transportation as a public service to the North County air travelers. Numerous engineering, environmental, and fiscal issues need to be addressed before this runway extension could be constructed.

A copy of the airport diagram, showing the existing runway configuration, is included in Appendix K.

***Recommendation*: No further action is warranted.**

11.3.9 Initiate a Part 161 Study (OM-23)

The PAR2000 considered, but did not vote to recommend, that the County of San Diego should begin a FAR Part 161 Study to determine what mandatory noise abatement restrictions could be adopted at CRQ to curtail the noise produced by Stage 2 aircraft. Among the restrictions that could be considered are a mandatory nighttime ban on Stage 2 aircraft operations (excepting emergency "Lifeguard" flights) and enforceable limits on the amount of noise that Stage 2 aircraft are allowed to produce at designated places in residential neighborhoods (similar to the rules at Montgomery Field).

Under the Airport Noise and Capacity Act (ANCA), a distinct difference is made between the requirements for implementing noise and access restrictions affecting Stage 2 aircraft versus those impacting Stage 3 aircraft.

ANCA does not restrict the authority of airport operators implementing Stage 2 restrictions. Instead, the Act specifies procedural requirements, which must be completed prior to a Stage 2 restriction being implemented. Under ANCA, before the Stage 2 restriction may be implemented, a Part 161 Study must be completed, and submitted to the FAA for review and approval. When the Part 161 Study only involves Stage 2 restrictions, the FAA's authority is limited to ensuring all procedural requirements are met. The FAA does not approve or disapprove the restriction(s) contained therein. The restriction(s) are not subject to FAA approval. However, the study itself is subject to FAA review and approval to ensure it was conducted properly and meets all criteria set forth under ANCA and FAR Part 161. Until the Part 161 Study is approved by FAA, the restriction(s) may not be imposed.

Steps in the process for implementing restrictions on Stage 2 aircraft include:

- Data collection and analysis to justify the restriction and to assess the environmental and economic impacts;
- Notification, including public notice as well as notification to those aircraft operators who may be impacted by the restriction; and
- Submission of the analysis to FAA for review.

Non-compliance with procedural requirements established by ANCA may result in enforcement action by the FAA. Enforcement measures are based primarily on financial disincentives. These procedures may be used in conjunction with or in addition to judicial proceedings initiated by the FAA to protect the national aviation system and related Federal interests.

Since ANCA was passed in 1990, only two airports in the United States have actively pursued noise restrictions utilizing the requirements set forth under FAR Part 161: Naples Municipal Airport in Naples, Florida, and Bob Hope Airport in Burbank, California.

The Naples Municipal Airport (APF) is owned and operated by the Naples Airport Authority (NAA). The airport is located minutes from the heart of the city and is surrounded by residential communities and noise-sensitive areas. In 1987, NAA completed their first FAR Part 150 Study. Their second

Part 150 Study was completed in 1997. In 1998, the second study was approved, which included the nation's first local ban on Stage 1 aircraft.

The magnitude of the effect of Stage 2 jets operating in and out of Naples, as evidenced by the disproportionate number of noise complaints associated with this class of aircraft, led to the NAA's decision to consider a ban on Stage 2 aircraft. Naples began their Part 161 Study in August 1999. As required by FAR Part 161, the Naples study included a cost-benefit analysis for each of three alternatives considered in the study. Under FAR Part 161, "benefits" are based on reductions in noncompatible land use within the airport noise study area (which had been identified as the DNL 60 dBA contour). Quantifiable benefits include the reduction in the number of people or homes removed from the noise contours, increased educational productivity (schools removed from the contours), anticipated increase in real estate values, positive safety effects, and improvements in quality of life. The study showed the population exposed to noise levels at or above DNL 60 dBA would be decreased by approximately 91 percent with the implementation of a ban on Stage 2 jet operations. The estimated costs of the alternatives were also included in the study. FAR Part 161 outlines specific costs which must be considered when analyzing proposed restrictions. Costs considered in the Naples study included: costs associated with use of an alternate airport, canceling a trip to Southwest Florida, substituting a Stage 3 aircraft, and rescheduling a flight from nighttime to daytime. The study was completed in June 2000 and submitted to the FAA. The FAA required additional information, which led to a supplemental study. The Stage 2 ban went into effect in January 2001, but was not enforced. The supplemental documentation was submitted to the FAA in August 2001. In October 2001, the FAA found the Part 161 Study was in full compliance with the requirements of FAR Part 161.

The FAA then began an administrative proceeding to terminate NAA's eligibility for Federal grants, stating the Stage 2 ban was a violation of the NAA's grant assurances under the Airport Improvement Program (AIP). In March 2003, the NAA began enforcement of their Stage 2 ban. In August 2003, the FAA issued a final decision, finding the Stage 2 ban was "unreasonable." AIP grant funding was withheld while the ban remained in effect. On June 3, 2005, the United States Court of Appeals ruled in favor of the NAA. The Court of Appeals ruled that (1) Congress did not intend to tie Stage 2 restrictions to the grant assurances, and (2) FAA had not established that the Stage 2 ban was unreasonable.

The only other airport in the United States to pursue an FAR Part 161 Study is Bob Hope Airport in Burbank, California. Residential development and encroachment has resulted in the airport being surrounded by homes on all sides.

Bob Hope Airport is governed by the Burbank-Glendale-Pasadena Airport Authority. The airport completed its first FAR Part 150 Study in 1989 and an update in 2000. The Airport Authority adopted a goal to "eliminate or significantly reduce nighttime flight noise at Burbank Airport now and in the future." This goal was the basis for the undertaking of the FAR Part 161 Study.

As required by FAR Part 161, Bob Hope Airport Part 161 Study included a cost-benefit analysis for each alternative considered within the study. The study followed the guidelines set forth under FAR Part 161.

Burbank submitted a "draft" analysis to the FAA for their review and comment. On May 19, 2004, the FAA responded with a letter denying approval of the (draft) study based on issues with the study itself as

well as citing the voluntary curfew already in place. They also stated the total ban would restrict smaller aircraft which are not significantly contributing to noise levels making the ban unfairly discriminatory.

Evidence shows that an inordinate percentage of noise complaints at airports across the country are caused by aircraft Congress exempted from the Airport Noise and Capacity Act of 1990. Today, although Stage 1 and Stage 2 aircraft under 75,000 pounds account for only a minor percentage of the business-use jet fleet (some estimates indicate about 8 percent, or approximately 1,400 aircraft), they account for 50 to 75 percent of the noise complaints at several airports. Evidence further shows that although Part 161 contemplates "equity" by considering "cost-benefit," it does so in airport-specific isolation, which is in direct conflict with interstate commerce laws and in the provision of equity for all. Short of litigation or rewriting of the rules to resolve such conflicts, Part 161 may very well remain an exercise in futility. (Olislagers, Robert P., "Phasing Out Stage 2 Aircraft Weighing less than 75,000 Pounds: The Conundrum of Finding Equity within Inequity," Centennial Aviation & Business Journal. October 2001. Vol. 2, No. 10. Englewood, CO. Pages 17B-19B.)

Sound Initiative, a Coalition for Quieter Skies, was organized by a group of airport operators, in response to this situation. It was introduced to airport representatives in June 2004, at the annual meeting of the American Association of Airport Executives (AAAE). Sound Initiative's goal is to end the use of Stage 1 and 2 aircraft weighing less than 75,000 pounds. The coalition will work to encourage Congress to phase out Stage 1 and Stage 2 aircraft under 75,000 pounds, just as the requirements found in the 1990 Airport Noise and Capacity Act did for aircraft over 75,000 pounds. It is their belief that the best way to encourage congressional action is to show broad-based interest in and support for an issue. In addition to airports, groups, organizations, businesses or government entities that agree with Sound Initiative's mission are invited to join the effort. As of November 2005, 24 airports, 12 non-aviation associations, and three governments are members of the coalition. Additional information regarding Sound Initiative can be found on their web site at http://www.soundinitiative.org/.

Recommendation: CRQ should consider joining Sound Initiative, a Coalition for Quieter Skies.

11.3.10 Amend "Quiet Hours" to Include All Aircraft Except Emergency Flight Operations (OM-24)

While the current VNAP applies to all aircraft, the quiet hours (2200-0700 local time) apply only to jet aircraft and flight training operations.

The PAR2000 recommended that all voluntary guidelines be applied across the board to all types of aircraft utilizing the airport and standard quiet hours be applied to all flight operations, emergency flight operations excepted.

The following VNAPs are published on the airport's website:

General: Voluntary procedures 2200-0700 (local)

- Jet take-off and landing "Quiet Hours."
- Flight training operations such as touch-and-goes and multiple practice approaches are discouraged during Quiet Hours.

FAA Advisory Circular 150/5020-1 indicates that curfews are an effective though costly method of controlling airport noise. Since unwanted noise is most pronounced in the late evening or early morning hours, curfews are usually implemented to restrict nighttime operations. A nighttime curfew could be in effect between 10:00 p.m. and 7:00 a.m., which corresponds to the nighttime period for the CNEL calculation, or, to be less restrictive, could be in effect between midnight and 6:00 a.m., for example. A curfew could also apply only to departures, only to arrivals, or to both departures and arrivals. A curfew could be implemented in conjunction with a restriction based on relative noisiness, to restrict use of the airport during certain nighttime hours to aircraft that generated noise levels below a specified threshold.

The prohibition of all traffic during the noise-sensitive hours (Quiet Hours) may place a significant constraint on certain businesses currently operating at CRQ. Early morning departures are often very attractive for business travelers who wish to reach their destination with a large part of the workday ahead of them. Similarly, late night arrivals are important by allowing travelers to return home without incurring the costs of another night away. In addition, air carriers need to position their aircraft so they are ready for the bank of early morning departures. This tends to mandate nighttime arrivals.

The *2009 Future Condition NEM, Without Program Implementation*, was used as a baseline condition for evaluating the effectiveness of this measure. The baseline condition was only changed by adjusting nighttime operations. All other data elements of the *2009 Future Condition NEM, Without Program Implementation*, remained unchanged.

It was presumed that 100 percent compliance with this VNAP is not likely to be achieved. It is anticipated that compliance will fall somewhere between 50 and 100 percent. Therefore, two scenarios were modeled, using the INM, to identify the potential noise benefits of this VNAP. There are a total of 18.7 fixed wing and helicopter operations per night during the average annual day. It was generally assumed that operations that currently occur during late night hours would shift to evening, and those that occur during early morning hours would shift to daytime.

First, 100 percent of the nighttime operations that were modeled in the 2009 future condition were eliminated by shifting 50 percent of those operations to daytime (0700 – 1900) and the remaining 50 percent to evening (1900-2200). Figure 11-9 compares the CNEL 60 and 65 dBA contours of the *2009 Future Condition NEM, Without Program Implementation* to the CNEL 60 and 65 dBA noise contours resulting from elimination of all nighttime operations. This is referred to as 100 percent compliance with Quiet Hours.

Second, 50 percent of the nighttime operations that were modeled in the 2009 future condition were eliminated by shifting 25 percent of the nighttime operations to daytime and an additional 25 percent of the nighttime operations to evening. Figure 11-10 compares the CNEL 60 and 65 dBA contours of the *2009 Future Condition NEM, Without Program Implementation* to the CNEL 60 and 65 dBA noise contours resulting from elimination of 50 percent of the nighttime operations. This is referred to as 50 percent compliance with Quiet Hours.

Table 11-6 provides detailed information regarding the number of housing units and population within the resulting CNEL 60 dBA contours. Obviously, there is greater benefit with 100 percent compliance, than with 50 percent compliance. With 50 percent compliance, 59 less people and 23 less housing units would

be exposed to noise levels at or above CNEL 60 dBA. With 100 percent compliance 97 less people and 38 less housing units would be exposed to noise levels at or above CNEL 60 dBA.

Table 11-6

Noise Exposure Estimates for OM-24

Noise Exposure	CNEL / 60 dBA				
	2009 No Action	50% Compliance	Benefit	100% Compliance	Benefit
Population	413	354	59	316	97
Number of Housing Units	155	132	23	117	38

Note: There are no housing units within the CNEL 65 dBA contour.

Sources: Integrated Noise Model, Version 6.1
URS Corporation, 2005.

Recommendation: CRQ should amend "Quiet Hours" to include all aircraft except emergency flight operations.

11.3.11 Reduce Arrival/Departure Deviations Over Residential Areas (OM-25)

CRQ is still well within its operational capacity with regard to traffic volume. However, it is perceived that increasing numbers of aircraft are flying directly over heavily populated residential areas. The PAR2000 concluded that this is in part due to noncompliance with the voluntary "Alpha Departure" procedure during peak traffic intervals. During times of heavy air traffic, a change in flight patterns becomes necessary to accommodate increased volume and these alternate routes in turn increase noise to the surrounding communities.

The PAR2000 requested that FAA explore ATC techniques to reduce arrival and departure deviations over residential areas. Such techniques could include spacing, practice missed approach procedure, and noise abatement advisory information. They also recommended that sufficient ATCT personnel be assigned as required to support the recommendation.

Operational measures OM-4, OM-5, OM-15, OM-19, and OM-20 address this issue.

Recommendation: No further action is warranted.

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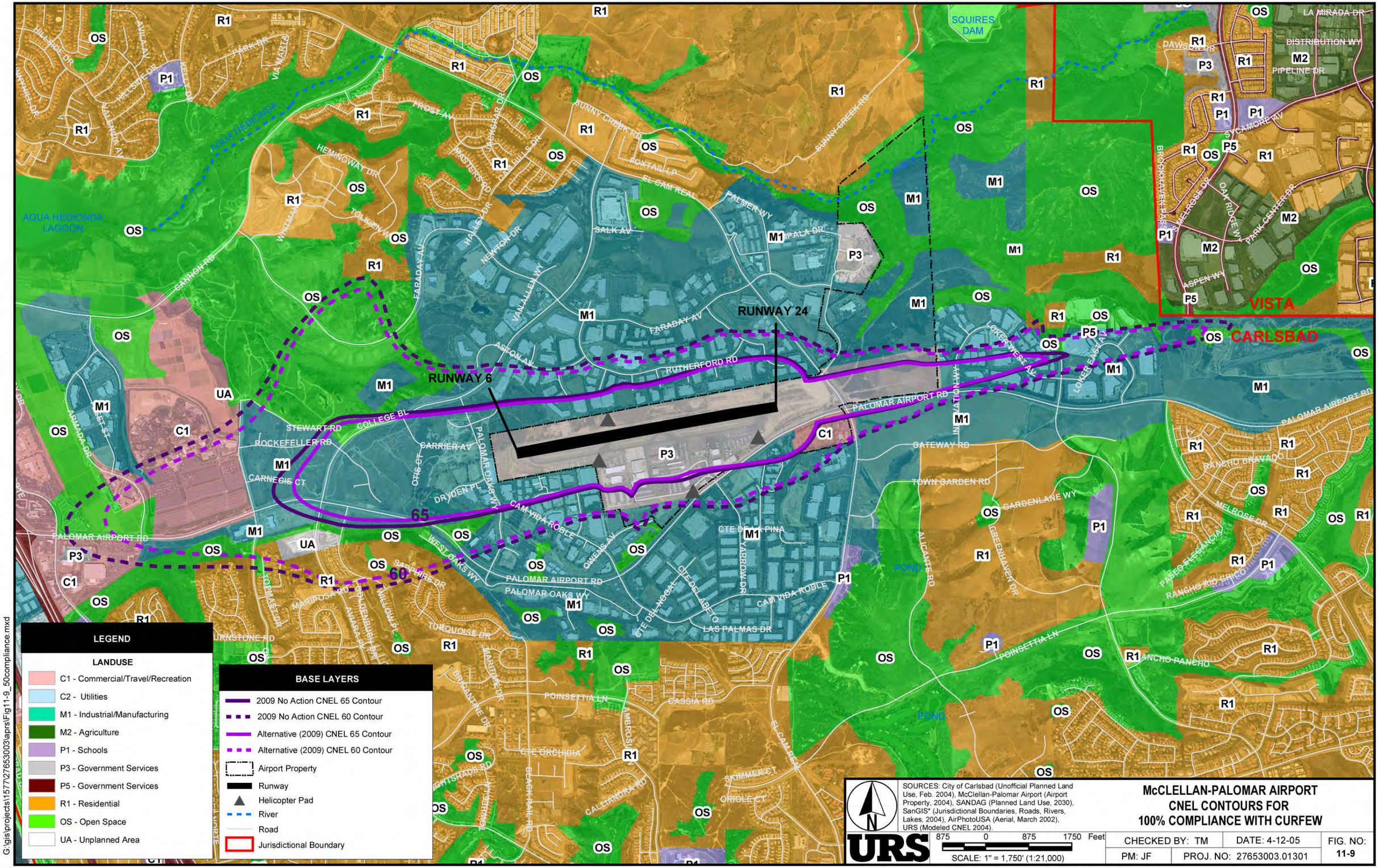

LEGEND

LANDUSE

- C1 - Commercial/Travel/Recreation
- C2 - Utilities
- M1 - Industrial/Manufacturing
- M2 - Agriculture
- P1 - Schools
- P3 - Government Services
- P5 - Government Services
- R1 - Residential
- OS - Open Space
- UA - Unplanned Area

BASE LAYERS

- 2009 No Action CNEL 65 Contour
- 2009 No Action CNEL 60 Contour
- Alternative (2009) CNEL 65 Contour
- Alternative (2009) CNEL 60 Contour
- Airport Property
- Runway
- Helicopter Pad
- River
- Road
- Jurisdictional Boundary

SOURCES: City of Carlsbad (Unofficial Planned Land Use, Feb. 2004), McClellan-Palomar Airport (Airport Property, 2004), SANDAG (Planned Land Use, 2030), SanGIS* (Jurisdictional Boundaries, Roads, Rivers, Lakes, 2004), AirPhotoUSA (Aerial, March 2002), URS (Modeled CNEL 2004).

875 0 875 1750 Feet

SCALE: 1" = 1,750' (1:21,000)

McCLELLAN-PALOMAR AIRPORT CNEL CONTOURS FOR 100% COMPLIANCE WITH CURFEW

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PM: JF	PROJ. NO: 27653003.01301	

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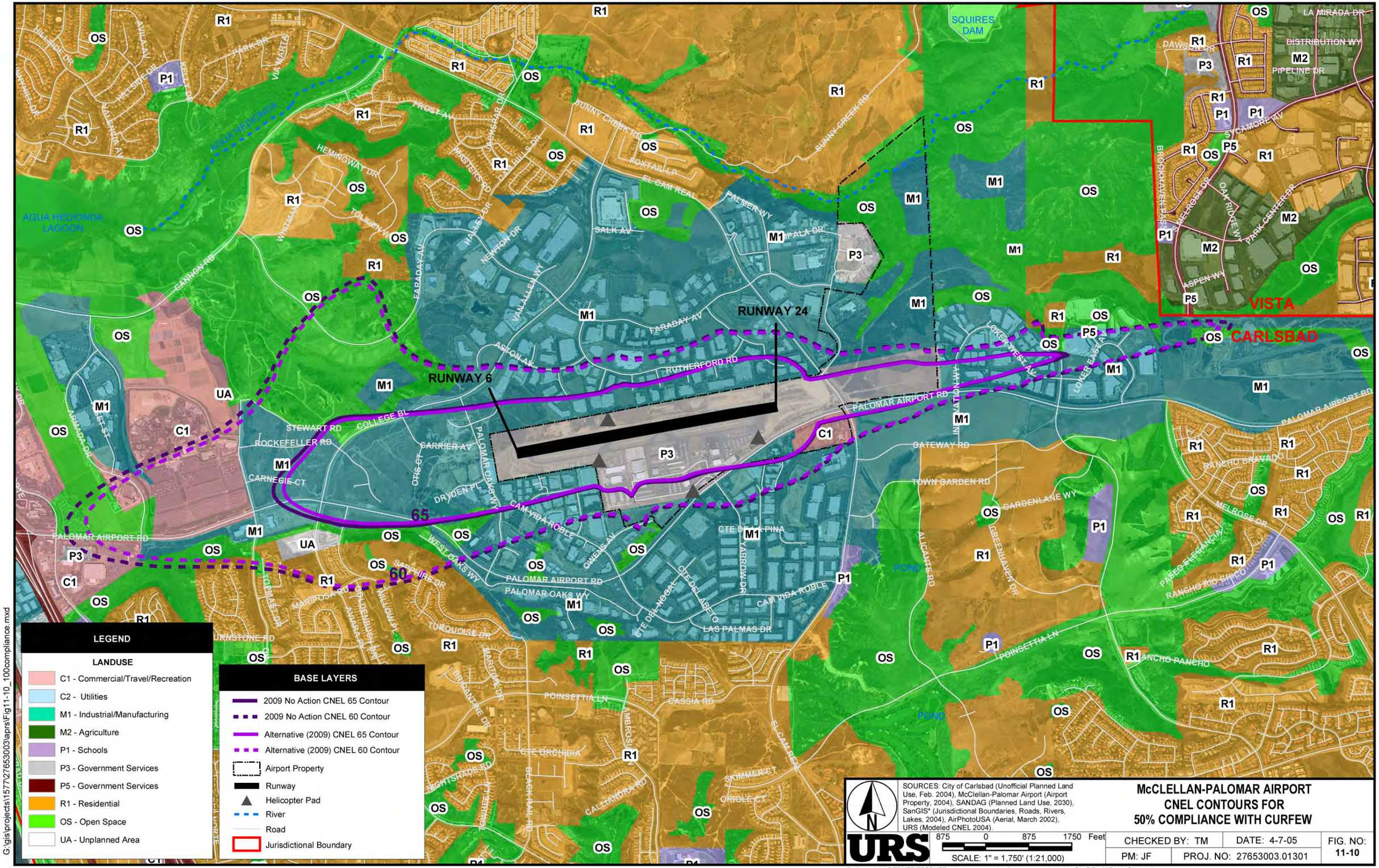

LEGEND

LANDUSE

- C1 - Commercial/Travel/Recreation
- C2 - Utilities
- M1 - Industrial/Manufacturing
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- P5 - Government Services
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BASE LAYERS

- 2009 No Action CNEL 65 Contour
- 2009 No Action CNEL 60 Contour
- Alternative (2009) CNEL 65 Contour
- Alternative (2009) CNEL 60 Contour
- Airport Property
- Runway
- Helicopter Pad
- River
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SOURCES: City of Carlsbad (Unofficial Planned Land Use, Feb. 2004), McClellan-Palomar Airport (Airport Property, 2004), SANDAG (Planned Land Use, 2030), SanGIS* (Jurisdictional Boundaries, Roads, Rivers, Lakes, 2004), AirPhotoUSA (Aerial, March 2002), URS (Modeled CNEL 2004).

875 0 875 1750 Feet

SCALE: 1" = 1,750' (1:21,000)

McCLELLAN-PALOMAR AIRPORT CNEL CONTOURS FOR 50% COMPLIANCE WITH CURFEW

CHECKED BY: TM	DATE: 4-7-05	FIG. NO: 11-10
PM: JF	PROJ. NO: 27653003.01301	

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11.4 REVIEW OF OTHER OPERATIONAL MEASURES

Other operational measures were considered in this section. It is described in Table 11-7.

Table 11-7

Other Operational Measures

Measure ID	Measure
OM-26	Raise the traffic pattern altitude during extended traffic pattern operations

11.4.1 Raise the Traffic Pattern Altitude During Extended Traffic Pattern Operations (OM-26)

On March 15, 2005, the City of San Marcos submitted a proposal to McClellan-Palomar Airport requesting the airport raise the airport traffic pattern altitude by 250 feet for visual flight rules aircraft during Runway 24 *extended traffic pattern* operations. According to the letter from the City of San Marcos, extended traffic pattern operations include any downwind, base, or straight in visual flight rules (VFR) aircraft extending beyond three miles east of the approach end of Runway 24. Traffic pattern aircraft beyond three 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. 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. A copy of the letter from the City of San Marcos is included in Appendix O.

11.4.1.1 Description of the Traffic Pattern at CRQ

Traffic patterns are rectangular in shape and are established to ensure that air traffic flows into and out of an airport in an orderly manner. The traffic pattern altitude is usually 1,000 feet above the elevation of the airport surface elevation. The basic "standard" rectangular traffic pattern consists of five "legs" positioned in relation to the runway in use that are flown by the aircraft executing a 90-degree left turn from one leg to the other with each leg being perpendicular to the preceding one. The five legs of the traffic pattern are described as follows:

Departure (or upwind) Leg – Begins at liftoff where the aircraft maintains a straight course along the extended runway centerline accelerating in speed and gaining altitude to within 300 feet of the published traffic pattern altitude. If leaving the pattern, the aircraft continues straight ahead, or departs by making a 45-degree left turn (right turn for a right-hand pattern).

Crosswind Leg – The crosswind leg is the part of the rectangular pattern that is horizontally perpendicular to the extended centerline of the takeoff runway and is entered by making a 90-degree left turn from the upwind leg at a designated geographic point gaining airspeed and altitude to attain and maintain the published pattern altitude. On the crosswind leg the airplane proceeds to the downwind leg position.

Downwind Leg – The downwind leg is a course flown parallel to the landing runway, but in a direction opposite to the intended landing direction. This leg should be approximately ½ to 1 mile out from the landing runway, and at the specified traffic pattern altitude. If required, the aircraft is further climbed to the established traffic pattern altitude. At a designated geographic point, typically abeam the landing threshold, the aircraft transitions to a landing configuration. This transition varies by aircraft but includes adjustment of landing flaps, power and the extension of landing gear (if retractable) as appropriate. The downwind leg continues ½ to ¾ miles past a point abeam of the approach end of the runway to where a 90-degree left turn is made onto the base leg.

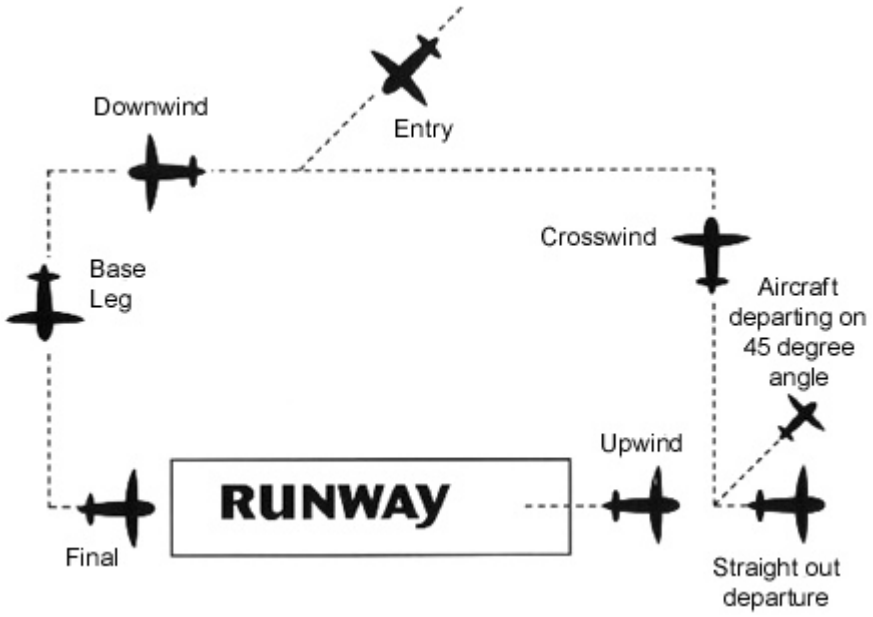
Base Leg – The base leg is the transitional part of the traffic pattern between the downwind leg and the final approach leg. Depending on the wind condition, it is established at a sufficient distance from the approach end of the landing runway to permit a gradual descent (typically a downwardly sloping approach path of 3 degrees) to the intended touchdown point. The ground track of the airplane while on the base leg should be perpendicular to the extended centerline of the landing runway, although the longitudinal axis of the airplane may not be aligned with the ground track when it is necessary to crab into the wind to counteract drift. At the designated end of the downwind leg, the aircraft enters a 90-degree left turn from the base leg to the final approach leg when the aircraft approaches the extended runway centerline approximately ½ to ¾ miles from the approach end of the runway.

Final Approach Leg – The final approach leg is a descending flight path starting from the completion of the base to final turn and extending to the point of touchdown. Once established on a course that is aligned with the runway centerline, adjustment to power and flap settings are completed as appropriate. The approach speed of the aircraft while on final approach varies by make, model and aerodynamic characteristics. The altitude of the aircraft when turning onto the final approach may vary as well, but will typically be such that the aircraft may initiate a controlled descent along the extended runway centerline at or above a 3-degree approach slope to the landing end of the runway.

Generally, when approaching an airport for landing, the traffic pattern should be entered at a 45-degree angle to the downwind leg, headed toward a point abeam of the midpoint of the runway to be used for landing. Beyond this there is no 'regulation' that prohibits a base or straight-in entry. Federal Aviation Regulation Part 91.126 states that unless otherwise authorized all turns must be made to the left. Because CRQ operates as a "controlled" airport having Airport Traffic Control Tower, the traffic pattern at CRQ operates in left and right-hand patterns.

The FAA's "standard" left-hand traffic pattern is depicted in Figure 11-11.

Figure 11-11
Standard Left-Hand Traffic Pattern



Description of Typical Traffic Pattern at CRQ

The airport has a published airfield elevation of 331 feet as measured Above Mean Sea Level (MSL) with published pattern altitudes as follows:

- Light Aircraft: 1,503' MSL (1,172' Above Ground Level [AGL])
- Heavy Aircraft: 2003' MSL (1,672' AGL)
- Multiengine Aircraft: 2,003' MSL (1,672' AGL)
- Turbine Aircraft: 2,003' MSL (1,672' AGL)
- Rotorcraft: 1,003' MSL (672' AGL)

Using calendar year 2002 flight track data obtained from the airport's Global Environmental Management System (GEMS), the current traffic pattern for CRQ was documented and is illustrated in Figure 11-13 as a 365-day composite of all touch-and-go tracks that occurred throughout the year.

Typical CRQ Traffic Pattern Operations

Examination of the CRQ traffic pattern reveals that the majority of flight activity within the traffic pattern occurs as "touch-and-go" operations. The GEMS data further reveals that when viewed as a 365-day composite plot, the recorded touch-and-go tracks resemble one or more racetrack patterns. As many as three distinct traffic patterns were evident each having a unique width and length. The variations are primarily caused by inherent differences in aircraft size, approach, departure and maneuvering characteristics (i.e., rate of turn). It is important to note however, that although all touch-and-go

operations occur within the traffic pattern; not all arrival and departure tracks are confined to the previously defined traffic pattern at CRQ.

While the development of a standardized traffic pattern is highly desirable from the perspective of ATC purposes, safety and uniformity; it is unrealistic to assume or require that all aircraft operate in the "typical" traffic pattern depicted for CRQ. For example, aircraft takeoff speed, turn radii and flight characteristics may require certain larger "high performance" aircraft to execute larger [wider] turns when approaching or departing the airport. By comparison, smaller and more maneuverable aircraft have the capability to execute turns having smaller [tighter] radii. This is best illustrated by comparing the arrival and departure tracks depicted as approach tracks 24A2, 24A3, 24A4, 24A5, 24A6, 24A7, 24A8, and 24A9 in Figure 11-12 with the depicted traffic pattern (touch-and-go) tracks 24T1, 24T2, 24T3, 24T4, 24T5 and 24T6 in Figure 11-13.

On certain occasions, ATCT extends the downwind leg of the Runway 24 traffic to facilitate aircraft separation requirements. This temporary condition typically occurs when the ATCT experiences the highest number of touch-and-go operations within the traffic pattern during fair weather conditions particularly during the two-day weekend period. When the Runway 24 left-hand traffic pattern downwind leg is extended, aircraft can be observed to initiate the left turn to the base leg at distances that may extend as far as 3.5 nautical miles from the approach end of Runway 24, well beyond the typical boundaries of the traffic pattern depicted in Figure 11-13. The distance to which the downwind leg is extended is principally a function of the total number of aircraft simultaneously operating within the traffic pattern, local visibility conditions and the ability for ATCT personnel to visually observe and separate aircraft in the traffic pattern.

Arrivals and Departures Beyond the Boundaries of the Traffic Pattern

The CRQ traffic pattern not only accommodates touch-and-go aircraft operations, but also arriving and departing itinerant aircraft that operate on flight paths that may extend beyond the traffic pattern. For example, if all recorded flight tracks at CRQ were superimposed, many of the arrival paths occur with a left- or right-hand base leg to final leg well beyond the extents of the traffic pattern depicted in Figure 11-13. This typically occurs when itinerant aircraft operators are: 1) not familiar with the size or extent of the CRQ traffic pattern, or 2) operating high performance aircraft having approach speeds that would require an extended downwind, base or final approach legs to properly acquire the 3.2-degree visual approach path to the runway, or 3) entering the airport's terminal airspace following vector instructions received from Air Traffic Approach Control or the ATCT. When these arrivals or departures occur, pilots do not always operate within the "typical" geographic boundaries of the airport traffic pattern, but in such a manner that is required to 1) safely operate their aircraft within the limitations of aircraft capabilities, FAA ATCT and FAA regulations and, 2) utilize the terminal airspace in an expeditious and efficient manner.

When itinerant aircraft are observed to operate in airspace that is well beyond the boundaries of the CRQ traffic pattern, these operations should not be confused with overflights that occur on an occasional basis when the ATCT extends the downwind leg of the Runway 24 traffic pattern to facilitate aircraft separation requirements.

11.4.1.2 Required Minimum Safe Altitudes

When conducting flight activities, pilots must comply with the prescribed minimum safe altitudes as described in F.A.R. Part 91.119, *Minimum Safe Altitudes* as follows:

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

(a) ***Anywhere***. An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.

(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.

(c) ***Over other than congested areas***. An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure.

(d) ***Helicopters***. Helicopters may be operated at less than the minimums prescribed in paragraph (b) or (c) of this section if the operation is conducted without hazard to persons or property on the surface. In addition, each person operating a helicopter shall comply with any routes or altitudes specifically prescribed for helicopters by the Administrator.

The above minimum safe altitudes typically apply to aircraft operating in level flight and do not specifically apply to aircraft during the departure, crosswind, downwind, base and final legs of traffic pattern operations.

11.4.1.3 Instrument Landing System Approach Path

Currently, Runway 24 is served by a Category-I Instrument Landing System (ILS) that provides vertical, horizontal and range information to properly equipped and qualified pilots conducting a published instrument approach procedure following Instrument Flight Rules (IFR). Pilots opting to utilize these published procedures do so following printed charts, in-cockpit displays and ATC vectoring instructions. As a typical handling of such approaches ATC provides the initial guidance to an initial approach fix at minimum prescribed altitudes. Pilots must follow all charted procedures and/or ATC instructions while conducting the published ILS approach procedure.

As charted, when executing the ILS procedure, aircraft must acquire positive ILS course guidance on an established magnetic heading of 245 degrees and arrive at the DEASY outer marker beacon located 5.1 nautical miles out from the landing threshold at or above an altitude of 2,300 feet MSL. Aircraft may descend below 2,300 feet MSL, but only if positively established on ILS centerline course guidance. As a standard practice Air Traffic Approach Control vectors aircraft to the outer marker beacon at a distance no less than one nautical mile prior to the beacon (i.e., six nautical miles from the landing threshold at CRQ). When vectoring, ATC typically provides course intercept angles of no greater than 30 degrees.

Inspection of the GEMS flight track data serves to further verify that indeed, ATC provides straight-in and 30-degree "turn-on" vectors to the final approach course for the Runway 24 ILS at CRQ. Pilots operating under IFR while utilizing the published ILS approach procedure do not fly at altitudes that are below published approach course minimums.

11.4.1.4 Overflight of the City of San Marcos

Directly under the extended centerline of Runway 24, the City of San Marcos has three adjacent senior residential mobile home parks with 1,186 mobile homes and a 729 foot MSL communications tower located 3.5 miles east of the approach end of Runway 24. The highest elevation of these parks is 675 feet MSL.

Based on ATCT records, approximately 43 percent of all aircraft arrivals to runway 24 are assumed to be aircraft operating on track 24A1 (straight-in) while executing the published Instrument Approach Procedure for ILS Runway 24.

These aircraft, while descending on a 3.2-degree approach path to the approach end of the runway will be at an altitude of 1,583 feet MSL when directly over the mobile home parks. Considering the elevation of the mobile home parks of 675 feet MSL, the aircraft are at an altitude of 908 feet above ground level. Per F.A.R. Part 91.119, Minimum Safe Altitudes, the aircraft would not be below prescribed allowable attitudes as specified in Paragraph (b) [Over Congested Areas] because the above minimum safe altitudes apply to aircraft operating in level flight and do not apply to aircraft during the departure, crosswind, downwind, base and final legs of traffic pattern operations.

11.4.1.5 Proposal To Increase the Traffic Pattern Altitude

The City of San Marcos submitted a request to the McClellan-Palomar Airport to increase the published traffic pattern altitudes by 250 feet during periods when the downwind leg of the Runway 24 traffic pattern is extended. The request to change the pattern altitude would serve to increase the above ground level height of aircraft when overflying three adjacent mobile home parks located approximately 3.5 nautical miles from the approach end of Runway 24 along the extended centerline.

As prescribed by the FAA, traffic patterns are developed in a consistent manner for all airports, regardless of size or aeronautical role. If the pattern altitude at CRQ was increased by the requested 250-foot height, this would correspondingly lengthen one or more of the five traffic pattern legs while also increasing the overall geographic size of the traffic pattern. As the size of the traffic pattern increases, aircraft flight patterns would shift outward and thereby transfer aircraft overflights and aircraft-generated noise to other communities.

Because all pilots are trained to operate within traffic patterns that are essentially uniform in length, size and altitude (typically 1,000 feet AGL), the effectiveness and overall utilization rate of such a non-standard traffic pattern may offer limited benefits. The inconsistent (i.e., unpredictable) timetable for applying changing traffic pattern altitudes would further complicate the application and successful use of a non-standard traffic pattern at CRQ.

County of San Diego Director of Airports Peter Drinkwater and San Marcos Councilman Jim Desmond met with FAA staff on July 29, 2005. Subsequently, the request from the City of San Marcos to raise the ATCT pattern for extended runway operations was withdrawn pending further investigation.

Recommendation*: *No further action is warranted at this time.

11.5 SUMMARY

This section summarizes the operational measures described in Section 11. It is recommended that the following existing policies and procedures, resulting from the 1992 NCP, be continued:

- OM-1 Minimum CRQ Airport Traffic Pattern altitudes are: 1,003 feet MSL for helicopters, 1,503 feet MSL for small aircraft and 2,003 feet MSL for large aircraft, as published in the Airport Facility Directory.
- OM-4 (1) As published in the airport website, the "Alpha Departure" Voluntary Noise Abatement Procedure (VNAP) instructs jets to fly a 250-degree ground track at the best rate of climb until approximately ½ mile offshore. National Business Aircraft Association (NBAA) standard noise abatement departure procedures are recommended. It instructs piston aircraft to hold turns until reaching 800 feet MSL, with the "Alpha North" pattern preferred. On the downwind leg, climb to at least 1,000 feet AGL prior to initiating a turn to the desired course.
- OM-6 Maintain a cruise aircraft configuration (gear and flaps retracted; (RPM no higher than cruise) until as close to the airport as possible, as published in the airport website.

  Jets: Request ILS approach. Fly a slightly high approach in VMC. Delay gear and flaps transition consistent with safety.
- OM-8 Runway 24 is designated the preferential / calm wind runway.
- OM-13 Discourage jet aircraft training due to noise abatement and traffic congestion.
- OM-14 Voluntary jet take-off and landing "Quiet Hours" are in effect between 2200-0700 (local)

The following new measures are recommended for inclusion in the NCP:

- OM-4 (2) When traffic volume permits, CRQ ATCT should instruct pilots to delay the left turn from Runway 24 until aircraft are west of I-5.
- OM-5 CRQ should work with FAA to develop a GPS/RNAV departure procedure to emulate the "Alpha Departure" VNAP.
- OM-23 CRQ should consider joining Sound Initiative, A Coalition for Quieter Skies.
- OM-24 CRQ should amend "Quiet Hours" to include all aircraft except emergency flight operations.

These recommendations, along with land use recommendations described in Section 12 and program management recommendations described in Section 13, are summarized in Section 14, Recommended Noise Compatibility Program.

Figure 11-14 presents the *2009 Noise Exposure Map, With Program Implementation*, which was developed based on a forecasted average annual day of operations at CRQ for the year 2009, with the recommended operational procedures included. The assumptions and activity levels for the 2009 future condition are presented in Section 6 of the NEM documentation. The airport sponsor certified in writing that the assumptions and activity levels used to develop 2009 future condition noise contours are based on reasonable forecasts and other planning assumptions.

Table 11-8 compares housing units and population differences between the *2009 Future Condition NEM, Without Program Implementation* (baseline) and the *2009 Noise Exposure Map, With Program Implementation*.

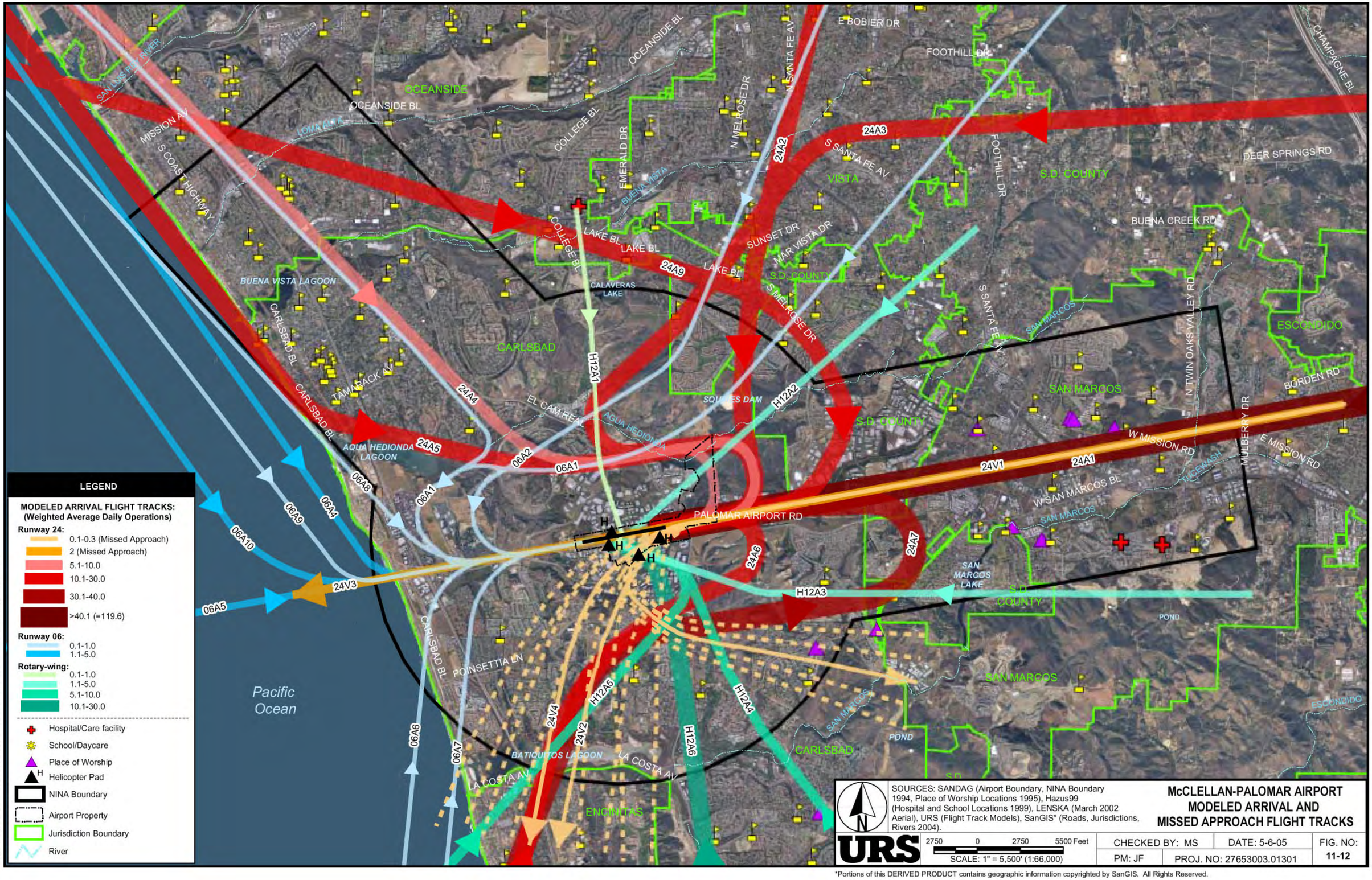
Table 11-8

Summary of Noise Exposure Estimates

Noise Exposure	2009 CNEL/60 dBA		
	Without Program Implementation	With Program Implementation	Benefit
Population	413	350	63
Number of Housing Units	155	130	25

Note: There are no housing units within the CNEL 65 dBA contour.

Source: Integrated Noise Model, Version 6.1
URS Corporation, 2005.



SOURCES: SANDAG (Airport Boundary, NINA Boundary 1994, Place of Worship Locations 1995), Hazus99 (Hospital and School Locations 1999), LENSKA (March 2002 Aerial), URS (Flight Track Models), SanGIS* (Roads, Jurisdictions, Rivers 2004).

McCLELLAN-PALOMAR AIRPORT MODELED ARRIVAL AND MISSED APPROACH FLIGHT TRACKS

URS

2750 0 2750 5500 Feet

SCALE: 1" = 5,500' (1:66,000)

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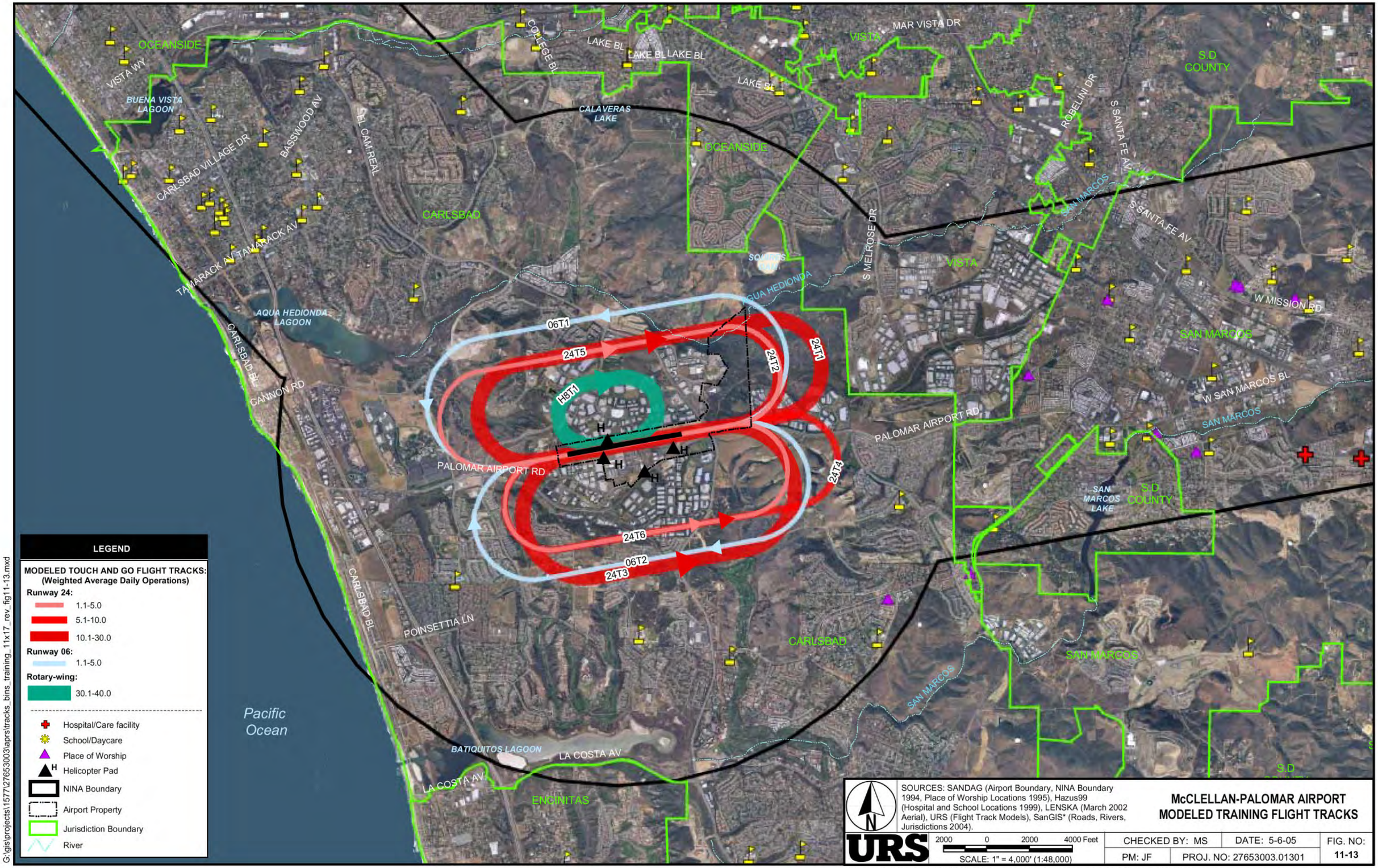

LEGEND

MODELED TOUCH AND GO FLIGHT TRACKS:
(Weighted Average Daily Operations)

Runway 24:
- 1.1-5.0
- 5.1-10.0
- 10.1-30.0

Runway 06:
- 1.1-5.0

Rotary-wing:
- 30.1-40.0

- Hospital/Care facility
- School/Daycare
- Place of Worship
- Helicopter Pad
- NINA Boundary
- Airport Property
- Jurisdiction Boundary
- River

SOURCES: SANDAG (Airport Boundary, NINA Boundary 1994, Place of Worship Locations 1995), Hazus99 (Hospital and School Locations 1999), LENSKA (March 2002 Aerial), URS (Flight Track Models), SanGIS* (Roads, Rivers, Jurisdictions 2004).

McCLELLAN-PALOMAR AIRPORT
MODELED TRAINING FLIGHT TRACKS

URS

2000 0 2000 4000 Feet

SCALE: 1" = 4,000' (1:48,000)

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PM: JF	PROJ. NO: 27653003.01301	11-13

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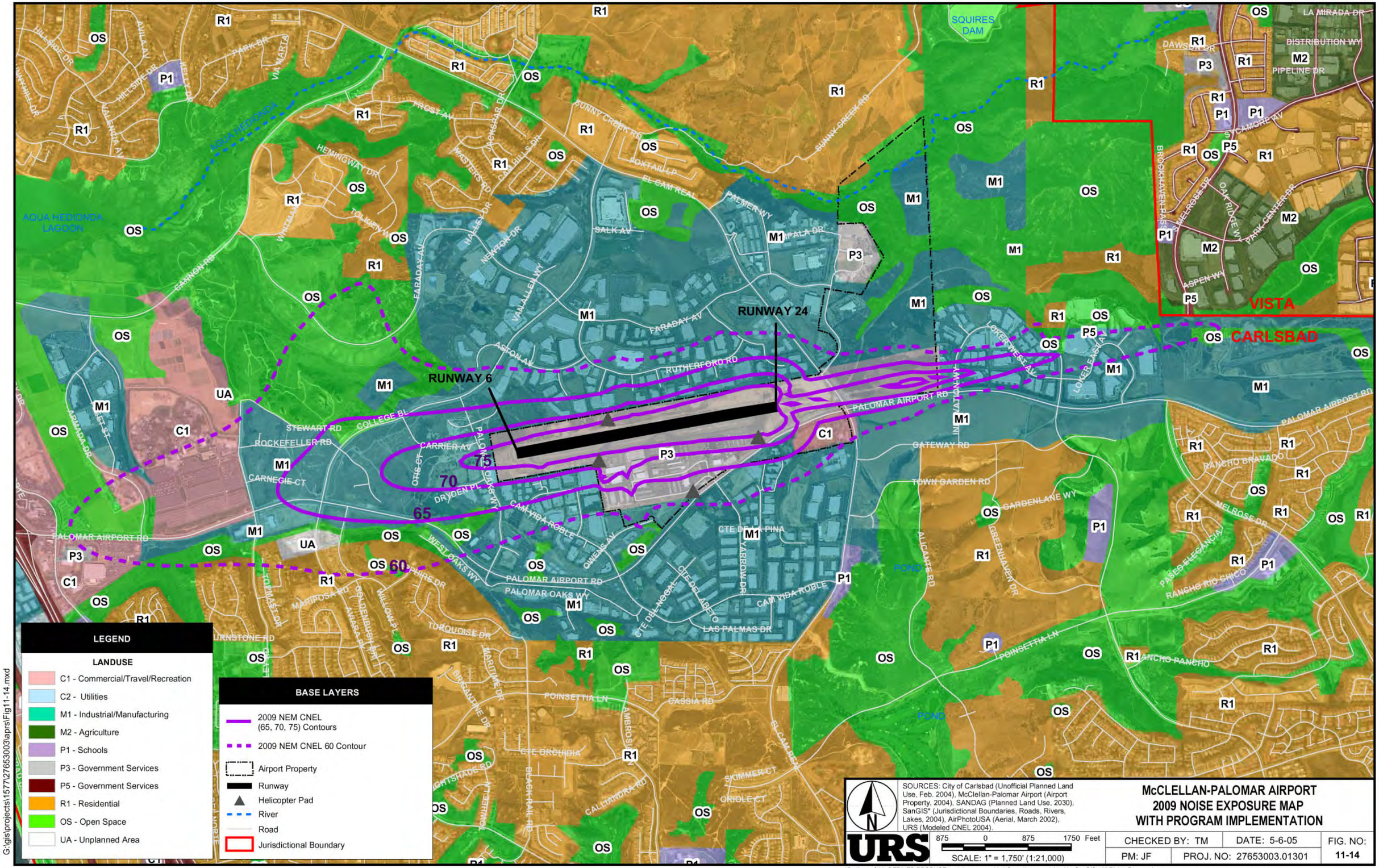

SOURCES: City of Carlsbad (Unofficial Planned Land Use, Feb. 2004), McClellan-Palomar Airport (Airport Property, 2004), SANDAG (Planned Land Use, 2030), SanGIS* (Jurisdictional Boundaries, Roads, Rivers, Lakes, 2004), AirPhotoUSA (Aerial, March 2002), URS (Modeled CNEL 2004).

URS

875 0 875 1750 Feet

SCALE: 1" = 1,750' (1:21,000)

McCLELLAN-PALOMAR AIRPORT
2009 NOISE EXPOSURE MAP
WITH PROGRAM IMPLEMENTATION

CHECKED BY: TM	DATE: 5-6-05	FIG. NO:
PM: JF	PROJ. NO: 27653003.01301	11-14

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SECTION 12 CONSIDERATION OF LAND USE ALTERNATIVES

12.1 INTRODUCTION

Land use alternatives have the potential to mitigate noise exposure on existing noise-sensitive land uses and minimize the introduction of additional noise sensitive land uses in the vicinity of the airport. The following goals and objectives will be considered for all potential land use measures:

- Minimizing new noncompatible noise-sensitive development in the vicinity of the airport,
- Providing mitigation alternatives that are sensitive to the needs of the community and its stability,
- Providing alternatives that will maintain the existing tax base and property values,
- Ensuring that alternatives presented are consistent with land use policies and regulations of the respective jurisdictions, and
- Providing mitigation for noncompatible noise-sensitive sites impacted by noise exceeding CNEL 65 dB wherever practical and feasible.

To meet these goals and objectives, two types of land use measures have been identified: preventive and remedial.

Corrective or remedial actions seek to alleviate existing conflicts between land use and airport noise. Changes in the use of noise-impacted land or changes in occupancy to uses or occupations less sensitive to noise are practical strategies for resolving conflicts. Noise insulation and acquisition of full or partial interest in the land are also examples of possible actions that can be used to mitigate noise impacts. As shown in Figure 11-14, there are no noncompatible land uses within the CNEL 65 dBA of the *2009 Future Condition, With Program Implementation*. Note that there are also no noncompatible land uses without program implementation. Thus, corrective or remedial actions are not warranted in this NCP.

Land use and development controls that seek to prevent the introduction of noncompatible and noise-sensitive land uses within existing and future noise contours are referred to as preventive measures. The controls that are generally most useful are: zoning, easements, transfer of development rights, establishing minimum acoustical insulation standards for building codes, and land acquisition. Preventive land use measures will be described and evaluated in this section with regard to their suitability for implementation at CRQ.

Land use planning and the adoption, administration, and enforcement of zoning regulations are an exclusive authority of local governments within each of their jurisdictions. This includes authority for airport-compatible land use planning. Neither the FAA nor the airport has the authority to exercise land use control in a local government's jurisdiction. Land use planning and zoning authority for the areas affected by CRQ is the responsibility of the City of Carlsbad.

12.2 REVIEW OF 1992 NCP LAND USE MEASURES

The FAR Part 150 NCP for CRQ that was approved on June 16, 1992, recommended six preventive land use measures. Table 12-1 describes each measure, and indicates the FAA's Record of Approval.

Table 12-1
Land Use Measures from the 1992 NCP

Measure ID	Measure	FAA Record of Approval
LUM-1	Change the Airport Influence Area to reflect the new forecast noise exposure maps.	Approved
LUM-2	Amend the noise elements of the City and County general plans to reflect the new noise exposure maps.	Approved
LUM-3	Require all land uses inside the CNEL 65 to be zoned as compatible land use or require soundproofing. Specifically, this applies to the area zoned for residential use 3,000 feet southwest of the airport.	Approved
LUM-4	Require the granting of avigation easements for all new noise-sensitive development inside the CNEL 65.	Approved
LUM-5	Ensure that all properties inside the CNEL 65 include the aircraft noise levels in the fair disclosure statement.	Approved
LUM-6	Encourage that the agricultural area west of the airport remain an agricultural preserve.	Approved

12.2.1 Amend the Airport Influence Area (LUM-1)

It was recommended in the 1992 NCP that the San Diego County Airport Land Use Commission's Comprehensive Land Use Plan for CRQ be amended to reflect the new forecast noise exposure area in the Airport Influence Area (AIA).

The FAA approved this measure. This measure is considered to be within the authority of the County Airport Land Use Committee (ALUC).

The original land use plan for CRQ was prepared by the San Diego Association of Governments (SANDAG) and was adopted in 1974; revised plans were adopted in 1986 and April 1994. When the San Diego County Regional Airport Authority (SDCRAA) was created, they amended all of the County Comprehensive Land Use Plans (CLUPs) to change references from SANDAG to SDCRAA as the ALUC, and in the case of CRQ, insert the FAR Part 77 compliance requirements. This amended CLUP is dated October 2004. The SDCRAA is still involved in an ongoing process to amend all of the CLUPs in the County, to incorporate the most recent recommendations from the State of California, Department of

Transportation, Division of Aeronautics, California Airport Land Use Planning Handbook (January 2002).

These plans were adopted to assist in ensuring compatible land use development in the area surrounding CRQ, and identify areas likely to be affected by noise and flight activity created by aircraft operations at CRQ. These affected areas include the CRQ Airport Influence Area (AIA), Noise Impact Notification Area (NINA), projected noise contours, clear zone, and flight activity zone.

The AIA encompasses those areas adjacent to CRQ which could be impacted by noise levels exceeding the California State Noise Standards or where height restrictions would be needed to prevent obstructions of navigable airspace. The current AIA is shown in Figure 12-1. Depending on location, compatible land uses within the AIA include non-residential uses such as office, industrial, commercial, or low density residential uses such as single-family dwellings. A record of the AIA must be filed in the office of the County Recorder. The record serves to notify owners or potential purchasers of property in the AIA that property in the area is currently subject to aircraft noise and aircraft overflights. Typically, real estate professionals and companies contract with a hazard research company that researches specific property for potential hazards, such as proximity to landfills, proximity to an AIA, etc. The hazard research companies inform the real estate professional of potential hazards and the real estate professional is required to inform the prospective buyer.

The NINA is the area most impacted by aircraft operations to and from CRQ. Physically, the NINA is composed of a three mile radius around the airport, as well as the VOR and ILS corridors to the west and the east, respectively, and extends both horizontally and vertically due to terrain consideration. The current NINA is shown in Figure 12-1. All new residential projects located within the NINA are required to record a notice concerning aircraft environmental impacts, clarifying that the property is subject to aircraft overflight, sight and sound of aircraft from CRQ.

Figure 12-2 illustrates the flight track density maps for all operations at CRQ with the current NINA superimposed. Based on this information, the NINA should be amended to include the area northeast of the airport where significant flight operations occur. Figure 12-3 illustrates the proposed boundary of the amended NINA.

The San Diego County Regional Airport Authority (SDCRAA), as the region's Airport Land Use Commission (ALUC), is currently preparing an update of the CRQ Comprehensive Land Use Plan (CLUP). The CLUP reflects the anticipated growth of CRQ for the next 20 years. The intent is "to provide for the orderly growth of each public airport and…[to] safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general" (Section 21675, Public Utility Code).

CRQ has no jurisdiction or authority to require the SDCRAA to amend the NINA in the CLUP.

San Diego Geographic Information Source (SanGIS) is a joint powers agency created in 1997 due to the desire of the City and County to formalize and continue their commitment to a common geographic information system (GIS). One of the goals of SanGIS is to provide cost effective access to geographic data to member agencies, subscribers, and the public. Currently, SanGIS data contains over 400 geographic data layers and is utilized by over 500 internal City and County users through a high speed

wide area network. In addition to the internal users, there are currently 50 external clients. Public access to maps and geographic data is via the Internet at www.sangis.org.

Recommendation: CRQ should provide the recommended NINA boundary to SanGIS in both electronic and hard copy formats.

12.2.2 Amend the Noise Elements in the General Plans (LUM-2)

The 1992 NCP recommended amendment of the noise elements in the General Plans of San Diego County, and the City of Carlsbad to reflect the new NEMs.

The FAA approved this measure. This measure is considered to be within the authority of the County of San Diego, and the City of Carlsbad.

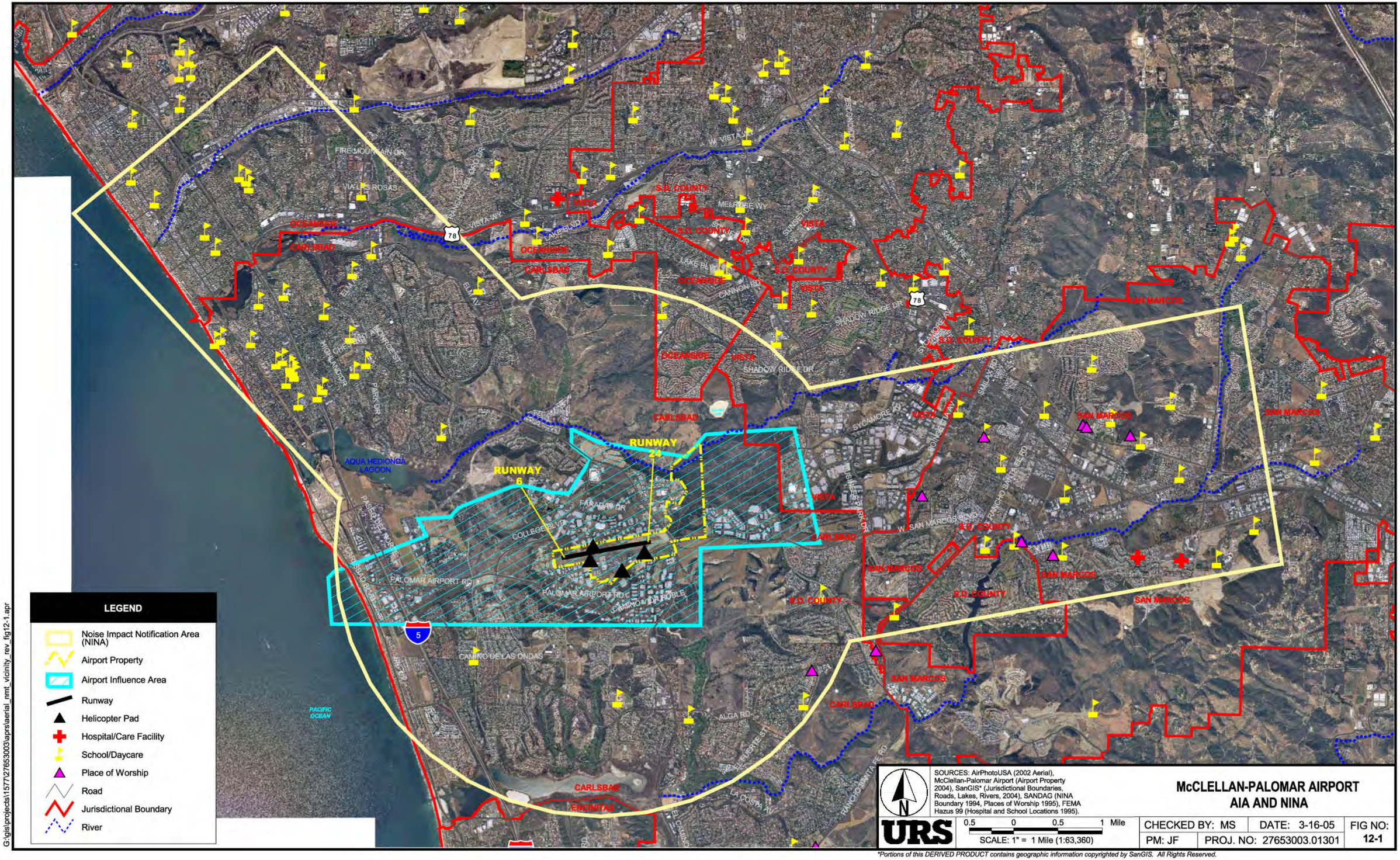
San Diego County revised the Noise Element of their General Plan in 1980. The major issues addressed within the Noise Element include the County's role in enforcing the California Airport Noise Standards, the need for an integrated land use and transportation planning program, and the importance of acoustical insulation techniques in urban development policies.

Aircraft Noise

Urban development is continuing to occur adjacent to general aviation airports operated by the County.

The Findings chapter within the Noise Element is based on the present state of scientific knowledge about noise. Unanimous agreement does not exist in this area of science; however, agreement is widespread enough that the following factual information has been accepted by the Congress as a basis for protecting the public health and welfare with an adequate safety margin. Relevant findings within the 1980 Noise Element are outlined below:

- ***Finding 7:*** There is no one noise standard or set of noise standards that is universally applicable in San Diego County. The California Airport Noise Standard is 65 CNEL. The requirement for residential soundproofing is effective at a level of 60 dB(A) CNEL.
- ***Finding 14:*** Existing federal policy proposes to reduce aircraft noise by reducing engine noise of current models, controls on future type aircraft, changes in aircraft operational procedures and extensive technical research, and to formulate airport noise certification regulations.



SOURCES: AirPhotoUSA (2002 Aerial), McClellan-Palomar Airport (Airport Property 2004), SanGIS* (Jurisdictional Boundaries, Roads, Lakes, Rivers, 2004), SANDAG (NINA Boundary 1994, Places of Worship 1995), FEMA Hazus 99 (Hospital and School Locations 1995).

McCLELLAN-PALOMAR AIRPORT AIA AND NINA

URS

0.5 0 0.5 1 Mile

SCALE: 1" = 1 Mile (1:63,360)

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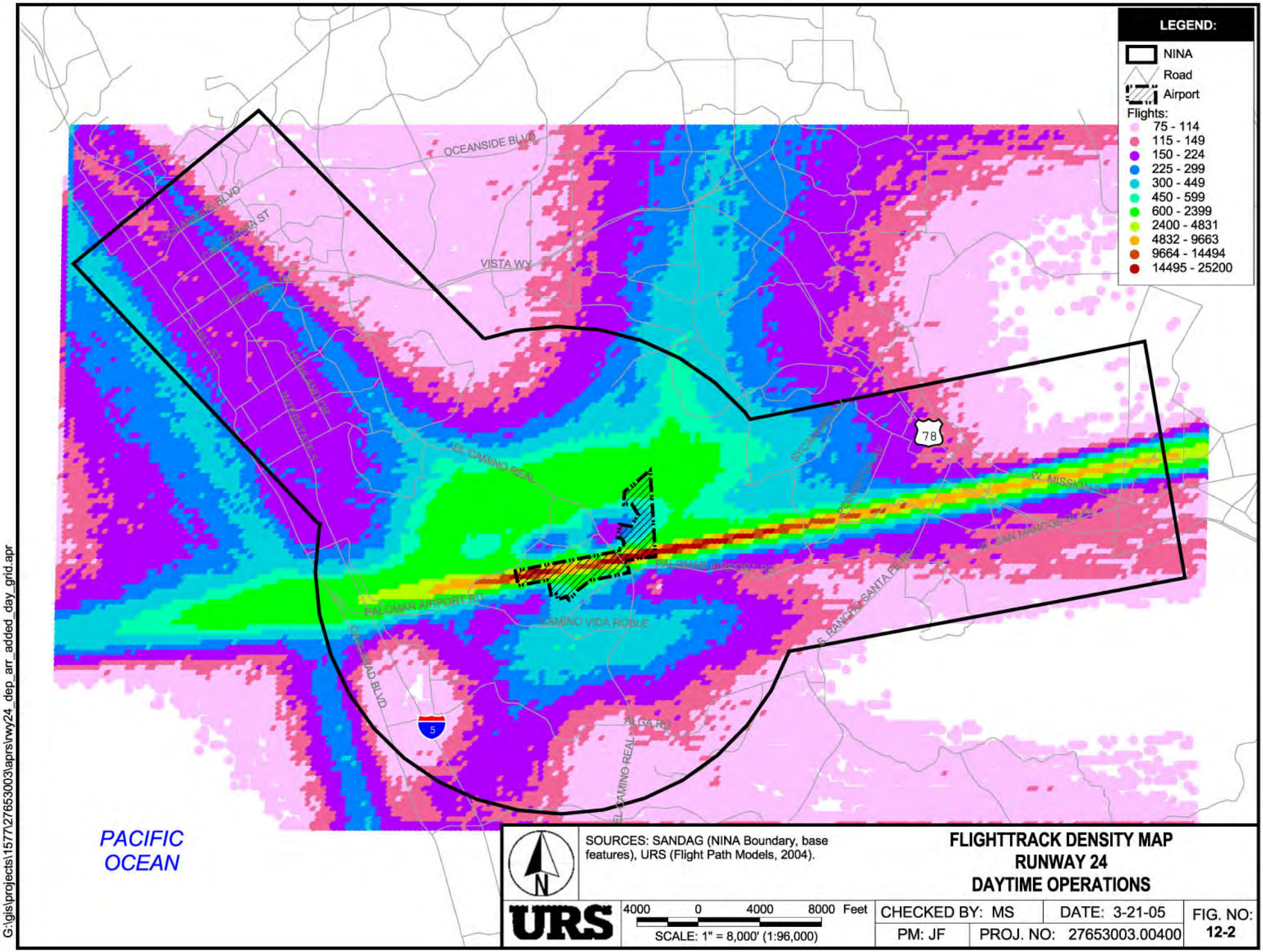

SOURCES: SANDAG (NINA Boundary, base features), URS (Flight Path Models, 2004).

FLIGHTTRACK DENSITY MAP
RUNWAY 24
DAYTIME OPERATIONS

URS

4000 0 4000 8000 Feet

SCALE: 1" = 8,000' (1:96,000)

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RUNWAY 06

RUNWAY 24

LEGEND

- Noise Impact Notification Area (NINA) (Proposed)
- Airport Property
- Airport Influence Area
- Runway
- Helicopter Pad
- Hospital/Care Facility
- School/Daycare
- Place of Worship
- Road
- Jurisdictional Boundary
- River

SOURCES: AirPhotoUSA (2002 Aerial), McClellan-Palomar Airport (Airport Property 2004), SanGIS* (Jurisdictional Boundaries, Roads, Lakes, Rivers, 2004), SANDAG (NINA Boundary 1994, Places of Worship 1995), FEMA Hazus 99 (Hospital and School Locations 1995).

McCLELLAN-PALOMAR AIRPORT PROPOSED NINA BOUNDARY

URS

3250 0 3250 6500 Feet

SCALE: 1" = 6,500' (1:78,000)

CHECKED BY: TM	DATE: 4-13-05	FIG NO: 12-3
PM: JF	PROJ. NO: 27655017.01701	

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- ***Finding 15:*** The Environmental Protection Agency's Report to Congress on Aircraft Noise, has indicated its intention to propose regulations to require retrofitting of existing aircraft with quieter engines, to lower the permissible noise levels for future aircraft, to require the use of noise abatement takeoff, landing, and flight procedures, and to develop airport noise certification regulations (the Agency's term for a cumulative airport noise control system similar to the California Airport Noise Standards).
- ***Finding 21:*** The California Airport Noise Standards require a progressive reduction of noise at airports until no adjacent resident experiences a CNEL greater than 65 dBA by 1986. The responsibility for implementing this policy is divided between the State and its counties that are delegated specific review and enforcement functions. This policy requires the San Diego Board of Supervisors to determine which public and private civilian airports exceed the maximum noise levels and have a "noise problem." The Board is also required to notify the airport proprietor to begin a noise monitoring program in peripheral areas for frequency and level of aircraft noise within six months, validate the airport proprietor's noise monitoring data, submit quarterly reports to the Department of Transportation's Division of Aeronautics, and review the airport's noise monitoring plan.
- ***Finding 24:*** The Comprehensive Planning Organization, acting as the Airport Land Use Commission, is required to prepare land use plans for all areas adjacent to each public airport which could exceed the State airport noise standards and for which building height restrictions are needed to maintain navigable airspace.

Carlsbad adopted their current General Plan in 1994. The General Plan is comprised of a "Vision and Introduction" section and eight elements: Land Use Element, Circulation Element, Housing Element, Open Space and Conservation Easement Element, Noise Element, Public Safety Element, Parks and Recreation Element, and Arts Element.

As required by State law, Carlsbad's General Plan must comply with the CRQ CLUP. If the City chooses to overrule a finding of the Airport Land Use Commission as stated in the CLUP, it may do so by a two-thirds vote if it makes a specific finding that the General Plan and the CLUP are consistent.

To limit noise impacts on noise sensitive land uses, the City has designated areas surrounding CRQ for predominately planned industrial uses. To accomplish this, a significant amount of non-residential land has been designated on the plan, possibly exceeding what is needed to serve and accommodate future residential uses located exclusively in Carlsbad. As such, future re-designation of planned residential areas to non-residential uses to accommodate future CRQ growth would not be supported. The Land Use Element within the General Plan classifies some areas near CRQ as an "Unplanned Area" (UA) and the General Plan states that these areas are not appropriate for residential uses.

While the Circulation Element encourages the continued operation of CRQ, it also prohibits the expansion of CRQ unless approved by a majority vote of the Carlsbad electorate as required by the Carlsbad Municipal Code. This Element encourages coordination with FAA and other interested parties (the San Diego County Regional Airport Authority), "to protect public health, safety and welfare by

ensuring the orderly operation of the Airport and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around the airport."

The Noise Element states that, "in general, land in the immediate vicinity of the airport or under the take off or landing approach is subject to noise levels which are unsuitable for residential development, schools, hospitals, or other similar noise sensitive uses."

Land Use Policy C-5, within the Noise Element, recommends 60 CNEL as the exterior noise level to which all residential units should be mitigated. The 65 CNEL is the maximum noise level to which residential units subject to noise from CRQ should be permitted. Additional disclosure actions (easements, deed restrictions, recorded notices, etc.) may be required of developers/sellers of noise impacted residential units. For new residential properties identified as requiring a noise study, a study shall be prepared by an acoustical professional. This study shall document the projected maximum exterior noise level and mitigate the projected exterior noise level to a maximum allowable noise level as identified in this policy. Interior noise levels should be mitigated to 45 CNEL when openings to the exterior of the residence are open or closed. If openings are required to be closed to meet the interior noise standard, then mechanical ventilation shall be provided. If the acoustical study shows that exterior noise levels cannot be mitigated to the level allowable as identified in this policy or less, the development should not be approved without one or more of the following findings:

- Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect (noise).
- Changes or alterations to avoid or substantially lessen the significant environmental effects (noise) are within the responsibility and jurisdiction of another public agency and not the City of Carlsbad. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
- Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives to avoid or substantially lessen the significant environmental effect (noise).
- If a project is approved with exterior noise levels exceeding the level allowable pursuant to this policy, all purchasers of the impacted property shall be notified in writing prior to purchase, and by deed disclosure in writing, that the property they are purchasing is, or will be, noise impacted and does not meet Carlsbad noise standards for residential property. Notwithstanding project approval, no residential interior CNEL should exceed 45 dBA.

The General Plan requires that a Noise Study be submitted with all discretionary applications for residential projects of five or more single family dwelling units or any multiple family dwelling units located within or 500 feet beyond the 60 CNEL noise contour line.

CRQ has no jurisdiction or authority to require the City of Carlsbad or the County of San Diego to update the noise exposure maps within their respective General Plans.

Recommendation: (1) CRQ should provide updated Noise Exposure Maps to SanGIS in electronic format. (2) CRQ should notify San Diego County and the City of Carlsbad that updated NEMs are available through SanGIS, and encourage their use in updating the Noise Elements of their General Plans.

12.2.3 Require All Land Uses Inside CNEL 65 be Zoned for Compatible Land Use or Require Adequate Noise Insulation (LUM-3)

The 1992 NCP recommended that all noise sensitive uses inside the current or future CNEL 65 area be zoned as compatible use or that adequate noise insulation be required. At the time, there was an area zoned for residential use located 3,000 feet southwest of the airport, which was exposed to CNEL 65.

The FAA approved this measure. This measure is considered to be within the authority of the County of San Diego, and the City of Carlsbad.

The area of concern was developed into residential use. However, it is no longer exposed to CNEL greater than 65 dB.

The City of Carlsbad requires discretionary review of all proposed development projects within the AIA. All parcels must process a site development plan, planned industrial permit, or other discretionary permit.

Figure 12-4 illustrates the *2009 Future Condition, Without Program Implementation* superimposed over the City of Carlsbad Zoning Map. As shown, the area surrounding CRQ is primarily zoned for industrial uses. All of the currently undeveloped off-airport property within the CNEL 65 is zoned "PM - Planned Industrial." However, opportunities for noise-sensitive development exist within the CNEL 60.

The County of San Diego and the McClellan-Palomar Airport acknowledge that development of the following parcels, located within the CNEL 60, would need to be consistent with the Comprehensive Land Use Plan (CLUP) in order to be officially allowed. The County of San Diego and the McClellan-Palomar Airport desire to be proactive in the prevention of noise-sensitive land uses in areas that could be subject to higher noise levels in the future.

City of Carlsbad Municipal Code, Title 21 Zoning, Section 21.24.020 describes the permitted uses in the "RD-M Residential Density Multiple" zone. These include: child day care centers, single-family and multifamily dwellings, housing for senior citizens, and mobile homes. Numerous other uses are allowed with a Conditional Use Permit (CUP) or as Accessory Uses (Acc). Any multi-family development within the 65 CNEL is subject to a noise study and mitigation measures.

There is one undeveloped area that is designated RD-M located within the 60 CNEL. The land use is designated "OS - Open Space." It is located west of Hidden Valley Road and south of Palomar Airport Road. It is identified as Assessor's Parcel Number (APN) 212-040-66. According to the City of Carlsbad, the RD-M designation has been changed to "OS – Open Space." (See Comments from Mike Grim, City of Carlsbad, January 25, 2006, included in Appendix Q). Therefore, no further action is warranted

In the "L-C Limited Control" zone, the only permitted uses are those permitted by City of Carlsbad Municipal Code, Title 21 Zoning, Section 21.07.020 for the "E-A Exclusive Agricultural" zone. These

uses include small family day care homes and large family day care homes. In addition, the following are permitted as accessory uses: farmhouse, guesthouse, home occupation, and mobile homes.

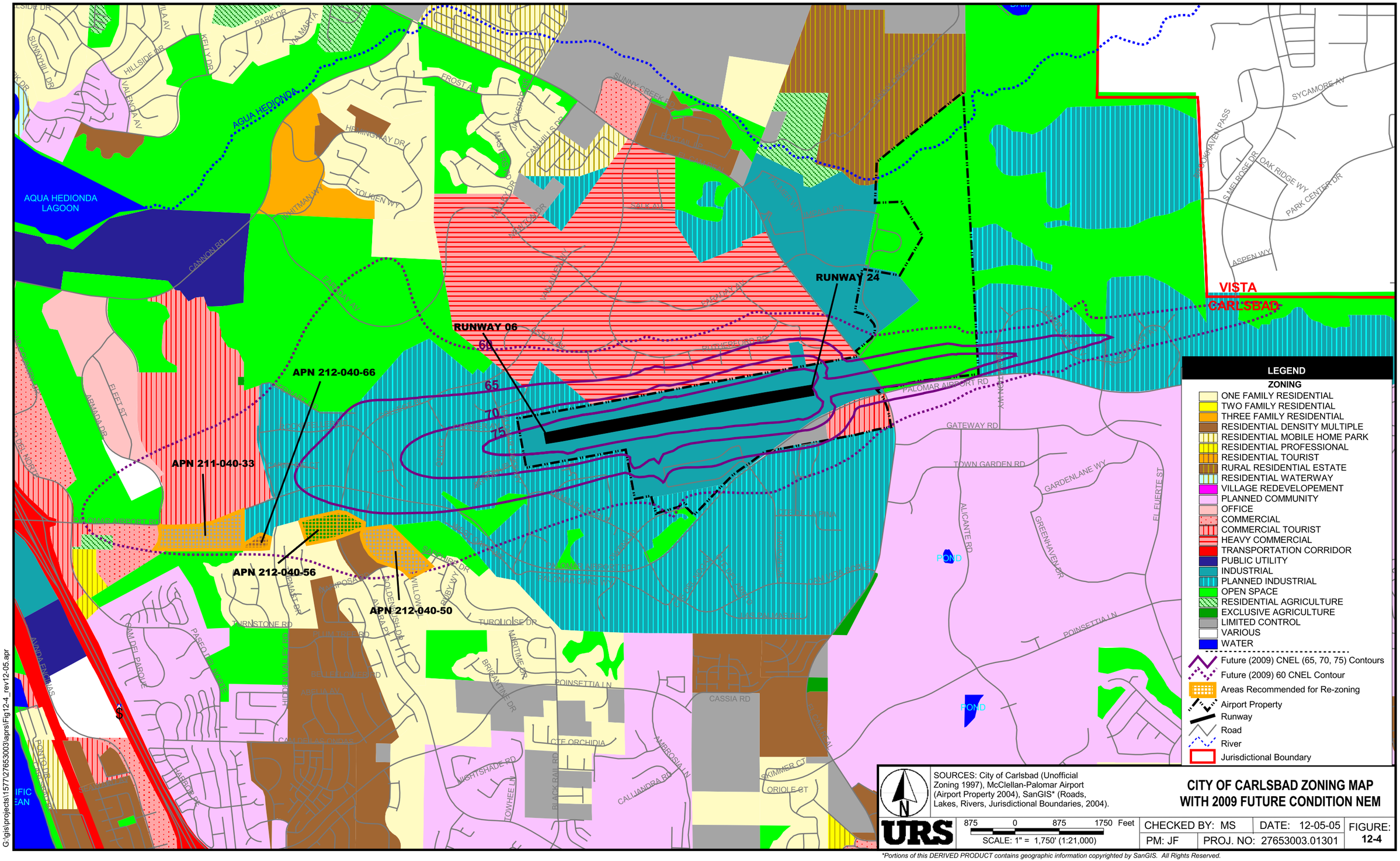
There are two undeveloped areas currently designated L-C located within the 60 CNEL. One area is located east of Armada Drive and south of Palomar Airport Road, and is identified as Assessor's Parcel Number (APN) 211-040-33. The land use is designated "M1 - Industrial/Manufacturing" and "OS - Open Space." The City of Carlsbad has indicated that as of October 4, 2005, this parcel is in process for a Zone Change from L-C to O-S. 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. (See Comments from Mike Grim, City of Carlsbad, October 4, 2005, included in Appendix O). This Zone Change and proposed land use reduces the potential for noise-sensitive development in the future, therefore, no further action is warranted.

The other area 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 was designated "R1 - Residential" and "OS – Open Space." It is identified as Assessor's Parcel Number (APN) 212-040-50. In late 2004, a Property Zone Change split the parcel into two areas, one being zoned "OS - Open Space" and the other being zoned "R-1-10 - One Family Residential" (See Comments from Mike Grim, City of Carlsbad, November 7, 2005, included in Appendix O). A General Plan Map Change resulted in most of the area that was formerly designated "RL - Low Density Residential" changing to "OS - Open Space." The areas formerly designated RLM and OS are now RL. As of March 2006, the area zoned R-1-10 and designated RL is in the process of being developed with 14 single family homes, which were approved in late 2004, when the Property Zone Change and General Plan Map Change were approved. Therefore, no further action is warranted (See Comments from Mike Grim, City of Carlsbad, February 27, 2005, included in Appendix O).

There is one undeveloped area designated E-A located within the 60 CNEL. This area is located between West Oaks Way and Sapphire Drive, south of Palomar Airport Road. The land use is designated "OS - Open Space" and "R1 - Residential." It is identified as Assessor's Parcel Number (APN) 212-040-56. The E-A designation would allow noise-sensitive development.

The area known as Bressi Ranch is designated as "P-C Planned Community" zone, and is adjacent to the airport south of Palomar Airport Road and east of El Camino Real. Section 21.38.020 describes the permitted uses for the "P-C Planned Community" zone. These include a mixture of residential densities and housing types, open space, community facilities, both public and private and, where appropriate, commercial and industrial areas. The area is currently undeveloped; however, land use is designated as "M1 - Industrial/Manufacturing," "R1 - Residential," "OS - Open Space," and "P1 - Schools." The undeveloped area located within the 60 CNEL is designated as land use M1.

There are currently no non-compatible land uses within the CNEL 65 contour of the *2009 Future Condition, Without Program Implementation*. Approximately 57 percent of the land within the 65 and greater CNEL is developed or zoned as industrial/manufacturing, approximately 40 percent is government services (i.e., the airport), and approximately 1 percent is commercial. The remaining 2 percent (approximately 13 acres) is open space.



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 REDEVELOPEMENT
- 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

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

CITY OF CARLSBAD ZONING MAP WITH 2009 FUTURE CONDITION NEM

URS

875 0 875 1750 Feet

SCALE: 1" = 1,750' (1:21,000)

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The California Code of Regulations (CCR), Title 24, also known as the California Building Standards Code, contains standards for allowable interior noise levels associated with exterior noise sources (*California Building Code*, 1998 edition, Volume 1, Appendix Chapter 12, Section 1208A). This code requires acoustical insulation in areas subjected to 60 CNEL or greater, in order to maintain an annual interior noise level of 45 CNEL in any habitable room of a dwelling unit. This code applies to new projects which include multi-family residences (e.g., apartment houses), dormitories, hotels, or motels. It does not apply to detached single family dwellings. Worst-case noise levels, either existing or future, must be used. Future noise levels must be predicted at least 10 years from the time of the building permit application.

Although the building code does not apply the CNEL 45 dB interior noise level standard to detached single-family residences, the California Division of Aeronautics encourages communities to adopt this standard (or lower) for these uses (*California Airport Land Use Planning Handbook*, January 2002, Chapter 7, page 7-7). Many communities have done so as part of their general plan noise element.

The Carlsbad General Plan, Land Use Policy C-5, within the Noise Element, recommends 60 CNEL as the exterior noise level to which all residential units should be mitigated. The 65 CNEL is the maximum noise level to which residential units subject to noise from CRQ should be permitted. Interior noise levels should be mitigated to 45 CNEL when openings to the exterior of the residence are open or closed. If openings are required to be closed to meet the interior noise standard, then mechanical ventilation shall be provided.

The General Plan requires that a Noise Study be submitted with all discretionary applications for residential projects of five or more single family dwelling units or any multiple family dwelling units located within or 500 feet beyond the 60 CNEL noise contour line.

CRQ has no jurisdiction or authority to require the City of Carlsbad to rezone property. However, it is recommended that the City of Carlsbad consider rezoning the undeveloped areas designated RD-M, R-1 (formerly L-C), and E-A to "P-M Planned Industrial" zone.

Recommendation: The City of Carlsbad should rezone the undeveloped area designated E-A (APN 212-040-56) within the 60 CNEL to "P-M Planned Industrial" zone.

12.2.4 Acquire Avigation Easements for New Development within CNEL 65 (LUM-4)

The 1992 NCP recommended that if new noise-sensitive development is permitted in areas of CNEL 65 or greater, the granting of an avigation easement to the County of San Diego should be required as a condition of approval.

The FAA approved this measure. According to FAA, this measure is considered to be within the authority of the County of San Diego and the City of Carlsbad.

Neither McClellan-Palomar Airport nor San Diego County have jurisdiction or authority to require the City of Carlsbad to obtain avigation easements as a condition of approval of noise-sensitive development in areas of CNEL 65 or greater. In addition, all of the currently undeveloped off-airport property within

the CNEL 65 is zoned "PM - Planned Industrial." Therefore, it is unlikely that noise-sensitive development will occur in areas of CNEL 65 or greater.

Recommendation: No further action is warranted.

12.2.5 Real Estate Disclosure (LUM-5)

The 1992 NCP recommended that the City of Carlsbad should ensure that for all properties in areas of CNEL 65 or greater, the aircraft noise levels are included in the fair disclosure statement, as required by the State of California.

The FAA approved this measure. This measure is considered to be within the authority of the County of San Diego and the City of Carlsbad.

California Assembly Bill (AB) 2776, Chapter 496 of the Statutes of 2002, established a city or county disclosure requirement for real property in the vicinity of an airport influence area, effective January 1, 2004. This bill revised the Real Estate Transfer Disclosure Statement to require that statement to advise the prospective purchaser of other disclosures required by law, including the Natural Hazard Disclosure Report/Statement that may include airport annoyances, earthquake, fire, flood, or special assessment information, that have or will be made in connection with the transfer.

California AB 920, Chapter 66 of the Statutes of 2004, provides that on or after January 1, 2005, if a city or county adopts a different or additional disclosure form regarding the proximity or effects of an airport, the form would be required to contain specified information regarding annoyances or inconveniences including annoyances associated with airport operations. This bill also provides that on or after January 1, 2006, that if a city or county doesn't adopt a different or additional disclosure form, or if there is not a current airport influence area map, a written disclosure of an airport within two statute miles will satisfy city or county disclosure requirements.

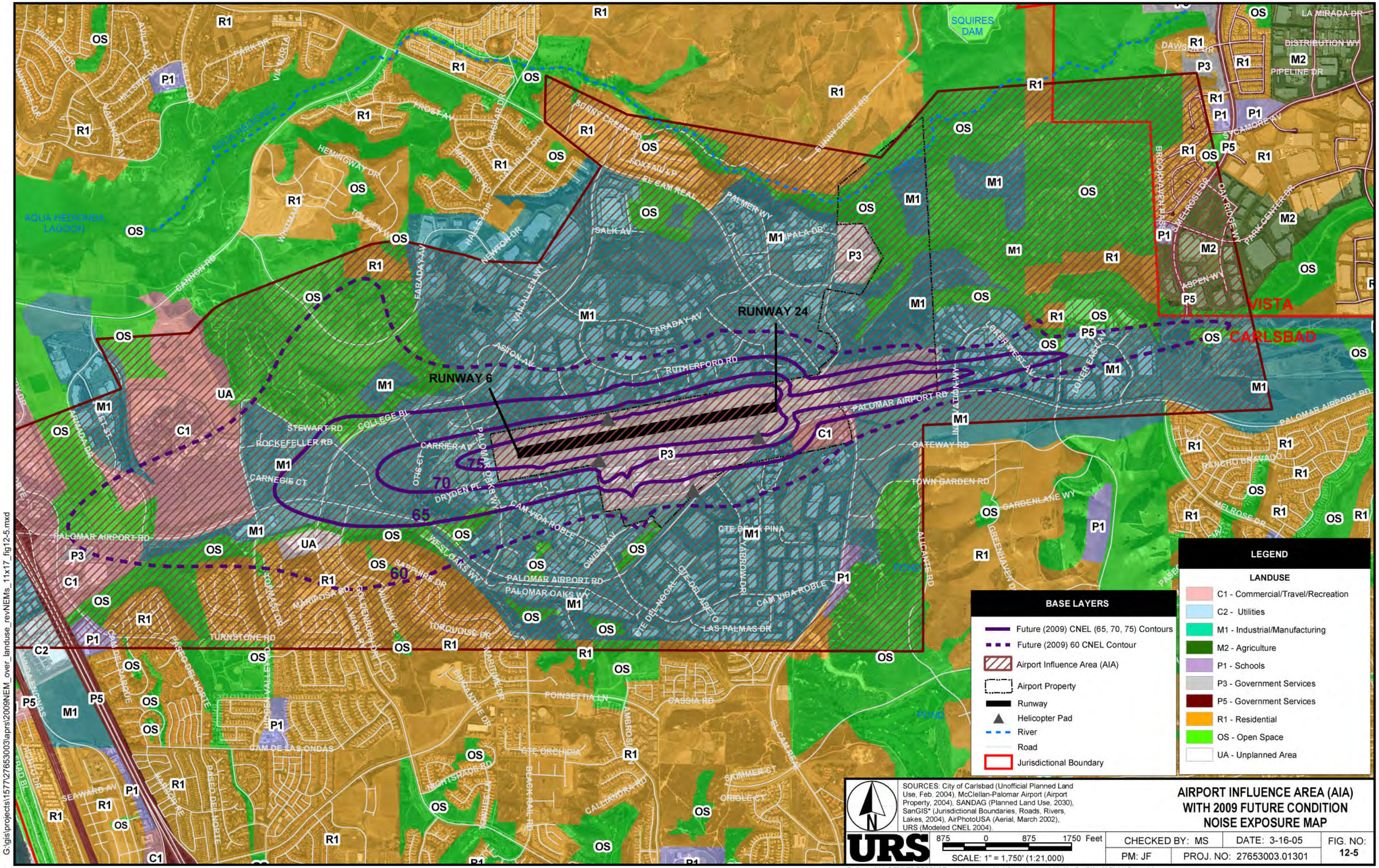
CRQ has an established Airport Influence Area (AIA). Figure 12-5 illustrates the current AIA for CRQ with the *2009 Future Condition, Without Program Implementation*. As shown, the current AIA encompasses an area that is larger than the CNEL 65.

Recommendation: It is recommended that real estate disclosure continue within the established Airport Influence Area (AIA). See Section 12.3.1 for related recommendation.

12.2.6 Maintain Agricultural Land Use West of the Airport (LUM-6)

The 1992 NCP recommended that the owner of the large agricultural area west of the airport should be encouraged to keep the land in an agricultural preserve under the Williamson Act.

The FAA approved this measure. This measure is considered to be within the authority of the County of San Diego and the City of Carlsbad.



SOURCES: City of Carlsbad (Unofficial Planned Land Use, Feb. 2004), McClellan-Palomar Airport (Airport Property, 2004), SANDAG (Planned Land Use, 2030), SanGIS* (Jurisdictional Boundaries, Roads, Rivers, Lakes, 2004), AirPhotoUSA (Aerial, March 2002), URS (Modeled CNEL 2004).

AIRPORT INFLUENCE AREA (AIA) WITH 2009 FUTURE CONDITION NOISE EXPOSURE MAP

URS

875 0 875 1750 Feet

SCALE: 1" = 1,750' (1:21,000)

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This agricultural area west of the airport was not kept as an agricultural preserve, and has been partially developed since the 1992 NCP. None of this area is exposed to CNEL of 65 dBA or greater. A portion of this area is exposed to CNEL 60 dBA.

According to the existing land use map and zoning map a portion of the area is zoned "CT - Commercial Tourist" and has a land use designation of "C1 - Commercial/Travel/Recreation." This area is not fully developed at this time, and has the potential for noise-sensitive development, as described in Section 12.2.3. A portion of the area is currently exposed to CNEL 60 dBA.

Another portion of the area is zoned "O - Office" but has a land use designation of "M1 - Industrial/Manufacturing." This area appears to be developed in a compatible land use. It is located outside the CNEL 60 contour.

A third portion of the area is zoned "C - Commercial" and has a land use designation of "C1 - Commercial/Travel/Recreation." This area is outside the CNEL 60 contour.

The remaining area has a land use designation and is zoned "OS - Open Space." A small portion of this area is within the CNEL 60 contour, and the majority is outside the CNEL 60 contour.

Recommendation*: *No further action is warranted.

12.3 REVIEW OF PAR2000 LAND USE MEASURES

The Palomar Airport Roundtable (PAR) submitted their Final Report to the Palomar Airport Advisory Committee (PAAC) on February 1, 2001. The Final Report included two land use measures. Table 12-2 describes each measure and indicates the results of PAR's votes.

Table 12-2
Land Use Measures from PAR2000

Measure ID	Measure	Votes in Favor	Votes Opposed
LUM-7	Provide expanded NINA and AIA information in advance of sale to potential home buyers	12	1
LUM-8	Update CLUP Appendix G following new Part 150 Study to include adopted PAR2000 recommendations	13	0

12.3.1 Provide Expanded NINA and AIA Information in Advance of Closing (LUM-7)

PAR2000 concluded that current observations indicate that while real estate companies may disclose NINA/AIA information to prospective home buyers, the information is only presented at the closing phase of the real estate purchase and is primarily a written statement similar to the sample form as depicted in the CLUP - Appendix G, which does not include graphic identification of the NINA and AIA with respect to the transaction's specific location.

PAR2000 recommended that the California Board of Realtors, San Diego North County Board, and the Building Industry Association - Sales and Marketing Council, North County Division, be advised to ensure that all realtors and homeowners transacting sales within these vicinities be required to:

- Provide clear maps and graphics with plainly indicated landmarks for each specific real property transaction;
- Ensure affected property buyers understand and acknowledge NINA and AIA notifications; that such notifications are made well in advance of point of sale, appear prominently, and are presented in layman's language; and that signed notifications are recorded with the property;
- Ensure affected property buyers understand and acknowledge written disclosure regarding avigation easement and that signed disclosure is recorded with the property;
- Ensure that upon resale, affected property owners (pre~ and post~ 1994) understand and acknowledge their responsibility to provide prospective owners with accurate Transfer Disclosure Statement (TDS-11);
- Reference "NINA" in Multiple Listings Services (MLS); and
- Develop a plainly written and illustrated McClellan-Palomar Airport Fact Book for property sales agents.

Responsibility to implement these items rests with the California Board of Realtors, San Diego North County Board, and the Building Industry Association - Sales and Marketing Council, North County Division, as well as all realtors and homeowners transacting sales within the NINA and AIA. CRQ has no jurisdiction or authority to implement this recommendation. CRQ has the ability to work with the aforementioned organizations to develop an Airport Fact Book for property sales agents.

Recommendations: ***(1) CRQ should provide updated Noise Exposure Maps, AIA, and NINA to SanGIS in electronic format. (2) CRQ should encourage the California Board of Realtors, San Diego North County Board, and the Building Industry Association - Sales and Marketing Council, North County Division, to visit the SanGIS website for the most updated NEMs, AIA, and NINA. (3) CRQ should work with the aforementioned organizations to develop an "Airport Fact Book" for property sales agents.***

12.3.2 Evaluate Comprehensive Land Use Plan (LUM-8)

The PAR2000 recommended that upon completion of the Part 150 Noise Study, the adopted Comprehensive Land Use Plan (CLUP) should be evaluated to determine if it should be amended to incorporate significant recommendations of the FAA-funded study, including adopted PAR2000 recommendations.

The San Diego County Regional Airport Authority (SDCRAA), as the region's Airport Land Use Commission (ALUC), is currently preparing an update of the CRQ CLUP. The CLUP reflects the anticipated growth of CRQ for the next 20 years. The intent is "to provide for the orderly growth of each

public airport and…[to] safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general" (Section 21675, Public Utility Code).

SDCRAA is in the process of preparing CLUP updates for all airports under their jurisdiction. They are preparing their own forecast of future airport and aircraft operations as well as their own noise contours. CRQ has provided a copy of their FAA-approved forecast of future airport and aircraft operations, as well as their FAA-accepted Noise Exposure Maps to the San Diego County Regional Airport Authority. A copy of the NCP will be provided to SDCRAA following FAA approval.

Recommendation: CRQ should provide SDCRAA with copies of their final NEM and NCP documents.

12.4 SUMMARY

Section 12 presented a variety of land use measures for consideration at CRQ. The following measures were recommended for inclusion in the NCP:

- LUM-1 CRQ should provide the recommended NINA boundary to SanGIS in both electronic and hard copy formats.
- LUM-2 1) CRQ should provide updated NEMs to SanGIS in electronic format. 2) CRQ should notify San Diego County and the City of Carlsbad that updated NEMs are available through SanGIS, and encourage their use in updating the Noise Elements of their General Plans.
- LUM-3 The City of Carlsbad should rezone the undeveloped area designated E-A (APN 212-040-56) within the 60 CNEL to "P-M Planned Industrial" zone.
- LUM-5 It is recommended that real estate disclosure continue within the CRQ's established Airport Influence Area (AIA).
- LUM-7 1) CRQ should provide updated NEMs, AIA, and NINA to SanGIS in electronic format. 2) CRQ should encourage the California Board of Realtors, San Diego North County Board, and the Building Industry Association - Sales and Marketing Council, North County Division to visit the SanGIS website for the most updated NEMs, AIA, and NINA. 3) CRQ should work with the aforementioned organizations to develop an "Airport Fact Book" for property sales agents.
- LUM-8 CRQ should provide SDCRAA with copies of their final NEM and NCP documents.

These recommendations, along with operational recommendations described in Section 11 and program management recommendations described in Section 13, are summarized in Section 14, Recommended Noise Compatibility Program.

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SECTION 13 CONSIDERATION OF PROGRAM MANAGEMENT MEASURES

13.1 INTRODUCTION

The success of the Noise Compatibility Program (NCP) requires a continuing effort to monitor compliance and identify new or unanticipated problems and changing conditions. This section reviews the 1992 NCP recommendations and identifies various alternatives recommended in the PAR2000.

13.2 REVIEW OF 1992 NCP PROGRAM MANAGEMENT MEASURES

The FAR Part 150 NCP for CRQ that was approved on June 16, 1992, recommended four program management measures. Table 13-1 describes each measure, and indicates the FAA's Record of Approval.

Table 13-1
Program Management Measures from the 1992 NCP

Measure ID	Measure	FAA Record of Approval
PM-1	Acquire and install a permanent noise monitoring system.	Approved
PM-2	Designate a noise abatement officer.	Approved
PM-3	Continue to have the Palomar Airport Advisory Committee act as a noise abatement committee.	Approved
PM-4	Produce maps identifying the noise-sensitive areas around the airport.	Approved in conjunction with OM-4

13.2.1 Acquire and Install a Permanent Noise Monitoring System (PM-1)

The 1992 NCP recommended the acquisition and installation of a permanent noise monitoring system to validate the effectiveness of the noise abatement procedures and to quantify noise problems in surrounding neighborhoods in the future. Additional staffing would be required to operate the system and to interpret the output.

The FAA approved this measure in the 1992 NCP. However, they noted that for purposes of aviation safety, this approval does not extend to the use of monitoring equipment for enforcement purposes by in situ measurement of any pre-set noise thresholds.

The Global Environmental Monitoring System (GEMS) was installed in 1994. It collects, analyzes, and stores aircraft operational data and noise data 24 hours per day, 7 days per week from four remote Noise Monitoring Terminals (NMTs) shown in Figure 13-1. Aircraft operational data is collected from Mode-C equipment on aircraft operating at and in the vicinity of CRQ via its Passive Surveillance Radar (PASSUR) system located in Oceanside. The PASSUR is synchronized with the FAA's ASR-9 radar installation located at Camp Pendelton. The PASSUR flight tracking density data shown in Appendix D of the NEM document was the basis of the modeled flight tracks for the NEMs. The GEMS is capable of computing annual average daily aircraft CNEL from each of the NMTs and correlating noise events to flight tracking data.

The County of San Diego and Lochard Corporation had an agreement to upgrade GEMS software with no additional cost. Since the existing GEMS software is no longer being upgraded, the Airport Noise and Operations Monitoring System (ANOMS) 8 is available for installation at CRQ. ANOMS 8 is the latest version in the ANOMS series and is operated with Microsoft Windows. The estimated cost of replacing associated computer hardware, to support operation of ANOMS 8, would be $100,000.

Installation of additional NMTs was considered in this NCP. Currently, four NMTs are operated around the airport. Figure 13-1 shows the location of each NMT. None of the existing NMTs are within the 2004 existing condition or the 2009 future condition CNEL 60 contours. In order to collect meaningful aircraft noise data, NMTs need to be located within CNEL 60, under major flight paths, and/or in close proximity to noncompatible land uses. Two proposed NMT locations are also shown on Figure 13-1. Site N1 is under the departure tracks off Runway 24 and in close proximity to residential areas along the coastline. Site N2 is under the departure track 24D6 between the CNEL 60 and 65 noise contours. The estimated cost to purchase and install is $20,000 per NMT. The cost of additional NMTs would not be eligible for AIP funding. Noise monitoring systems, with the related computer hardware and software, are not eligible for AIP funding for airports that have compatible land uses as indicated in both the existing and future NEMs.

The four existing NMTs have been in place since 1994. The airport has two additional sets of NMT hardware which they use for spare parts while equipment is out for repair. The end of the useful life of this hardware is rapidly approaching. If eligible for AIP funding, it would be prudent to upgrade the hardware at the NMTs.

According to FAA Order 5100.38B, Change 1, Chapter 8, Paragraph 813.c, "Fixed noise monitoring equipment is ineligible where the Part 150 noise exposure maps (existing and forecast) show no noncompatible land uses." Since there is no noncompatible land use within CNEL 65 noise contour of the 2004 existing condition or the 2009 future condition, the cost of additional NMTs for CRQ is not eligible for AIP funding. Noise monitoring systems and the related computer hardware and software are not eligible for AIP funding for airports that have compatible land uses as indicated in both the existing and future NEMs.

<u>Recommendation</u>: CRQ should upgrade their GEMS software to ANOMS 8, and upgrade computer hardware as necessary to support operation of ANOMS 8. If eligible for AIP funding, CRQ should upgrade hardware at existing NMTs and install two additional NMTs.

DELOS WAY

TENACHAS DRIVE

PROPOSED NMT LOCATION - N2

PROPOSED NMT LOCATION - N1

POINSETTIA PARK

EL PATO COURT

LEGEND

- Proposed Noise Monitoring Terminal Location
- Existing Noise Monitoring Terminal Location
- 2009 Future Condition CNEL (60, 65, 70, 75 Contours)
- Noise Impact Notification Area (NINA)

SOURCES: USGS (Topographic Map), SANDAG (NINA, road labels).

McCLELLAN-PALOMAR AIRPORT EXISTING AND PROPOSED NOISE MONITORING TERMINAL LOCATIONS

URS

2500 0 2500 5000 Feet

SCALE: 1" = 5,000' (1:60,000)

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13.2.2 Designate a Noise Abatement Officer (PM-2)

The 1992 NCP included a recommendation to designate a noise abatement officer to administer the approved NCP.

The FAA approved this measure in the 1992 NCP.

The County of San Diego hired a dedicated noise officer at the end of 1999. Currently, the position is open, and the duties are being fulfilled by another member of the airport staff. The County is actively engaged in final contract negotiations with a contractor to fill the Noise Abatement Officer position.

The responsibilities of the Noise Abatement Officer include, but are not limited to:

- Operate the NMS;
- Manage the VNAP;
- Coordinate with the public, FBOs, and pilots to notify them of noise-sensitive areas;
- Research and respond to noise complaints; and
- Produce and present noise-related reports.

Recommendation: CRQ should hire a dedicated Noise Abatement Officer.

13.2.3 Continue the Palomar Airport Advisory Committee (PM-3)

The 1992 NCP recommended continuation of the Palomar Airport Advisory Committee (PAAC), to act as a forum for discussion of noise abatement actions.

The FAA approved this measure in the 1992 NCP.

Committee members are nominated by the Supervisor from the Fifth Supervisory District and appointed by the County Board of Supervisors. Committee members serve a term, which run concurrently with the term of the Supervisor who nominated them to the Committee.

The PAAC provided input to this Part 150 Study process and served as a conduit for input from community residents, FBOs, and other interested parties. The PAAC meets the third Thursday of every month at the Carlsbad City Council Chambers, 1200 Carlsbad Village Drive, Carlsbad, California to discuss issues related to CRQ. The meetings are noticed on the airport website and the Carlsbad information television channel. The public is encouraged to attend and ask questions and comment on the proceedings. The responsibilities of the PAAC include, but are not limited to:

- To plan and recommend a noise abatement program,
- To make constructive contributions to the airport master plan, and
- To make airport users and the public aware of any developments regarding airport noise.

***Recommendation*: It is recommended that the PAAC continue to act as a forum for discussion of noise abatement actions.**

13.2.4 Produce Maps Identifying the Noise-Sensitive Areas around the Airport (PM-4)

The 1992 NCP included a recommendation to produce maps identifying noise-sensitive areas around the airport and distribute them to pilots to help them avoid these areas when possible.

These maps should be produced as often as there are significant changes in noise-sensitive land uses in the airport environs, such as when a new residential development is built. The maps should cover the entire airport environs and be printed on paper of appropriate size so pilots can easily keep the maps with other flight-related materials.

The FAA approved this measure in the 1992 NCP. Implementation of this measure should be combined with measure number 4 (OM-4) as a part of a comprehensive effort to inform pilots regarding the noise sensitive areas in the vicinity of the airport.

As stated in Board of Supervisors Policy, F-44, for the County of San Diego, the Airport Manager will produce, distribute, and promote a detailed noise abatement program for the airport. The program will contain specific flight information and a chart identifying noise sensitive areas. The noise abatement program will be updated annually and distributed to pilots. The Airport Manager will request pilot compliance with the program.

Figure 13-2 illustrates the map currently produced and distributed by the airport. It contains information regarding noise-sensitive areas, NINA, and a detailed description of the VNAP. The map was published in August 2002. The current map does not illustrate the VNAP "Alpha Departure." Thus, the next revision of the map should incorporate the "Alpha Departure."

The map should be formatted such that it can readily be inserted into a Jeppesen Airway Manual 7-ring binder, which has a page size of 8½" in height by 5½" in width, with seven holes punched along the left margin in a unique configuration. It should include all information about CRQ's voluntary noise abatement procedures (VNAP). The map will also be incorporated into a booklet, which is discussed further in Section 13.3.1.

The first option is an overall size of 8½" in height by 11" in width, folded to 8½" in height by 5½" in width, with text and graphics on both sides. The estimated cost of producing 2,000 copies of the fold-out map in color on glossy 80-pound paper will be approximately $850. The design cost would be approximately $500. Therefore, the total cost would be approximately $1,350. An example is shown in Appendix L, along with the printing price quotation.

The second option is an overall size of 8½" in height by 5½" in width, with a ⅜" tab. Text and graphics will appear on both front and back. The estimated cost of producing 2,000 copies of the map in color on glossy 80-pound paper will be approximately $950. The design cost would be approximately $500. Therefore, the total cost would be approximately $1,450. An example is shown in Appendix L, along with the printing price quotation.

The cost of producing these maps must be borne by the County of San Diego, since producing maps is not eligible for funding through FAA Airport Improvement Program (AIP) grants.

***Recommendation**: CRQ should update maps identifying the noise-sensitive areas around the airport, formatted such that they can readily be inserted into a Jeppesen Airway Manual 7-ring binder. They should be produced on glossy 80-pound paper, and have an overall size of 8½" in height by 11" in width, folded to 8½" in height by 5½" in width, with text and color graphics on both sides.*

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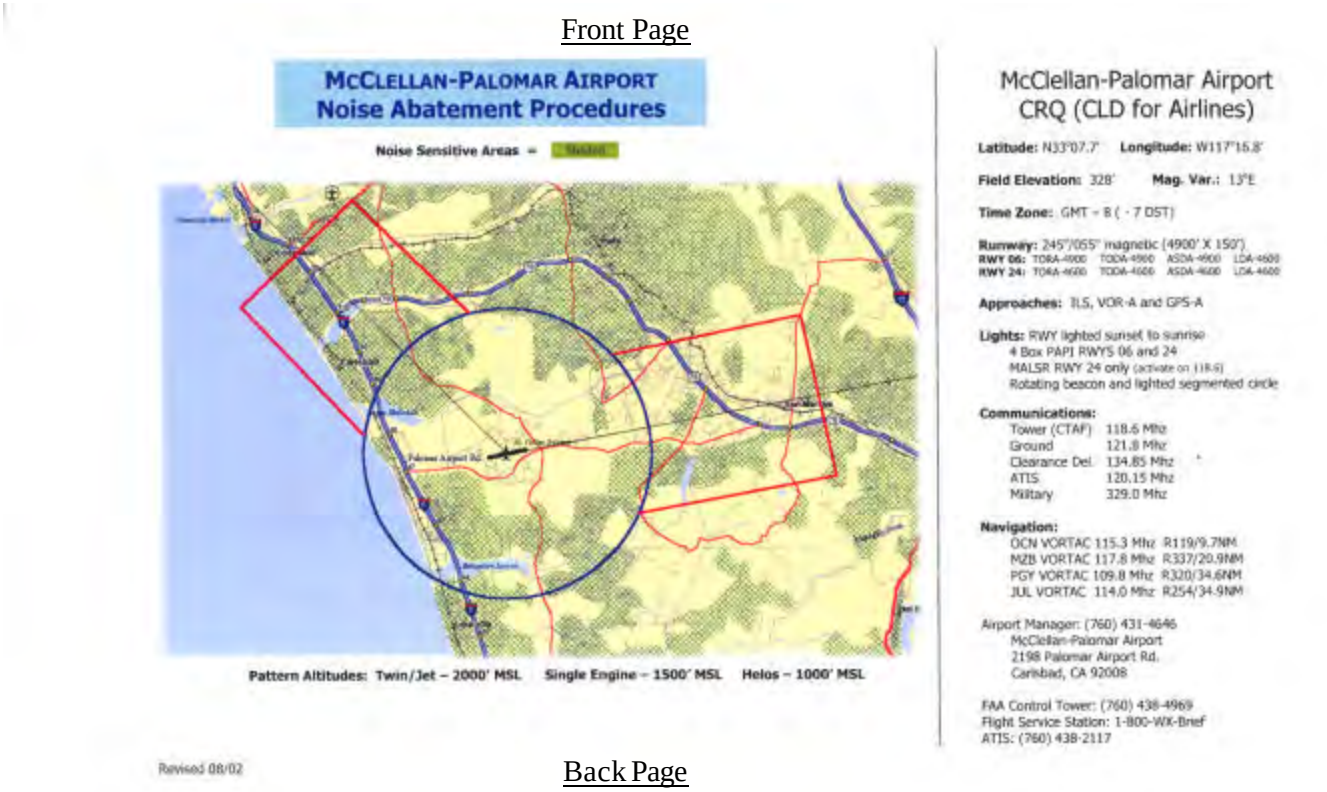
Figure 13-2
Noise Abatement Procedures

Front Page



McCLELLAN-PALOMAR AIRPORT
Noise Abatement Procedures

Noise Sensitive Areas =

Pattern Altitudes: Twin/Jet – 2000' MSL Single Engine – 1500' MSL Helos – 1000' MSL

Revised 08/02

McClellan-Palomar Airport
CRQ (CLD for Airlines)

Latitude: N33°07.7' **Longitude:** W117°16.8'

Field Elevation: 328' **Mag. Var.:** 13°E

Time Zone: GMT – 8 (- 7 DST)

Runway: 245°/055° magnetic (4900' X 150')
RWY 06: TORA-4900 TODA-4900 ASDA-4900 LDA-4600
RWY 24: TORA-4600 TODA-4600 ASDA-4600 LDA-4600

Approaches: ILS, VOR-A and GPS-A

Lights: RWY lighted sunset to sunrise
4 Box PAPI RWYS 06 and 24
MALSR RWY 24 only (activate on 118.6)
Rotating beacon and lighted segmented circle

Communications:

Tower (CTAF)	118.6 Mhz
Ground	121.8 Mhz
Clearance Del.	134.85 Mhz
ATIS	120.15 Mhz
Military	329.0 Mhz

Navigation:

OCN VORTAC	115.3 Mhz R119/9.7NM
MZB VORTAC	117.8 Mhz R337/20.9NM
PGY VORTAC	109.8 Mhz R320/34.6NM
JUL VORTAC	114.0 Mhz R254/34.9NM

Airport Manager: (760) 431-4646
McClellan-Palomar Airport
2198 Palomar Airport Rd.
Carlsbad, CA 92008

FAA Control Tower: (760) 438-4969
Flight Service Station: 1-800-WX-Brief
ATIS: (760) 438-2117

Back Page

McClellan-Palomar Airport (CRQ)
Carlsbad, CA (760) 431-4646

From the Manager: As our community develops, residential noise sensitive areas near CRQ continue to expand. Please study the noise sensitive areas depicted on the reverse side of this handout. The recommended (safety permitting) noise abatement procedures presented here, help to preserve quality of life in our community and represent minimal restrictions on aircraft arriving and departing CRQ. Adherence to the arrival and departure procedures presented here will preserve your access to CRQ.

RECOMMENDED GENERAL OPERATING GUIDELINES

PATTERN ALTITUDES:

TWIN/JET:	2000' MSL
SINGLE ENGINE:	1500' MSL
HELOS:	1000' MSL

FIXED WING CLIMB ON 250° AND UNTIL REACHING 800' MSL BEFORE TURNING DOWNWIND.

VOLUNTARY NOISE ABATEMENT PROCEDURES:
-JET TAKEOFF AND LANDING QUIET HOURS FROM 2200-0700(L)
-ALL AIRCRAFT - MULTIPLE TOUCH-AND-GO'S/PRACTICE APPROACHES ARE DISCOURAGED 2200-0700(L)
-MAINTENANCE RUN-UPS BY COORDINATION WITH THE AIRPORT MANAGER.

Revised 08/02

Runway 24

VFR Departures North or Southbound - RWY 24

Jets – best angle of climb on 250° heading north of Palomar Airport Rd. until over water. NBAA standard noise abatement departure procedures recommended (available from airport manager).
Props – Request ALPHA departure. Best angle of climb on 250°. hold turns until reaching VFR corridors off coast.

VFR Departures Eastbound – RWY 24

All aircraft request right downwind departures, hold turns until above 800' MSL. Turn downwind to parallel RWY and climb to at least 1000' AGL before initiating turn to desired course.

VFR Arrivals – RWY 24

All fixed wing aircraft - minimum altitude 2000' AGL until 3 miles from the field. Plan arrival path to avoid noise sensitive areas.
All fixed wing aircraft - maintain cruise configuration (gear and flaps up, cruise power setting) until as close to Airport as possible.
Jets – request ILS approach, fly slightly high approach if in VMC/VFR.
Helos – remain 1000' MSL and over major roads until entering airport traffic pattern. Avoid noise sensitive areas.

Runway 06

VFR Departures North or Southbound – RWY 06

All aircraft - request left downwind departures. Climb to 800' MSL before turning downwind to parallel runway remain north of Palomar Airport Road, hold turns until reaching VFR corridors off coast.

VFR Departures Eastbound – RWY 06

All aircraft - fly runway heading, hold turns until above 1500' MSL then avoid noise sensitive areas.

VFR Arrivals – RWY 06

All fixed wing aircraft - minimum altitude 2000' AGL until 3 miles from the field. Plan arrival path to avoid noise sensitive areas.
All fixed wing aircraft - maintain cruise configuration (gear and flaps up, cruise power setting) until as close to Airport as possible
Helos – remain 1000' MSL and over major roads until entering airport traffic pattern. Avoid noise sensitive areas.

13.3 REVIEW OF PAR2000 PROGRAM MANAGEMENT MEASURES

The Palomar Airport Roundtable (PAR) submitted their Final Report to the Palomar Airport Advisory Committee (PAAC) on February 1, 2001. The Final Report included fifteen program management measures. Table 13-2 describes each measure, and indicates the results of PAR2000's votes.

Table 13-2
Program Management Measures from PAR2000

Measure ID	Measure	Votes in Favor	Votes Opposed	Votes Abstained
PM-5	Develop an airport noise information booklet to educate the community, homeowners associations, real estate offices, media, and others.	13	0	1
PM-6	Develop an "official" web site to disseminate VNAP information and encourage other aviation web masters to provide "official" internet link.	13	0	1
PM-7	Develop a balanced airport noise information program.	13	0	1
PM-8	Continue aviator education regarding VNAP compliance.	13	0	1
PM-9	Distribute VNAP press releases to aviation media.	13	0	1
PM-10	Provide VNAP information for distribution by FBOs.	13	0	1
PM-11	Develop notification policy for VNAP non-compliant aviators.	12	1	1
PM-12	Publish a "worst offenders" list as well as recognition for the "most improved operator(s)" regarding VNAP.	4	7	3
PM-13	Appoint a permanent Environmental Noise Specialist to support noise monitoring and abatement activities.	10	2	1
PM-14	Develop and implement governmental policies to discourage airport operations that would increase noise.	10	2	2
PM-15	Request that FAA develop procedures to increase VNAP communications.	13	0	1
PM-16	Conduct ATCT workload study to support additional personnel.	13	0	1
PM-17	Increase FAA FSDO briefings concerning aircraft emergency procedures.	13	0	1
PM-18	Erect monument signs at strategic locations on airport property informing the driving public of the existence and location of CRQ.	13	0	1

Measure ID	Measure	Votes in Favor	Votes Opposed	Votes Abstained
PM-19	Develop graphic VNAP signage	13	0	1

13.3.1 Develop an Airport Noise Information Booklet (PM-5)

The PAR2000 concluded there was a lack of airport information for residents living in the vicinity of McClellan-Palomar Airport. The PAR2000 recommended development of an airport noise information booklet to educate community, homeowners associations, real estate officers, media, and others. The McClellan-Palomar Airport Noise Information Booklet should be written in layman's terms, be developed and made available throughout the community, and address, but not be limited to, the following items:

- An aircraft noise exposure overview,
- The VNAP,
- Roles and responsibilities of those implementing the noise abatement measures,
- A layman's guide to the Noise and Flight Track Monitoring System,
- The role of the PAAC,
- The role the public can play regarding these issues,
- Economic benefits the airport provides to the community, and
- A map identifying noise-sensitive areas.

The County of San Diego will be responsible for producing the booklet. The overall size would be 8½" in height by 11" in width, folded to 8½" in height by 5½" in width, with text and graphics on both sides of each page. The booklet would contain approximately 20 pages in addition to the front and back covers. The design cost will be approximately $3,350. The estimated cost of producing 2,000 copies of the booklet in color on glossy 80-pound paper would be approximately $2,650. Therefore, the total cost would be approximately $6,000. An example is shown in Appendix L, along with the printing price quotation. These expenses must be borne by the County of San Diego since booklet publication is not eligible for funding through FAA AIP grants.

Recommendation: CRQ should produce an airport noise information booklet to help educate the community, homeowners associations, real estate officers, media, and others.

13.3.2 Develop an Official Web Site (PM-6)

The PAR2000 concluded that the current County of San Diego web site addresses county-wide airport activities but does not necessarily address the type of information usually sought by aviators, airport users, and the general public regarding the County's noise abatement policies and procedures. There are

additional web sites referred to by aviation publications that also provide information but cannot be considered "official" and are not necessarily current.

The PAR2000 recommended development of an "official" web site, managed and maintained by CRQ airport noise abatement staff, to disseminate VNAP and other noise related information, including a list of "frequently asked questions" and answers.

PAR2000 also recommended contacting the web masters of existing internet sites distributing operational and other aviation-related information and encouraging them to insert an internet "link" (internet address) in their pages to the "official" CRQ internet site, which contains the latest, most up-to-date airport information.

These aviation-related web sites include, but are not limited to:

- Boeing Company's Airport Noise Regulations (http://www.boeing.com/commercial/noise/flash.html)
- Aircraft Owners and Pilots Association; (www.aopa.org)
- National Business Aviation Association; (www.nbaa.org)
- Landings; (www.landings.com)
- AirNav; (www.airnav.com)
- PilotAge; (www.pilotage.com)
- California Pilots Association; (www.calpilots.org)
- Palomar Airport Association; (www.PalomarAirportAssociation.com)
- Pacific Coast Flyers; (www.pacificcoastflyers.org)
- Experimental Aircraft Association, North San Diego County Chapter; and (www.eaa286.org)
- San Diego Area Aviation Council. (www.sdaac.org)

Several of these web sites currently have internet links to the existing CRQ web site.

The CRQ staff will be responsible for developing the official website. The website will be developed in accordance with current County standards. The cost of developing and maintaining the web site must be

borne by the County of San Diego since web site development is not eligible for funding through FAA AIP grants.

Recommendation: (1) CRQ should develop an official website to disseminate VNAP and other noise related information, including a list of "frequently asked questions" and answers. The website will be developed in accordance with current County standards. (2) CRQ should also contact web masters of aviation-related web sites and request an internet link to the CRQ web site.

13.3.3 Develop a Balanced Airport Noise Information Program (PM-7)

The PAR2000 concluded that the general media covers newsworthy airport-related topics dealing primarily with commercial aviation information such as holiday traffic, parking, or the occasional incident. Proactive efforts, such as that of the recent public roundtable regarding aircraft-related noise issues, drew only slight mention. There are many existing publications that advise pilots regarding the airport and its operations as well as ones that refer their readers to various web sites for information updates. Airport-related publications, however, often address noise issues from strictly an aviation perspective. Currently, there is no public relations presence to regularly and objectively inform, advise, and educate the public and the aviation community regarding noise information related to CRQ.

PAR2000 recommended developing a balanced public relations strategy to disseminate information to the news media that integrates all sides of the complex noise issues and the efforts to manage them more effectively.

Currently there is no public relations staff position at the airport. However, the Department of Public Works, Division of Management Services, is responsible for news releases and other publications regarding airport issues. The Department publishes a quarterly newsletter called "Plane News," which is the official newsletter for all San Diego County Airports. Bill Polick is currently the Public Information Officer for the Department of Public Works.

Recommendation: CRQ staff should continue to coordinate with the DPW PIO to disseminate information to the news media that integrates all sides of the noise issues and the airport's efforts to manage them more effectively.

13.3.4 Continue Aviator Education Regarding VNAP Compliance (PM-8)

PAR2000 observed that local FAA Flight Standards District Office (FSDO) staff conducts regular monthly safety briefings at area airports including CRQ. Pilot associations such as the Aircraft Owners and Pilots Association (AOPA), the National Business Aviation Association (NBAA), North County Community Airports Association (NCCAA), and others also meet on a regular basis to share information pertinent to their activities.

PAR2000 recommended that the Environmental Noise Specialist assist in expanding awareness of the VNAP and other noise-related issues surrounding CRQ Class D airspace by attending and/or otherwise participating in aviation association meetings and briefings.

Several aviation associations have regular meetings, including:

- Caltrans Division of Aeronautics holds four meetings per year, two in Southern California and two in Northern California. The meetings rotate from airport to airport and are held on the third Thursday of the month on a quarterly basis. (www.dot.ca.gov).
- Experimental Aircraft Association, North San Diego County Chapter meets the first Thursday of the month at 7 PM at the AFR Hangar at CRQ (www.eaa286.org).
- The International Organization of Women Pilots – The "Ninety-Nines," Palomar Chapter meets the second Tuesday of the month at 7 PM at Mission West Executive Aircraft Center at CRQ (www.sws99s.org).

Recommendation: CRQ staff should continue attending and/or participating in aviation association meetings to expand awareness of the VNAP and other noise-related issues.

13.3.5 Distribute VNAP Press Release to Aviation Media (PM-9)

PAR2000 recognized that communicating with pilots arriving and departing from CRQ regarding VNAP is crucial. As the majority of the airport's traffic consists of aircraft not based on the airport, the difficulty in communicating with itinerant pilots is exacerbated by the very nature and benefit of airports and aviation – they often arrive from long distances at irregular intervals and odd hours. There are many existing publications to advise pilots about the airport and its operations, including the importance of the VNAP.

PAR2000 recommended contacting the editors of pilot-oriented publications and providing them with periodic press releases on CRQ's VNAP. The press releases should also contain information directing pilots to access an "official" internet address for current airport information.

Following is a listing of several pilot-oriented publications:

- Plane & Pilot Magazine (www.planeandpilotmag.com/)
- Private Pilot Magazine (www.privatepilotmag.com/)
- Woman Pilot Magazine (www.womanpilot.com/)
- AOPA Pilot Magazine (www.aopa.org/pilot/)
- Pilot Getaways Magazine (www.pilotgetaways.com/)
- Professional Pilot Magazine (www.propilotmag.com/)

The County of San Diego will be responsible for developing press releases regarding VNAP and other noise abatement information.

Recommendation: CRQ should coordinate with the DPW PIO to periodically distribute VNAP press releases to aviation media.

13.3.6 Provide VNAP Information for Distribution by FBOs (PM-10)

PAR2000 recognized that many aircraft owners/operators who patronize the FBOs at CRQ arrive/depart the area without being informed of the latest information regarding VNAP because such information is not readily available.

PAR2000 recommended that VNAP information be provided to the FBOs on a regular basis for best means distribution. The County of San Diego will be responsible for periodically providing the latest noise information to the FBOs for their distribution to aircraft owners/operators.

The Fixed Base Operators at CRQ currently include, but are not limited to:

- Western Flight (www.westernflight.com/);
- Jetsource (www.jetsource.com/);
- Magellan Aviation;
- Civic Helicopters;
- Ocean Air; and
- Palomar Airport Center.

Recommendation: CRQ should periodically provide updated VNAP information for distribution by FBOs.

13.3.7 Develop Notification Policy for VNAP Non-compliant Aviators (PM-11)

PAR2000 recognized that the County of San Diego maintains a Noise Monitoring System (NMS) that can detect pilots operating outside the VNAP guidelines. When identified and contacted by the NMS operator, pilots are made aware of non-compliant activity and no further action is taken.

PAR2000 recommended there be conscientious monitoring for non-compliant aviators; that they be faithfully contacted by the NMS operator and that instances of non-compliance be regularly tracked and logged. A follow-up written reprimand should be issued to all verified repeat offenders. Reprimands should escalate in severity for chronic offenders.

FAA Order 5100.38B, Change 1, Chapter 8, Paragraph 813.d, defines the use of noise monitoring systems as follows;

> *A noise-monitoring proposal should not be an end in itself, nor an instrument for enforcement of a noise rule or procedure. Rather, noise monitors should provide an ongoing stream of useful products and data in support of the overall noise compatibility program. A primary justification should be to provide information necessary to carry out other noise compatibility projects in the approved NCP, or to monitor progress in achieving noise compatibility objectives. Some sample uses of noise monitoring data include:*
>
> - *Selection of dwelling units or other structures for noise insulation;*

- *Pre- and post-insulation interior/exterior noise measurement;*
- *Compliance with a monitoring requirement of State noise law;*
- *Aiding implementation of other noise compatibility projects; or*
- *Providing noise data for future revision of the NCP.*

Recommendation: No further action is warranted.

13.3.8 Publish a List of "Worst Offenders" as Well as Recognition for the "Most Improved Operator(s)" Regarding VNAP (PM-12)

PAR2000 recognized that although the majority of users of CRQ are regularly in compliance with the VNAP, these procedures are voluntary as opposed to mandatory, relying strictly on "good faith" for compliance. Without pecuniary penalties or other punishment to discourage violators, at least some form of public accountability may help dissuade aviators who are chronically VNAP non-compliant as well as serve to recognize and commend those pilots who have made a concerted effort to improve.

PAR2000 considered, but did not vote in favor of recommending publication of a "Worst Offenders"-type list along with a "Most Improved Operator(s)" category updated quarterly to identify and distinguish non-compliant pilots operating within CRQ airspace from the majority of users who are regularly in compliance as well as to acknowledge those aviators who have reformed.

Recommendation: No further action is warranted.

13.3.9 Appoint a Permanent Environmental Noise Specialist (PM-13)

PAR2000 recognized that in order to properly manage environmental noise policies and regulations at CRQ, a full-time, professional staff is required to plan, implement, monitor, and communicate aircraft noise-related tasks. The noise impact of more than 250,000+ annual aircraft operations on the adjacent North County communities will continue to swell as the area continues to develop and air traffic increases. The impact will require the skills of a full-time professional staff.

PAR2000 recommended funding and filling a position at CRQ for a full-time Environmental Noise Specialist to serve as a liaison between the community and the airport and be an ombudsman in the resolution of noise-related issues.

As described in PM-2, Section 13.2.2, the County of San Diego hired a dedicated noise officer at the end of 1999. Currently, the position is open, and the duties are being fulfilled by another member of the airport staff. The County is actively engaged in final contract negotiations with a contractor to fill the Noise Abatement Officer position.

The responsibilities of the Noise Abatement Officer / Environmental Noise Specialist include, but are not limited to:

- Operate the NMS;

- Manage the VNAP;
- Coordinate with the public, FBOs, and pilots to notify them of noise-sensitive areas;
- Research and respond to noise complaints; and
- Produce and present noise-related reports.

Recommendation: CRQ should hire a dedicated Noise Abatement Officer / Environmental Noise Specialist.

13.3.10 Develop and Implement Governmental Policies (PM-14)

PAR2000 suggested that airport management should be encouraged to find tenants that would not increase noise to the surrounding community.

The recommendation by PAR2000 was to enact policies specific to CRQ to prevent the introduction of activities that would expand the noise contours of the airport as depicted in the Comprehensive Land Use Plan (CLUP).

Enacting policies specific to CRQ to prevent the introduction of activities that would expand the noise contour would be subject to FAR Part 161. Section 11.3.9 discusses the feasibility of conducting an FAR Part 161 Study.

Since the County of San Diego accepts federal grant funding from the Airport Improvement Program, they are required to comply with the *Assurances for Airport Sponsors*. According to the *Economic Nondiscrimination* paragraph in the *Assurances for Airport Sponsors*, the airport sponsor "will make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport." Preventing the introduction of activities that would expand the noise contours of the airport would violate this airport grant assurance.

Recommendation: No further action is warranted.

13.3.11 Request FAA Develop Procedures to Increase VNAP Communications (PM-15)

PAR2000 recognized that FAA Air Traffic Control Tower personnel working within the increasingly busy CRQ Class D airspace have referred pilots to contact airport management for information regarding the VNAP. While those pilots who do contact airport management are advised regarding the VNAP, others may not find this practical. Aircraft pilots operating within CRQ Class D airspace may or may not be aware of VNAP information as updated and distributed via publications, web sites, distributions, mailings, or other means.

The PAR2000 made the following recommendations:

- FAA should develop procedures to increase disclosure of VNAP to pilots while on the ground or airborne.

- As practical, ATCT personnel indicate/advise when pilot requests are in conflict with VNAP.
- Amend the Automated Terminal Information Service (ATIS) to refer listeners to another frequency disclosing the VNAP as updated.
- FAA and the County of San Diego conduct a frequency sweep and/or study and apply to the Federal Communications Commission (FCC) for a dedicated low-power frequency over which to broadcast noise abatement information as updated.
- The ATIS should indicate the dedicated frequency for VNAP information. After hours, the VNAP information should be broadcast by the Automated Surface Observation Station (ASOS).

The Clearance Delivery Controller (CDC) could disclose VNAP information to pilots prior to their departure. The CDC's responsibility is to deliver aircraft identification, clearance limits, departure procedure, route of flight, altitude, departure frequency, and transponder code. The local controller is primarily responsible for separating aircraft operating within the airport traffic area and those landing on any of the active runways, arranging inbound aircraft into a smooth and orderly flow of traffic, and sequencing departing aircraft into a flow. ATCT could indicate or advise pilots when requested departure routes are in conflict with the VNAP. Issuing information regarding noise abatement procedures or noise-sensitive areas around the airport is not their primary responsibility. However, when traffic in not congested, it may be feasible to deliver such information.

The establishment of another frequency to disclose the VNAP information is technically feasible. However, traditionally, the FAA does not use VHF communication frequencies to broadcast noise abatement procedures. The airport staff investigated the possibility of getting a dedicated frequency. The FAA ATC Spectrum Engineering Services denied the request, indicating there were no frequencies available.

FAA Order 7110.65P, Section 2-9-3, Paragraph h, states "other perishable items that may appear only for a matter of hours or a few days on the ATIS message" will be included in ATIS broadcast as appropriate. ATIS is not utilized for permanent or on-going information broadcast purposes. Therefore, broadcasting another frequency on the ATIS is not appropriate.

In January 2005, the FAA disapproved a Part 150 NCP recommendation to incorporate noise abatement advisory information on the ATIS recording at Ft. Lauderdale Executive Airport (FXE). The Record of Approval indicated that Revised Order 7110.65, ATC, no longer provides for noise abatement advisories. FAA Order 7110.65P, Section 2-9, Automatic Terminal Information Service Procedures, is included in Appendix K.

The ASOS program is a joint effort of the National Weather Service (NWS), the Federal Aviation Administration (FAA), and the Department of Defense (DOD). The ASOS serves as the nation's primary surface weather observing network. ASOS is designed to support weather forecast activities and aviation operations and, at the same time, support the needs of the meteorological, hydrological, and climatological research communities. According to the National Oceanic and Atmospheric Administration (NOAA), the ASOS routinely and automatically provides computer-generated voice

observations directly to aircraft in the vicinity of airports, using FAA ground-to-air radio. It is the designated weather information communication tool for pilots. Thus, incorporating noise abatement procedure information into the ASOS is not practical.

Section 11.3.5 discusses contacting clearance delivery and use of ATIS for VNAP information.

Recommendation: When feasible, CRQ ATCT personnel should encourage the use of the VNAP.

13.3.12 Conduct ATCT Workload Study to Support Additional Personnel (PM-16)

PAR2000 recognized that as the busiest airport in the County of San Diego, workload of ATCT at CRQ is the highest in the entire county. While the safety record of this facility and staff has been extraordinary, the extra work burden implied in certain of the recommendations made in PAR2000 shall fall ever more heavily on these same personnel.

PAR2000 recommended that the FAA undertake a workload study to:

- Evaluate the present tower design, operator workload, and overall effectiveness of the ATCT operations;
- Make recommendations to improve overall effectiveness in order to support noise abatement recommendations as adopted by the County Board of Supervisors in support of this report;
- Evaluate ATCT radio communications to determine their present effectiveness and to recommend improvements to accommodate additional frequency capacity for future operational growth; and
- Preserve the continuing safety and efficiency of operations while promoting noise abatement procedures at CRQ.

Recommendation: CRQ ATCT should conduct the recommended workload study.

13.3.13 Increase FAA Flight Standards District Office Briefings Concerning Aircraft Emergency Procedures (PM-17)

PAR2000 recognized that the local FAA Flight Standards District Office (FSDO) staff conducts regular monthly safety briefings at area airports including CRQ. Though noise abatement remains the focus of PAR2000, the community did express its general concern regarding aircraft emergency procedures as incidents of aircraft landing on or near highways were reported.

PAR2000 recommended that the FAA FSDO conduct regular briefings regarding best emergency procedures for pilots operating in or near CRQ Class D Airspace.

This measure is regarding safety, not noise.

Recommendation: No further action is warranted.

13.3.14 Erect Monument Signs at Strategic Locations (PM-18)

The PAR2000 concluded that present and future Carlsbad residents may not know that the city has an airport or where it is located. The airport may not be obvious to people driving past it.

The PAR2000 recommended that monument signs be strategically located, on airport property, to inform drivers of the existence and the location of the airport.

City of Carlsbad Municipal Code, Title 21 Zoning, Chapter 21.41 Sign Ordinance, Section 21.41.020 indicates a "monument sign" means a freestanding sign, which is supported by a base that rests upon the ground and of which the display or copy is an integral part of the design. In accordance with the provisions of Section 21.41.095, if the airport is considered an industrial use in the M zone, then each monument sign can have a maximum overall size of 50 square feet, a maximum height of 6 feet above the average grade, and the letters on the sign can be up to 8 inches in height. The signs must include the airport's address. The signs can be located at primary project entrances or at other strategic locations.

In accordance with the provisions of Section 21.41.080, corporate logos and graphics may be used in conjunction with monument signs. Illumination from or upon any sign shall be shaded, shielded, directed or reduced so as to minimize light spillage onto the public right-of-way or adjacent properties. Externally illuminated signs shall be lighted by screened or hidden light sources. Each monument sign shall include landscaping around the base of the sign, at a minimum ratio of two square feet for every one square foot of sign area, so as to protect the sign from vehicles, improve the appearance of the installation and screen light fixtures and other appurtenances.

A sign permit is required in accordance with the provisions of Section 21.41.050. The application for a sign permit shall be made in writing on the form provided by the planning department and shall be accompanied by the required fee. Such application shall set forth and contain the following information:

- A drawing to scale showing the design of the sign, including dimensions, sign size, colors (applies to commercial message signs only), materials, method of attachment, source of illumination and showing the relationship to any building or structure to which it is proposed to be installed or affixed or to which it relates;
- A site plan, including all dimensions, drawn to scale indicating the location of the sign relative to the property line, rights-of-way, streets, sidewalks, vehicular access points and existing buildings or structures and off-street parking areas located on the premises;
- The number, size, type, and location of all existing signs on the same building, lot, or premises; and
- Any structural information and plans necessary to ensure compliance with the latest adopted building code and electrical code.

Monument signs could be erected on airport property along El Camino Real and Palomar Airport Road, in accordance with the provisions of City of Carlsbad Municipal Code, Title 21 Zoning, Chapter 21.41 Sign Ordinance, to inform drivers of the existence and location of the airport.

The approximate cost of designing, producing, and erecting one monument sign is $5,000.

Recommendation: CRQ should erect monument signs on airport property along El Camino Real and Palomar Airport Road, in accordance with the provisions of City of Carlsbad Municipal Code, Title 21 Zoning, Chapter 21.41 Sign Ordinance, to inform drivers of the existence and location of the airport.

13.3.15 Develop Graphic VNAP Signage (PM-19)

PAR2000 recognized that many aircraft owners/operators either based or transiting CRQ may or may not be aware of VNAP information as updated and distributed via publications, web sites, distributions, mailings, or other means.

PAR2000 recommended development and prominent display of graphic VNAP signage depicting landmarks and other operational data.

The VNAP logo has been developed and finalized. The airport will produce signs, stickers, etc. using the logo.

Recommendation: CRQ should produce signs, stickers, etc. using the VNAP logo, and prominently display and utilize them as appropriate.

13.4 REVIEW OF OTHER PROGRAM MANAGEMENT MEASURES

Other program management measures were considered in this section. They are described in Table 13-3.

Table 13-3
Other Program Management Measures

Measure ID	Measure
PM-20	Conduct VNAP Training Class
PM-21	Adopt "Fly Friendly" Program

13.4.1 Conduct VNAP Training Class (PM-20)

Conducting VNAP training classes for local pilots would help familiarize them with the noise issues around the airport. The classes should be held by the County of San Diego bi-annually. The booklet, which is recommended in PM-5, Section 13.3.1, would be provided to pilots.

During the training classes, the following information would be presented:

- Current VNAP;

- Noise-sensitive areas;
- Complaint analysis (type of complaint, location, time, etc.); and
- Flight density map regarding VNAP.

Recommendation: CRQ should conduct bi-annual VNAP training classes.

13.4.2 Adopt "Fly Friendly" Program (PM-21)

The Citizens for Palomar Airport Noise Reduction made a presentation to the PAAC at their November 2004 meeting. A copy of the presentation is included in Appendix N. The proposed "Fly Friendly" program seeks to improve compliance with the existing VNAP, including the "Alpha Departure" procedure and "Quiet Hours," and have pilots take responsibility for their own compliance.

The "Fly Friendly" program includes suggestions that are similar to many of the recommendation included in this NCP relative to pilot and community outreach and education. The program would rely on funding from the County and the City of Carlsbad. Members of the community have volunteered to assist with community outreach. A logo design has been completed.

The PAAC adopted the "Fly Friendly" program at their April 21, 2005 meeting.

Recommendation: CRQ should continue to implement the recently adopted "Fly Friendly" Program.

13.5 SUMMARY

This section summarizes the program management measures described in Section 13. The following measures are recommended for inclusion in the NCP:

- PM-1 CRQ should upgrade their GEMS software to ANOMS 8, and upgrade their computer hardware as necessary to support operation of ANOMS 8. If eligible for AIP funding, CRQ should upgrade hardware at existing NMTs and install two additional NMTs.
- PM-2 & PM-13 CRQ should hire a dedicated Noise Abatement Officer.
- PM-3 The Palomar Airport Advisory Committee (PAAC) should continue to act as a forum for discussion of noise abatement actions.
- PM-4 CRQ should update maps identifying the noise-sensitive areas around the airport, formatted such that they can readily be inserted into a Jeppesen Airway Manual 7-ring binder. They should be produced on glossy 80-pound paper, and have an overall size of 8½" in height by 11" in width, folded to 8½" in height by 5½" in width, with text and color graphics on both sides.
- PM-5 CRQ should produce an airport noise information booklet to help educate the community, homeowners associations, real estate officers, media, and others.

- PM-6 1) CRQ should develop an official website to disseminate VNAP and other noise related information, including a list of "frequently asked questions" and answers. The website will be developed in accordance with current County standards. 2) CRQ should also contact web masters of aviation-related web sites and request an internet link to the CRQ web site.
- PM-7 CRQ staff should continue to coordinate with the DPW PIO to disseminate information to the news media that integrates all sides of the noise issues and the airport's efforts to manage them more effectively.
- PM-8 CRQ staff should continue attending and/or participating in aviation association meetings to expand awareness of VNAP and other noise-related issues.
- PM-9 CRQ should coordinate with the DPW PIO to periodically distribute VNAP press releases to aviation media.
- PM-10 CRQ should periodically provide updated VNAP information for distribution by FBOs.
- PM-15 When feasible, CRQ ATCT personnel should encourage the use of the VNAP.
- PM-16 CRQ ATCT should conduct the recommended workload study.
- PM-18 CRQ should erect monument signs on airport property along El Camino Real and Palomar Airport Road, in accordance with the provisions of City of Carlsbad Municipal Code, Title 21 Zoning, Chapter 21.41 Sign Ordinance, to inform drivers of the existence and location of the airport.
- PM-19 CRQ should produce signs, stickers, etc. using the VNAP logo, and prominently display and utilize them as appropriate.
- PM-20 CRQ should conduct bi-annual VNAP training classes.
- PM-21 CRQ should continue to implement the recently adopted "Fly Friendly" Program.

These recommendations, along with operational recommendations described in Section 11 and land use recommendations described in Section 12, are summarized in Section 14, Recommended Noise Compatibility Program.

SECTION 14 RECOMMENDED NOISE COMPATIBILITY PROGRAM

14.1 INTRODUCTION

The County of San Diego (the County) previously sponsored the development of a Noise Compatibility Program (NCP) for CRQ under the Part 150 process that was completed in 1992. The County is committed to continue the implementation of the program elements from CRQ's previous NCP, listed in the FAA Record of Approval dated June 16, 1992, and include the following:

- OM-4 (1) Require visual departures proceeding to the coast from Runway 24 to turn to a 250-degree heading and fly through the gap between Solamar and Terramar.

  A slightly modified form of the procedure was implemented following FAA's Record of Approval. The "Alpha Departure" is published on the airport's website as a voluntary noise abatement procedure (VNAP). It instructs jets to fly a 250-degree ground track at the best rate of climb until approximately ½ mile offshore. National Business Aircraft Association (NBAA) standard noise abatement departure procedures are recommended. It instructs piston aircraft to hold turns until reaching 800 feet MSL, with the "Alpha North" pattern preferred. On the downwind leg, climb to at least 1,000 feet AGL prior to initiating a turn to the desired course. This procedure is illustrated in Figure 14-1.

- OM-6 Conduct a test of Runway 24 arrival procedures

  A slightly modified form of the procedure was implemented following FAA's Record of Approval. The following voluntary noise abatement procedures (VNAP) are published on the airport's website:

  – Maintain a cruise aircraft configuration (gear and flaps retracted; RPM no higher than cruise) until as close to the airport as possible.

  – Jets: Request ILS approach. Fly a slightly high approach in VMC. Delay gear and flaps transition consistent with safety.

- OM-8 Specify Runway 24 as the preferential runway

  This measure was implemented subsequent to the 1992 NCP. The Airport/Facility Directory, Southwest U.S. (Published by the U.S. Department of Transportation, Federal Aviation Administration, National Aeronautical Charting Office) designates Runway 24 as the calm wind runway.

- OM-13 Discourage jet training operations

  This measure was implemented subsequent to the 1992 NCP. Through voluntary compliance, this measure has been supported by the fixed base operators and other airport tenants. The Airport/Facility Directory, Southwest U.S. (published by the U.S. Department of Transportation, Federal Aviation Administration, National Aeronautical Charting Office) indicates "No jet aircraft training due to noise abatement and traffic congestion."

- OM-14 Implement voluntary departure curfew for Stage 2 jets

  A slightly modified form of this measure was implemented following FAA's Record of Approval. The following voluntary noise abatement procedure (VNAP) is published on the airport's website:

  General: Voluntary procedures 2200-0700 (local)

  - Jet take-off and landing "Quiet Hours."

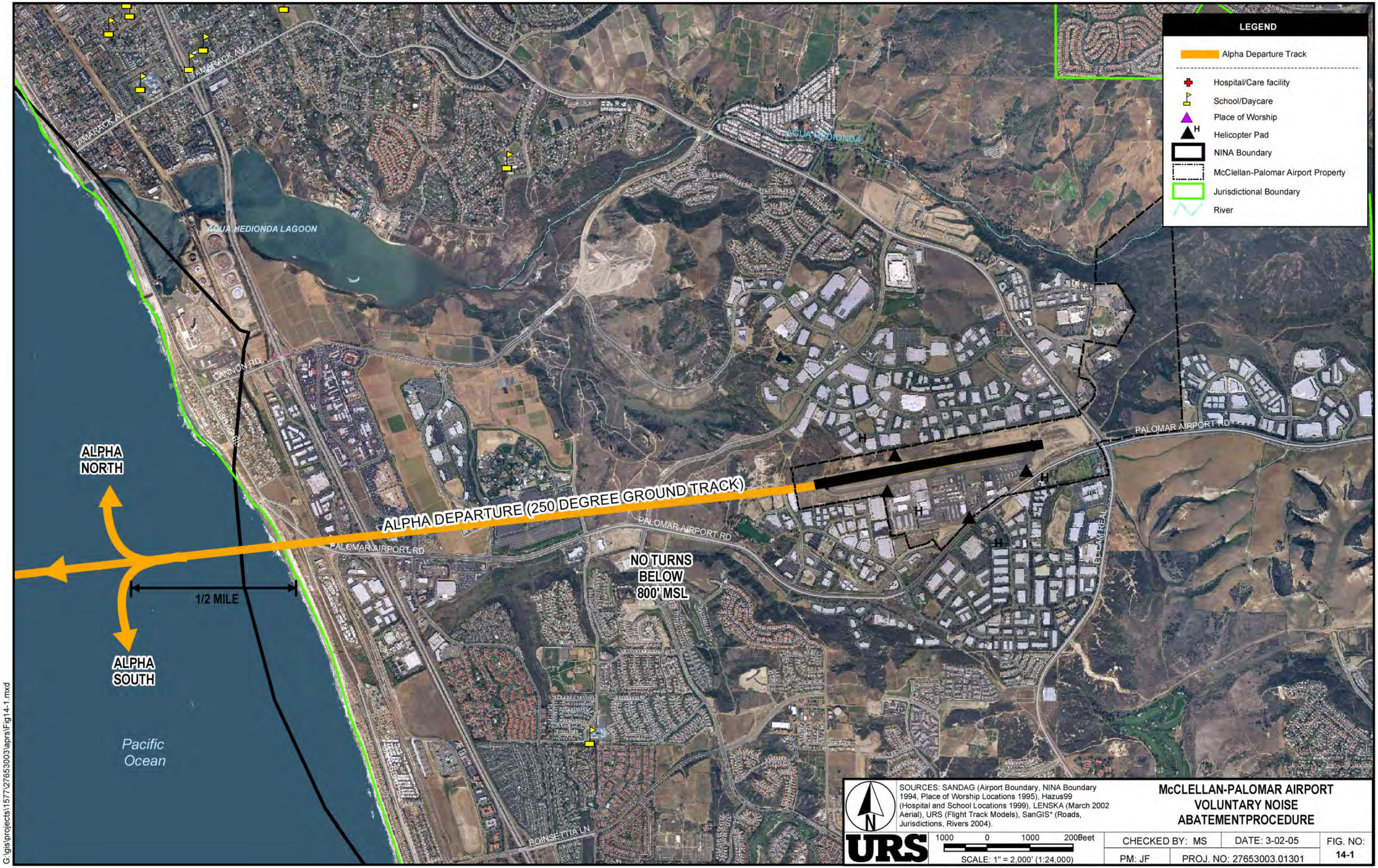
The five measures described above were approved as voluntary measures by the FAA in their Record of Approval dated June 16, 1992. In addition, the following operational measure was implemented at the airport subsequent to the 1992 NCP:

- OM-1 Raise traffic pattern altitudes and increase helicopter route altitude to 1,000 feet MSL

  The proposed higher Airport Traffic Pattern altitudes are listed in the Airport/Facility Directory, Southwest U.S. (published by the U.S. Department of Transportation, Federal Aviation Administration, National Aeronautical Charting Office). The listed minimum CRQ Airport Traffic Pattern altitudes are 1,003 feet MSL for helicopters, 1,503 feet MSL for small aircraft and 2,003 feet MSL for large aircraft.

Several operational, land use, and program management alternatives were evaluated by the study team for their potential effectiveness at CRQ. In accordance with Part 150 §B150.7, noise control alternatives must be considered and presented for which the airport operator has adequate implementation authority, for which the implementation authority is vested in a local governing body, and for which authority is vested in the FAA or other federal agency. For CRQ, the County of San Diego is charged with the management and operation of the airport, whereas, the City of Carlsbad is the local governing body of property directly surrounding the airport.

Section 14.2 lists measures that the County of San Diego has vested authority to implement. Section 14.3 lists measures for which the implementation authority is vested in a local governing body, i.e., the City of Carlsbad. The County of San Diego is not seeking FAA approval for measures listed in Sections 14.2 and 14.3. Section 14.4 contains measures for which the County of San Diego is seeking FAA approval under the Part 150 process.



SOURCES: SANDAG (Airport Boundary, NINA Boundary 1994, Place of Worship Locations 1995), Hazus99 (Hospital and School Locations 1999), LENSKA (March 2002 Aerial), URS (Flight Track Models), SanGIS* (Roads, Jurisdictions, Rivers 2004).

McCLELLAN-PALOMAR AIRPORT VOLUNTARY NOISE ABATEMENTPROCEDURE

URS

1000 0 1000 2000Feet

SCALE: 1" = 2,000' (1:24,000)

CHECKED BY: MS	DATE: 3-02-05	FIG. NO:
PM: JF	PROJ. NO: 27653003.01301	14-1

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14.2 ALTERNATIVES RECOMMENDED FOR CRQ IMPLEMENTATION

The following subsections summarize program elements for which the County of San Diego has adequate implementation authority. These measures are listed as part of the overall CRQ Noise Compatibility Program; however, the County of San Diego is not seeking FAA approval for measures listed in this section.

14.2.1 Operational Measures

- OM-23 CRQ should consider joining Sound Initiative, A Coalition for Quieter Skies

  Sound Initiative, a Coalition for Quieter Skies, was organized by a group of airport operators. It was introduced to airport representatives in June 2004, at the annual meeting of the American Association of Airport Executives (AAAE). Its goal is to end the use of Stage 1 and 2 aircraft weighing less than 75,000 pounds.

14.2.2 Land Use Mitigation Measures

- LUM-1 CRQ should provide the recommended NINA boundary to SanGIS in both electronic and hard copy formats.

  The NINA is the area most impacted by aircraft operations to and from CRQ. The NINA should be amended to include the area northeast of the airport where significant flight operations occur. Figure 14-2 illustrates the proposed boundary of the amended NINA.

- LUM-2 1) CRQ should provide updated NEMs to SanGIS in electronic format. 2) CRQ should notify San Diego County and the City of Carlsbad that updated NEMs are available through SanGIS, and encourage their use in updating the Noise Elements of their General Plans.

- LUM-7 1) CRQ should provide updated NEMs, AIA, and NINA to SanGIS in electronic format. 2) CRQ should encourage the California Board of Realtors, San Diego North County Board, and the Building Industry Association - Sales and Marketing Council, North County Division to visit the SanGIS website for the most updated NEMs, AIA, and NINA. 3) CRQ should work with the aforementioned organizations to develop an "Airport Fact Book" for property sales agents.

- LUM-8 CRQ should provide SDCRAA with copies of their final NEM and NCP documents.

14.2.3 Program Management Measures

- PM-2 & PM-13 CRQ should hire a dedicated Noise Abatement Officer.

- PM-3 The Palomar Airport Advisory Committee (PAAC) should continue to act as a forum for discussion of noise abatement actions.

- PM-4 CRQ should update maps identifying the noise-sensitive areas around the airport, formatted such that they can readily be inserted into a Jeppesen Airway Manual 7-ring

binder. They should be produced on glossy 80-pound paper, and have an overall size of 8½" in height by 11" in width, folded to 8½" in height by 5½" in width, with text and color graphics on both sides. Examples are provided in Appendix L.

- PM-5 CRQ should produce an airport noise information booklet to help educate the community, homeowners associations, real estate officers, media, and others. Examples are provided in Appendix L.
- PM-6 1) CRQ should develop an official website to disseminate VNAP and other noise related information, including a list of "frequently asked questions" and answers. The website will be developed in accordance with current County standards.
- PM-6 2) CRQ should contact web masters of aviation-related web sites and request an internet link to the CRQ web site.
- PM-7 CRQ staff should continue to coordinate with the Public Information Officer for the Department of Public Works (DPW PIO) to disseminate information to the news media that integrates all sides of the noise issues and the airport's efforts to manage them more effectively.
- PM-8 CRQ staff should continue attending and/or participating in aviation association meetings to expand awareness of VNAP and other noise-related issues.
- PM-9 CRQ should coordinate with the DPW PIO to periodically distribute VNAP press releases to aviation media.
- PM-10 CRQ should periodically provide updated VNAP information for distribution by FBOs.
- PM-18 CRQ should erect monument signs on airport property along El Camino Real and Palomar Airport Road, in accordance with the provisions of City of Carlsbad Municipal Code, Title 21 Zoning, Chapter 21.41 Sign Ordinance, to inform drivers of the existence and location of the airport.
- PM-19 CRQ should produce signs, stickers, etc. using the VNAP logo, and prominently display and utilize them as appropriate.
- PM-20 CRQ should conduct bi-annual VNAP training classes.
- PM-21 CRQ should continue to implement the recently adopt "Fly Friendly" Program.

14.3 ALTERNATIVES RECOMMENDED FOR CITY OF CARLSBAD IMPLEMENTATION

The following subsections summarize program elements for which implementation authority is vested in a local governing body, i.e., the City of Carlsbad. The County of San Diego does not have authority to implement these measures. These measures are listed as part of the overall CRQ Noise Compatibility Program; however, the County of San Diego is not seeking FAA approval for measures listed in this section.

14.3.1 Operational Measures

This NCP does not contain any operational measures for which authority is vested in the City of Carlsbad.

14.3.2 Land Use Mitigation Measures

- LUM-2 2) CRQ should encourage San Diego County and the City of Carlsbad to update the Noise Elements of their General Plans using the updated NEMs available from SanGIS.
- LUM-3 The City of Carlsbad should rezone the undeveloped area designated E-A (APN 212-040-56) within the 60 CNEL to "P-M Planned Industrial" zone. This area is illustrated on Figure 14-3.
- LUM-5 Real estate disclosure within the CRQ's established Airport Influence Area (AIA) should continue.

14.3.3 Program Management Measures

This NCP does not contain any program management measures for which authority is vested in the City of Carlsbad.

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RUNWAY 24

RUNWAY 06

LEGEND

- Noise Impact Notification Area (NINA) (Proposed)
- Airport Property
- Airport Influence Area
- Runway
- Helicopter Pad
- Hospital/Care Facility
- School/Daycare
- Place of Worship
- Road
- Jurisdictional Boundary
- River

SOURCES: AirPhotoUSA (2002 Aerial), McClellan-Palomar Airport (Airport Property 2004), SanGIS* (Jurisdictional Boundaries, Roads, Lakes, Rivers, 2004), SANDAG (NINA Boundary 1994, Places of Worship 1995), FEMA Hazus 99 (Hospital and School Locations 1995).

URS

3250 0 3250 6500 Feet

SCALE: 1" = 6,500' (1:78,000)

McCLELLAN-PALOMAR AIRPORT PROPOSED NINA BOUNDARY

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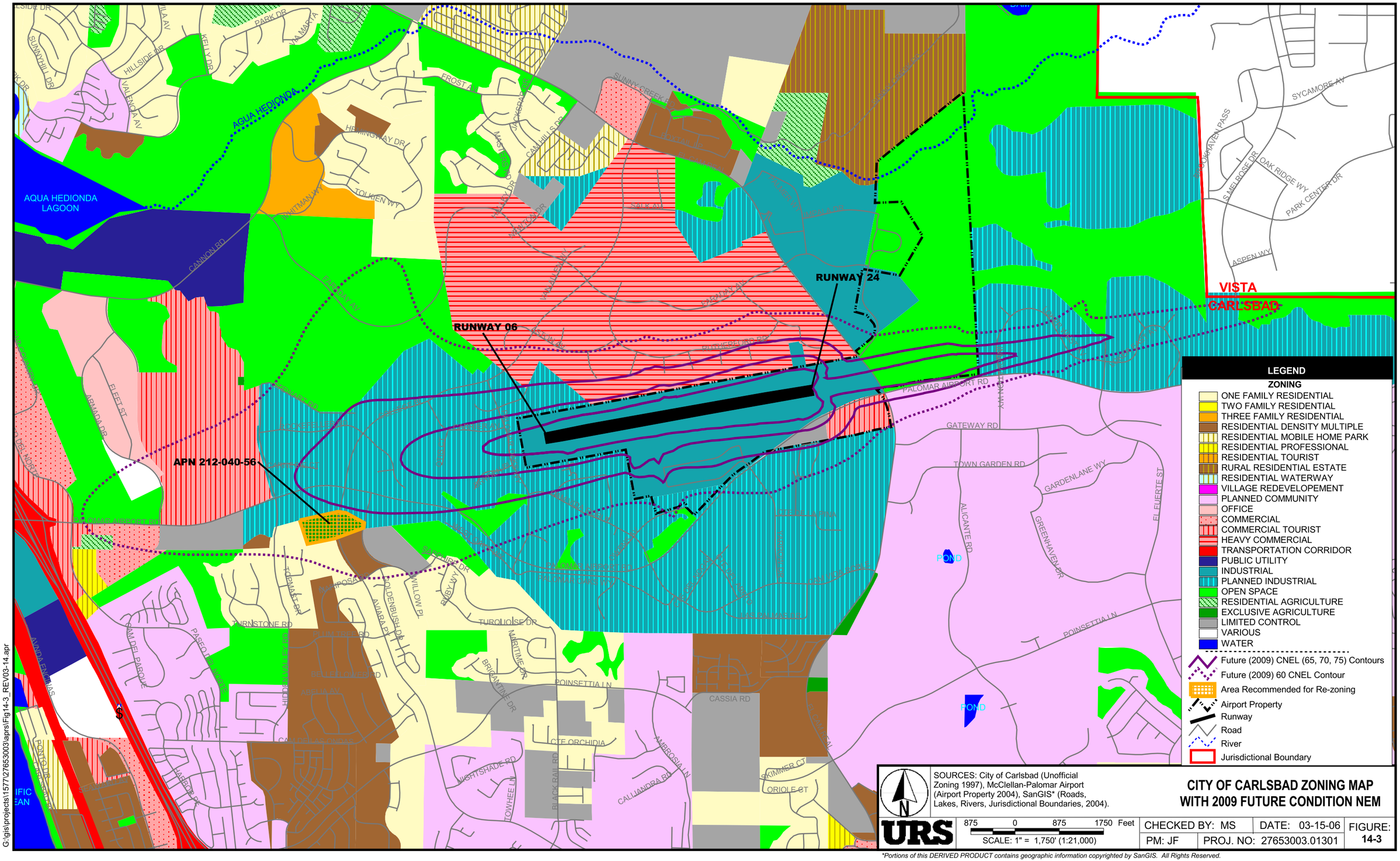

SOURCES: City of Carlsbad (Unofficial Zoning 1997), McClellan-Palomar Airport (Airport Property 2004), SanGIS* (Roads, Lakes, Rivers, Jurisdictional Boundaries, 2004).

CITY OF CARLSBAD ZONING MAP WITH 2009 FUTURE CONDITION NEM

URS

875 0 875 1750 Feet

SCALE: 1" = 1,750' (1:21,000)

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FIGURE: 14-3

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14.4 ALTERNATIVES RECOMMENDED FOR FAA APPROVAL

The following subsections summarize program elements for which authority is vested in the FAA. Therefore, the County of San Diego is requesting FAA approval of the following elements.

14.4.1 Operational Measures

- OM-4 (2) When traffic volume permits, CRQ ATCT should instruct pilots to delay the left turn from Runway 24 until aircraft are west of I-5.

  Departure tracks from Runway 24 are shown on Figure 14-4. It was assumed that this operational procedure would be a voluntary measure only and as such, that approximately 50 percent of aircraft currently using track 24D6 would use track 24D11 instead, when weather conditions and traffic efficiency allowed.

- OM-5 CRQ should work with FAA to develop a GPS/RNAV departure procedure to emulate the "Alpha Departure" VNAP. The Airport operator will be responsible for the cost of all environmental studies associated with the new procedure.

  Development of a GPS/RNAV departure procedure is proposed to emulate the "Alpha Departure" VNAP shown on Figure 14-1. The application of this noise abatement procedure would serve to provide positive course guidance while channeling all departures using this GPS/RNAV procedure along a narrow geographically-limited departure path to the coastline.

- OM-24 Amend "Quiet Hours" to include all aircraft except emergency flight operations

  It was assumed that this operational procedure would be a voluntary measure only and as such, that approximately 50 percent of aircraft currently operating during nighttime hours would operate during evening or daytime hours instead.

14.4.2 Land Use Measures

This NCP does not contain any land use measures for which authority is vested in the FAA.

14.4.3 Program Management Measures

- PM-1 CRQ should upgrade their GEMS software to ANOMS 8 and upgrade their computer hardware as necessary to support operations of ANOMS 8. If eligible for AIP funding, CRQ should upgrade hardware at the existing NMTs and install two additional NMTs.
- PM-15 When feasible, CRQ ATCT personnel should encourage the use of the VNAP.
- PM-16 CRQ ATCT should conduct the recommended workload study.

14.5 IMPLEMENTATION PLAN

Primary responsibility for implementation of all recommended and approved measures rests with the County of San Diego. Table 14-1 indicates the implementation responsibility and estimated cost of each recommended measure.

The County of San Diego intends to fund the implementation of grant-eligible NCP recommendations through the utilization of Federal funding through the noise set-aside of the Airport Improvement Program (AIP). However, the FAA's approval of the NCP recommendations does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered under the program are eligible for grant-in-aid funding from the FAA under the Airport and Airway Improvement Act of 1982. As a result, implementation of these recommendations will progress as funding becomes available. The Vision 100 – Century of Aviation Reauthorization Act of 2003 stipulates that the Federal share is 95 percent, through Fiscal Year 2007. The County of San Diego will provide the 5 percent matching share.

Measures for which the County of San Diego has implementation authority, and which are not dependent on federal funding, have already been implemented or will be implemented as soon as possible. Measures that are dependent on FAA approval and /or federal funding will be implemented following FAA approval and/or as soon as funding is made available. Measures for which the City of Carlsbad has implementation authority are outside the control of the County of San Diego. These measures will be implemented at the discretion of the City of Carlsbad.

14.6 PROGRAM UPDATE

FAR Part 150 §150.21(d) indicates that if any change in the operation of CRQ would create any "substantial, new noncompatible use" in any area depicted on the map beyond that which is forecast for the accepted *2009 Future Condition NEM*, the County of San Diego shall promptly prepare and submit a revised NEM. In addition, if any change in the operation of the airport would significantly reduce noise over existing noncompatible uses that is not reflected in either the existing conditions or forecast noise exposure map on file with the FAA, the County of San Diego shall promptly prepare and submit a revised NEM. If such a revision to the NEMs becomes necessary, the NCP will be revised accordingly.

This NCP is intended to remain in effect until an update is required, as described above.

14.7 OBJECTIVE OF THE NOISE COMPATIBILITY PROGRAM

The objective of this recent noise compatibility planning process for CRQ is to improve the compatibility between aircraft operations and noise-sensitive land uses while allowing the airport to continue to serve its role in the community. The result of this planning process is a noise exposure map with program implementation, which is provided for information purposes, and a recommended NCP. The recommendations contained in this NCP are those of the County of San Diego, not those of their consultant or any third party.

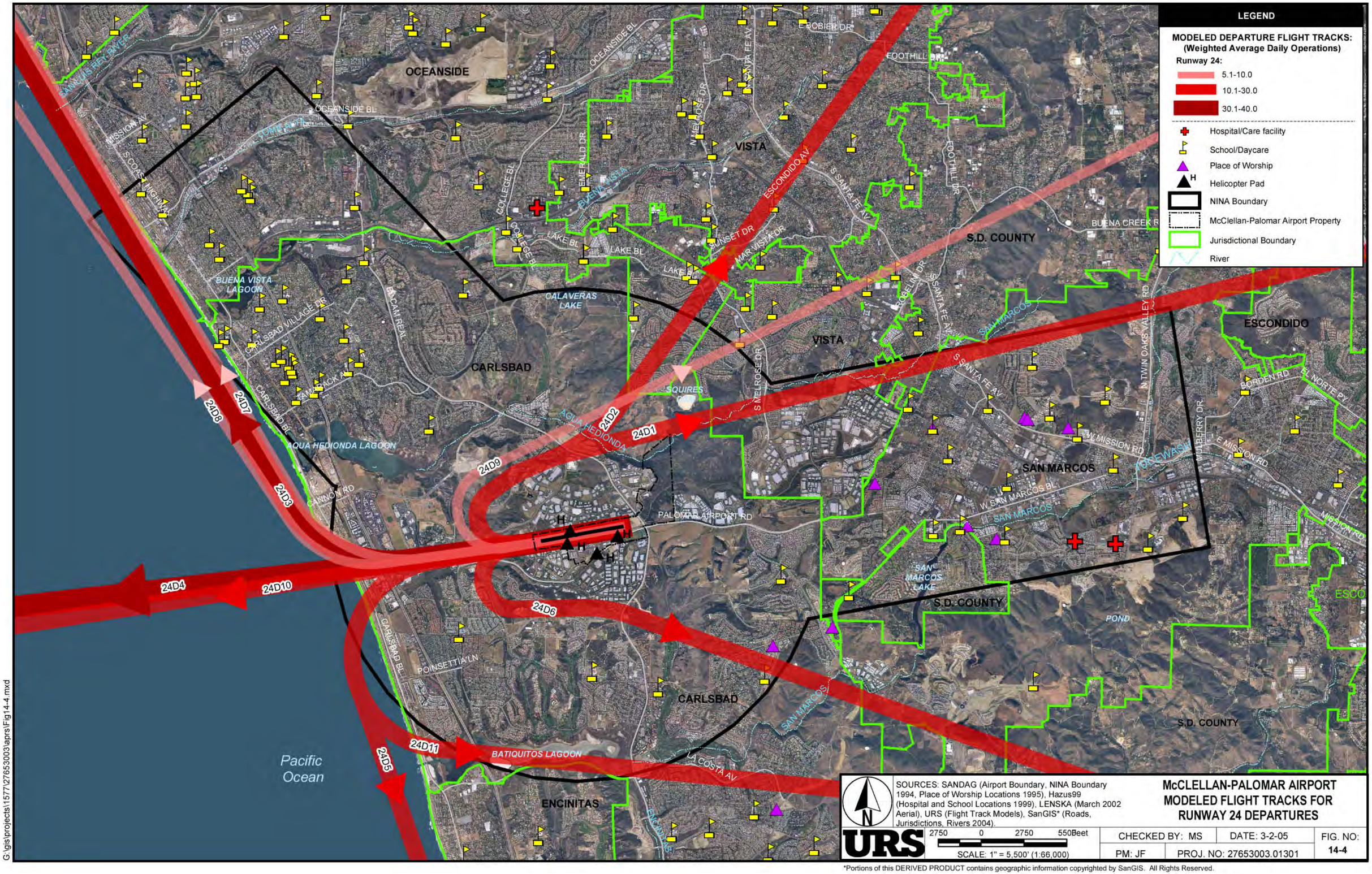

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Table 14-1
Recommended Noise Compatibility Program Measures

Measure ID	Measure	Implementation Responsibility	Estimated Cost
ON GOING MEASURES			
OM-1	Raise traffic pattern altitude Continue the existing published air traffic pattern altitudes. The higher Airport Traffic Pattern altitudes are listed in the Airport/Facility Directory, Southwest U.S. (published by the U.S. Department of Transportation, Federal Aviation Administration, National Aeronautical Charting Office). The listed minimum CRQ Airport Traffic Pattern altitudes are 1,003 feet MSL for helicopters, 1,503 feet MSL for small aircraft and 2,003 feet MSL for large aircraft.	CRQ (County of San Diego) and FAA ATCT	Minimal Administrative
OM-4 (1)	Require visual departures proceeding to the coast from Runway 24 to turn to a 250-degree heading and fly through the gap between Solamar and Terramar Continue the existing published "Alpha Departure" VNAP. The "Alpha Departure" is published on the airport's website as a voluntary noise abatement procedure (VNAP). It instructs jets to fly a 250-degree ground track at the best rate of climb until approximately ½ mile offshore. National Business Aircraft Association (NBAA) standard noise abatement departure procedures are recommended. It instructs piston aircraft to hold turns until reaching 800 feet MSL, with the "Alpha North" pattern preferred. On the downwind leg, climb to at least 1,000 feet AGL prior to initiating a turn to the desired course.	FAA ATCT	Minimal Administrative
OM-6	Conduct a test of Runway 24 arrival procedures Continue the existing VNAP, as published on the airport website. (1) Maintain a cruise aircraft configuration (gear and flaps retracted; RPM no higher than cruise) until as close to the airport as possible. (2) Jets: Request ILS approach. Fly a slightly high approach in VMC. Delay gear and flaps transition consistent with safety.	CRQ (County of San Diego) and FAA ATCT	Minimal Administrative

Measure ID	Measure	Implementation Responsibility	Estimated Cost
OM-8	Specify Runway 24 as the preferential runway Continue the existing designation of Runway 24 as the calm wind runway as published in the Airport / Facility Directory. This measure was implemented subsequent to the 1992 NCP. The Airport/Facility Directory, Southwest U.S. (Published by the U.S. Department of Transportation, Federal Aviation Administration, National Aeronautical Charting Office) designates Runway 24 as the calm wind runway.	FAA ATCT	Minimal Administrative
OM-13	Discourage jet training operations Continue the existing policy discouraging jet aircraft training due to noise abatement and traffic congestion as published in the Airport / Facility Directory. This measure was implemented subsequent to the 1992 NCP. Through voluntary compliance, this measure has been supported by the fixed base operators and other airport tenants. The Airport/Facility Directory, Southwest U.S. (published by the U.S. Department of Transportation, Federal Aviation Administration, National Aeronautical Charting Office) indicates "No jet aircraft training due to noise abatement and traffic congestion."	CRQ (County of San Diego)	Minimal Administrative
OM-14	Implement voluntary departure curfew Continue the existing VNAP, as published on the airport website. The following voluntary noise abatement procedure (VNAP) is published on the airport's website: General: Voluntary procedures 2200-0700 (local) Jet take-off and landing "Quiet Hours."	CRQ (County of San Diego)	Minimal Administrative
OPERATIONAL MEASURES			
OM-4 (2)	When traffic volume permits, instruct pilots to delay the left turn from Runway 24 until aircraft are west of I-5	FAA ATCT	Minimal Administrative
OM-5	Work with FAA to develop a GPS/RNAV departure procedure to emulate the "Alpha Departure" VNAP.	CRQ (County of San Diego) and FAA	Minimal Administrative
OM-23	Consider joining Sound Initiative, A Coalition for Quieter Skies	CRQ (County of San Diego)	Minimal Administrative

Measure ID	Measure	Implementation Responsibility	Estimated Cost
OM-24	Amend "Quiet Hours" to include all aircraft except emergency flight operations	CRQ (County of San Diego) and FAA	Minimal Administrative
LAND USE MEASURES			
LUM-1	Provide the recommended NINA boundary to SanGIS in both electronic and hard copy formarts	CRQ (County of San Diego) and SDCRAA	Minimal Administrative
LUM-2	Provide the updated Noise Exposure Maps to SanGIS in electronic format, notify San Diego County and the City of Carlsbad that updated NEMs are available through SanGIS, and encourage their use in updating the Noise Elements of their General Plans	CRQ (County of San Diego) and the City of Carlsbad	Minimal Administrative
LUM-3	Rezone the undeveloped area designated E-A (APN 212-040-56) within the 60 CNEL to "P-M Planned Industrial" zone	City of Carlsbad	Minimal Administrative
LUM-5	Real estate disclosure within the CRQ's established Airport Influence Area (AIA) should continue.	City of Carlsbad and realtor organizations	Minimal Administrative
LUM-7	Provide the updated NEMs, AIA, and NINA to SanGIS in electronic format, encourage the California Board of Realtors, San Diego North County Board, and the Building Industry Association – Sales and Marketing Council, North County Division to visit SanGIS website for the most updated NEMs, AIA, and NINA, and work with the aforementioned organizations to develop an "Airport Fact Book" for property sales agents.	CRQ (County of San Diego) and realtor organizations	Minimal Administrative
LUM-8	Provide SDCRAA with copies of final NEM and NCP documents	CRQ (County of San Diego)	Minimal Administrative
PROGRAM MANAGEMENT MEASURES			
PM-1	Upgrade GEMS software to ANOMS8 and upgrade computer hardware as necessary to support operations of ANOMS 8. If eligible for AIP funding, hardware should be upgraded at existing NMTs and two addition NMTs should be installed at CRQ.	CRQ (County of San Diego) and FAA	$100,000
PM-2 / -13	Hire a dedicated Noise Abatement Officer	CRQ (County of San Diego)	$80,000 per year
PM-3	The Palomar Airport Advisory Committee (PAAC) should continue to act as a forum for discussion of noise abatement actions.	CRQ (County of San Diego)	Minimal Administrative
PM-4	Update maps identifying the noise-sensitive areas around the airport, formatted such that they can readily be inserted into a Jeppesen Airway Manual 7-ring binder.	CRQ (County of San Diego)	$1,500 for 2,000 maps

Measure ID	Measure	Implementation Responsibility	Estimated Cost
PM-5	Produce an airport noise information booklet to help educate the community, homeowners associations, real estate officers, media and others.	CRQ (County of San Diego)	$6,000 for 2,000 booklets
PM-6	Develop an "official" web site to disseminate VNAP and other noise-related information, including a list of "frequently asked questions" and answers. The website will be developed in accordance with current County standards. Contact web masters of aviation-related web sites and request an internet link to the CRQ web site.	CRQ (County of San Diego)	Minimal Administrative
PM-7	Continue to coordinate with the DPW PIO to disseminate information to the news media that integrates all sides of the noise issue and the airport's efforts to manage them more effectively.	CRQ (County of San Diego) and DMPR	Minimal Administrative
PM-8	Continue attending and/or participating in aviation association meetings to expand awareness of VNAP and other noise-related issues.	CRQ (County of San Diego)	Minimal Administrative
PM-9	Coordinate with the DPW PIO to periodically distribute VNAP press releases to aviation media.	CRQ (County of San Diego)	Minimal Administrative
PM-10	Periodically provide updated VNAP information for distribution by FBOs.	CRQ (County of San Diego)	Minimal Administrative
PM-15	When feasible, CRQ ATCT personnel should encourage the use of the VNAP.	FAA ATCT	Minimal Administrative
PM-16	Conduct the recommended workload study.	FAA ATCT	Minimal Administrative
PM-18	Erect monument signs on airport property along El Camino Real and Palomar Airport Road, in accordance with the provisions of City of Carlsbad Municipal Code, Title 21 Zoning, Chapter 21.41 Sign Ordinance, to inform drivers of the existence and location of the airport.	CRQ (County of San Diego)	$5,000 per sign
PM-19	Produce signs, stickers, etc. using the VNAP logo and prominently display and utilize as appropriate	CRQ (County of San Diego)	$1,000 per sign
PM-20	Conduct bi-annual VNAP training classes.	CRQ (County of San Diego)	Minimal Administrative
PM-21	Continue to implement the recently adopted "Fly Friendly" Program.	CRQ (County of San Diego)	Minimal Administrative

Noise contours resulting from the recommended noise compatibility program are shown superimposed over the existing land use base map on Figure 14-5. The total area within the CNEL 60+ dB noise contour, as shown on Figure 14-5, for the *2009 Future Condition Noise Exposure Map, With Program Implementation*, is estimated to be 2.12 square miles. Table 14-2 compares housing units and population differences between the *2009 Future Condition NEM, Without Program Implementation* (baseline) and the *2009 Noise Exposure Map, With Program Implementation*.

Table 14-2
Summary of Noise Exposure Estimates

Noise Exposure	2009 CNEL/60 dBA		
	Without Program Implementation	With Program Implementation	Benefit
Population	413	350	63
Number of Housing Units	155	130	25

Note: There are no housing units within the CNEL 65 dBA contour.

The existing and future NEMs were made available for public review and comment at numerous community meetings held throughout the course of the study. During these meetings, the public was invited to share their views and opinions on the NEMs, NCP, and all aspects of the study process. Further detail on public involvement and comments regarding the revised NEM and recommended NCP is contained in **Section 15** of this NCP.

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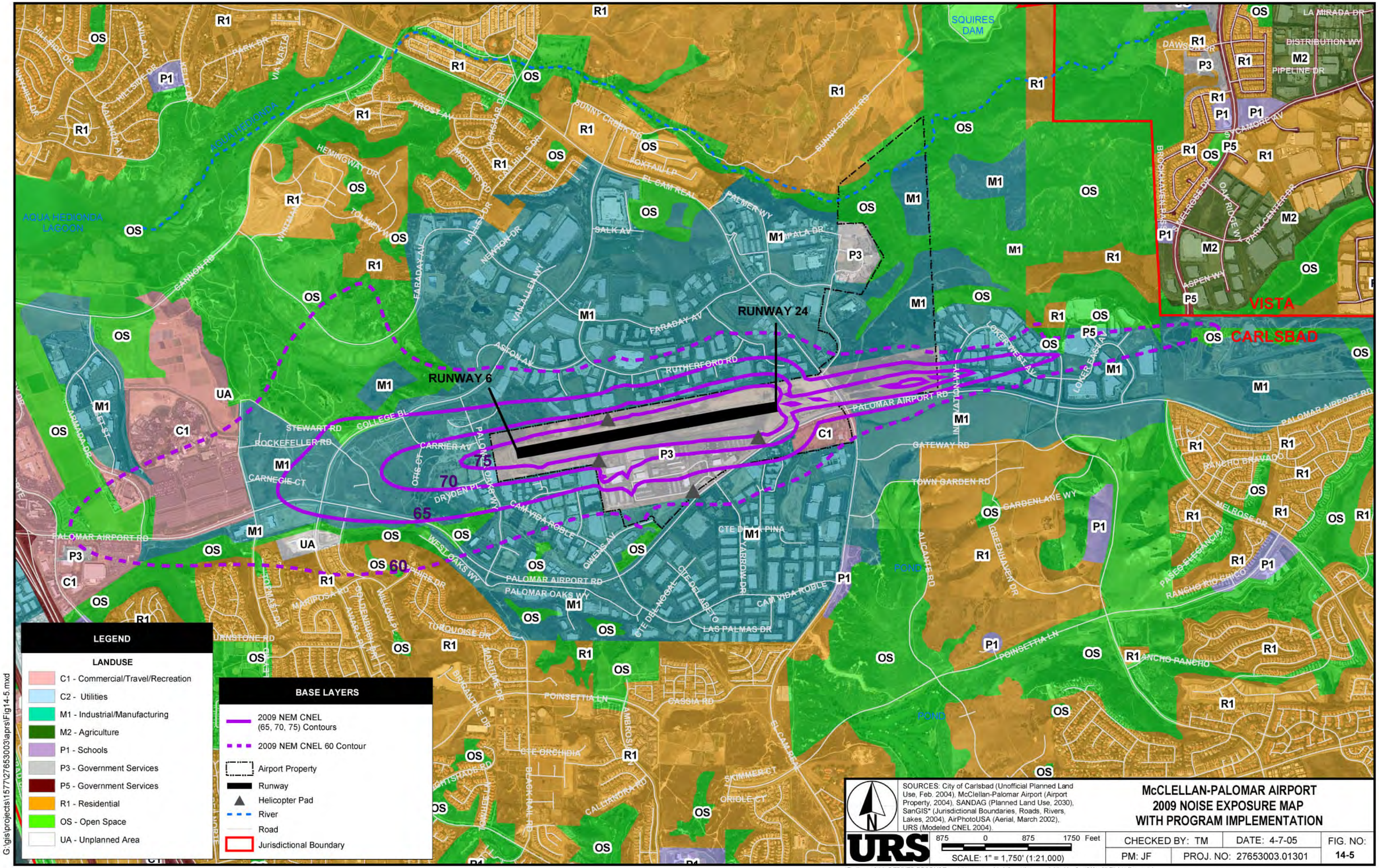

SOURCES: City of Carlsbad (Unofficial Planned Land Use, Feb. 2004), McClellan-Palomar Airport (Airport Property, 2004), SANDAG (Planned Land Use, 2030), SanGIS* (Jurisdictional Boundaries, Roads, Rivers, Lakes, 2004), AirPhotoUSA (Aerial, March 2002), URS (Modeled CNEL 2004).

McCLELLAN-PALOMAR AIRPORT
2009 NOISE EXPOSURE MAP
WITH PROGRAM IMPLEMENTATION

URS

875 0 875 1750 Feet

SCALE: 1" = 1,750' (1:21,000)

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SECTION 15 CONSULTATION WITH PUBLIC, USERS AND OUTSIDE AGENCIES

15.1 INTRODUCTION

FAR Part 150, Airport Noise Compatibility Planning, requires that each Noise Exposure Map (NEM) and Noise Compatibility Program (NCP) must be developed and prepared in consultation with FAA regional officials, the officials of the state, and of any public agencies and planning agencies whose area of jurisdiction, or any portion thereof, is within the 65 DNL (or CNEL) contour depicted on the NEM, and other Federal officials having local responsibility for land uses depicted on the map. This consultation must include regular aeronautical users of the airport, including air carriers and other aircraft operators.

Prior to and during the development of a program, and prior to submission of the resulting draft program to the FAA, the airport operator shall afford adequate opportunity for the active and direct participation of the states, public agencies and planning agencies in the areas surrounding the airport, aeronautical users of the airport, and the general public to submit their views, data, and comments on the formulation and adequacy of that program.

The County, as owner and operator of CRQ, certifies in the Sponsor's Certification that it has afforded interested persons adequate opportunity to submit their views, data, and comments concerning the correctness and adequacy of the Draft NCP. Documentation describing the consultation accomplished during the development of the NCP and the opportunities afforded the public to review and comment are included in this section and associated appendices. Prior to submitting the program to the FAA, the County of San Diego shall also provide notice and an opportunity for a public hearing.

As specified in FAR Part 150, the preparation of a Part 150 Study requires that certain parties must be identified and consulted during development of the associated NEMs and the overall NCP. Based on this requirement, written and verbal correspondence was initiated and continued throughout the study with a number of parties to provide input and assistance. Following is the list of notified parties for this study.

- Airlines serving CRQ
- Airline Pilots Association (ALPA)
- Aircraft Owners and Pilots Association (AOPA)
- FAA ATC
- FAA ATCT
- Local General Aviation / Private Pilots
- Cities of Carlsbad, Oceanside, San Marcos, Encinitas and Vista
- San Diego County Property Appraiser
- PAAC
- National Business Aircraft Association (NBAA)
- Air Transport Association (ATA)
- California Department of Aeronautics
- All individuals that participated in the Palomar Airport Round Table 2000

A letter was distributed to local pilot organizations, asking for their input regarding some of the operational measures under consideration in the NCP. A copy of the letter, the distribution list, and all responses received are provided in Appendix M.

15.2 PALOMAR AIRPORT ADVISORY COMMITTEE (PAAC)

The County designated PAAC as the citizens review committee for this study. Committee members are nominated by the Supervisor from the Fifth Supervisory District and appointed by the County Board of Supervisors. Committee members serve a term, which run concurrently with the term of the Supervisor who nominated them to the Committee. A list of the Airport Advisory Committee Members is presented in Appendix N.

The PAAC provided input to the study process and served as a conduit for input from community residents, FBOs, and other interested parties. The PAAC meets the third Thursday of every month at the Carlsbad City Council Chambers, 1200 Carlsbad Village Drive, Carlsbad, California to discuss issues related to CRQ. Notifications for these meetings are placed on the airport website and the Carlsbad information television channel. The public is encouraged to attend, ask questions and comment on the proceedings. The URS Project Manager provided written and oral reports describing the progress of the Part 150 Study and answered questions from Committee members and the public at each PAAC meeting since December 19, 2002. Many topics were discussed including the Part 150 process, existing and future aircraft operations, flight tracks for fixed wing and helicopter aircraft, and NEMs. A Part 150 fact sheet was provided to all interested attendees. Appendix N contains copies of the agenda for the meetings, as well as a copy of the presentation materials.

Draft Version 3 of the NCP was delivered to the PAAC for their review and comment in early October, 2005. The recommended NCP was formally presented to the PAAC on October 20, 2005. A copy of the presentation is included in Appendix N. Comments from the PAAC been incorporated into Draft Version 4 of the NCP document.

15.3 PUBLIC INVOLVEMENT

15.3.1 PUBLIC COMMENTS

Public comments were collected through the study period. All the comments received before the public hearing conducted on January 10, 2006 were included in Appendix O.

15.3.2 PUBLIC MEETING / PUBLIC HEARING

Draft Version 4 of the NCP document was published on December 9, 2005 for public review and comment prior to the public hearing. The document was available for public review at the Main Carlsbad Public Library, located at 1775 Dove Lane, Carlsbad, CA, and on the County of San Diego's website, http://www.co.san-diego.ca.us/dpw/airports/mcpal.html.

A public meeting/public hearing was held on January 10, 2006, that focused on the recommended measures in the NCP. The meeting, held at the Carlsbad Safety Center, Conference Room B, 2560 Orion Way, Carlsbad, CA 92008, consisted of an oral/visual presentation followed by a question, comment and

answer period. The consultant presented the recommended measures and solicited questions and comments on those measures.

Appendix P presents materials related to the public meeting/hearing, including a meeting summary, a copy of meeting notification postcard, the postcard mailing list, a list of meeting attendees, a copy of the email meeting invitation with the list of receivers, a fact sheet, copies of the speaker request cards, a copy of the news release, newspaper advertisements with the proof of publication, newspaper articles and the PowerPoint presentation.

Verbal and written comments were collected at the meeting/hearing or submitted via e-mail, regular mail, and fax. Appendix Q includes a list of commenters and the comments with a response to each comment.

Presentation boards on display may include, but are not limited to, the following:

- Part 150 Study Requirements
- Modeled Departure Flight Tracks
- Modeled Arrival and Missed Approach Flight Tracks
- Modeled Training Flight Tracks
- Existing and Forecast Aircraft Operations
- Flight Operation Density Maps
- 2004 NEM vs. 1989 NEM on Land Use and Aerial Map
- 2009 NEM, Without Program Implementation, on Land Use and Aerial Map
- Draft 2009 NEM, With Program Implementation, on Land Use and Aerial Map
- 2014 NEM on Land Use and Aerial Map
- Recommended Operational Measures
- Recommended Land Use Measures
- Recommended Program Management Measures

15.4 AIRPORT WORLD WIDE WEB SITE

Relevant information pertaining to the Part 150 Study was posted on the County Website at http://www.co.san-diego.ca.us/dpw/airports/mcpal.html. Information posted on the Website over the course of the study included the PAAC meeting agendas, the PAAC meeting minutes, the Forecast of Aviation Activity, presentations from PAAC meetings and the all of the public meetings, and a copy of the draft Noise Compatibility Program.

15.5 FAA REVIEW AND APPROVAL

On June 30, 2006, a Federal Register Notice (71 FR 37636) announced that the FAA was reviewing a proposed noise compatibility program that was submitted for McClellan-Palomar Airport under the

provisions of 49 U.S.C. 47501 et seq. (the Aviation Safety and Noise Abatement Act, hereinafter referred to as ‘‘the Act’’) and 14 CFR Part 150 by the County of San Diego. The submitted program contained thirty-two (32) proposed actions for noise abatement, land use management and program management on and off the airport. The FAA completed its review and determined that the procedural and substantive requirements of the Act and CFR Part 150 had been satisfied. The overall program was approved, by the Manager of the Airports Division, Western-Pacific Region, effective December 5, 2006. Outright approval was granted for seven (7) of the 10 noise abatement measures, all six (6) land use management measures and twelve (12) program management measures. On December 18, 2006, a Federal Register Notice (71 FR 75800) announced that the FAA had given its overall approval to the Noise Compatibility Program for McClellan Palomar Airport, effective December 5, 2006. Copies of relevant correspondence, Federal Register Notices, and the FAA Record of Approval are included in Appendix R.

McClellan-Palomar Airport
FAR Part 150 Study Update

Noise Compatibility Program
Version 5

Volume 2 of 2

Prepared For:

McClellan-Palomar Airport

URS Project No. 27653003.01301

Approved by FAA

December 5, 2006

McCLELLAN-PALOMAR AIRPORT FAR PART 150 STUDY UPDATE

NOISE COMPATIBILITY PROGRAM VERSION 5

VOLUME 2 OF 2

Prepared for

McClellan-Palomar Airport
2198 Palomar Airport Road
Carlsbad, CA 92008-4814

URS Project No. 27653003.01301

Approved by the Federal Aviation Administration
December 5, 2006

URS

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AEE	Office of Environmental Energy
AIA	Airport Influence Area
AIM	Aeronautical Information Manual
AIP	Airport Improvement Program
ALP	Airport Layout Plan
ALPA	Airline Pilots Association
ANCA	Aviation Noise and Capacity Act
ANOMS	Airport Noise and Operations Monitoring System
ANSI	American National Standards Institute
AOPA	Aircraft Owners and Pilots Association
ARTCC	Air Route Traffic Control Centers
ASDA	Available Accelerated Stop Distance
ASNA	Aviation Safety and Noise Abatement Act
ASOS	Automated Surface Observation System
ATC	Air Traffic Control
ATCT	Airport Traffic Control Tower
ATIS	Automatic Terminal Information Service
CCR	California Code of Regulations
CLUP	Comprehensive Land Use Plan
CNEL	Community Noise Equivalent Level
CRQ	McClellan-Palomar Airport
CUP	Conditional Use Permit
CY	Calendar Year
dBA	A-weighted decibels
DME	Distance Measuring Equipment
DNL	Day-Night Average Sound Level
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulations
FBO	Fixed Base Operators
FICAN	Federal Interagency Committee on Aviation Noise
FICON	Federal Interagency Committee on Noise
FICUN	Federal Interagency Committee on Urban Noise
FOIA	Freedom on Information Act
GA	General Aviation
GADO	General Aviation District Office
GEMS	Global Environmental Management System
GPS	Global Positioning System
HUD	Department of Housing and Urban Development
Hz	Hertz
IFR	Instrument Flight Rules
ILS	Instrument Landing System
INM	Integrated Noise Model
LC	Limited Control
LDA	Available Landing Distance

Lmax	Maximum Sound Level
MALS-R	Medium Density Approach Lighting System
MCAS	Marine Corps Air Station
MSL	Mean sea level
NAS	National Airspace System
Navaids	Navigation Aids
NBAA	National Business Aircraft Association
NCDC	National Climactic Data Center
NCP	Noise Compatibility Program
NDB	Non Directional Beacon
NEM	Noise Exposure Map
NHRP	National Register of Historic Places
NINA	Noise Impact Notification Area
NLR	Noise Level Reduction
NOAA	National Oceanographic and Atmospheric Administration
NPIAS	National Plan of Integrated Airport Systems
OAG	Official Airline Guide
OS	Open Space
PAAC	Palomar Airport Advisory Committee
SANDAG	San Diego Association of Governments
SDCRAA	San Diego County Regional Airport Authority
SEL	Sound Exposure Level
SLUCM	Standard Land Use Coding Manual
SPL	Sound Pressure Level
sq ft	Square feet
TACAN	Tactical Air Navigation
TNG	Touch and Go
TODA	Available Takeoff Distance
TORA	Available Takeoff Run
TRACON	Terminal Radar Approach Control
UA	Unplanned Areas
URS	URS Corporation
VA	Veterans Affairs
VFR	Visual Flight Rules
VHF	Very High Frequency
VMC	Visual Meteorological Condition
VOR	VHF Omni-Directional Range
VORTAC	VHF Omni-Directional Beacon

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APPENDIX J Noise Compatibility Program Checklist

This appendix contains the Noise Compatibility Program Checklist for CRQ. The checklist indicates items required for this study and references for each item.

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FAR PART 150
NOISE COMPATIBILITY PROGRAM CHECKLIST
AIRPORT NAME: McClellan-Palomar Airport **REVIEWER: _____**

Item	Yes/No/NA	Page Number/Other Reference
I. Identification and Submission Program:		
A. Submission is properly identified:		
1. FAR 150 NCP?	Yes	Cover
2. NEM and NCP together?	No	Section 10.2
3. Program revision?	Yes	Section 10.2
B. Airport and Airport Operator's name identified?	Yes	Sections 10.2 and 10.3.3
C. NCP transmitted by airport operator cover letter?	Yes	Transmittal Letter following cover of Volume 1.
II. Consultation: (150.23):		
A. Documentation includes narrative public participation and consultation process?	Yes	Section 15 and Appendices M, N, O, P, and Q
B. Identification of consulted parties:		
1. Are parties in 150.23(c) consulted?	Yes	Section 15.1
2. Public and planning agencies identified?	Yes	Section 15.1 and Appendix M
3. Agencies in 2, above, correspond to those indicated on the NEM?	Yes	Section 15.1
C. Satisfied 150.23(d) requirements:		
1. Documentation shows active and direct participation of parties in B, above?	Yes	Sections 15.2 and 15.3 Appendices M, N, O, P and Q
2. Active and direct participation of general public?	Yes	Sections 15.2 and 15.3 Appendices M, N, O, P and Q
3. Participation was prior to and during development of NCP and prior to submittal to FAA?	Yes	Sections 15.2 and 15.3 Appendices M, N, O, P and Q

FAR PART 150
NOISE COMPATIBILITY PROGRAM CHECKLIST
AIRPORT NAME: McClellan-Palomar Airport **REVIEWER: _____**

Item	Yes/No/NA	Page Number/Other Reference
4. Indicates adequate opportunity afforded to submit views, data, etc.?	Yes	Sections 15.2 and 15.3 Appendices M, N, O, P and Q
D. Evidence included of notice and opportunity for public hearing on NCP?	Yes	Appendices P and Q
E. Documentation of comments:		
1. Includes summary of public hearing comments, if hearing was held?	Yes	Appendix Q
2. Includes copy of all written material submitted to operator?	Yes	Appendices M, N, O, P and Q
3. Includes operator's responses/disposition of written and verbal comments?	Yes	Appendices M, N, O, P and Q
F. Informal agreement received from FAA on flight procedures?	No	Appendix M.
III. Noise Exposure Maps: (150.23, b150.3, b150.35[f]) (This section of the checklist is not a substitute for the Noise Exposure Map checklist. It deals with maps in the context of the Noise Compatibility Program submission.)		
A. Inclusion of NEMs and supporting documentation:		
1. Map documentation either included or incorporated by reference?	Yes	NEM documents were submitted to the FAA and accepted on April 26, 2005. Section 10.2
2. Maps previously found in compliance by FAA?	Yes	Section 10.2
3. Compliance determination still valid?	Yes	
4. Does 180-day period have to wait for map compliance finding?	No	
B. Revised NEMs submitted with program: (Revised using NEM checklist if map revisions included in NCP submittal.)		

FAR PART 150
NOISE COMPATIBILITY PROGRAM CHECKLIST
AIRPORT NAME: McClellan-Palomar Airport **REVIEWER: _____**

Item	Yes/No/NA	Page Number/Other Reference
1. Revised NEMs included with program?	Yes	Figures 11-14 and 14-5 illustrate 2009 NEM with Program Implementation.
2. Has airport operator requested FAA to make a determination on the NEM(s) when NCP approval is made?	No	For information only. NEM previously accepted shows no non-compatible land uses within CNEL 65 noise contour.
C. If program analysis uses noise modeling:		
1. INM or HNM, or FAA approved equivalent?	Yes	Sections 11.3.1 and 11.3.10
2. Monitoring in accordance with A150.5?	N/A	No noise monitoring was performed.
D. Existing condition and 5-year maps clearly identified as official NEMs.	N/A	Figures 11-14 and 14-5 illustrate revised 5-year NEM with program implementation for information only.
IV. Consideration of Alternatives: (B150.7, 150.23[e])		
A. At a minimum, are the alternatives below considered?		
1. Land acquisition and interest therein, including air rights, easements, and development rights?	Yes	Sections 12.2.3 and 12.2.4
2. Barriers, acoustical shielding, and public building soundproofing?	Yes	Section 12.2.3
3. Preferential runway system?	Yes	Section 11.2.8
4. Flight procedures?	Yes	Section 11
5. Restrictions on type/class of aircraft (as least one restriction below must be checked):		
a. deny use based on Federal standards?	Yes	Section 11.2.14
b. capacity limits based on noisiness?	Yes	Section 11.3.9

FAR PART 150
NOISE COMPATIBILITY PROGRAM CHECKLIST
AIRPORT NAME: McClellan-Palomar Airport REVIEWER: _____

Item	Yes/No/NA	Page Number/Other Reference
c. noise abatement takeoff/approach?	Yes	Section 11.2.4
d. landing fees based on noise or time of day?	Yes	Section 11.3.9
e. nighttime restrictions?	Yes	Section 11.3.10
6. Other actions with beneficial impact?	Yes	Sections 11, 12, and 13
7. Other FAA recommendations?	No	
B. Responsible implementing authority identified for each considered alternative?	Yes	Table 14-1
C. Analysis of measures:		
1. Measure clearly described?	Yes	Sections 11, 12, 13
2. Measures adequately analyzed?	Yes	Sections 11, 12, 13
3. Adequate reasoning for rejecting alternatives?	Yes	Sections 11, 12, 13
D. Other actions recommended by the FAA:		
1. Should other actions be added?	No	
V. Alternatives Recommended for Implementation: (150.23[e], B150.7[c], B150.35[b], B150.5)		
A. Document clearly indicates:		
1. Alternatives recommended for implementation?	Yes	Sections 11.5, 12.4, 13.5, and 14
2. Final recommendations are airport operator's not those of consultant or third party?	Yes	Section 14.7
B. Do all program recommendations:		
1. Relate directly or indirectly to reduction of noise and noncompatible land uses?	Yes	Sections 11, 12, 13
2. Contain description of contribution to overall	Yes	Sections 11, 12, 13

FAR PART 150
NOISE COMPATIBILITY PROGRAM CHECKLIST
AIRPORT NAME: McClellan-Palomar Airport REVIEWER: _____

Item	Yes/No/NA	Page Number/Other Reference
effectiveness of program?		
3. Noise/land use benefits quantified to extent possible?	Yes	Tables 11-3/-5/-6/-8
4. Include actual/anticipated effect on reducing noise exposure within noncompatible area shown on NEM?	Yes	Tables 11-3/-5/-6/-8
5. Efforts based on relevant and reasonable expressed assumptions?	Yes	Sections 11, 12, 13
6. Have adequate supporting data to support its contribution to noise/land use compatibility?	Yes	Sections 11, 12, 13
C. Analysis appears to support standards set forth in 150.35[b] and B150.5?	Yes	Sections 11, 12, 13
D. When use restrictions are recommended:		
1. Are alternatives with potentially significant noise/compatible land use benefits thoroughly analyzed so that appropriate comparisons and conclusions can be made?	Yes	Section 11.3.10
2. Use restrictions coordinated with APP-600 prior to making determination on start of 180 days?	No	
E. Do the following also meet Part 150 analytical standards:		
1. Formal recommendations which continue existing practices?	Yes	Section 14.1 and Table 14.1
2. New recommendations or changes proposed at the end of Part 150 process?	Yes	Sections 14.2, 14.3, 14.4, and Table 14.1
F. Documentation indicates how recommendations may change previously adopted plans?	Yes	Sections 11, 12, and 13

FAR PART 150
NOISE COMPATIBILITY PROGRAM CHECKLIST
AIRPORT NAME: McClellan-Palomar Airport **REVIEWER: _____**

Item	Yes/No/NA	Page Number/Other Reference
G. Documentation also:		
1. Identifies agencies which are responsible for implementing each recommendation?	Yes	Table 14-1
2. Indicates whether those agencies have agreed to implement?	No	
3. Indicates essential government actions necessary to implement recommendations?	Yes	Table 14-1
H. Timeframe:		
1. Includes agreed-upon schedule to implement alternatives?	Yes	Section 14.5
2. Indicates period covered by the program?	Yes	Section 14.6
I. Funding/Costs:		
1. Includes cost to implement alternatives?	Yes	Table 14-1
2. Includes anticipated funding source?	Yes	Section 14
VI. Program Revision (150.23[e] and [g])		
Supporting documentation includes provision for revision?	Yes	Section 14.6

This appendix contains information regarding aircraft operational activities at CRQ. Following is the list of information included in this appendix.

- Airport/Facility Directory, Southwest U.S., September 2003
- U.S. Terminal Procedures and Airport Diagram
- IFR Alternate Minimums
- Take-Off Minimums and (Obstacle) Departure Procedures
- FAA Order 7110.65P, Section 2-9, Automatic Terminal Information Service Procedures
- County of San Diego, Department of Public Works, Engine Run-up Regulation
- County of San Diego, Board of Supervisors Policy, F-44, Development of McClellan-Palomar Airport

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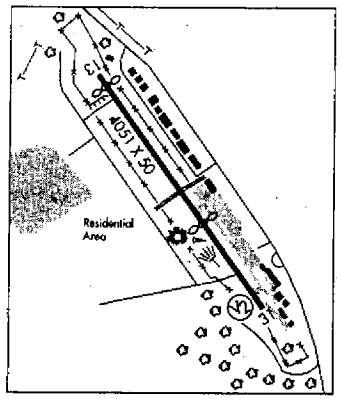
CAMARILLO (CMA) 3 W UTC−8(−7DT) N34°12.83' W119°05.66' LOS ANGELES
75 B S4 FUEL 100LL, JET A TPA—See Remarks COPTER
RWY 08–26: H6010X150 (ASPH–CONC–RFSC) S–48, D–65, DT–110 MIRL H–2A, L–3B
RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 48'. Rgt tfc. RWY 26: REIL. PAPI(P2L)—GA 3.0° TCH 48'. IAP
AIRPORT REMARKS: Attended continuously. Fuel available 24 hours self serve. CAUTION: High performance military acft ops invof arpt. Mountain 1173' MSL. beginning 5 miles from East end Rwy 26. Mountain 1814' MSL 5 miles to East-Southeast of AER 26. Avoid overflight of pistol range located south of Rwy 08 thld. Numerous flocks of geese in vicinity of arpt. Wildlife on and invof arpt. No formation tkfs or ldgs. NSTD object free area east end of Twy F, impaired wing clnc, for acft with wingspan of 56' to 80'. Upon arrival ctc FBO or arpt ops 805–388–4202 for assistance. NSTD wingtip clearance E end of Twy F. Acft with 80' wingspan have 10' wingtip clearance on either side. Acft with wingspan greater than 80' are prohibited except by PPR from arpt manager. Landing fee for acft over 12,500 lbs. Noise sensitive all quadrants practice noise abatement/fly quiet/procedures. Ultralight activity SW quadrant of arpt. No ldgs, taxiing or tkfs on cheveroned area east of Rwy 26 thld. TPA—875(800) single engine, 1075(1000) multiengine and jets. When twr clsd ACTIVATE MIRL Rwy 08–26 and REIL Rwy 08 and Rwy 26—CTAF.
WEATHER DATA SOURCES: ASOS (805) 384–9294.
COMMUNICATIONS: CTAF 128.2 ATIS 126.025 (805) 484–3351.
HAWTHORNE FSS (HHR) TF 1–800–WX–BRIEF. NOTAM FILE CMA.
Ⓡ POINT MUGU APP/DEP CON 124.7 (1500–0700Z‡) CLNC DEL 120.75 (0500–0700Z‡)
Ⓡ L.A. CENTER APP/DEP CON 135.5 (0700–1500Z‡)
TOWER 128.2 (1500–0500Z‡) GND CON 121.8 CLNC DEL 121.8
AIRSPACE: CLASS D svc 1500–0500Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE CMA.
(L) VORW/DME 115.8 CMA Chan 105 N34°12.75' W119°05.66' at fld. 60/15E.
VOR/DME unusable:
315°–245° byd 20 NM blo 14,000' 276°–300° byd 20 NM blo 14,000'

CAMERON AIRPARK (See CAMERON PARK)

CAMERON PARK

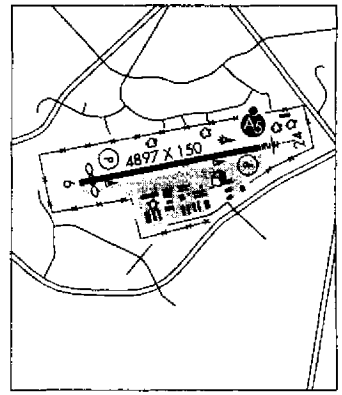
CAMERON AIRPARK (O61) 0 N UTC−8(−7DT) N38°41.04' W120°59.25' SAN FRANCISCO
1286 S4 FUEL 100LL TPA—2300(1014) L–2G
RWY 13–31: H4051X50 (ASPH) S–12.5 MIRL
RWY 13: Thld dsplcd 193'. Tree
RWY 31: PVASI(PSIL)—GA 6.0° TCH 18'. Thld dsplcd 1509'. Tree.
AIRPORT REMARKS: Attended 1600–0100Z‡. For noise abatement procedures call arpt manager 530–676–8316 or FBO 530–677–4436 1600–0100Z‡. Rwy 13–31 restricted to use by acft that exceed a maximum certificated gross weight of 12,500 pounds and wingspan less than 50'. Helicopter parking not authorized. Rwy 13–31 W side 60' gates in perimeter fencing to provide access to residential area for residents and invited guests. ACTIVATE MIRL Rwy 13–31—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.05
RANCHO MURIETA FSS (RIU) TF 1–800–WX–BRIEF. NOTAM FILE RIU.
RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.
HANGTOWN (L) VOR/DME 115.5 HNW Chan 102 N38°43.48' W120°44.96' 241° 11.5 NM to fld. 2602/17E.



CAMP PENDLETON MCAS/MUNN FLD (NFG) N33°18.09'W117°21.30' NOTAM FILE SAN. LOS ANGELES
AIRSPACE: CLASS D svc Mon and Fri 1600–0100Z‡, Tue–Thur 1600–0700Z‡. except Sat, Sun and holidays other times CLASS G. L–3B

CARLSBAD

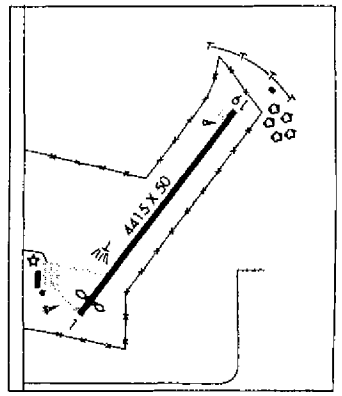
McCLELLAN–PALOMAR (CRQ) 3 SE UTC−8(−7DT) N33°07.70' W117°16.81' LOS ANGELES
331 B S4 FUEL 100LL, JET A OX 3, 4 TPA—See Remarks ARFF Index A L–3C
RWY 06–24: H4897X150 (ASPH–PFC) S–60, D–80, DT–110 HIRL IAP, AD
RWY 06: PAPI(P4L)—GA 3.0° TCH 35'. Thld dsplcd 297'.
RWY 24: MALSR. REIL. PAPI(P4L)—GA 3.2° TCH 54'. Rgt tfc.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 06: TORA–4900 TODA–4900 ASDA–4900 LDA–4600
RWY 24: TORA–4600 TODA–4600 ASDA–4600 LDA–4600
AIRPORT REMARKS: Attended 1500–0600Z‡. Rwy 24 hard to see two hrs prior to SS. Do not mistake S twy as rwy or drag strip 2.5 miles E for rwy. Extensive bird activity in vicinity especially in spring. P–lines 2 miles W & SW. CLOSED to air carrier ops with more than 30 passenger seats from 0630Z‡ to 1500Z‡ except by PPR call arpt manager 760–431–4646. PPR for all military acft call arpt manager 760–431–4646. TPA—1003(672) helicopters, 1503(1172) small acft, 2003(1672) large acft. Twy A limited to 60,000 lbs. No jet acft training due to noise abatement and traffic congestion. Multiple apchs by large acft (including large helicopters) not authorized. RVR touchdown Rwy 24 avbl. Rwy 24 is calm wind rwy. Rwy 06 safety area 600'. Arpt has noise abatement procedures ctc arpt manager 760–431–4646. Request jets fly the ILS apch. Voluntary jet curfew 0600–1500Z‡. Limited transient tie down space on public ramp. When twr clsd ACTIVATE MALSR Rwy 24–CTAF.
WEATHER DATA SOURCES: ASOS (760) 930–0864. LAWRS.
COMMUNICATIONS: CTAF 118.6 ATIS 120.15 (760) 438–2117
SAN DIEGO FSS (SAN) TF 1–800–WX–BRIEF. NOTAM FILE CRQ.
OCEANSIDE RCO 122.1R 115.3T (SAN DIEGO FSS)
Ⓡ SOCAL APP/DEP CON 127.3
TOWER 118.6 (1500–0600Z‡) GND CON 121.8 CLNC DEL 134.85
AIRSPACE: CLASS D svc 1500–0600Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE CRQ.
OCEANSIDE (H) VORTAC 115.3 OCN Chan 100 N33°14.44' W117°25.06' 119° 9.7 NM to fld. 53/15E.
ILS 108.7 I–CRQ Rwy 24. Unmonitored when twr clsd.



CASTLE (See ATWATER)

CATALINA (See AVALON)

CEDARVILLE (O59) 2 N UTC−8(−7DT) N41°33.16' W120°09.98' KLAMATH FALLS
4623 B S2 FUEL 100LL TPA—5623(1000) L–1A, 7A
RWY 01–19: H4415X50 (ASPH) S–12.5 MIRL
RWY 01: Thld dsplcd 320'. Road. RWY 19: Fence.
AIRPORT REMARKS: Attended 1600–0100Z‡. ACTIVATE MIRL Rwy 01–19—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RENO FSS (RNO) TF 1–800–WX–BRIEF. NOTAM FILE RNO.
RADIO AIDS TO NAVIGATION: NOTAM FILE LKV.
LAKEVIEW (H) VORTACW 112.0 LKV Chan 57 N42°29.57' W120°30.43' 146° 58.4 NM to fld. 7460/19E.
HIWAS.



CHANDLER N36°43.44' W119°50.02' NOTAM FILE FCH. SAN FRANCISCO
NDB (HW) 344 FCH at Fresno-Chandler Downtown. Unmonitored. L–2E
NDB unusable 200°–230° byd 40 NM blo 8,500'.

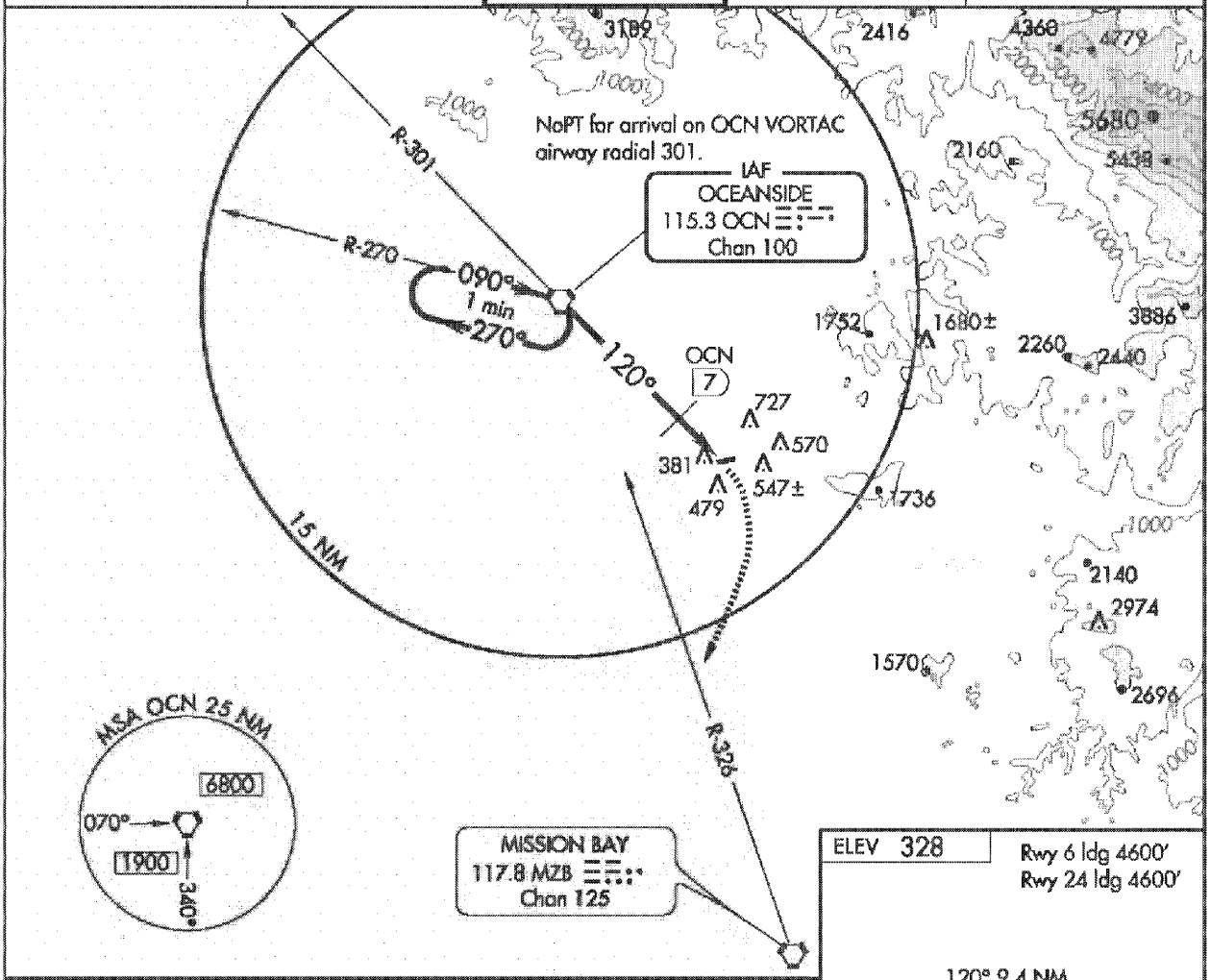
VORTAC OCN 115.3 Chan 100	APP CRS 120°	Rwy Idg N/A TDZE N/A Apt Elev 328

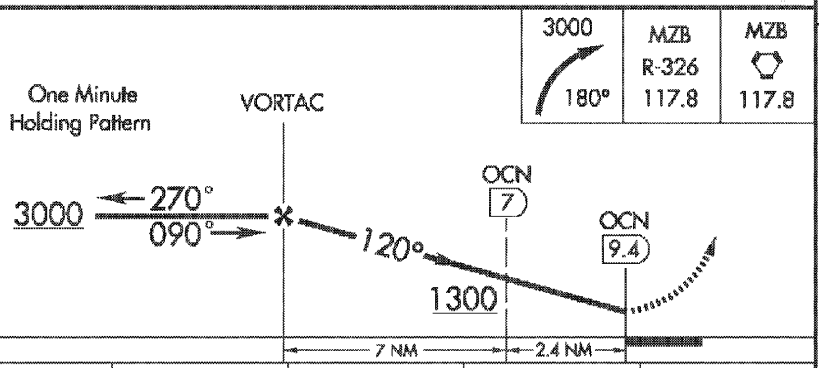
VOR-A

CARLSBAD/MC CLELLAN-PALOMAR (CRQ)

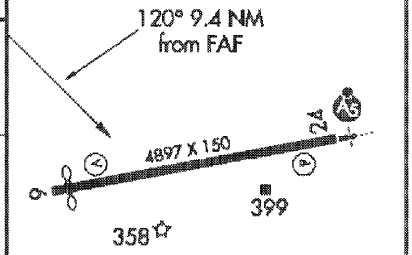
MISSED APPROACH: Climbing right turn to 3000 via heading 180° and MZB R-326 to MZB VORTAC.

ATIS	SOCAL APP CON	PALOMAR TOWER*	GND CON	CLNC DEL
120.15	127.3 323.0	118.6 (CTAF) Ⓤ 392.0	121.8	134.85





3000	MZB	MZB
180°	R-326 117.8	117.8



CATEGORY	A	B	C	D
CIRCLING	1300-1¼ 972 (1000-1¼)	1300-1½ 972 (1000-1½)	1300-3 972 (1000-3)	NA
DME MINIMUMS				
CIRCLING	860-1 532 (600-1)	1000-1 672 (700-1)	1020-2 692 (700-2)	NA

REIL Rwy 24
HIRL Rwy 6-24

FAF to MAP 9.4 NM					
Knots	60	90	120	150	180
Min:Sec	9:24	6:16	4:42	3:46	3:08

SW-3,14 APR 2005

SW-3,14 APR 2005

WAAS	APP CRS	Rwy Idg	4600
Chan 65603	245°	TDZE	326
W24A		Apt Elev	331

RNAV (GPS) RWY 24

CARLSBAD/MC CLELLAN-PALOMAR (CRQ)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F).

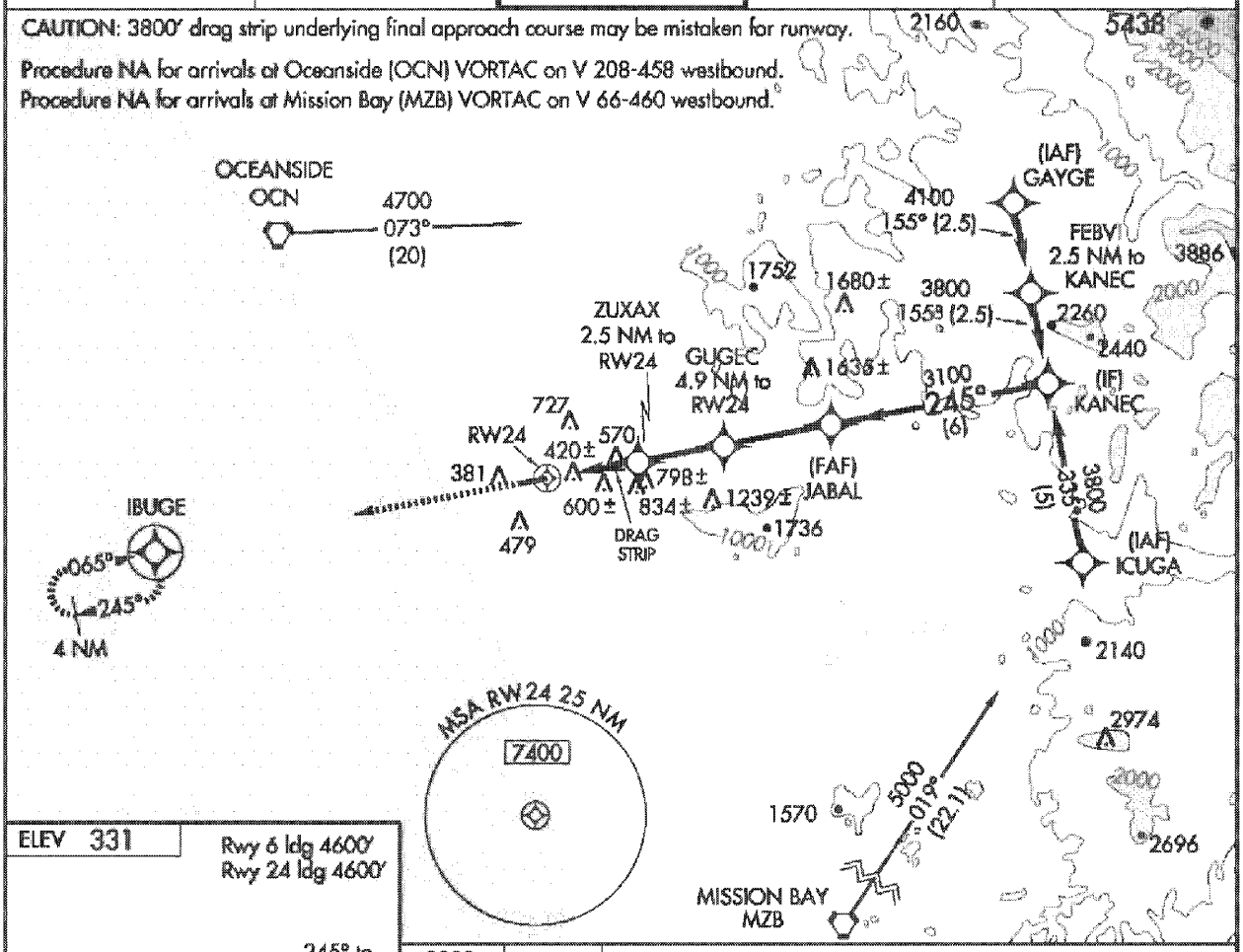
MALSR

MISSED APPROACH: Climb to 2000 direct IBUGE WP and hold.

ATIS	SOCAL APP CON	PALOMAR TOWER*	GND CON	CLNC DEL
120.15	127.3 323.0	118.6 (CTAF) L 392.0	121.8	134.85

CAUTION: 3800' drag strip underlying final approach course may be mistaken for runway.

Procedure NA for arrivals at Oceanside (OCN) VORTAC on V 208-458 westbound.
Procedure NA for arrivals at Mission Bay (MZB) VORTAC on V 66-460 westbound.



SW-3,14 APR 2005

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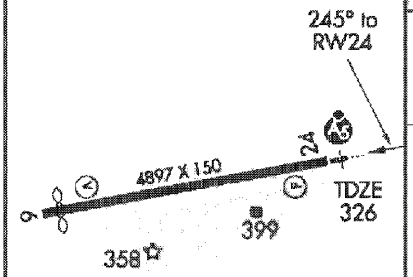
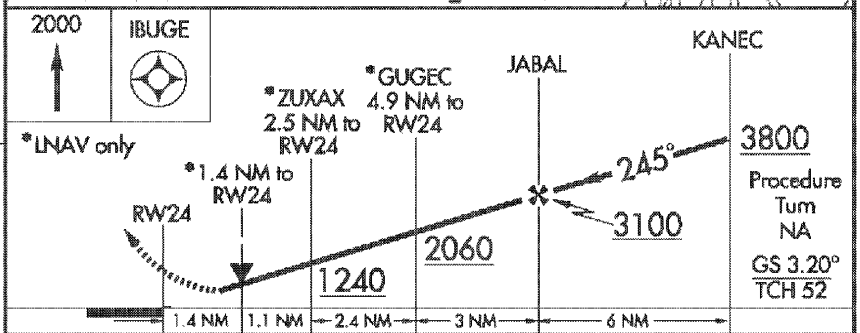
ELEV 331

Rwy 6 ldg 4600'
Rwy 24 ldg 4600'





CATEGORY	A	B	C	D
LPV DA	700/40 374 (400-¾)			NA
LNAV/VNAV DA	1000-1¾ 674 (700-1¾)			NA
LNAV MDA	860/24 534 (600-½)		860/50 534 (600-1)	NA
CIRCLING	1000-1¾ 669 (700-1¾)		1080-1¾ 749 (800-1¾)	NA

REIL Rwy 24
HIRL Rwy 6-24

LOC I-CRQ	APP CRS	Rwy ldg	4600
108.7	245°	TDZE	326
		Apt Elev	328

ILS RWY 24

CARLSBAD/MC CLELLAN-PALOMAR (CRQ)

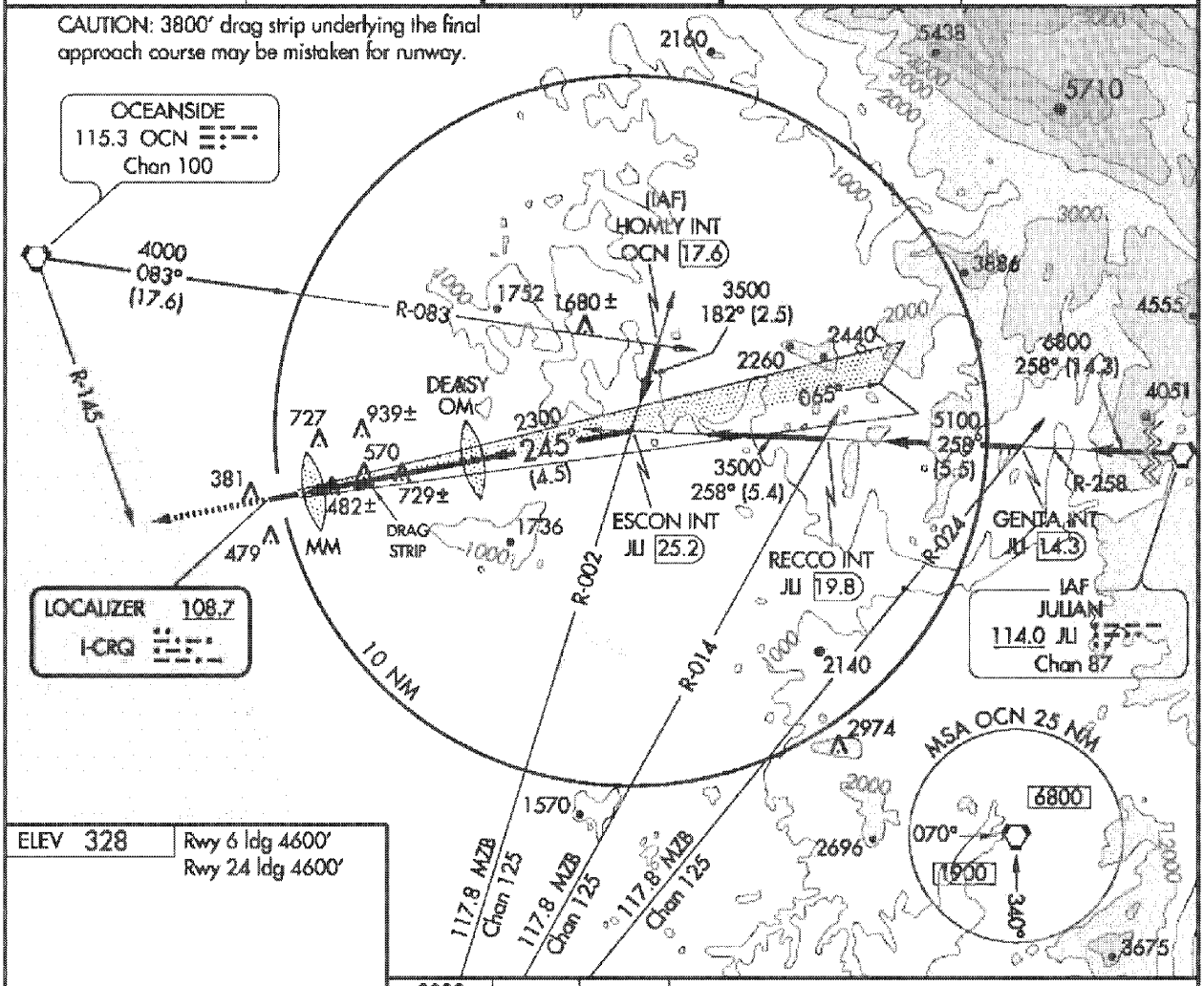
Inoperative table does not apply to S-ILS 24.
For inoperative MALSR increase S-LOC Category A/B visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 3000 via heading 245° and OCN R-145 to OCN VORTAC.

ATIS	SOCAL APP CON	PALOMAR TOWER *	GND CON	CLNC DEL
120.15	127.3 323.0	118.6 (CTAF) 392.0	121.8	134.85

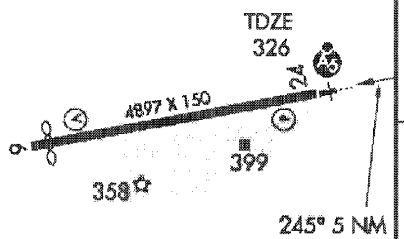
CAUTION: 3800' drag strip underlying the final approach course may be mistaken for runway.

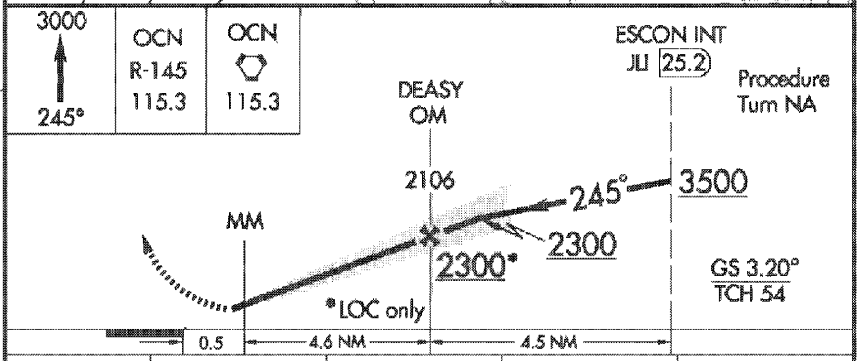


SW-3,14 APR 2005

SW-3,14 APR 2005

ELEV 328 | Rwy 6 ldg 4600' | Rwy 24 ldg 4600'





REIL Rwy 24
HIRL Rwy 6-24

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-ILS 24	526/40 200 (200-½)			NA
S-LOC 24	980/40 654 (700-½)		980/60 654 (700-1¼)	NA
CIRCLING	980-1 652 (700-1)	1000-1 672 (700-1)	1020-2 692 (700-2)	NA

AIRPORT DIAGRAM

AL-5310 (FAA)

CARLSBAD/ MC CLELLAN-PALOMAR (CRQ)
CARLSBAD, CALIFORNIA

SW-3,14 APR 2005

SW-3,14 APR 2005

AIRPORT DIAGRAM

CARLSBAD, CALIFORNIA
CARLSBAD/ MC CLELLAN-PALOMAR (CRQ)

03247

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Minimums Notes for alternate airfield suitablity.

NAME — ALTERNATE MINIMUMS

BAKERSFIELD, CA
MEADOWS FIELD ..... **ILS or LOC Rwy 30R**
NDB Rwy 30R
NA when control tower closed.

BLYTHE, CA
BLYTHE ..... **VOR /DME-A**
VOR/DME Rwy 26
Category D, 900-2¾.

BURBANK, CA
BOB HOPE ..... **ILS Rwy 8**[1]
LOC Rwy 8,900-3
[1]Category D, 700-2.

CARLSBAD, CA
McCLELLAN-PALOMAR ..... **ILS Rwy 24**[12]
VOR-A[3]
[1]NA when control tower closed.
[2]ILS, 700-2.
[3]Categories A,B, 1000-2; Category C, 1000-3.

CHINO, CA
CHINO ..... **ILS Rwy 26R**
VOR or GPS-B
NA when control tower closed.

DAGGETT, CA
BARSTOW-DAGGETT **VOR or TACAN Rwy 22**
Categories A,B, 1300-2; Category C, 1400-3; Category D, 1500-3.

EL MONTE, CA
EL MONTE ..... **NDB or GPS-C**[1]
VOR or GPS-A[1]
VOR/DME or GPS-B[2]
NA when control tower closed.
[1]Categories A,B, 1000-2.
[2]Categories A,B, 1100-2.

NAME — ALTERNATE MINIMUMS

FULLERTON, CA
FULLERTON MUNI ..... **LOC Rwy 24**[1]
VOR-A[2]
[1]NA when control tower closed.
[2]Categories A,B, 1500-2.

HAWTHORNE, CA
HAWTHORNE MUNI ..... **LOC Rwy 25**
NA when control tower closed.

LA VERNE, CA
BRACKETT FIELD ..... **ILS Rwy 26L**
VOR or GPS-A[1]
NA when control tower closed.
[1]Category C, 800-2¼.

LANCASTER, CA
GENERAL WILLIAM J. FOX AIRFIELD ..... **VOR-B**
Categories A,B, 1000-2; Categories C,D, 1000-3.

LOMPOC,CA
LOMPOC ..... **VOR/DME-A**
Categories A,B, 900-2.

LONG BEACH, CA
LONG BEACH(DAUGHERTY FIELD) ..... **ILS Rwy 30**[1]
NDB Rwy 30[2]
VOR or TACAN Rwy 30[2]
NA when control tower closed.
[1]ILS, Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾. LOC, Categories A,B, 900-2, Category C, 900-2½; Category D, 900-2¾.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

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NAME ALTERNATE MINIMUMS

LOS ANGELES, CA

WHITEMAN ..... **VOR-A**
Categories A,B, 900-2; Category C, 900-2½.
NA when control tower closed.

NEEDLES, CA

NEEDLES ..... **VOR-A**
Category D, 800-2½.

OCEANSIDE, CA

OCEANSIDE MUNI ..... **VOR-A**
Categories A,B, 1200-2.

ONTARIO, CA

ONTARIO INTL ..... **NDB Rwy 26L**
Categories C,D, 800-2½.

OXNARD, CA

OXNARD ..... **ILS Rwy 25**
NA when control tower closed.
ILS, Category D, 700-2.

PALM SPRINGS, CA

JACQUELINE COCHRAN
REGIONAL ..... **VOR-A**
NA when control tower closed.
Categories A,B, 1300-2; Categories C,D, 1300-3.

PALM SPRINGS
INTL ..... **VOR or GPS-B**
Categories A,B, 1900-2; Categories C,D, 1900-3.

PASO ROBLES, CA

PASO ROBLES MUNI ..... **VOR or GPS-A**
Categories A,B, 1300-2; Categories C,D, 1300-3.

RAMONA, CA

RAMONA ..... **VOR/DME or GPS-A**
Categories A,B 1200-2; Category C, 1200-3.

RIVERSIDE, CA

RIVERSIDE MUNI ..... **ILS Rwy 9**[12]
VOR or GPS-A[3]
VOR or GPS-B[4]
VOR or GPS Rwy 9[5]
[1]NA when control tower closed.
[2]Category C, 900-1¼;Category D, 900-2½.
[3]Categories A,B,1200-2;Categories C,D,1200-3.
[4]Categories A,B, 1600-2.
[5]Category C, 900-2¼; Category D, 900-2½.

NAME ALTERNATE MINIMUMS

SAN DIEGO, CA

BROWN FIELD MUNI ... **VOR or GPS-A**,800-2¾
NA when control tower closed.

MONTGOMERY FIELD ..... **ILS Rwy 28R**
NA when control tower closed.
Categories A,B, 900-2.

SAN DIEGO INTL ..... **ILS Rwy 9**[1]
LOC Rwy 27[2]
NDB Rwy 9[3]
NDB Rwy 27[4]
[1]ILS, Categories A,B, 800-2; Categories C,D, 900-2½. LOC, Categories C,D, 900-2½.
[2]Category B, 900-2; Categories C,D, 900-2½.
[3]Categories C,D, 900-2½.
[4]Categories A,B, 1200-2; Categories C,D,1200-3.

SAN DIEGO(EL CAJON), CA

GILLESPIE FIELD ..... **LOC-D**
NA when control tower closed.
Categories A,B, 2400-2; Categories C,D, 2400-3.

SAN LUIS OBISPO, CA

SAN LUIS COUNTY ..... **ILS Rwy 11**[1]
VOR or TACAN A[2]
[1]NA when control tower closed.
Categories A,B, 900-2; Category C, 1000-2¾; Category D, 1100-3.
[2]Categories A,B, 1500-2; Categories C,D, 1500-3.

SANTA ANA, CA

JOHN WAYNE AIRPORT-
ORANGE COUNTY ..... **ILS Rwy 19R**[12]
LDA Rwy 19R[35]
LOC BC Rwy 1L[2]
NDB Rwy 1L[45]
NDB Rwy 19R[5]
[1]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]NA when control zone not in effect.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[4]Categories A,B, 900-2; Category C, 900-2¼; Category D, 900-2½.
[5]NA when control tower closed.

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NAME ALTERNATE MINIMUMS

SANTA BARBARA, CA

SANTA BARBARA MUNI ..... **ILS Rwy 7**[12]
VOR or GPS Rwy 25[3]

[1]NA when control tower closed.
[2]ILS, Categories A,B, 800-2;Category C,800-2¼; Category D, 1000-3. LOC, Category C,800-2¼; Category D, 1000-3.
[3]Categories A,B, 1000-2; Categories C,D, 1000-3.

SANTA MARIA, CA

SANTA MARIA PUBLIC/CAPTAIN
G. ALLAN HANCOCK FIELD ..... **ILS Rwy 12**[14]
LOC/DME BC-A[24]
VOR Rwy 12[35]

[1]ILS, Category C, 700-2; Category D, 1100-3. LOC, Category D, 1100-3.
[2]Category A,B, 900-2; Category C, 900-2½; Category D, 1100-3.
[3]Category D, 1100-3.
[4]NA when control tower closed.
[5]NA when control tower closed except for operators with approved weather reporting service.

SANTA MONICA, CA

SANTA MONICA MUNI ..... **VOR or GPS-A**
Category A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

NAME ALTERNATE MINIMUMS

SANTA YNEZ, CA

SANTA YNEZ ..... **VOR or GPS-B**
Categories A,B, 1300-2.
NA except for operators with approved weather reporting service.

TORRANCE, CA

ZAMPERINI FIELD ..... **ILS Rwy 29R**[1]
VOR or GPS Rwy 11L,900-2[2]

[1]NA when control tower closed.
[2]NA when control tower closed except for operators with approved weather reporting service.

VAN NUYS, CA

VAN NUYS ..... **ILS Rwy 16R**[1]
LDA-C[2]
VOR or GPS-A[3]

[1]NA when control tower closed.
[2]Categories A, B, 1900-2; Categories C,D, 1900-3.
[3]Category D, 800-2¼.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned another DP or radar vector by ATC, this procedure may be flown to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: FAR 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

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NAME	TAKE-OFF MINIMUMS

APPLE VALLEY, CA

APPLE VALLEY

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1 or std. with a min. climb gradient of 340' per NM until 5800. **Rwy 8,18,26,** NA.

DEPARTURE PROCEDURE: Use EXCON ONE RNAV DEPARTURE. **Rwy 8,18,26,** NA.

AVALON, CA

CATALINA

DEPARTURE PROCEDURE: **Rwys 4,22,** climb straight ahead to 2300 then proceed on course.

BAKERSFIELD, CA

BAKERSFIELD MUNI

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 230' per NM to 500. **Rwy 34,** 400-2 or std. with a min. climb of 400' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 16,** turn right. **Rwy 34,** turn left. **All aircraft** climb direct EHF VORTAC. Aircraft departing EHF R-120 CW R-360, climb on course, all others continue climb in EHF VORTAC holding pattern (NW, right turns, 144° inbound) to cross EHF at or above 4000, before proceeding on course.

NOTE: 120' powerlines on centerline, 2551' from departure end of runway 16.

NAME	TAKE-OFF MINIMUMS

BAKERSFIELD, CA (CON'T)

MEADOWS FIELD

DEPARTURE PROCEDURE: **All aircraft** climbing right turn direct EHF VORTAC. Aircraft departing EHF R-180 CW R-350 climb on course. All others continue climb northwestbound via EHF R-324, then climbing left turn to cross EHF VORTAC at or above: EHF R-110 CW R-179 3000; EHF R-351 CW R-109 4000.

BIG BEAR, CA

BIG BEAR CITY

TAKE-OFF MINIMUMS: **Rwy 8,** 1200-2 or std. with a min. climb of 282' per NM to 8000. **Rwy 26,** NA.

DEPARTURE PROCEDURE: Use OKACO RNAV DEPARTURE. **Rwy 26,** NA.

BLYTHE, CA

BLYTHE

TAKE-OFF MINIMUMS: **Rwy 26,** 700-2 or std. with a min. climb of 330' per NM to 1100.

DEPARTURE PROCEDURE: **Rwys 8,17,35,** turn right. **Rwy 26,** turn left, climb to 1500 via heading 180° and BLH R-120, then climbing left turn direct BLH VORTAC, MCA 2000.

BORREGO SPRINGS, CA

BORREGO VALLEY

TAKE-OFF MINIMUMS: **Rwy 7,** 1100-2 or std. with a min. climb of 290' per NM to 1700. **Rwy 25,** NA.

DEPARTURE PROCEDURE: **Rwy 7,** use ERNUF RNAV DEPARTURE. **Rwy 25,** NA.

BRAWLEY, CA

BRAWLEY MUNI

TAKE-OFF MINIMUMS: **Rwy 26,** NA.

DEPARTURE PROCEDURE: **Rwy 8,** turn right. Climb to 3000 via IPL R-009 to IPL VORTAC, then climb on course.

BURBANK, CA

BOB HOPE

TAKE-OFF MINIMUMS: **Rwy 8,** Cats A,B 1500-2 or std. with 480' per NM to 2400. Cats C,D 2300-2 or std. with 650' per NM to 3200. **Rwy 15,** 1300-2 or std. with 290' per NM to 2100. **Rwy 33,** 1100-2 or std. with 390' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 26,** climb direct VNY VOR/DME. **Rwys 8,15,** climbing right turn. **Rwy 33,** climbing left turn direct to VNY VOR/DME. **All aircraft** continue climb to MEA. North/westbound via V326 to GINNA Int, south/eastbound via V186 to DARTS Int.

CALIFORNIA CITY, CA

CALIFORNIA CITY MUNI

DEPARTURE PROCEDURE: Use CALIFORNIA CITY (RNAV) DEPARTURE.

CALIPATRIA, CA

CLIFF HATFIELD MEMORIAL

DEPARTURE PROCEDURE: **Rwy 8,** climb runway heading to 400', then climbing right turn to 3000 via heading 200° and IPL R-336 to IPL VORTAC. **Rwy 26,** climb runway heading to 400', then climbing left turn to 3000 via IPL R-336 to IPL VORTAC.

CAMARILLO, CA

CAMARILLO

TAKE-OFF MINIMUMS: **Rwy 8,** 1100-2 or std. with a min. climb of 250' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 8,** climb to 2500 via CMA R-061. **Rwy 26,** climbing right turn to 2500 via CMA R-265. **All aircraft** climbing left turn direct CMA VOR/DME. Continue climb on course to assigned altitude.

CAMP PENDLETON MCAS (MUNN FIELD) (KNFG)

OCEANSIDE, CA

Rwy 3: Diverse departure not authorized.

Rwy 21: Obstacle identification surface begins 35' above departure end of rwy. Diverse departure authorized between 199° to 226° CW with a minimum obstacle climb rate of 430/NM to 800. 500-1 ceiling and vis authorized in lieu of minimum climb rate.

CARLSBAD, CA

MCCLELLAN-PALOMAR

TAKE-OFF MINIMUMS: **Rwy 6,** 1400-2 or std. with a min. climb of 260' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 6,** climbing left turn to 3100 heading 245°. **Rwy 24,** climb runway heading to 2800. **All aircraft** climb on course.

CHINO, CA

CHINO

TAKE-OFF MINIMUMS: **Rwy 3,** std. with a min. climb of 270' per NM to 4800. **Rwys 8L/R,** std. with a min. climb of 270' per NM to 4800. **Rwy 21,** Cat A/B std. with a min climb of of 290' per NM to 4800, Cat C/D std. with a min. climb of 400' per NM 4800. **Rwys 26L/R,** Cat A/B std. with a min. climb of 270' per NM to 4800, Cat C/D std. with a min. climb of 410' per NM to 4800.

DEPARTURE PROCEDURE: **Rwys 3, 8L/R,** climbing right turn direct PDZ VORTAC. **Rwys 21,26L/R,** climbing left turn direct PDZ VORTAC. **All aircraft** climb in PDZ VORTAC holding pattern (Hold E, right turns, 258° inbound) to the appropriate MEA.

NOTE: 108' AGL trees 1200' from departure end of runway 3, 600' left of centerline.

CORONA, CA

CORONA MUNI

TAKE-OFF MINIMUMS: **Rwy 7,** 1000-2 or std. with a min. climb of 310' per NM to 1700. **Rwy 25,** 600-2 or std. with a min. climb of 280' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 7,** climbing left turn. **Rwy 25,** climbing right turn. **All aircraft** continue climb direct to PDZ VORTAC. Aircraft departing PDZ R-091 CW R-140 and R-231 CW R-280 climb on course. All others continue climb in PDZ VORTAC holding pattern (Hold NE, right turns, 210° inbound) to cross PDZ VORTAC at or above: R-141 CW R-230 4000, R-281 CW R-090 6700.

DAGGETT, CA

BARSTOW-DAGGETT

TAKE-OFF MINIMUMS: **Rwy 22,** 1800-2 or std. with a min. climb of 380' per NM to 4000. **Rwy 26,** CAT C,D 2700-2 or std. with a min. climb of 380' per NM to 5000.

DEPARTURE PROCEDURE: **Rwys 4, 8,** climb direct DAG VORTAC. **Rwys 22, 26,** climbing right turn heading 090° and DAG R-223 to DAG VORTAC, then climb in DAG holding pattern (NE, right turns, 223° inbound) to 7500 before departing on course.

DELANO, CA

DELANO MUNI

TAKE-OFF MINIMUMS: **Rwy 32,** 400-1 or std. with a min. climb rate of 390' per NM to 400.

DEPARTURE PROCEDURE: **All runways** climb outbound via EHF R-324 to 2000, continue climb direct TTE VOR/DME; or, aircraft proceeding via V23 continue climb on course.

NOTE: 65' AGL tree 600' from departure end of runway, 500' left of centerline runway 14.

EDWARDS AF AUX NORTH BASE (9L2)

EDWARDS, CA

Rwy 6-24, climb on course, cross 15 NM from ARP at or above 4500.

EDWARDS AFB (KEDW)

EDWARDS, CA

Rwy 4, Radar Required, Climb 340/NM to 5500, track inbound on EDW R-223 to EDW VORTAC, then out EDW R-043. Climb as instructed, expect radar vectors after passing 4500 or climb on course, cross 15 NM from ARP at or above 4500. Rwy 22, Radar and DME Required. CAT ABC track outbound EDW R-223. At 12 DME turn right heading 020, intercept EDW R-247 to EDW VORTAC. Climb as instructed, expect radar vectors after passing 4500 or climb on course, cross 15 NM from ARP at or above 4500. CAT DE track outbound EDW R-223. At 12 DME turn right, intercept EDW R-247 to EDW VORTAC. Climb as instructed, expect radar vectors after passing 4500 or climb on course, cross 15 NM from ARP at or above 4500.

EL CENTRO NAF (KNJK)

EL CENTRO, CA

Rwy 8, 12: Aircraft assigned headings 270°CW through 300°-Standard with minimum climb of 220/NM to 8200.
Rwy 26: Aircraft assigned headings 250°CW through 320°-Standard with minimum climb of 230/NM to 8200.
Rwy 30: Aircraft assigned headings 250°CW through 320°-Standard with minimum climb of 250/NM to 6700.
Do not over-fly the US-Mexico border. Obstructions south of the border have not been evaluated for required clearance.

EL MONTE, CA

EL MONTE

TAKE-OFF MINIMUMS: **Rwy 1,** 600-1 or std. with a min. climb of 280' per NM to 1000. **Rwy 19,** 1200-2 or std. with min. climb of 230' per NM to 1900.
DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn. **Rwy 19,** climb runway heading to 800 then climbing left turn. **All aircraft** intercept PDZ R-278 to PDZ VORTAC. Aircraft departing PDZ R-091 CW R-280 climb on course. All others continue climb in PDZ holding pattern (NE, right turns, 210° inbound) to cross PDZ VORTAC at or above: R-281 CW R-090, 6700.

FALLBROOK, CA

FALLBROOK COMMUNITY AIRPARK

TAKE-OFF MINIMUMS: **Rwy 36,** CAT A,B, 700-2 or std. with a min. climb of 340' per NM to 5000.
DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 1200, then climbing left turn via heading 160° to join V208-458. Aircraft westbound proceed on course. Aircraft eastbound V208-458 proceed to VISTA Int and climb in holding pattern (E, left turns, 263° inbound) to 5000 before proceeding on course. **Rwy 36,** climb runway heading to 1500, then climbing right turn to intercept OCN VORTAC R-027 to TANNR Int before proceeding on course.

FULLERTON, CA

FULLERTON MUNI

TAKE-OFF MINIMUMS: **Rwy 6,** std. with a min. climb of 230' per NM to 900, or 1100-2½ for climb in visual conditions. **Rwy 24,** std. with a min. climb of 320' per NM to 2300, or 1100-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 6,** climbing right turn to 2300 direct SLI VORTAC, or for climb in visual conditions: cross Fullerton Airport southwest bound at or above 1100, then climb to 2300 via SLI R-020 to SLI VORTAC. **Rwy 24,** climbing left turn to 2300 direct SLI VORTAC, or for climb in visual conditions: cross Fullerton Airport southwest bound at or above 1100, then climb to 2300 via SLI R-020 to SLI VORTAC.
NOTE: **Rwy 6,** obstruction light 109' from departure end of runway, 117' left of centerline, 22' AGL/118' MSL. Train 122' from departure end of runway, 106' left of centerline, 23' AGL/121' MSL. Multiple poles 58' to 1003' from threshold centerline to 373' right of centerline, 39' AGL/135' MSL. Hopper on building 977' from departure end of runway, 468' left of centerline, 36' AGL/132' MSL. Light pole 1247' from threshold, 143' left of centerline, 35' AGL/131' MSL. Tree 1463' from departure end of runway, 35' left of centerline, 72' AGL/168' MSL. Obstruction light 1620' from departure end of runway, 318' right of centerline, 50' AGL/146' MSL. Pole 2234' from departure end of runway, 754' left of centerline, 78' AGL/174' MSL. Pole 3597' from departure end of runway, 793' left of centerline, 102' AGL/198' MSL. Building 3208' from departure end of runway, 820' right of centerline, 112' AGL/217' MSL. Tower 1 NM from departure end of runway, 1937' left of centerline, 94' AGL/267' MSL. Pole 1.6 NM from departure end of runway, 1.5 NM left of centerline, 90' AGL/575' MSL. Tower 1.1 NM from departure end of runway, 1.7 NM left of centerline, 130' AGL/729' MSL. Tower 2 NM northwest of departure end of runway, 760' AGL/820' MSL. **Rwy 24,** road 82' from departure end of runway, on centerline, 15' AGL/99' MSL. Light 85' from departure end of runway, 260' right of centerline, 25' AGL/110' MSL. Light 217' from departure end of runway, 320' left of centerline, 104' AGL/122' MSL. Antenna on building 272' from departure end of runway, 278' left of centerline, 31' AGL/116' MSL. Trees 253' from departure end of runway, 228' right of centerline, 57' AGL/142' MSL. Obstruction light 400' from departure end of runway, on centerline, 18' AGL/103' MSL. Trees 1336' to 2492' from departure end of runway, 160' left of centerline to 419' right of centerline, 70' AGL/155' MSL. Tower 1.3 NM from departure end of runway, 485' right of centerline, 759' AGL/820' MSL.

HAWTHORNE, CA

JACK NORTHROP FIELD/HAWTHORNE MUNI

TAKE-OFF MINIMUMS: **Rwy 7,** 300-2 or std. with a min. climb rate of 250' per NM to 400.
DEPARTURE PROCEDURE: **Rwy 7,** turn right, climb via heading 240°. **Rwy 25,** turn left, climb via heading 210°. **All runways** climb to 3000 via LAX R-170 to LIMBO Int.

HEMET, CA

HEMET-RYAN

TAKE-OFF MINIMUMS: **Rwys 4,22,** N/A-restricted to glider operations. **Rwy 5,** std. with a min. climb of 526' per NM to 5200, or 1400-2½ for climb in visual conditions. **Rwy 23,** std. with a min. climb of 414' per NM to 3200, or 1400-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** climbing left turn via HDF VOR R-084 to HDF VOR, thence...or climb in visual conditions to cross Hemet-Ryan Airport westbound at or above 2900, then climb via HDF VOR R-093 to HDF VOR, thence... **Rwy 23,** climbing right turn via HDF VOR R-108 to HDF VOR, thence...or climb in visual conditions to cross Hemet-Ryan Airport westbound at or above 2900, then climb via HDF VOR R-093 to HDF VOR, thence...

....climb in HDF VOR holding pattern, (SE, right turns, 315°inbound), to cross HDF VOR at or above MEA/MCA for direction of flight.

NOTE: **Rwy 5,** road and vehicle 200' from departure end of runway, on centerline, 15' AGL/1534' MSL. **Rwy 23,** road and vehicle 394' from departure end of runway, 545' left of centerline, 15' AGL/1524' MSL. Tree 1.4 NM from departure end of runway, 2613' right of centerline, 100' AGL/1979' MSL.

IMPERIAL, CA

IMPERIAL COUNTY

DEPARTURE PROCEDURE: **Rwys 8, 32,** turn right. **Rwy 14,** climb runway heading. **Rwy 26,** turn left. **All aircraft** climb direct IPL VORTAC.

IMPERIAL BEACH NOLF (REAM FIELD) (NRS)

IMPERIAL BEACH, CA

Diverse departures not authorized.

INYOKERN, CA

INYOKERN

TAKE-OFF MINIMUMS: **Rwys 2, 10, 15, 28, 33,** NA.

DEPARTURE PROCEDURE: **Rwy 20,** use LAKE HUGHES RNAV DEPARTURE.

LA VERNE, CA

BRACKETT FIELD

TAKE-OFF MINIMUMS: **Rwys 8L,8R,26L,26R,** 300-1.

DEPARTURE PROCEDURE: **Rwys 8L,8R,** climb runway heading to 1400, then climbing right turn heading 195°. **Rwys 26L,26R,** climb runway heading to 1400, then climbing left turn heading 130°. **All aircraft** intercept and climb via POM R-164 to PRADO Int. Aircraft departing PRADO Int heading 141°CW 290° climb on course. All others climb in PRADO holding pattern (N, right turns, 164°inbound) to depart PRADO Int at or above: 291°CW 340°, 4500; 341°CW 050°, 6800; 051°CW 090°, 5200; 091°CW 140°, 4200.

LANCASTER, CA

GENERAL WILLIAM J. FOX AIRFIELD

DEPARTURE PROCEDURE: Climb southeastbound on R-299 to PMD VORTAC. Depart PMD at published MCA for direction of flight.

LOMPOC, CA

LOMPOC

TAKE-OFF MINIMUMS: **Rwy 7,** std. with a min. climb of 425' per NM to 1400, or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7,** climbing right turn. For climb in visual conditions: cross Lompoc Airport eastbound at or above 1200 MSL. **Rwy 25,** turn right heading 130°.

All aircraft climb to 6000 via GVO R-278 to GVO VORTAC. Aircraft departing GVO R-120 CW R-020 climb on course, all others climb in GVO holding pattern (NW, right turns, 127°inbound) to depart GVO VORTAC at or above MEA for route of flight.

NOTE: **Rwy 7,** trees 3583' from departure end of runway, 2.3 NM right of centerline, 50' AGL/889' MSL. Trees 1.2 NM from departure end of runway, 2.2 NM right of centerline, 50' AGL/791' MSL. Trees 1.6 NM from departure end of runway, 1.9 NM right of centerline, 50' AGL/743' MSL.

LONG BEACH, CA

LONG BEACH (DAUGHERTY FIELD)

TAKE-OFF MINIMUMS: **Rwy 16L,** 500-1 or std. with a min. climb of 270' per NM to 400. **Rwy 16R,** 500-1 or std. with a min. climb of 464' per NM to 400. **Rwy 25L,** 300-1 or std. with a min. climb of 284' per NM to 300. **Rwys 34L, 34R,** 300-1.

DEPARTURE PROCEDURE: **Rwys 7L, 7R,** climb to 800, turn right direct SLI VORTAC and proceed to PADDR Int via R-210. **Rwy 12,** climb runway heading to intercept and proceed via SLI VORTAC R-210 to PADDR Int. **Rwys 16L,16R,** climb to 800, turn right heading 180°to intercept and proceed via SLI R-210 to PADDR Int. **Rwys 25L, 25R, 30,** climb to 800, turn left heading 200°to intercept and proceed via LAX R-145 to PADDR Int.

LOS ALAMITOS AAF (KSLI)

LOS ALAMITOS, CA

. . . . . Rwy 22L/R, 300-1*

*Or standard with minimum climb of 230/NM to 400. Rwy 4L/R climbing right turn; Rwy 22L/R climbing left turn. All aircraft climb direct SLI VORTAC. Aircraft departing SLI VORTAC R-040 CW 345 climb on course. All others continue climb via the SLI R-171 southbound then climbing right turn direct SLI VORTAC to cross at or above 4600'.

LOS ANGELES, CA

LOS ANGELES INTL

TAKE-OFF MINIMUMS: **Rwys 25L,25R,** turbojet std, non-turbojet std. with a min. climb of 360' per NM to 600.

DEPARTURE PROCEDURE: **Rwys 6L, 6R, 7L, 7R,** climb to 2000 heading 070°, then climbing right turn. **Rwys 24L, 24R,** climb to 3000 heading 250°, then climbing left turn. **Rwys 25L, 25R,** turbojet climb to 3000 heading 250°, then climbing left turn; non-turbojet climb via heading 250°, at the SMO 154°radial turn left heading 200°. Then all aircraft climb direct SLI VORTAC, then climb on course.

LOS ANGELES, CA (CON'T)

WHITEMAN

TAKE-OFF MINIMUMS: **Rwys 12, 30,** 2900-2 or std. with a min. climb of 350' per NM to 4300.

DEPARTURE PROCEDURE: **Rwy 12,** climbing right turn direct VNY VOR/DME. **Rwy 30,** climbing left turn heading 260°. **All aircraft** climb to 4500 via VNY R-325, then climbing left turn direct VNY VOR/DME.

MARCH ARB (KRIV)

RIVERSIDE, CA 04134

Rwy 32 standard with minimum climb of 280/NM to 6000. Diverse departure not authorized.

TAKE-OFF OBSTACLES: Rwy 14, aircraft at departure end of rwy, 265' left of centerline, 30' AGL/1514' MSL. Rwy 32, aircraft 30' beyond departure end of rwy, 272' right of centerline, 30' AGL/1564' MSL.

MIRAMAR MCAS (KNKX)

SAN DIEGO, CA

Diverse departures not authorized.

Rwy 6L/R 340° through 140° CW-Civil standard with minimum climb of 315 to 7600; Military, standard with minimum climb of 290 to 7000. Rwy 24L/R 340° through 140° CW-Civil, standard with minimum climb of 305 to 8000; Military, standard with minimum climb of 280 to 7000.

MOJAVE, CA

MOJAVE

TAKE-OFF MINIMUMS: **Rwys** 4, 8, 12, NA. **Rwy 22,** 900-5 or std. with a min. climb of 250' per NM to 4000. **Rwy 26,** 1500-5 or std. with a min. climb of 370' per NM to 4600. **Rwy 30,** Cat A/B 1700-5 or std. with a min. climb of 380' per NM to 4800. Cat C: 3200-7 or std. with a min. climb of 480' per NM to 6400.

DEPARTURE PROCEDURE: **Rwy 4, 8, 12,** NA. **Rwy 22,** climbing left turn heading to 9000 (or assigned altitude) heading 190° and LHS R-030 to LHS VORTAC. **Rwy 26,** climbing left turn to 9000 (or assigned altitude) heading 170° and LHS R-030 to LHS VORTAC. **Rwy 30,** climbing left turn to 9000 (or assigned altitude) heading 200° and PMD R-323. Then turn right via LHS R-030 to LHS VORTAC.

MURRIETA/TEMECULA, CA

FRENCH VALLEY

TAKE-OFF MINIMUMS: **Rwy 18,** NA. **Rwy 36,** 700-2 or std. with a min. climb of 340' per NM to 2200.

DEPARTURE PROCEDURE: **Rwy 36,** climb runway heading to 2200, then climbing left turn via HDF R-145 to HDF VOR. Aircraft departing HDF VOR 065° CW 352° climb on course. Aircraft departing northeastbound, climb in HDF holding pattern, (SE, right turns, 315° inbound) to depart HDF VOR at or above: 353° CW 054°, 6800; 055° CW 064°, 5800; before proceeding on course.

NEEDLES, CA

NEEDLES

DEPARTURE PROCEDURE: **Rwys 2, 29,** turn right. **Rwy 20,** turn left. **All aircraft** climb direct EED VORTAC, then continue climb on curse. Departures on V12, J6, and J8 cross EED VORTAC at or above 2600.

NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

SAN DIEGO, CA

Diverse departure not authorized.

Rwy 29, 600-2*

* Or standard with minimum climb of 500 ft/NM to 800 (civil); 430 ft/NM to 700 (military). Climb heading 289° to 800 (civil) or 700 (military) at NZY 1.6 DME climbing left turn to 2000 via heading 190° intercept NZY R-235 to PGY R-266, then radar vectors to filed route. TKOF Obstacles: 534 ft AMSL radio twr, 1.38 NM from DER. 426 ft AMSL terrain, 1.22 NM from DER.

OCEANSIDE, CA

OCEANSIDE MUNI

TAKE-OFF MINIMUMS: **Rwy 6,** 400-1 or std. with a min. climb of 320' per NM to 500. **Rwy 24,** 300-1 or std. with a min. climb of 670' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 6,** climbing right turn. **Rwy 24,** climbing left turn. **All aircraft** climb via heading 235° to 1500, then climbing right turn direct OCN VORTAC.

ONTARIO, CA

ONTARIO INTL

TAKE-OFF MINIMUMS: **Rwys 8L, 8R,** CAT C, D 1000-2 or std. with a min. climb of 220' per NM to 2200.

DEPARTURE PROCEDURE: **Rwys 8L, 8R,** climbing right turn. **Rwys 26L, 26R,** climbing left turn. **All aircraft** climb direct PDZ VORTAC. Aircraft departing PDZ R-091 CW R-140 and R-231 CW R-280 climb on course. All others continue climb in PDZ holding pattern (NE, right turns, 210° inbound) to cross PDZ VORTAC at or above: R-281 CW R-090, 6700; R-141 CW R-230, 4000.

OXNARD, CA

OXNARD

TAKE-OFF MINIMUMS: **Rwy 7,** 2100-5 or std. with a min. climb of 290' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 7,** climbing left turn. **Rwy 25,** climb runway heading. **All aircraft** continue climb to 6000 (or assigned altitude) via CMA R-249 to SQUID Int. Aircraft departing SQUID Int 040° CW 300° climb on course. All others continue climb in SQUID holding pattern (Hold W, right turns, 069° inbound) to cross SQUID INT at or above 2300.

NOTE: **Rwy 7,** 59' AGL tree 527' from departure end of runway, 501' left of centerline.

PALM SPRINGS, CA

BERMUDA DUNES

TAKE-OFF MINIMUMS: **Rwy 28,** CAT A,B 1200-2 or std. with a min. climb of 450' per NM to 1400. CAT C,D 2100-2 or std. with a min. climb of 490' per NM to 3400.

DEPARTURE PROCEDURE: **Rwy 10,** climbing right turn heading 150°. **Rwy 28,** climbing left turn heading 090°. **All aircraft** continue climb via TRM R-304 to TRM VORTAC. Aircraft departing TRM R-095 CW R-165 climb on course. All others continue climb in TRM holding pattern (E, right turns, 289° inbound) to cross TRM VORTAC at or above: R-166 CW 290°, 6500; 291° CW R-310, 4900; R-311 CW 094°, 3200.

JACQUELINE COCHRAN REGIONAL

TAKE-OFF MINIMUMS: **Rwy 30,** CAT C,D 3400-2 or std. with a min. climb of 410' per NM to 3700. **Rwy 35,** CAT A,B 400-2 or std. with a min. climb of 210' per NM to 400. CAT C,D 3400-2 or std. with a min. climb of 410' per NM to 3700.

DEPARTURE PROCEDURE: **Rwys 12,17,** climbing left turn. **Rwys 30,35,** climbing right turn heading 150°. Aircraft departing TRM R-101 CW R-139, climb on course. All others continue climb east- bound via the TRM R-109 then climbing right turn to cross TRM VORTAC at or above: R-304 CW R-100, 4000; R-140 CW R-199, 4700; R-200 CW R-303, 6600.

PALM SPRINGS INTL

TAKE-OFF MINIMUMS: **Rwys 13L,13R,** 500-2 or std. with a min. climb of 300' per NM to 1000. **Rwys 31L,31R,** CAT A/B std. with a min. climb of 320' per NM to 2000. CAT C/D std. with a min. climb of 380' per NM to 4500.

DEPARTURE PROCEDURE: **Rwys 13L,13R,** turn left heading 090° to intercept TRM R-304 to TRM VORTAC. **Rwys 31L, 31R,** turn right direct PSP VORTAC, then via PSP R-124 and TRM R-304 to TRM VORTAC. **All aircraft** climb in TRM holding pattern (E, right turns, 289° inbound) until reaching MEA or MCA for route of flight.

PALMDALE, CA

PALMDALE PRODUCTION FLT/TEST INSTLN AF PLANT 42

TAKE-OFF MINIMUMS: **Rwy 22,** 1000-1 or std. with a min. climb of 260' per NM to 4200.

DEPARTURE PROCEDURE: **Rwys 4, 7,** turn left. **Rwys 22, 25,** turn right. Eastbound V12, J6 climb on course. All others climb on R-298 to FISCH Int. (northwestbound climb in holding pattern SE, left turns, 298° inbound. Depart at 8100), continue climb direct PMD VORTAC to depart at or above published MCA.

PASO ROBLES, CA

PASO ROBLES MUNI

DEPARTURE PROCEDURE: All departures maintain 250 kts or less until inbound to PRB. **Rwy 1,** climb to 3000 via heading 280° to intercept PRB R-326 outbound. V248 northbound climb on course. All others climbing right turn to 4500 direct PRB. **Rwy 13,** climb to 3000 via heading 160° to intercept PRB R-133 outbound. V25 southbound continue climb on course. All others climbing right turn to 4500 direct PRB. **Rwy 19,** climb to 3000 via heading 150° to intercept PRB R-179 outbound. V113 southbound continue climb on course. All others climbing left turn to 4500 direct PRB. **Rwy 31,** climb to 3000 via heading 340° to intercept PRB R-326 outbound. V248 northbound climb on course. All others climbing right turn to 4500 direct PRB.

POINT MUGU NAS (NAVAL BASE VENTURA CO) (KNTD)

OXNARD, CA

Diverse departure not authorized. Take-off minimums 600-2. Caution: Mountainous terrain East through North. Rwy 9 departures are not authorized.

Rwy 3-21: Obstacle ident surface begins 10' above departure end of runway.

Obstacles: 104' (MSL) tower from departure end of runway-Rwy 3: 211° 5481', Rwy 21: 056° 5896', Rwy 27: 126° 2077'. 86' (MSL) tower from departure end of runway: 128° 2010'.

RAMONA, CA

RAMONA

TAKE-OFF MINIMUMS: **Rwy 9,** CAT A,B 1100-2 or 700-1 with min. climb of 260' per NM to 2700. CAT C 2800-2 or 700-2 with a min climb of 360' per NM to 4600. **Rwy 27,** 800-2 or std. with a min. climb of 280' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 9,** turn left. **Rwy 27,** turn right. Climb to 5000 via OCN R-100 to intercept MZB R-007 to BONDO Int. Continue climb via V208/458 to at or above MEA.

REDLANDS, CA

REDLANDS MUNI

TAKE-OFF MINIMUMS: **Rwy 8,** NA. **Rwy 26,** 1700-2 or std. with a min. climb of 300' per NM to 4000.

DEPARTURE PROCEDURE: Climbing left turn direct PDZ VORTAC. Aircraft departing PDZ VORTAC R-091 CW R-140 and R-231 CW R-280 climb on course. All others continue in PDZ VORTAC holding pattern (hold NE, right turns, 210° inbound) to cross PDZ VORTAC at or above, R-281 CW R-090, 7700; R-141 CW R-230, 4900.

RIALTO, CA

RIALTO MUNI-MIRO FIELD

TAKE-OFF MINIMUMS: **Rwys 17, 35,** NA.

DEPARTURE PROCEDURE: **Rwy 6,** climbing right turn. **Rwy 24,** climbing left turn. **All aircraft** climb via PDZ R-012 to PDZ VORTAC. Aircraft departing PDZ R-091 CW R-140 and R-231 CW R-280 climb on course. All others continue climb in PDZ holding pattern (NE, right turns, 210 °inbound) to cross PDZ VORTAC at or above: R-281 CW R-090, 6700; R-141 CW R-230, 4000.

RIVERSIDE, CA

RIVERSIDE MUNI

TAKE-OFF MINIMUMS: **Rwy 9,** CAT A,B 1200-2 or std. with a min. climb of 210' per NM to 2300. CAT C,D 2100-2 or std. with a min. climb of 240' per NM to 3500. **Rwy 16,** NA. **Rwy 27,** CAT C,D 2400-2 or std. with a min. climb of 230' per NM to 3800. **Rwy 34,** CAT A,B 700-2 or std. with a min. climb of 400' per NM to 1600. CAT C,D 1600-2 or std. with a min. climb of 400' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 9,** climbing right turn. **Rwy 34,** climbing left turn. **Rwy 27,** climb heading 280 °to 2000, then climbing left turn. **All aircraft** climb direct PDZ VORTAC. Aircraft departing PDZ R-091 CW R-140 and R-231 CW R-280 climb on course. All others continue climb in PDZ holding pattern (NE, right turns, 210 °inbound) to cross PDZ VORTAC at or above: R-281 CW R-090, 6700; R-141 CW R-230, 4000; or Airway MEA.

SAN BERNARDINO, CA

SAN BERNARDINO INTL

TAKE-OFF MINIMUMS: **Rwy 6,** CAT A,B 2100-2 or std. with a min. climb of 340' per NM to 3700. CAT C,D 3100-2 or std. with a min. climb of 480' per NM to 4600.

DEPARTURE PROCEDURE: **Rwy 6,** climbing right turn. **Rwy 24,** climbing left turn. **All aircraft** climb direct PDZ VORTAC. Aircraft departing PDZ R-091 CW R-140 and R-231 CW R-280 climb on course. All others continue climb in PDZ holding pattern (Hold NE, right turns, 210 °inbound) to cross PDZ VORTAC at or above: R-281 CW R-090, 7700; R-141 CW R-230, 4900.

SAN CLEMENTE ISLAND NALF (FREDERICK SHERMAN FLD) (NUC)

SAN CLEMENTE ISLAND, CA

Diverse departures not authorized between 090 °to 160 °clockwise bearing from ARP.

SAN DIEGO, CA

BROWN FIELD MUNI

TAKE-OFF MINIMUMS: **Rwys 8L, 8R,** CAT A,B 1900-2 or std. with a min. climb of 460' per NM to 2600. CAT C,D 3100-3 or std. with a min. climb of 520' per NM to 3900.

DEPARTURE PROCEDURE: **Rwys 8L, 8R,** climbing left turn. **Rwys 26L, 26R,** climbing right turn. **All aircraft** climb heading 280 °to intercept MZB R-160 northwestbound to MZB VORTAC.

SAN DIEGO, CA (CON'T)

MONTGOMERY FIELD

TAKE-OFF MINIMUMS: **Rwy 5,** 1500-2 or std. with a min. climb of 290' per NM to 1700.

DEPARTURE PROCEDURE: **Rwys 5, 10L/R,** climbing right turn. **Rwys 28L/R,** climbing left turn. **All aircraft** climb direct to MZB VORTAC. Aircraft departing MZB R-090 CW R-360 climb on course. All others climb in MZB holding pattern (W, right turns, 075 °inbound) to cross MZB VORTAC at or above 1800.

SAN DIEGO INTL

TAKE-OFF MINIMUMS: **Rwy 9,** CAT A,B 400-1 or 300-1 with a min. climb of 610' per NM to 600. CAT C,D 300-1 with a min. climb of 610' per NM to 2300. **Rwy 27,** 300-1½ or std. with a min. climb of 317' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 9,** climb runway heading to 600, then climbing left turn direct MZB VORTAC. **Rwy 27,** climb runway heading to 900, then climbing right turn direct MZB VORTAC. Aircraft departing MZB VORTAC R-180 CW R-360 climb on course. All others climb in MZB VORTAC holding pattern (W, right turns, 075 °inbound) to cross MZB VORTAC at or above 2000.

NOTE: **Rwy 9,** trees 792' from departure end of runway, 142' left of centerline, 60' AGL/99' MSL. Antenna 740' from departure end of runway, 302' right of centerline, 62' AGL/82' MSL. Antenna 1946' from departure end of runway, 969' left of centerline, 126' AGL/192' MSL. Trees 1377' from departure end of runway, 285' left of centerline, 80' AGL/135' MSL. Trees 4625' from departure end of runway, 1414' left of centerline, 250' AGL/385' MSL. **Rwy 27,** trees 1 mile from departure end of runway, 685' right of centerline, 220' AGL/253' MSL. Trees 3118' from departure end of runway, 846' right of centerline, 120' AGL/149' MSL. Flagpole 2511' from departure end of runway, 700' left of centerline, 90' AGL/116' MSL.

SAN DIEGO (EL CAJON), CA

GILLESPIE FIELD

TAKE-OFF MINIMUMS: **Rwys 9L, 9R,** 900-2 or std. with a min. climb of 1000' per NM to 1600. **Rwy 17,** 500-1 or std. with a min. climb of 260' per NM to 800. **Rwys 27L, 27R,** CAT A,B 500-1 or std. with a min. climb of 370' per NM to 900. CAT C,D 2500-2 or std. with a min. climb of 370' per NM to 2500. **Rwy 35,** 1300-2 or std. with a min. climb of 460' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 9L, 9R, 27L, 27R,** climbing right turn. **Rwys 17, 35,** climbing left turn. **All aircraft** climb via heading 165 °and MZB R-076 to MZB VORTAC.

14 APR 2005

14 APR 2005

SAN LUIS OBISPO, CA

SAN LUIS COUNTY REGIONAL

TAKE-OFF MINIMUMS: **Rwys 7, 25,** NA. **Rwy 11,** 1800-2 or std. with a min. climb of 320' per NM to 2300. **Rwy 29,** 1200-2 or std. with a min. climb of 390' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 11,** climb runway heading to 900, then climbing right turn direct MQO VORTAC. **Rwy 29,** climb via runway heading and MQO R-050 to MQO VORTAC. **All aircraft** departing on MQO R-130 CW R-320 climb on course. All others continue climbing in MQO holding pattern (SE, left turns, 306°inbound) to cross MQO VORTAC at or above 4000.

SAN NICOLAS ISLAND NOLF (NSI)

SAN NICOLAS ISLAND, CA

Cross DER at or above 10' AGL/494' MSL.

Diverse departures authorized between 300°CW to 120°from the ARP.

TAKE-OFF OBSTACLES: Rwy 30: 8' AGL/492' MSL localizer antenna 48' from DER on centerline.

SANTA ANA, CA

JOHN WAYNE AIRPORT-ORANGE COUNTY

DEPARTURE PROCEDURE: **All runways** climb runway heading to 700. **Rwys 1L, 1R,** turn left. **Rwys 19L, 19R,** turn right. **All aircraft** climb direct SLI VORTAC. Aircraft departing SLI R-040 CW R-345 climb on course. All others continue climbing via SLI R-171 southbound then climbing right turn direct SLI VORTAC to cross at or above 4600.

SANTA BARBARA, CA

SANTA BARBARA MUNI

TAKE-OFF MINIMUMS: **Rwy 33L, 33R,** NA.

DEPARTURE PROCEDURE: **Rwy 7,** turn right heading 170°. **Rwy 25,** turn left heading 155°. **Rwys 15L, 15R,** climb runway heading. **All aircraft** climb via RZS R-185 to GOLET Int. Aircraft departing GOLET Int 050° CW 300°climb on course. All others continue climb in GOLET holding pattern (SE, right turns, 307°inbound) to cross GOLET Int at or above 2800, then climb on course.

SANTA MARIA, CA

SANTA MARIA PUBLIC/ CAPTAIN G. ALLAN HANCOCK FIELD

TAKE-OFF MINIMUMS: **Rwy 12,** CAT C,D 3400-2 or std. with a min. climb of 310' per NM to 3600. **Rwy 20,** CAT A,B 1300-2 or std. with a min. climb of 250' per NM to 1500; CAT C,D 1600-2 or std. with a min. climb of 250' per NM to 2100.

DEPARTURE PROCEDURE: **Rwys 2, 12,** climbing left turn. **Rwy 20,** climbing right turn. **Rwy 30,** climb via runway heading. **All aircraft** climb direct GLJ VOR. Continue climb via GLJ R-300 northwestbound to 2000, then continue climbing direct MQO VORTAC.

NOTE: 400' - 550' trees beginning ¾ mile from departure end of Rwy 12.

SANTA MONICA, CA

SANTA MONICA MUNI

TAKE-OFF MINIMUMS: **Rwy 3,** 700-2 or std. with a min. climb of 290' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 3,** climb to 1000, then climbing right turn direct SMO VOR/DME. Proceed via SMO R-261 to SADDE Int. **Rwy 21,** climbing right turn to intercept SMO R-250 and FIM R-148 to SADDE Int. **All aircraft** continue climb on course.

SANTA YNEZ, CA

SANTA YNEZ

TAKE-OFF MINIMUMS: **Rwy 8,** CAT C,D 1100-2 or std. with a min. climb of 280' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 8,** turn left, climb to 6000 heading 260°and V27 to ORCUT Int. **Rwy 26,** climb to 6000 via RZS R-275 and V27 to ORCUT Int.

SHAFTER, CA

SHAFTER-MINTER FIELD

DEPARTURE PROCEDURE: **Rwys 12, 16,** turn right. **Rwys 30, 34,** turn left. Climb westbound to 4000 via V248. Westbound aircraft continue at 4000 on course. Eastbound aircraft turn right at 4000 direct EHF VORTAC WIE until UFN.

TORRANCE, CA

ZAMPERINI FIELD

TAKE-OFF MINIMUMS: **Rwys 11L, 11R,** 400-1 or std. with a min. climb of 325' per NM to 500.

DEPARTURE PROCEDURE: **Rwys 29L, 29R,** climb runway heading. **Rwys 11L, 11R,** climbing left turn to heading 290°. Both departures climb to 3000, intercept LAX R-170 to LIMBO Int.

TWENTYNINE PALMS, CA

TWENTYNINE PALMS

TAKE-OFF MINIMUMS: **Rwy 17,** NA. **Rwys 8, 26, 35,** std. with a min. climb of 280' per NM to 5500.

DEPARTURE PROCEDURE: **Rwys 8, 26, 35,** turn right direct TNP VORTAC. Eastbound on V264 continue climb on course. All others climb in TNP holding pattern (E, left turns, 255°inbound) to cross TNP VORTAC at or above 6000 before proceeding on course. Northeast bound on V514-538 cross TNP VORTAC at or above 7900.

TWENTYNINE PALMS EAF (NXP)

TWENTYNINE PALMS, CA

Diverse departure not authorized.

UPLAND, CA

CABLE

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb of 240' per NM to 1900.

DEPARTURE PROCEDURE: **Rwy 6,** climbing right turn. **Rwy 24,** climbing left turn. **All aircraft** climb direct PDZ VORTAC. Aircraft departing PDZ R-091 CW R-140 and R-231 CW R-280 climb on course. All others continue climb in PDZ holding pattern (E, right turns, 258° inbound) to cross PDZ VORTAC at or above: R-281 CW R-090, 6700; R-141 CW R-230, 4000.

VAN NUYS, CA

VAN NUYS

TAKE-OFF MINIMUMS: **Rwys 16L, 16R,** 2500-2 or std. with a min. climb of 300' per NM to 3800.
Rwys 34L, 34R, 3300-2 or std. with a min. climb of 425' per NM to 4500.

DEPARTURE PROCEDURE: **Rwys 16L, 16R,** climbing left turn. **Rwys 34L, 34R,** climbing right turn.
All aircraft intercept VNY R-095 to DARTS Int. Aircraft eastbound via V186 and southeastbound via V459 climb on course. All others, continue climbing right turn direct VNY VOR/DME before proceeding on course.

VANDENBERG AFB (KVBG)

LOMPOC, CA 04078

Rwy 30: RADAR required. Climb on track 302° to 4000, then as instructed by LA Center before proceeding on course. CAUTION - Departure procedure enters uncontrolled airspace.

Rwy 12: RADAR required. Climb on track 116° to 6000, then as instructed by LA Center before proceeding on course.

TAKE-OFF OBSTACLES: Rwy 12, 107' trees 4551' from departure end of rwy, 1478' right of centerline.

VICTORVILLE, CA

SOUTHERN CALIFORNIA LOGISTICS

TAKE-OFF MINIMUMS: **Rwy 3,** 600-2¼ or std. with a min. climb of 280' per NM to 3500.

DEPARTURE PROCEDURE: **Rwys 3, 35,** climbing left turn heading 220°. **Rwys 17, 21,** climbing right turn heading 325°. **All aircraft** climb via VCV R-269 to ETHER Int. Aircraft departing ETHER Int 220° CW 120° climb on course. All others climb in ETHER Int. holding pattern (E, left turns, 247° inbound) to depart ETHER Int. at or above 8500.

NOTE: **Rwy 17,** cross departure end of runway at or above 35' AGL/2912' MSL. Antenna 703' from departure end of runway, 203' left of centerline, 25' AGL/2902' MSL.

Section 9. Automatic Terminal Information Service Procedures

2-9-1. APPLICATION

Use the ATIS, where available, to provide advance noncontrol airport/terminal area and meteorological information to aircraft.

a. Identify each ATIS message by a phonetic letter code word at both the beginning and the end of the message. Automated systems will have the phonetic letter code automatically appended. Exceptions may be made where omissions are required because of special programs or equipment.

1. Each alphabet letter phonetic word shall be used sequentially, except as authorized in subpara a2, beginning with "Alpha," ending with "Zulu," and repeated without regard to the beginning of a new day. Identify the first resumed broadcast message with "Alpha" or the first assigned alphabet letter word in the event of a broadcast interruption of more than 12 hours.

2. Specific sequential portions of the alphabet may be assigned between facilities or an arrival and departure ATIS when designated by a letter of agreement or facility directive.

REFERENCE–
FAAO 7210.3, Automatic Terminal Information Service (ATIS), Para 10-4-1.

b. The ATIS recording shall be reviewed for completeness, accuracy, speech rate, and proper enunciation before being transmitted.

c. Arrival and departure messages, when broadcast separately, need only contain information appropriate for that operation.

2-9-2. OPERATING PROCEDURES

Maintain an ATIS message that reflects the most current arrival and departure information.

a. Make a new recording when any of the following occur:

1. Upon receipt of any new official weather regardless of whether there is or is not a change in values.

2. When runway braking action reports are received that indicate runway braking is worse than that which is included in the current ATIS broadcast.

3. When there is a change in any other pertinent data, such as runway change, instrument approach in use, new or canceled NOTAMs/PIREPs/HIWAS update, etc.

b. When a pilot acknowledges that he/she has received the ATIS broadcast, controllers may omit those items contained in the broadcasts if they are current. Rapidly changing conditions will be issued by ATC, and the ATIS will contain the following:

EXAMPLE–
"Latest ceiling/visibility/altimeter/wind/(other conditions) will be issued by approach control/tower."

c. Broadcast on all appropriate frequencies to advise aircraft of a change in the ATIS code/message.

d. Controllers shall ensure that pilots receive the most current pertinent information. Ask the pilot to confirm receipt of the current ATIS information if the pilot does not initially state the appropriate ATIS code. Controllers shall ensure that changes to pertinent operational information is provided after the initial confirmation of ATIS information is established. Issue the current weather, runway in use, approach information, and pertinent NOTAMs to pilots who are unable to receive the ATIS.

EXAMPLE–
"Verify you have information ALPHA."

"Information BRAVO now current, visibility three miles."

"Information CHARLIE now current, Ceiling 1500 Broken."

"Information CHARLIE now current, advise when you have CHARLIE."

2-9-3. CONTENT

Include the following in ATIS broadcast as appropriate:

a. Airport/facility name, phonetic letter code, time of weather sequence (UTC). Weather information consisting of wind direction and velocity, visibility, obstructions to vision, present weather, sky condition, temperature, dew point, altimeter, a density altitude advisory when appropriate and other pertinent remarks included in the official weather observation. Wind direction, velocity, and altimeter shall be reported from certified direct reading instruments. Temperature and dew point should be reported from certified direct reading sensors when available. Always include weather observation remarks of lightning, cumulonimbus, and towering cumulus clouds.

NOTE-
ASOS/AWOS is to be considered the primary source of wind direction, velocity, and altimeter data for weather observation purposes at those locations that are so equipped. The ASOS Operator Interface Device (OID) displays the magnetic wind as "MAG WND" in the auxiliary data location in the lower left-hand portion of the screen. Other OID displayed winds are true and are not to be used for operational purposes.

b. Man-Portable Air Defense Systems (MANPADS) alert and advisory. Specify the nature and location of threat or incident, whether reported or observed and by whom, time (if known), and notification to pilots to advise ATC if they need to divert.

EXAMPLE-
1. *"MANPADS alert. Exercise extreme caution. MANPADS threat reported by TSA, Chicago area." "Advise on initial contact if you want to divert."*

2. *"MANPADS alert. Exercise extreme caution. MANPADS attack observed by tower one-half mile northwest of airfield at one-two-five-zero Zulu." "Advise on initial contact if you want to divert."*

REFERENCE-
FAAO 7110.65, MANPADS Alert, Para 10-2-13.
FAAO 7210.3, Handling MANPADS Incidents, Para 2-1-9.

c. The ceiling/sky condition, visibility, and obstructions to vision may be omitted if the ceiling is above 5,000 feet and the visibility is more than 5 miles.

EXAMPLE-
A remark may be made, "The weather is better than five thousand and five."

d. Instrument/visual approach/s in use. Specify landing runway/s unless the runway is that to which the instrument approach is made.

e. Departure runway/s (to be given only if different from landing runway/s or in the instance of a "departure only" ATIS).

f. Taxiway closures which affect the entrance or exit of active runways, other closures which impact airport operations, other NOTAMs and PIREPs pertinent to operations in the terminal area. Inform pilots of where hazardous weather is occurring and how the information may be obtained. Include available information of known bird activity.

REFERENCE-
FAAO 7110.65, Bird Activity Information, Para 2-1-22

g. Runway braking action or friction reports when provided. Include the time of the report and a word describing the cause of the runway friction problem.

PHRASEOLOGY-
RUNWAY (number) MU (first value, second value, third value) AT (time), (cause).

EXAMPLE-
"Runway Two Seven, MU forty-two, forty-one, twenty-eight at one zero one eight Zulu, ice."

REFERENCE-
FAAO 7110.65, Braking Action Advisories, Para 3-3-5

h. Other optional information as local conditions dictate in coordination with ATC. This may include such items as VFR arrival frequencies, temporary airport conditions, LAHSO operations being conducted, or other perishable items that may appear only for a matter of hours or a few days on the ATIS message.

i. Low level wind shear/microburst when reported by pilots or is detected on a wind shear detection system.

REFERENCE-
FAAO 7110.65, Low Level Wind Shear/Microburst Advisories, Para 3-1-8

j. A statement which advises the pilot to read back instructions to hold short of a runway. The air traffic manager may elect to remove this requirement 60 days after implementation provided that removing the statement from the ATIS does not result in increased requests from aircraft for read back of hold short instructions.

k. Instructions for the pilot to acknowledge receipt of the ATIS message by informing the controller on initial contact.

EXAMPLE–

"Boston Tower Information Delta. One four zero zero Zulu. Wind two five zero at one zero. Visibility one zero. Ceiling four thousand five hundred broken. Temperature three four. Dew point two eight. Altimeter three zero one zero. ILS–DME Runway Two Seven Approach in use. Departing Runway Two Two Right. Hazardous Weather Information for (geographical area) available on HIWAS, Flight Watch, or Flight Service Frequencies. Advise on initial contact you have Delta."

County of San Diego

DEPARTMENT OF PUBLIC WORKS

JOHN L. SNYDER
DIRECTOR
(858) 694-2233
FAX: (858) 268-0461
LOCATION CODE S50

5555 OVERLAND AVE, SAN DIEGO, CALIFORNIA 92123-1295

COUNTY ENGINEER
COUNTY AIRPORTS
COUNTY ROAD COMMISSIONER
TRANSIT SERVICES
COUNTY SURVEYOR
FLOOD CONTROL
WASTEWATER MANAGEMENT

March 12, 2001

REQUIREMENT FOR PRIOR PERMISSION REQUEST TO PERFORM ENGINE MAINTENANCE RUNS AT McCLELLAN-PALOMAR AIRPORT

Due to an increase in the number and size of aircraft operating at McClellan-Palomar airport and the limited space available in the run-up area for Runway 24, it has become necessary to create a formalized system to schedule and manage engine maintenance runs at Palomar.

The aim of this system is to allow ATCT to coordinate with arriving/departing traffic and to minimize the amount of time maintenance crews have to wait to perform engine runs by scheduling times when the airport had the least activity. These measures will reduce the risk of jet or prop wash from damaging public and or private property both on the airport and on Palomar Airport Road.

Effective immediately, all aircraft operators wishing to do any kind of maintenance check in the run-up area must contact Palomar Airport Operations on [(760) 431 4646] (weekdays) or [(760) 497 4938] (weekends) to be advised of procedures, schedule a time and be issued a Prior Permission Request (PPR) number. This PPR number verifies that the crew have been briefed and will be required by ATCT before any maintenance run can be started. Basic procedures are as follows:

- Aircraft will position adjacent to the hold short line
- * Aircraft must line-up on a heading of 240 degrees
- No high power engine runs are to be conducted when ATCT is closed
- All aircraft are to monitor ATCT Tower frequency during maintenance runs
- ATCT will coordinate high power run-ups to avoid interference with arriving aircraft

The above procedures are designed to ensure the safe and efficient operation of aircraft during maintenance runs - a benefit to all airport users and operators. Aircraft operators failing to comply with these procedures will be fully liable for all damage and or injury that occurs from their actions. Your cooperation is appreciated.

Very truly yours,

Floyd A. Best
Airport Manager
McClellan-Palomar Airport

* changed to 240° for AM/AAM instructions
UB

Cc: Manager - Airports/Transit, CRQ Ops, ARFF
FAB/RG
03/12/01

COUNTY OF SAN DIEGO, CALIFORNIA
BOARD OF SUPERVISORS POLICY

Subject	Policy Number	Page
Development of McClellan-Palomar Airport	F-44	1 of 2

Purpose

To provide a policy establishing guidelines for the operation and development of McClellan-Palomar Airport.

Background

McClellan-Palomar Airport has become the busiest County-owned airport facility, with more take-offs and landings than any other civilian airport in the San Diego region. The development of land adjacent to the airport has restricted the airport to a single 5,000-foot runway that can be used from a magnetic heading of 060 or 240 degrees, and a capacity for over 500 based aircraft. Taxiway configuration limits the weight of aircraft using the facility to a maximum of 60,000 pounds. There is a need to ensure that residential and commercial land uses around the airport and airport operations remain compatible.

Policy

It is the policy of the Board of Supervisors that:

1.The role of McClellan-Palomar Airport shall be to provide air transportation for the residents of North San Diego County and to facilitate general aviation activities while minimizing noise impacts on surrounding areas and communities.

2.Scheduled commuter airline operations are limited to aircraft having 10 to 60 seats and meeting the approach speed and wing span categories for McClellan-Palomar Airport in accordance with FAA regulations. Commuter airline aircraft shall meet the FAA Stage III noise criteria.

3.The airport will operate with one runway that simultaneously accommodates a 4,900 foot landing distance and a 5,000 foot takeoff distance; the 100 foot difference, a displaced threshold on the runway's east end, will increase the safety of the airport while reducing noise levels.

4.The County will take a proactive role working with local agencies and the FAA to protect the airspace around the airport from encroachment and to promote compatible off airport land development, and to ensure the future safety and compatibility of the existing runway length.

5.The County will operate the airport in accordance with any adopted FAA Part 150

Noise Compatibility Program and in full compliance with any State or Federal mandated noise standards relating to the operation of a public airport. The program will recognize the Noise Element of the City of Carlsbad's General Plan and implement mitigation measures consistent with State, Federal and FAA Grant Assurance Agreements to minimize noise impacts.

6.The County will monitor aircraft noise and verify the Community Noise Equivalent Level (CNEL) noise contours within the airport influence area as described in the Palomar Airport Comprehensive Land Use Plan as well as monitor pilot compliance with any adopted FAA Part 150 Noise Abatement Program. The County will also continue to monitor air traffic around the airport with a noise monitoring and flight tracking system and implement procedures consistent with State, Federal and FAA Grant Assurance Agreements to mitigate single event noise complaints.

7.The Airport Manager will produce, distribute and promote a detailed noise abatement program for the airport. The program will contain specific flight information and a chart identifying noise sensitive areas. The noise abatement program will be updated annually and distributed to pilots. The Airport Manager will request pilot compliance with the program.

8.This policy recognizes SANDAG's Airport Land Use Commission Plan.

Sunset Date
This policy will be reviewed for continuance by 12-31-09.

Board Action
10-9-02 (5)
10-6-87 (58)
12-12-89 (49)
6-5-90 (43)
10-23-90 (45)
4-30-91 (32)
9-17-91 (42)
7-16-96 (19)

CAO Reference
1. Department of Public Works

APPENDIX L Samples of Printed Materials and Price Quotations

This appendix contains the related information regarding the price quotations and samples of printing options for a Jeppesen Airway Manual insert and an airport noise information booklet. Following is the list of information included in this appendix.

- Sales proposal and sample of Scottsdale Airport
- Sales proposal and sample of Ft. Lauderdale Executive Airport
- Sales proposal and sample of Miami International Airport
- Sales proposal and sample of Orlando International Airport

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Sales Proposal and Sample of Scottsdale Airport

HILLSBORO
a tradition of printing excellence since 1918
2442 Mississippi Avenue Tampa, FL 33629 Phone (813) 251-2401 Fax (813) 251-0831

SALES PROPOSAL

URS Corporation
Attn: Roger Carvey
Email: roger_carvey@urscorp.com

Date: 3-9-05
Estimate: # 260423
Phone: 675-6567

Captain's Flight Insert #1

Size: 8.5 x 11 folds to 8.5 x 5.5.

Ink Colors: 4cp/4cp. Bleeds.

Paper: 80# Gloss Cover.
Note: Change in paper selection after stock has been shipped from supplier to printer may be subject to 25% restocking fee plus any applicable freight charges.

Preparation: URS to provide electronic file ready for output. Hillsboro to image digital dylux and Epson hi-res digitital color proof for customer approval prior to printing.

Finishing: Print, trim, score, drill 7 holes and fold to size.

Packaging: Carton pack conveniently.

Shipping: FOB Tampa. (includes local delivery)

Schedule: To be determined

Quantity:	1,000	2,000
Price:	$765	$845

Condition of Copy: Upon receipt of original copy or manuscript, should it be evident that condition of copy differs from that which had been originally described and quoted, the original quotation shall be amended to reflect the pricing effect of such differences. **Expiration**: This agreement shall become null and void if not accepted within 30 days. Entered in accordance with specifications and schedules stated above.By: **Steve Eckstein, Sales Representative**

This Purchase Order is accepted in accordance with specifications and schedules stated above and subject to Terms and Conditions on reverse side, by:

Purchaser:_____Date:_____



PHOTO - Roger Lyon, Jr.

Scottsdale Airport • 15000 North Airport Drive, Scottsdale, Arizona 85260
(602) 994-2321 • fax (602) 483-6794 • www.ci.scottsdale.az.us/airport

REQUIRED NOISE ABATEMENT PROCEDURES

- No intersection take offs, stop-and-go, formation, simulated single engine departures or go arounds on Runways 3 and 21.
- No touch-and-go operations between 9:30 p.m. and 6:00 a.m.
- No engine maintenance runups between 10:00 p.m. and 7:00 a.m., except in emergencies.
- Maintenance runups are to be conducted only in the designated engine runup area at the north end of Kilo Ramp (next to the north end of the runway).
- Runway weight restriction is 75,000 lbs. maximum certificated takeoff weight.

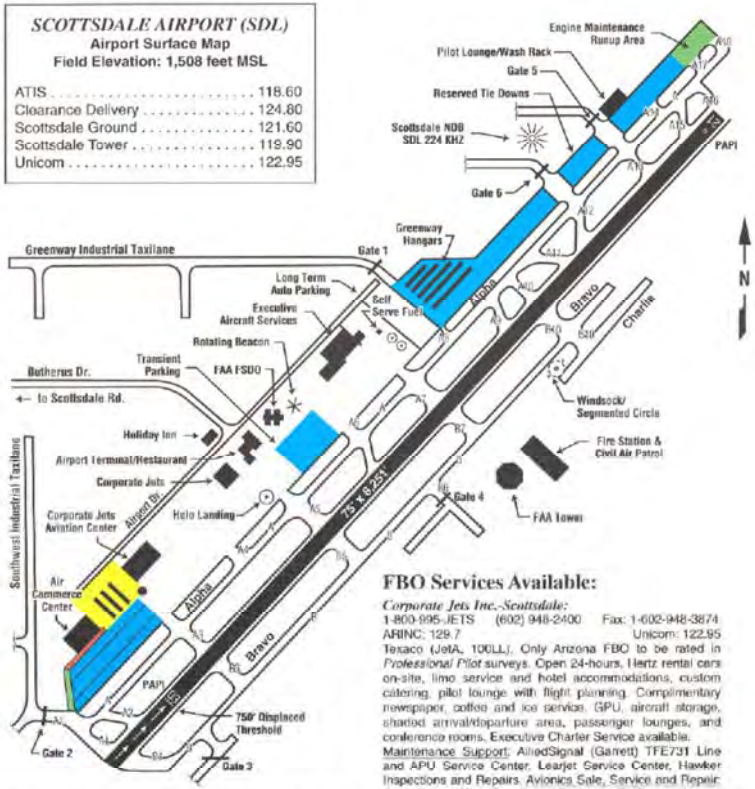
RECOMMENDED NOISE ABATEMENT PROCEDURES

- Runway 3 is the designated calm wind runway.
- Make right turn to 300 degrees as soon as possible when departing Runway 21, consistent with safety.
- Climb as high as possible before leaving airport boundaries, consistent with safety.
- Request that all aircraft not meeting F.A.R. Part 36, Stage III requirements take off on Runway 3 and land on Runway 21, weather and traffic permitting, consistent with safety.
- Please fly high and tight patterns, no low approaches, follow the PAPI consistent with safety.
- Left hand traffic pattern on Runway 3, right hand pattern on Runway 21.
- On Runway 21, aircraft are requested to make short final approaches ***avoiding direct overflight of residential areas.***
- Jets are requested to use ***N.B.A.A. Standard Noise Abatement Departure*** procedures or comparable procedure of aircraft manufacturer.
- Propeller aircraft are requested to use ***A.O.P.A. "Noise Awareness Steps."***
- Compliance with recommended noise abatement procedures are at the pilot's discretion. ***SAFETY ALWAYS COMES FIRST.***

** CONTACT SCOTTSDALE AIRPORT AT (602) 994-2321 FOR FURTHER INFORMATION.*

SCOTTSDALE AIRPORT (SDL)
Airport Surface Map
Field Elevation: 1,508 feet MSL

ATIS	118.60
Clearance Delivery	124.80
Scottsdale Ground	121.60
Scottsdale Tower	119.90
Unicom	122.95



Reserved Tiedowns and Terminal Gates - all white tiedowns and parking spaces are reserved. No transient parking. Yellow tiedowns for transient aircraft.

- Helicopter Landing Area
- **Caution!** Restricted to Aircraft with wingspan of 36 ft. or less.
- **Caution!** Restricted to Aircraft with wingspan of 38 ft. or less.
- **Caution!** Restricted to Aircraft with wingspan of 50 ft. or less.
- **Caution!** Restricted to Aircraft with wingspan of 55 ft. or less.

Map not to scale.

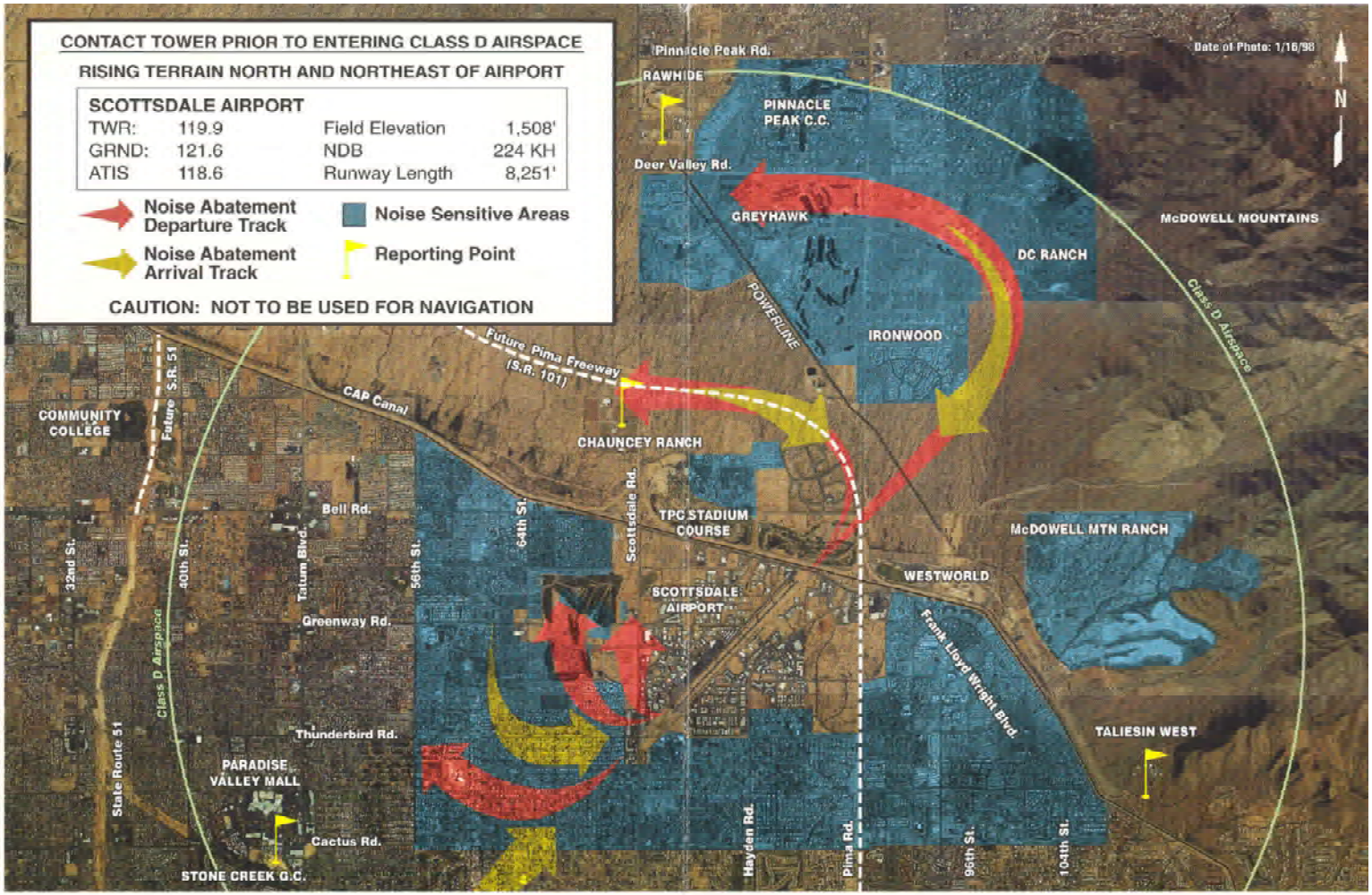
FBO Services Available:

Corporate Jets Inc.-Scottsdale:
1-800-995-JETS (602) 948-2400 Fax: 1-602-948-3674
ARINC: 129.7 Unicom: 122.95
Texaco (JetA, 100LL). Only Arizona FBO to be rated in *Professional Pilot* surveys. Open 24-hours. Hertz rental cars on-site, limo service and hotel accommodations, custom catering, pilot lounge with flight planning. Complimentary newspaper, coffee and ice service. GPU, aircraft storage, shaded arrival/departure area, passenger lounges, and conference rooms. Executive Charter Service available.
Maintenance Support: AlliedSignal (Garrett) TFE731 Line and APU Service Center. Learjet Service Center. Hawker Inspections and Repairs. Avionics Sale, Service and Repair: Autopilot, King/Bendix Radar, Collins, Loran, Sperry/Honeywell.

EAS, Executive Aircraft Services-Scottsdale:
(602) 991-0900 Fax: 1-602-991-3067
Unicom: 122.95
Large, comfortable passenger lounge with conference area, limo service, hotel accomodations, custom catering and complimentary coffee & ice service. GPU, Jet A and 100 LL fuel with hanger and shaded aircraft storage nightly or monthly. Maintenance: FAA Certified Repair Station, Turbine Service Center for - British Aerospace (Hawker), Beechcraft (King Air), Beechjet/Mitsibushi (MU-300, 400 Series), Cessna (All Series), Fairchild Swearingen, Israeli Aircraft Industries (Westwind), Lear (20, 30 & 55 Series), Mitsubishi (MU-2), Piper Cheyenne, Raytheon, Sabreliner and all piston singles and twins. Complete Avionics sales, service and repair capabilities; parts support with Inventory Locator Service (ILS) for quick turnaround service. Aircraft Sales, Executive Charter Service, Consulting, Management and Fractional Ownership opportunities also available.

Restaurants:

Airport Terminal Restaurant	991-2030
Holiday Inn Hotel & Suites/Restaurant	951-4000



A.O.P.A. NOISE AWARENESS STEPS

1. If practical, avoid noise-sensitive areas. Make every effort to fly at or above 2,000 feet over such areas when overflight cannot be avoided.
2. Consider using a reduced power setting if flight must be low because of cloud cover or overlying controlled airspace or when approaching the airport of destination. Propellers generate more noise than engines; flying with the lowest practical RPM setting will reduce aircraft noise substantially.
3. Perform stalls, spins, and other practice maneuvers over uninhabited terrain.
4. Familiarize yourself and comply with airport noise abatement procedures.
5. On takeoff, gain altitude as quickly as possible without compromising safety. Begin takeoffs at the start of a runway, not at an intersection.
6. Use PAPI. This will indicate a safe glidepath and allow a smooth, quiet descent to the runway.
7. Retract the landing gear either as soon as a landing straight ahead on the runway can no longer be accomplished or as soon as the aircraft achieves a positive rate of climb. If practical, maintain best-angle-of-climb airspeed until reaching 50 feet or an altitude that provides clearance from terrain or obstacles. Then accelerate to best-rate-of-climb airspeed. If consistent with safety, make the first power reduction at 500 feet.
8. Fly a tight landing pattern to keep noise as close to the airport as possible. Practice descent to the runway at low power settings and with as few power changes as possible.
9. If possible, do not adjust the propeller control for flat pitch on the downwind leg; instead, wait until short final. This practice not only provides a quieter approach, but also reduces stress on the engine and propeller governor.
10. Avoid low-level, high power approaches, which not only create high noise impacts, but also limit options in the event of engine failure.
11. Flying between 11 p.m. and 7 a.m. should be avoided whenever possible.

Note: These are general recommendations; some may not be advisable for every aircraft in every situation. No noise reduction procedure should be allowed to compromise flight safety.

Sales Proposal and Sample of Ft. Lauderdale Executive Airport

HILLSBORO
a tradition of printing excellence since 1918
2442 Mississippi Avenue Tampa, FL 33629 Phone (813) 251-2401 Fax (813) 251-0831

SALES PROPOSAL

URS Corporation
Attn: Roger Carvey
Email: roger_carvey@urscorp.com

Date: 3-9-05
Estimate: # 260423
Phone: 675-6567

Captain's Flight Insert #2 - Noise

Size: 8.625 x 5.875 flat.

Ink Colors: 4cp/4cp. Bleeds.

Paper: 80# Gloss Cover.
Note: Change in paper selection after stock has been shipped from supplier to printer may be subject to 25% restocking fee plus any applicable freight charges.

Preparation: URS to provide electronic file ready for output. Hillsboro to image digital dylux and Epson hi-res digitital color proof for customer approval prior to printing.

Finishing: Print, trim, score, drill 7 holes and die-cut 1 tab.

Packaging: Carton pack conveniently.

Shipping: FOB Tampa. (includes local delivery)

Schedule: To be determined

Quantity:	1,000	2,000
Price:	$865	$945

Condition of Copy: Upon receipt of original copy or manuscript, should it be evident that condition of copy differs from that which had been originally described and quoted, the original quotation shall be amended to reflect the pricing effect of such differences. **Expiration**: This agreement shall become null and void if not accepted within 30 days. Entered in accordance with specifications and schedules stated above.By: **Steve Eckstein, Sales Representative**

This Purchase Order is accepted in accordance with specifications and schedules stated above and subject to Terms and Conditions on reverse side, by:

Purchaser:_____Date:_____

PROCEDIMIENTO PARA LA REDUCCION DEL RUIDO

Salida Quiet One - Solicitud Es Requirida - (2200 - 0700L)

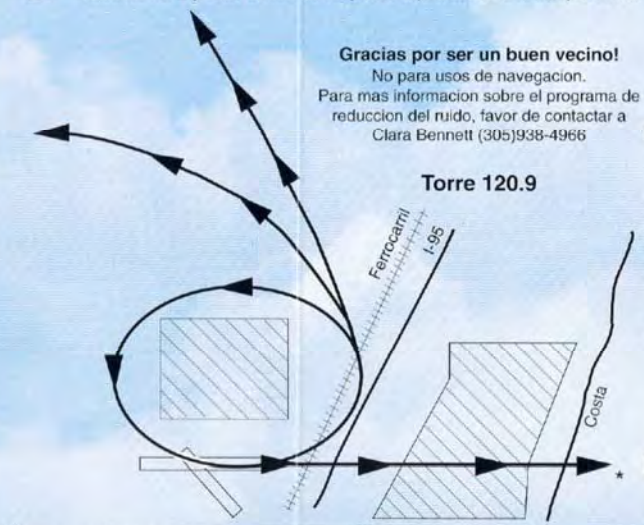
► Aplicable a salidas por la pista 8 con destinos al este y sur. Pida una vuelta a 090° de 360° a la izquierda con ascenso a altitud assignada. Mantenga curso al este hasta la autopista I-95 y commienze una vuelta de velocidad normal para mantenerse dentro de 5 millas nauticas de FXE y norte de la pista 8 hasta el encabezamiento assignado.

► Mantenga una velocidad de ascenso segura y evite altitudes bajas y ruidosas sobre areas residenciales. No exceda 200 nudos hasta al este de la costa.

► Destinos norte y este; Comience viraje a la izquierda sobre la autopista I-95.

Gracias por ser un buen vecino!
No para usos de navegacion.
Para mas informacion sobre el programa de reduccion del ruido, favor de contactar a Clara Bennett (305)938-4966

Torre 120.9



Fort Lauderdale Executive Airport

Warning: Not For In Flight Use Or Navigation • Use Latest Data From Charts: Apt Fac Dir, NOTAMS & FSS; ECT
All Rights Reserved • Inserts For Your Airport: FBO Or Offline • Call Jet Center Network 1-800-426-JETS®

NOISE ABATEMENT PROCEDURES

Quiet One Departure - Pilot Request Required - (2200 - 0700L)

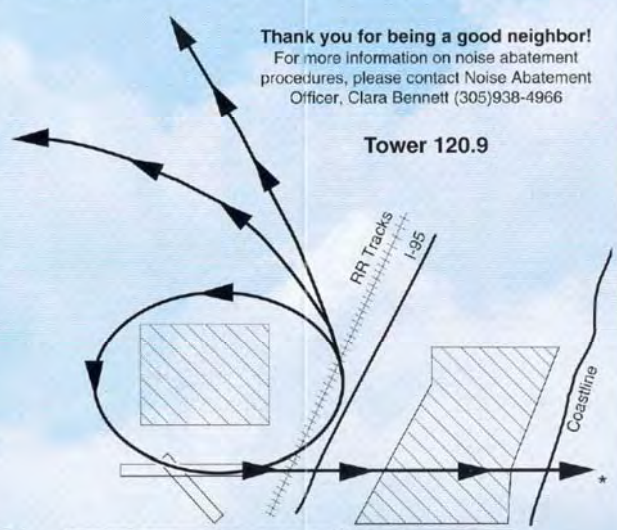
► Applicable to east and southbound runway 8 departures. Request climbing left 360° turn to 090°. Maintain runway heading to I-95 then commence a standard rate turn so as to remain within 5 nautical miles of FXE and north of runway 8 centerline until on assigned heading.

► Maintain safe rate of climb until reaching altitude to avoid low altitudes and high power settings over residential areas. Do not exceed 200 knots until east of shoreline. (see grids)

► North and west destinations commence left turn to 330° abeam I-95.

Thank you for being a good neighbor!
For more information on noise abatement procedures, please contact Noise Abatement Officer, Clara Bennett (305)938-4966

Tower 120.9



Fort Lauderdale Executive Airport

Sales Proposal and Sample of Miami International Airport

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SALES PROPOSAL

URS Corporation
Attn: Roger Carvey
Email: roger_carvey@urscorp.com

Date: 3-9-05
Estimate: # 630428
Phone: 675-6567

Captain's Flight Insert #3

Size: 9.5 x 30 folds to 9.5 x 6.

Ink Colors: 4cp/4cp. Bleeds.

Paper: 80# Gloss Cover.
Note: Change in paper selection after stock has been shipped from supplier to printer may be subject to 25% restocking fee plus any applicable freight charges.

Preparation: URS to provide electronic file ready for output. Hillsboro to image digital dylux and Epson hi-res digitital color proof for customer approval prior to printing.

Finishing: Print, trim, score, and roll-fold to size.

Packaging: Carton pack conveniently.

Shipping: FOB Tampa. (includes local delivery)

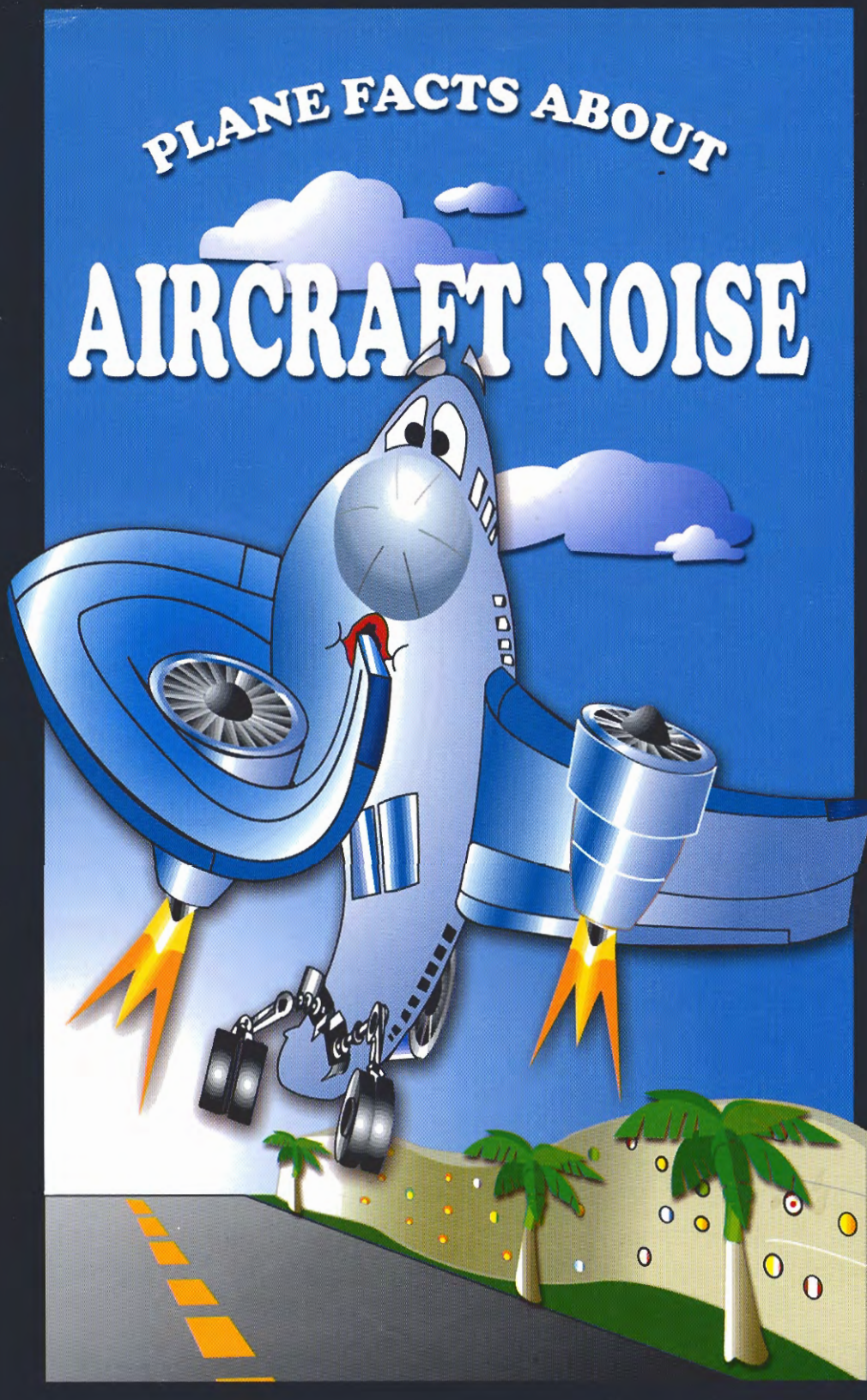
Schedule: To be determined

Quantity:	1,000	2,000
Price:	$1,495	$1,697

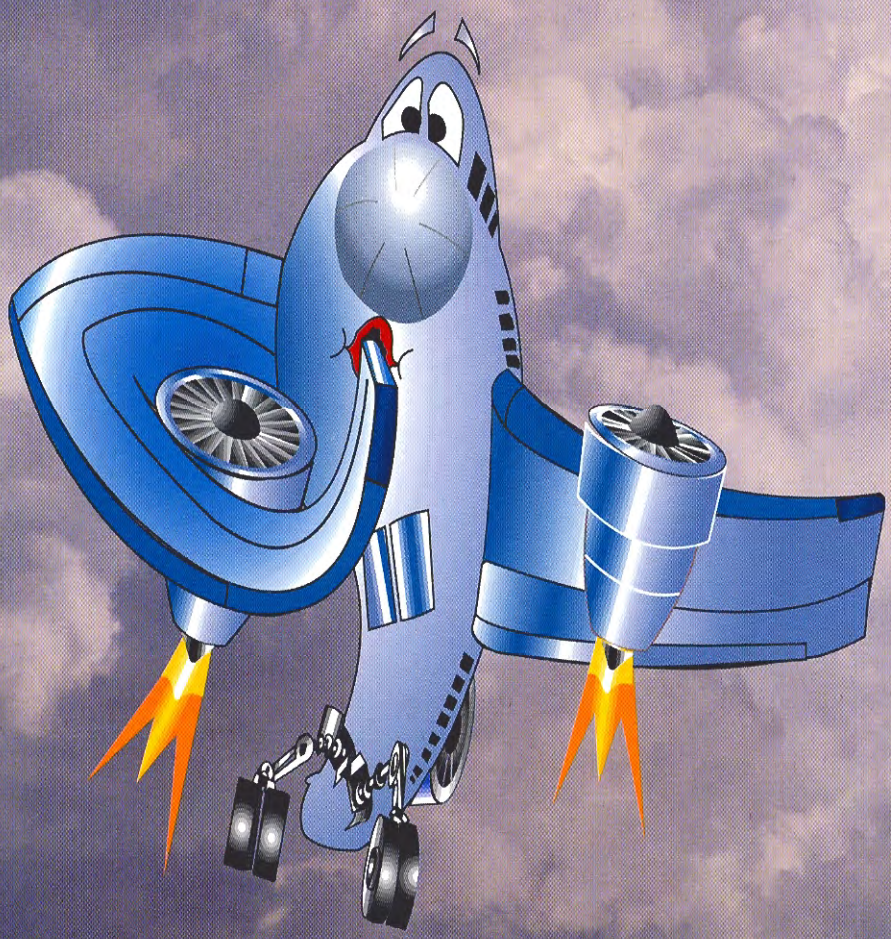
Condition of Copy: Upon receipt of original copy or manuscript, should it be evident that condition of copy differs from that which had been originally described and quoted, the original quotation shall be amended to reflect the pricing effect of such differences. **Expiration**: This agreement shall become null and void if not accepted within 30 days. Entered in accordance with specifications and schedules stated above.By: **Steve Eckstein, Sales Representative**

This Purchase Order is accepted in accordance with specifications and schedules stated above and subject to Terms and Conditions on reverse side, by:

Purchaser:_____Date:_____


PLANE FACTS ABOUT
AIRCRAFT NOISE

Miami International Airport is committed to being a good neighbor to the communities which surround it. The Miami-Dade Aviation Department wants you to know the facts about its innovative aircraft noise reduction efforts that are currently in effect.



Miami-Dade Aviation Department (MDAD) is taking a proactive approach in addressing community concerns about aircraft noise. As a result, a Noise Abatement Office has been created and operates under the Department's Airside Operations Division. The office's purpose is to work with the Federal Aviation Administration (FAA), airport users, civic organizations and surrounding municipalities and to develop strategies for the reduction of noise impacts associated with aircraft operations at Miami International Airport (MIA) and all General Aviation Airports operated by MDAD.

With service to more than 200 cities worldwide, Miami International continues to be one of the busiest passenger and freight airports in the United States. The airport handles an average of more than 1400 arrivals and departures per day and serves some 34 million passengers annually. In addition to MIA, the Aviation Department also operates six General Aviation Airports: Opa-Locka, Opa-Locka West, Kendall-Tamiami Executive Airport, Homestead General, Homestead Regional and the Dade-Collier Training and Transition Airport. Located in close proximity to Miami-Dade County's business centers, these airports serve both corporate and recreational aviation interests.

MDAD recognizes that the role of Miami International and General Aviation Airports is critical to Miami-Dade County's economy, but also realizes that associated aircraft noise can be disturbing and unpleasant. The Aviation Department is continually challenged to reduce and alleviate aircraft noise, where possible, from both operations on the ground and in the air.

MDAD is committed to being a good neighbor to its surrounding communities. The Department understands the need to be compatible with our neighbors, and the need to continue to work together on aircraft noise related issues. The answers are not simple to the challenge of reducing aircraft noise within residential areas, but MDAD wants you to know the facts about innovative noise reduction plans and procedures that are currently in effect and proposed for the Miami-Dade system of airports.

THE FEDERAL AVIATION ADMINISTRATION, MDAD & NOISE CONTROL



The Federal Aviation Administration is responsible for the safe and efficient movement of aircraft into and out of an airport. Occasionally, existing arrival and departure procedures need to be modified, eliminated or replaced due to their noise impact on a community. The responsibility to bring this problem to the attention of the FAA and to demonstrate that the proposed solution will not adversely impact another area rests with MDAD. If the procedure changes submitted to the FAA by MDAD are approved, it is the responsibility of the FAA to implement and enforce the new procedures. Cooperation, and a good working relationship, between the FAA and MDAD on noise abatement issues at Miami International and all General Aviation Airports, is essential to reducing off-airport noise impacts.

MDAD'S COMPREHENSIVE NOISE PROGRAM



The primary goal of the MDAD Noise Abatement Office is to establish programs and procedures aimed at reducing or alleviating aircraft noise within residential areas. The Aviation Department reduces noise by developing, in conjunction with the FAA, operational policies and procedures designed to decrease noise impacts from approaching and departing aircraft. In partnership with the Board of County Commissioners, MDAD develops compatible land use plans for areas adjacent to all County operated airports. Additionally, in cooperation with Federal laws such as the Airport Noise and Capacity Act, MDAD works with airlines to encourage the use of new technology, such as the use of engine hush-kits and new generation Stage III aircraft, which are designed to lessen the impact of aircraft noise on neighboring communities.

By working closely with communities, MDAD has identified problems and is working with communities to resolve aircraft noise related problems. However, it is important to realize that in many cases changes can't be made overnight by MDAD or the Board of County Commissioners and that the final determination on most operational requests are made by the FAA.







NOISE ABATEMENT PROCEDURES AT MIA



The Aviation Department has carefully developed noise control and operational guidelines for operators of commercial air carriers and commuter aircraft at Miami International. These procedures have been sent to all operators along with a request from MDAD to comply with procedures and to "Fly Neighborly".

Air Carrier (Jet) Departure Procedures

MDAD is constantly evaluating new arrival and departure procedures at MIA. The purpose of these exercises is to try to lessen the noise exposure on residential areas of Miami-Dade County. In the past, MDAD has had several procedural changes approved by the FAA and many more are under consideration.

Commuter Departure Procedures

As with the Air Carrier (Jet) Departure Procedures, the Commuter Departure Procedures were developed specifically for users of Miami International. These procedures were designed to move aircraft quickly off the runways to minimize delay and to direct aircraft over points which minimize the overflight of residential areas.

Charted Visual Approach Procedures

MDAD has FAA approval to have operators fly Charted Visual Approaches under westflow conditions for all runways. This procedure requires commercial aircraft to normally fly higher over communities east of MIA on approach to landing.

Run-Up Procedures



MDAD also maintains restrictions on engine maintenance run-up procedures at MIA. The Aviation Department currently maintains an area on the airfield where run-ups are permitted. Located at this area is a midfield blast fence using state-of-the-art sound-suppressant materials which are designed to

significantly decrease noise created by engine maintenance run-ups. Operations at this area are determined by time-of-day (normally run-ups are permitted during daylight hours only, unless permission is otherwise granted by the Aviation Department). MDAD's Airside Operations Division is charged with enforcing the run-up procedures. Violation of these procedures are dealt with according to the severity of the violation.

Runway Use Program

The FAA, in conjunction with MDAD, assigns preferential use to MIA's three runways. The purpose is to minimize noise impacts associated with arrivals and departures on residential areas as much as possible. By the Year 2002, Miami International will have a fourth runway to help alleviate the operational impact of aircraft traffic during peak hours on the current three runways. This runway, to be located just north of runway 9L/27R, will be mainly used for aircraft arrivals and will not increase the noise levels to the surrounding communities.



NOISE MONITORING AND FLIGHT TRACKING PROGRAM



Miami-Dade Aviation Department has acquired the latest in technology to determine noise impacts on residential areas and to determine the aircraft that created the noise impact. The System is called ANOMS(tm) or the Aircraft Noise and Operations Monitoring System. The System gathers and processes flight related data accurately and reliably, showing flight paths and aircraft altitudes. The System also has

OVER



the capability to be expanded to include our General Aviation Airports if needed.

Included with this system are 20 Remote Monitoring Stations (RMS), which are microphones that are permanently being installed within the communities that surround Miami International. The information gathered by these microphones is transmitted via telephone lines back to a central computer located at MIA. This information can then be used to determine adherence to arrival/departure procedures and to determine noise impact on communities due to aircraft operations.

COMMUNITY AWARENESS & PARTNER PROGRAMS

Community Outreach Program



As part of MDAD's noise abatement program, the Aviation Department has developed a Community Outreach Program to establish and maintain communication with the community about their concerns over aircraft noise issues and to explain the Department's current efforts and future plans to control aircraft related noise. The purpose of this program is to encourage the active participation of the public, local community groups and involved government agencies in discussion about MDAD's efforts to reduce airport related noise. The program is designed to provide a variety of methods to address the diverse interest and concerns of the various neighborhoods and development areas involved; groups within those areas; and the public-at-large.

MDAD's Planning/Development Office in the past, and now the Airside Operations Division has and will sponsor and attend public information meetings on aircraft noise to inform community and civic organizations and government. MDAD has also reached the business community by hosting presentations for Chambers that comprise the Miami Coalition of Chambers of Commerce, area newspaper editors and television general managers on MIA's noise issues and expansion plans.

Noise Abatement Task Force

The Noise Abatement Task Force was formed through the assistance of Miami-Dade Commissioner Barbara Carey-Shuler to help the Aviation Department better assess community concerns regarding aircraft and airport related noise. This task force, which is comprised of Miami-Dade residents, airport users, public officials and Aviation Department officials, meets once a month to discuss aircraft and airport noise related issues and to task the Aviation Department with developing meaningful solutions to the problems that arise.



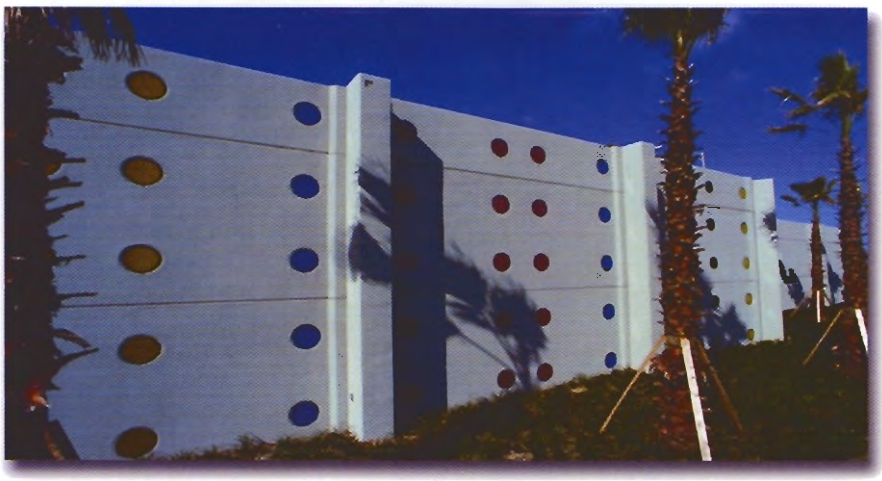
Noise Abatement Van

In an effort to continue to address the concerns of the Miami-Dade communities affected by aircraft related noise, the Noise Abatement Office has purchased a van which can be equipped with portable monitors. These monitors can be used at various locations throughout the County to record aircraft related noise levels. The van is also used to patrol Miami International for illegal aircraft engine run-ups.

"Fly Neighborly"

MDAD introduced the "Fly Neighborly" campaign in 1995 to inform aircraft operators, aircraft maintenance facilities and pilots that the surrounding residential areas of MIA have been designated as noise sensitive communities. Through this campaign, MDAD encourages its airport partners to comply with the noise abatement procedures established for MIA. This includes noise abatement posters in aircraft maintenance facilities, pilot lounges, employee bus shelters and aboard all employee

and industry airport shuttles. The posters draw attention to the needs of all employees at Miami International to be sensitive to the issue of aircraft noise and the community.



Noise Barrier NW 36th Street

The noise barrier constructed along NW 36th Street was designed to reduce, within residential areas north of NW 36th Street, aircraft noise level associated with aircraft ramp/ground activity. This includes noise from taxing aircraft, the start of take-off roll, and engine thrust reversals on landings. Since its construction, aircraft noise levels north of the wall have been reduced at least 10 decibels within 500 feet of the barrier. Benefits beyond 500 feet also are being experienced.

IF YOU HAVE A CONCERN



MDAD encourages public input and participation to ensure that both existing and proposed developments and procedures are acceptable to both aviation interests and the neighboring communities. If you have a concern about aircraft noise and would like to register a complaint, contact the noise complaint line at ***305-876-PLANE.*** If you would like to request that MDAD officials attend an upcoming civic or homeowners association meeting to discuss aircraft noise related issues, contact the Noise Abatement Office at ***305-876-0569.***

MIAMI-DADE

Alex Penelas
Mayor

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Miami-Dade County provides equal access and equal opportunity in employment and services and does not discriminate on the basis of disability.

Miami-Dade Aviation Department

MIAMI INTERNATIONAL AIRPORT

Sales Proposal and Sample of Orlando International Airport

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SALES PROPOSAL

URS Corporation		Date:	4-12-05
Attn:	**Roger Carvey**	**Estimate: #**	**132307**
Email:	roger_carvey@urscorp.com	Phone:	675-6567

Captain's Flight – Noise Booklet (option #4)

Size: 8.5 x 11 folds to 8.5 x 5.5.

No. of Pages: 12 plus 4 page cover.

Ink Colors: Both Cover & text print 4cp/4cp. Can bleed or no bleed (no price difference)

Paper: Cover:80# Gloss Cover.
Text: 80# Gloss Text.
Note: Change in paper selection after stock has been shipped from supplier to printer may be subject to 25% restocking fee plus any applicable freight charges.

Preparation: URS to provide electronic file ready for output. Hillsboro to image digital dylux and Epson hi-res digitital color proof for customer approval prior to printing.

Finishing: Print, trim, fold and saddle-stitch to final size. See option below for 7 hole drilling.

Packaging: Carton pack conveniently.

Shipping: FOB Tampa. (includes local delivery)

Schedule: To be determined

Quantity:	1,000	1,500	2,000
12 pg. plus cover price:	$2,085	$2,163	$2,240
For 7 Hole drilling add:	$60	$90	$120

Condition of Copy: Upon receipt of original copy or manuscript, should it be evident that condition of copy differs from that which had been originally described and quoted, the original quotation shall be amended to reflect the pricing effect of such differences. **Expiration**: This agreement shall become null and void if not accepted within 30 days.

Entered in accordance with specifications and schedules stated above.By: **Steve Eckstein, Sales Representative**

This Purchase Order is accepted in accordance with specifications and schedules stated above and subject to Terms and Conditions on reverse side, by:

Purchaser:_____Date:_____

Noise Brochure



Prepared by the

Greater Orlando Aviation Authority

and the

Aviation Noise Abatement Committee

Overview of Brochure





This brochure is intended to provide aircraft noise information related to Orlando International Airport (OIA) and Orlando Executive Airport (OEA). This brochure summarizes noise exposure information for those located within aircraft arrival and departure corridors or for those individuals who are considering locating in the vicinity of these airports. Specifically the brochure includes:

- An overview of aircraft noise exposure
- A summary of the noise abatement programs established at both airports
- A discussion of the role of the Aviation Noise Abatement Committee (ANAC) in the review of noise issues
- A description of the roles and responsibilities of those implementing the noise abatement measures
- A summary of the Noise and Operations Monitoring System (NOMS) and Noise Abatement Office (NAO)

Aircraft Noise Exposure

Aircraft noise exposure can extend miles beyond the limits of an airport. Most noise impacts occur when aircraft are on their final approach to or initial departure paths from the airport. Since there is a wide range of sensitivity to noise, the perceived extent of noise annoyance for an individual is largely dependent on his or her personal reaction to it. The noise heard at any given point on the ground can also vary widely due to a number of factors:

- Generally, older jet aircraft are louder than newer ones. New aircraft noise exposure standards must be met by the fall of 2003
- Generally, departing aircraft are louder than arriving aircraft
- Aircraft departing for distant destinations are louder than those traveling to closer destinations (aircraft with greater fuel load cannot climb as rapidly)
- An aircraft arriving or departing at night is generally perceived to be louder than the same aircraft arriving or departing during the day (a person's sensitivity to noise is greater during sleeping hours)

Weather conditions can also affect the noise level of aircraft:

- Low cloud cover may increase the noise level by reflecting back to the ground
- Pilots may be directed to avoid thunderstorm activity by flying outside normal arrival and departure routes
- Very low cloud cover may require aircraft to use an instrument landing resulting in longer approaches



Thunderstorm activity

Noise exposure can also change as a result of the construction of new runways and runway extensions. A fourth runway is under construction at OIA. This will result in new areas being affected by aircraft flyover activity.



Fourth runway layout

Although operations at OIA and OEA have increased, noise exposure has been reduced in many areas around these facilities. This is a result of:

- Quieter aircraft technology developed by the industry
- Mandatory requirements by the Federal government to phase out noisier aircraft
- The implementation of noise abatement procedures

About the Airports

OIA and OEA, which are public airports and part of the National Airspace System (NAS) are owned by the City of Orlando and operated by the Greater Orlando Aviation Authority (GOAA). GOAA consists of a seven member board. Five members are appointed by the governor of the State of Florida, one member is selected from the Orlando City Council and one member is selected from the Orange County Commission. The Authority provides direction to its executive director and staff which operate the day-to-day activities of the airports.



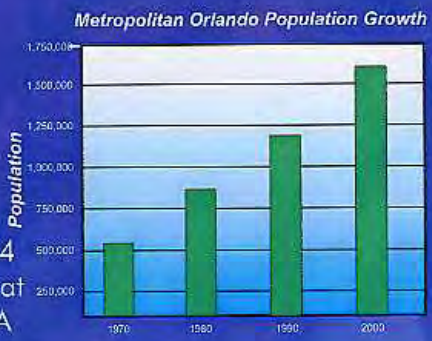
Orlando International Airport

OIA is located southeast of Orlando. One of the 15th busiest airports in the United States, OIA provides service to and from cities throughout the U.S. and the world. With increased tourism, business and industry in the greater



Orlando Executive Airport

Orlando area, OIA has grown to keep pace with demands for passenger and air cargo service. Economic analyses indicates that OIA supports approximately 60,000 direct and indirect jobs. Direct and indirect impact on the local economy is approximately $14 billion per year. Growth is forecast at OIA in the years ahead and GOAA is expanding the facility to meet those demands.



Major areas of expansion currently underway at OIA include a fourth runway to be located approximately 4,300 feet east of and parallel to the existing easternmost runway and the addition of aircraft gates, terminal facilities and support facilities within the existing property boundaries of OIA.

OEA is a major General Aviation (GA) facility located east of downtown Orlando and is designated as a reliever facility for OIA. This allows OIA to focus on providing air carrier service while OEA accommodates general aviation, ambulance services, police helicopters, and extensive business aviation needs. Increases in general aviation aircraft activity are projected for OEA and the Authority is expanding and modernizing facilities to meet these needs. In addition, major terminal expansion has recently been completed by OEA's fixed base operators (FBOs).



Sheriff helicopters at OEA



GA activity at OEA

Noise Abatement Program Summary

Noise Abatement Programs have been established at OIA and OEA. These programs include noise exposure reductions through establishment of:

- Operational procedures
- Federal legislation
- Compatible land use plans

Most of these airport operating procedures were established and have been in effect since the late 1970's and early 1980's. Occasionally, minor modifications to these procedures occur when they are shown to reduce noise exposure to the overall community. Changes to operational procedures will result whenever a new runway is placed into operation. OIA plans to open a fourth runway in late 2003. Environmental and noise studies have been completed which establish the basis for its operation.

Federal legislation mandated air carrier/air cargo and aircraft manufacturers to stricter noise standards. Aircraft operators must comply with this legislation by the end of 2003. Existing aircraft which do not meet the new standards must be replaced or retrofitted (aircraft weighing over 75,000 lbs.). The resulting noise reduction would benefit communities affected by these aircraft serving OIA.

GOAA has acquired property in high noise exposure areas to improve the compatibility between off-airport land use and aircraft overflight activity. Local governments have enacted ordinances that require future development to be compatible with aircraft noise exposure. In addition, certain areas around OIA and OEA are subject to avigation easements, waiver of claim, and/or notice of aircraft activity. These represent forms of notification that overflights occur today or will occur in the future as a result of growth in aircraft activity and planned runway development. It should be noted that there are off-airport areas affected by aircraft operations that do not include a site specific notification.
Information concerning aircraft activity and noise exposure at specific sites can be obtained by contacting the Noise Abatement Officer 407.825.2674.

Primary Aircraft Overflight Areas

The four exhibits shown on the following pages represent the primary final arrival corridors and initial departure corridors for aircraft operating at OIA and OEA. These corridors represent where the majority of aircraft overflights occur, however, some aircraft overflights will occur outside of these flight tracks. The arrows shaded in blue are the primary arrival corridors. Arrows shaded in green are the primary departure corridors. The size of the arrows on all exhibits indicates the relative arrival and departure activity. The larger the arrows, the greater the number of aircraft operations.

Exhibit 1 depicts aircraft flow to the south at OIA. This represents the primary flow of aircraft at the airport, occurring about 85 percent of the time. Exhibit 2 depicts northerly flow at OIA. This represents the primary areas of overflights the remaining 15 percent of the time. It should be noted that a fourth runway on the east side of the airport is under construction. The flight corridors presented on Exhibits 1 and 2 include the primary locations of arrivals and departures operating to and from this new runway.



Air Traffic Control Tower
Orlando Executive Airport

Exhibit 3 depicts the primary flight corridors for west flow at OEA. Exhibit 4 depicts the primary flight corridors for east flow at OEA. West flow at OEA occurs approximately 40 percent of the time. East flow occurs about 60 percent of the time. The noisiest locations for OIA and OEA are generally the closest to the airports and toward the center of the corridors.

ORLANDO INTERNATIONAL AIRPORT

South Flow(85% of time, seasonally)

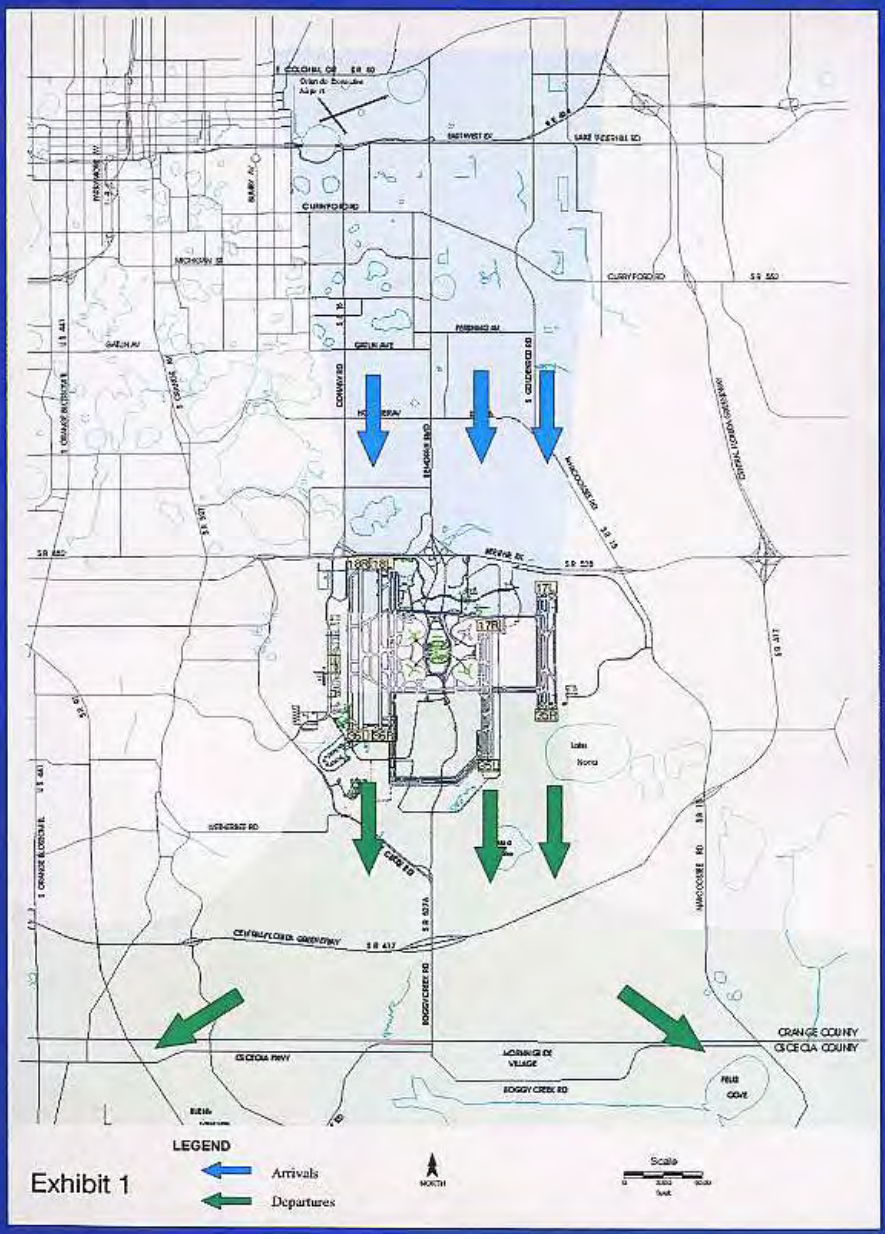


Exhibit 1

ORLANDO INTERNATIONAL AIRPORT

North Flow(15% of time, seasonally)



ORLANDO EXECUTIVE AIRPORT
West Flow(40% of time, seasonally)

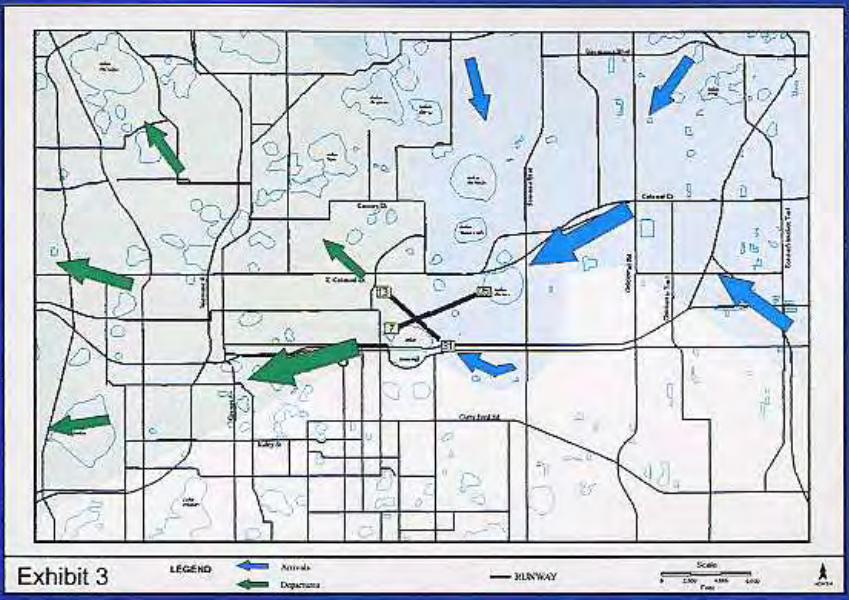


Exhibit 3

ORLANDO EXECUTIVE AIRPORT
East Flow(60% of time, seasonally)

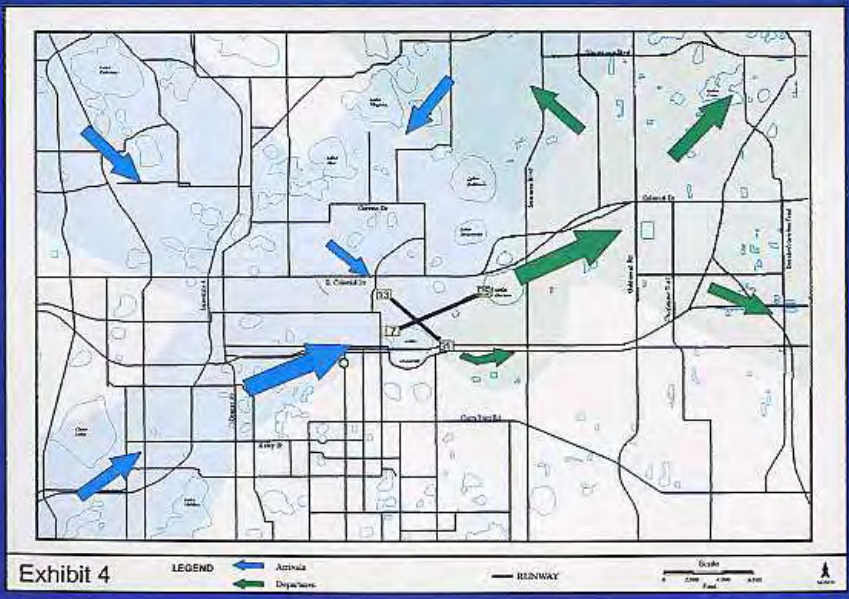


Exhibit 4

Aviation Noise Abatement Committee

The Aviation Noise Abatement Committee (ANAC) is a volunteer citizen committee organized in 1978 to find ways of reducing the impact of aircraft noise in the community. The Committee reviews noise complaints and recommends changes in aircraft operational procedures or land use controls to reduce aircraft noise around OIA and OEA.



Aviation Noise Abatement Committee

ANAC is comprised of 10 voting members, 7 are local citizens selected by their governments to represent various communities or interests in the area. The Greater Orlando Aviation Authority (GOAA) selects 3 members; one is a citizen from the community at large, one is a member of the GOAA staff and one is a representative from Orlando Executive Airport.

ANAC is technically supported in an advisory capacity by the Authority's Noise Abatement Officer, the Federal Aviation Administration's Orlando Air Traffic Control Tower personnel, land planners from local jurisdictions, and noise/land use consultants.

ANAC meetings are advertised and held monthly. Public attendance and input is encouraged. Meeting dates can be confirmed by calling the Noise Abatement Officer at 407.825.2674.

For current listing of ANAC members and the communities they represent, contact the Noise Abatement Officer at 407.825.2674 or reference our web page, www.orlandoairports.net/goaa/noise

Noise Abatement Implementation Responsibilities

Effective implementation of a noise abatement program requires the cooperation and coordination of numerous participants, each having unique responsibilities. For OIA and OEA, these participants include:

ANAC



which is responsible for reviewing community input and recommending noise control measures to the Aviation Authority.

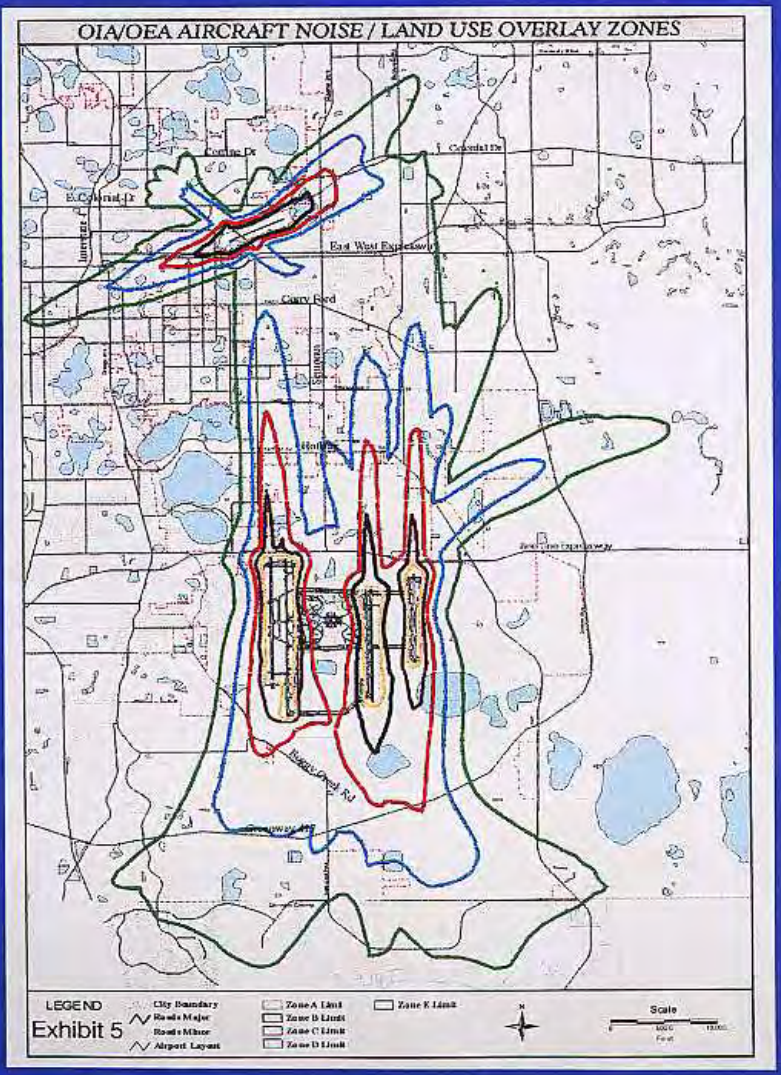
Federal Goverment

which has the authority and is responsible for controlling aircraft noise by regulating source emissions. The FAA's Air Traffic Control has the authority to implement noise abatement operational procedures which have been recommended by the airport proprietor and have been shown to be consistent with air safety and all legal requirements.

Greater Orlando Aviation Authority

which is responsible for planning and implementing actions designed to reduce the effect of noise on residents of the surrounding area. Such actions include noise abatement procedures, land acquisition and other controls that do not discriminate, create an unsafe situation, impede the management of the air navigation system, or interfere with interstate or foreign commerce. (See Exhibit 5)

AIRCRAFT NOISE/LAND USE OVERLAY ZONES MAP



The City of Orlando and Orange County, FL have both adopted ordinances amending previously existing ordinances relating to aircraft noise. Section 58.383 of the Code of the City of Orlando and Section 6 of Orange County Ordinance Number 2000-07 require public notice of the existence of Aircraft Noise/Land Use Overlay Zones Map.

Local Goverment and Planning Agencies

which have the responsibility for land use planning, zoning and housing regulations, review proposed developments to ensure compatibility with airport operations. Contact the Planning Department at the following agencies for information on land-use ordinances:

City of Orlando

Orange County

City of Belle Isle

Osceola County

East Central Florida Regional Planning Council

Air Carriers, Charter and Cargo Operators



are mandated by the FAA to retire or retrofit older, noisier aircraft to meet more stringent noise (Stage III) standards by 2003. Pilots associated with these entities, and general aviation pilots, have the responsibility to fly aircraft in ways that minimize the impact of noise on people.

Air Travelers and Shippers

generally bear the cost of noise reduction measures through the payment of various waybill and passenger facility fees.



Surcharge on airline tickets

Noise and Operations Monitoring System

The Authority operates a Noise and Operations Monitoring System (NOMS) that provides noise and flight tracking information for OIA and OEA. The system consists of a series of permanent and portable noise monitoring stations used to collect noise exposure data. In addition, the NOMS records flight track information and aircraft altitudes. Data collected from the system is transmitted to a central computer located in the Authority offices. Data is stored and used to evaluate noise complaints, document runway use and flight corridors, assist in the development of noise mitigation measures, identify trends in noise exposure and provide support for the development of noise contours. Specific data related to noise monitoring is available for review at the Noise Abatement Office.



Noise monitor equipment near OIA

Noise Abatement Officer

The Authority has a full-time noise abatement officer on staff. This individual is responsible for operating the NOMS system, supporting ANAC, assisting in the implementation of noise abatement measures, talking with citizens who have questions or complaints regarding aircraft noise and maintaining the latest information related to aircraft noise around OIA and OEA.

Your Input

is very important. The Aviation Authority's Noise Abatement Officer and ANAC actively seek a continuous dialog with community representatives and individuals regarding aircraft noise exposure. If you have questions regarding aircraft noise issues, attend the next ANAC meeting or call the Authority's Noise Abatement Officer. ANAC meetings are normally held on the second Friday of each month but dates can vary. To verify the next meeting date or to speak with the Aviation Authority's Noise Abatement Officer, please contact the:

Noise Abatement Office
Greater Orlando Aviation Authority
Orlando International Airport
One Airport Boulevard
Orlando FL 32827-4399
(407) 825-2674

Noise Hotline: (407) 825-2003
Toll Free: (866) 646-6473
(866) OI-NOISE

Visit our Web Site at: http://www.orlandoairports.net/goaa/noise

3/03

This appendix contains the related information documenting the County of San Diego's consultation with airport users and the Federal Aviation Administration (FAA). Following is the list of information included in this appendix.

- Distribution List
- Sample of Pilot Consultation Letter
- Pilot Responses

  Ronald E. Lovick – President of Copy Club Carlsbad, April 29, 2005

  Rick Baker – President of Palomar Airport Association, June 14, 2005

  Phyllis Trombi – Past President of Gillespie Pilots Association, June 14, 2005

  Alan Cruise – President of Oceanside Airport Association, June 30, 2005
- FAA Comments on the NCP Version 2

  Response to Comments
- FAA Comments on the NCP Version 5

  Response to Comments

  FAA Review Comments

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  Response to Comments

  FAA Review Comments

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Distribution List

Distribution List for Letter to Pilots

Name and Mailing Address	E-mail Address
Rick Baker, President Palomar Airport Association PO Box 130476 Carlsbad, CA 92013	land@palomarairportassociation.com alucp@sdaac.org
Daniel Burkhart, Local Representative National Business Aviation Association 10164 Meadow Glenn Way East Escondido, CA 92026	dburkhart@nbaa.org dburkhart@cox.net
Kurt Mihalco, President Palomar Airport Pilot's Association PO Box 870 Carlsbad, CA 92018	mihalco@pacbell.net
Henry Schubach, President North County Community Airport Association c/o Schubach Aviation 2006 Palomar Airport Road Carlsbad, CA 92008-4812	henry@schubachaviation.com
California Pilots Association PO Box 6868 San Carlos, CA 94070-6868	http://www.calpilots.org/html/contact.php
Pacific Coast Flyers, Inc. PO Box 130578 Carlsbad, CA 92013	info@pacificcoastflyers.org
Alan Cruise, President Oceanside Airport Association PO Box 172 Oceanside, CA 92049	OceansideAirport@hotmail.com
Barry Bardack, President Gillespie Pilots Association PO Box 712881 Santee, CA 92071-2881	Barry.gpa@cox.net
John Hubbard, President EAA North San Diego County Chapter 286 30787 Little Quail Run Valley Center, CA 92082	president@eaa286.org
San Diego Area Aviation Council 2006 Palomar Airport Road, Suite 214 Carlsbad, CA 92008	issues@sdaac.org
Robin Gartman International Organization of Women Pilots The "Ninety-Nines" - Palomar Chapter 2725 Anta Court Carlsbad, Ca.92009	rgartorth@cs.com

Name and Mailing Address	E-mail Address
Betsy Eskridge Senior Aviation Consultant Specialist Noise & Airspace Projects Department of Transportation Division of Aeronautics, MS # 40 P. O. Box 942874 Sacramento, CA 94274-0001	elizabeth.eskridge@dot.ca.gov
Sandy Detherage, Air Traffic Manager Federal Aviation Administration Palomar ATCT 2200 Palomar Airport Road Carlsbad, CA 92008	Sandy.detherage@faa.gov
Pete Ciesla Federal Aviation Administration 15000 Aviation Blvd. PO Box 92007 Hawthorne, CA 90009	Pete.ciesla@faa.gov

Sample Letter

URS

April 25, 2005

Name
Organization
Address
City, State Zip

SUBJECT: MCCLELLAN-PALOMAR AIRPORT FAR PART 150 STUDY

Dear Pilot/Aircraft Owner:

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.

The purpose of the noise compatibility program is to:

- To promote a planning process through which the airport operator can examine and analyze the noise impact created by the operation of the airport, as well as the costs and benefits associated with various alternative noise compatibility techniques, and
- To bring together through public participation, agency coordination, and overall cooperation, all interested parties with their respective authorities and obligations, thereby facilitating the creation of an agreed upon noise compatibility plan specifically suited to CRQ, while at the same time not unduly affecting the national air transportation system.

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.

At the present time, we are considering six noise compatibility measures. These measures are:

- When traffic volume permits, delay the Runway 24 left turn departures until aircraft is west of I-5 (see OM-4).
- Develop a GPS Departure Procedure for Runway 24 that emulates the VFR "Alpha Departure" (see OM-5).
- Modify right turn for Runway 24 departure (see OM-15).

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7650 W. Courtney Campbell Causeway
Tampa, FL 33607-1462
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Fax: 813.636.2400
www.urscorp.com

- Discourage the use of the south pattern on Runway 24 for arrivals (see OM-18).
- Amend practice approach procedure (see OM-20).
- Amend "Quiet Hours" to include all aircraft except emergency flight operations (see OM-24).

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.

If you have any questions regarding the enclosed information, or would like additional information, please contact URS directly.

Deborah Murphy Lagos, Sr. Project Manager, 813-636-2445, deborah_murphy@urscorp.com

We appreciate your interest in these issues, and welcome your comments about the six measures identified above, or any of the other measures listed in the table, whether they are in favor or opposed. Please send your comments via e-mail, mail or fax them to me by June 30, 2005, at the address below. We encourage you to distribute this information to your organization's members.

Ms. Deborah Murphy Lagos, Sr. Project Manager
URS Corporation
7650 W. Courtney Campbell Causeway
Tampa, FL 33607-1462
FAX: (813) 636-2400

Sincerely,

URS CORPORATION

Deborah Murphy Lagos
Senior Project Manager

Enclosures: Operational Measures Evaluated in the Part 150 Noise Compatibility Program
Detailed Description of OM-4
Detailed Description of OM-5
Detailed Description of OM-15
Detailed Description of OM-18
Detailed Description of OM-20
Detailed Description of OM-24

Operational Measures Evaluated in the Part 150 Noise Compatibility Program

Measure ID	1992 NCP Operational Measures	FAA Record of Approval
OM-1	Raise the traffic pattern altitudes.	No action. Insufficient data.
OM-2	Increase the instrument landing system (ILS) and visual approach slope indicator (VASI) angles from 3.2 degrees to 3.76 degrees.	Disapproved due to increased complexity.
OM-3	Modify the Oceanside very high-frequency omnidirectional radio range (VOR) approach to maintain higher altitudes over Carlsbad.	Disapproved due to reduced utility of the airport.
OM-4	Require visual departures proceeding to the coast from Runway 24 to turn to a 250-degree heading and fly through the gap between Solamar and Terramar.	Approved as Voluntary.
OM-5	Develop a jet standard instrument departure (SID) for Runway 24 operations to turn to a 250-degree heading, perform a thrust cutback procedure at Interstate 5, and maintain heading and altitude until at least three miles offshore.	No Action. Insufficient data.
OM-6	Conduct a test in which Runway 24 arrivals would maintain gear and flap settings from the outer marker until past Palomar West Mobile Home Park.	Approved as Voluntary.
OM-7	Require jet arrivals to Runway 24 to use the ILS.	Disapproved due to no benefit demonstrated; rules already apply.
OM-8	Specify Runway 24 as the preferential runway.	Approved as Voluntary. Consult with ATCT.
OM-9	Increase the helicopter route altitude to 1,000 feet mean sea level (MSL).	Disapproved pending data.
OM-10	Locate engine maintenance runup area to the west side of the Airport.	Disapproved due to insufficient data.
OM-11	Hold aircraft at the parking position when departure delays are high.	Disapproved due to no benefit demonstrated.
OM-12	Discourage the use of the Airport by aircraft operating at a maximum weight of 60,000 pounds or more.	Disapproved due to insufficient data.

Measure ID	1992 NCP Operational Measures	FAA Record of Approval
OM-13	Discourage jet training operations, particularly by Stage 2 aircraft.	Approved as Voluntary but beware of Part 161.
OM-14	Implement a voluntary Stage 2 jet departure curfew between 10 pm and 7 am.	Approved as Voluntary but beware of Part 161.

Measure ID	PAR 2000 Operational Measures	PAR Votes in Favor	PAR Votes Opposed
OM-15	Modify right-turning Runway 24 departure	NA	NA
OM-16	Encourage arriving pilots to maintain altitude as long as practical and not descend below pattern altitude before entering the traffic pattern	13	0
OM-17	Discourage certain departure routes for aircraft that create excessive noise	12	0
OM-18	Discourage use of the more noise sensitive south pattern on Runway 24 for arrivals	1	12
OM-19	Conduct test of “Contact Clearance Delivery”	13	0
OM-20	Amend the Practice Missed Approach Procedure	13	0
OM-21	Use NMS to identify low-flying aircraft	13	0
OM-22	Consider extending runway to the east for Runway 24 departures	9	3
OM-23	Initiate a Part 161 Study	4	7
OM-24	Amend “Quiet Hours” to Include All Aircraft Except Emergency Flight Operations	11	2
OM-25	Explore ATC techniques to reduce arrival/departure deviations over residential areas	13	0

OM-4

REQUIRE VISUAL DEPARTURES TO FLY BETWEEN SOLAMAR AND TERRAMAR (OM-4)

The 1992 NCP included a recommendation to require visual departures proceeding to the coast from Runway 24 to (a) make a right turn as soon as feasible to a heading of 250 degrees, (b) fly over the vacant area between the communities of Terramar and Solamar, and (c) maintain heading until one mile past the shoreline before turning north or south. The intersection of Interstate 5 (I-5) and Palomar Airport Road can be used as a visual marker for keeping on course. It is recommended that pilots keep just to the right of this intersection. This "gap" between the communities is approximately 2,500 feet wide. This procedure would not apply to aircraft making immediate turns proceeding east, or to aircraft remaining in the traffic pattern. The 1992 NCP recommended that this procedure be the required Runway 24 departure procedure.

The FAA approved this as a voluntary measure only. This measure reflects a recommended practice that is already in effect at the airport.

It appears that a slightly modified form of the procedure was implemented following FAA's Record of Approval. The "Alpha Departure" is published on the airport's website as a voluntary noise abatement procedure (VNAP), and is shown in Figure 11-2. It instructs jets to fly a 250-degree ground track at the best rate of climb until approximately ½ mile offshore. National Business Aircraft Association (NBAA) standard noise abatement departure procedures are recommended. It instructs piston aircraft to hold turns until reaching 800 feet MSL, with the "Alpha North" pattern preferred. On the downwind leg, climb to at least 1,000 feet AGL prior to initiating a turn to the desired course.

Figure 11-3 illustrates flight track density for daytime departures on Runway 24, based on CY 2002 data collected from the airport's Global Environmental Management System (GEMS). Figure 11-4 illustrates modeled departure flight tracks for Runway 24, which were developed from the flight track density maps. The line thickness of the flight track represents the relative weighted utilization of the track, i.e., the thicker the line, the more aircraft use that track. Tracks 24D3, 24D4, 24D5, 24D7, 24D8, 24D10, and 24D11 generally follow the "Alpha Departure" procedure, and account for 57.1 percent of all departures.

The following table indicates the number of fixed wing aircraft utilizing each track during the daytime, evening, and nighttime periods on the average annual day.

Average Daily Departures on Runway 24

Track ID	Number of Average Daily Departures				
	Day	Evening	Night	Total	Percentage
24D1	27.9	1.0	0	28.9	14.3%
24D2	27.9	1.0	0	28.9	14.3%
24D3	37.2	0	0	37.2	18.4%
24D4	37.2	2.0	0	39.2	19.4%
24D5	27.9	2.0	0	29.9	14.8%
24D6	27.9	0	0	27.9	13.8%
24D7	0	2.0	0	2	1.0%
24D8	0	2.0	0	2	1.0%
24D9	0	0	1.3	1.3	0.6%
24D10	0	0	2.9	2.9	1.4%
24D11	0	0	2.2	2.2	1.1%
TOTAL	186	10	6.4	202.4	100%

As shown in Table 11-2, a total of 30.1 aircraft per day, or 14.9 percent of all fixed wing aircraft departures, are bound for destinations southeast of the airport. Approximately 93 percent of these departures utilize track 24D6, which begins at the departure end of Runway 24, continues for a distance of one nautical mile beyond the end of the runway along the extended runway centerline, then transitions to the left to a compass heading of 076 degrees passing over residential areas located adjacent to and southwest of the airport. The remaining 7 percent of these departures utilize track 24D11, which generally follows the "Alpha Departure" procedure, by delaying the left turn until reaching the coast.

An analysis of these left turn departure tracks for Runway 24 was conducted to examine the potential for reducing noise exposure to residential areas southwest of the airport. Fifty percent of aircraft currently using track 24D6 were shifted to track 24D11 to avoid residential areas southwest of the airport. The tracks are shown on Figure 11-4. It was assumed that this operational procedure would be a voluntary measure only; and as such, that approximately 50 percent of aircraft currently using track 24D6 would use track 24D11 instead, when weather conditions and traffic efficiency allowed.

The *2009 Future Condition NEM, Without Program Implementation*, was used as a baseline condition for evaluating the effectiveness of this alternative. The baseline condition was only changed by adjusting Runway 24 departure track utilization. All other data elements of the *2009 Future Condition NEM, Without Program Implementation*, remained unchanged.

Figure 11-5 compares CNEL 60 and 65 dB contours of the *2009 Future Condition NEM, Without Program Implementation* to the CNEL 60 and 65 dB noise contours resulting from this alternative. The following table provides detailed information regarding the number of housing units and population within the resulting CNEL 60 dB contours. With 50 percent compliance, seven less people and three less housing units would be exposed to noise levels at or above CNEL 60 dBA.

Noise Exposure Estimates for OM-4

Noise Exposure	CNEL ≥ 60 dBA		
	2009 No Action	Reduced Use of Track 24D6	Benefit
Population	413	406	7
Number of Housing Units	155	152	3

Note: There are no housing units within the CNEL 65 dBA contour.

Sources: Integrated Noise Model, Version 6.1
URS Corporation, 2005.

During the development of this alternative, the consideration of air traffic efficiency was discussed with the Airport Traffic Control Tower (ATCT) at CRQ. The ATCT's concern is the reduction of air traffic efficiency when a slower aircraft precedes a faster aircraft. If a slower aircraft remains on runway heading without executing an immediate left turn, a faster aircraft would be required to hold until the slower aircraft cleared the flight path.

The potential use and feasibility of developing a single noise abatement departure corridor along the extended Runway 24 centerline was discussed with ATCT representatives. The proposed corridor would serve to congregate all Runway 24 departures along a single straight-out path with initial turns to the north or south commencing only after the passing west of the coastline.

Current air traffic handling procedures at CRQ have been historically developed to provide the most efficient and expeditious movement of traffic. These procedures also serve to enhance the overall safety of all departures. While technically feasible from a safety and air traffic routing perspective, the consolidation of all Runway 24 departures along a single route imposes operational air traffic handling restrictions while also degrading runway peak hour and annual service volume capacity.

ATC handling procedures require that controllers provide adequate en-trail separation between all departing aircraft. If all Runway 24 departing aircraft were required to fly along an extended runway heading, ATC rules dictate that adequate separation between each successive aircraft departure be provided. This would require that ATCT personnel monitor the relative ground speed of each aircraft and the closure rates between any two aircraft. When departing low performance aircraft are followed by faster high performance aircraft, the differences in departure ground speed may require that air traffic

controllers meter the departure rates on an aircraft-by-aircraft basis. These operational requirements and restrictions may impose severe operational and capacity restrictions such as:

- Imposed departure holds,
- Departure delays,
- Departure speed restrictions,
- Increased ground movement fuel burn,
- Adverse air quality impacts, and
- Reductions in runway capacity and peak hour throughput.

However, when traffic volume is low, it would be practical for aircraft to proceed on the 250 degree heading with initial turns to the south commencing only after passing west of the coastline.

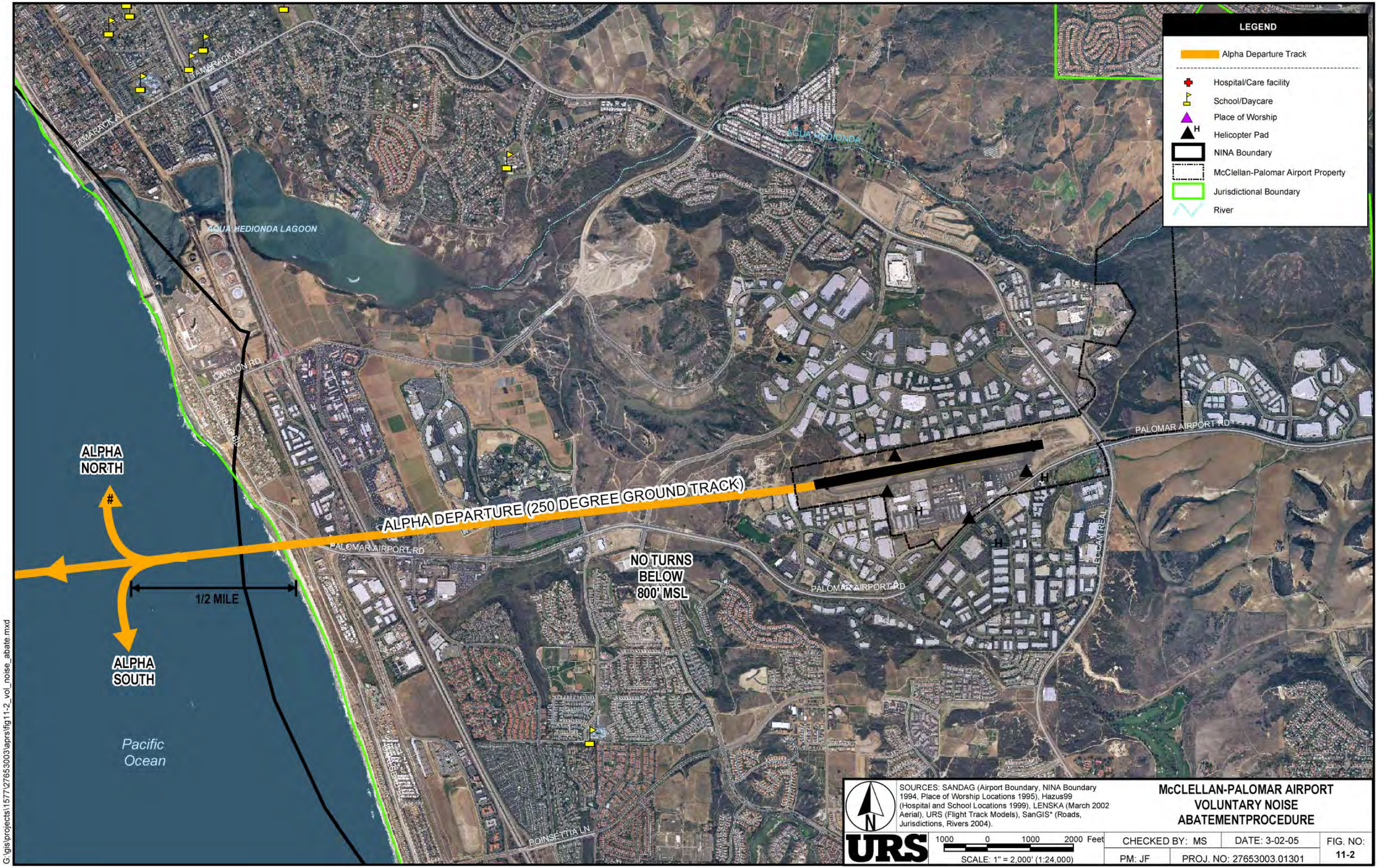
INCLUDE:

FIGURE 11-2 VOLUNTARY NOISE ABATEMENT PROCEDURE

FIGURE 11-3 FLIGHT TRACK DENSITY FOR RUNWAY 24 DEPARTURES

FIGURE 11-4 MODELED FLIGHT TRACKS FOR RUNWAY 24 DEPARTURES

FIGURE 11-5 CNEL CONTOURS FOR REDUCED USE OF TRACK 24D6



SOURCES: SANDAG (Airport Boundary, NINA Boundary 1994, Place of Worship Locations 1995), Hazus99 (Hospital and School Locations 1999), LENSKA (March 2002 Aerial), URS (Flight Track Models), SanGIS* (Roads, Jurisdictions, Rivers 2004).

McCLELLAN-PALOMAR AIRPORT VOLUNTARY NOISE ABATEMENTPROCEDURE

URS

1000 0 1000 2000 Feet

SCALE: 1" = 2,000' (1:24,000)

CHECKED BY: MS	DATE: 3-02-05	FIG. NO:
PM: JF	PROJ. NO: 27653003.01301	11-2

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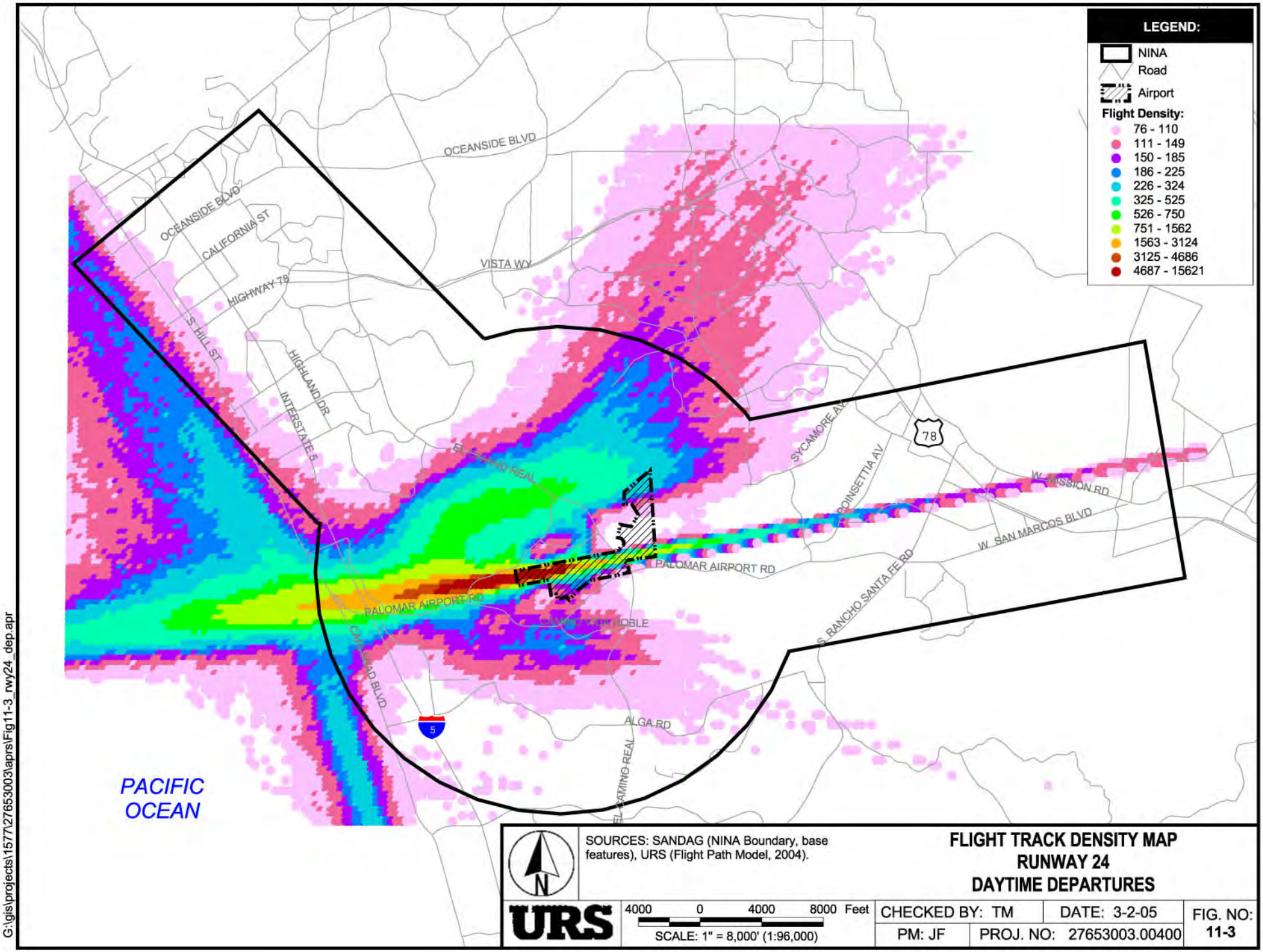
LEGEND:
NINA
Road
Airport
Flight Density:
76 - 110
111 - 149
150 - 185
186 - 225
226 - 324
325 - 525
526 - 750
751 - 1562
1563 - 3124
3125 - 4686
4687 - 15621
OCEANSIDE BLVD
CALIFORNIA ST
HIGHWAY 78
VISTA WY
S HILL ST
HIGHLAND DR
INTERSTATE 5
EL CAMINO REAL
SYCAMORE AV
POINSETTIA AV
78
W MISSION RD
W SAN MARCOS BLVD
PALOMAR AIRPORT RD
S RANCHO SANTA FE RD
CARLSBAD BLVD
ALGA RD
EL CAMINO REAL
5
PACIFIC
OCEAN
SOURCES: SANDAG (NINA Boundary, base features), URS (Flight Path Model, 2004).
FLIGHT TRACK DENSITY MAP
RUNWAY 24
DAYTIME DEPARTURES
URS
4000 0 4000 8000 Feet
SCALE: 1" = 8,000' (1:96,000)
CHECKED BY: TM
DATE: 3-2-05
PM: JF
PROJ. NO: 27653003.00400
FIG. NO: 11-3
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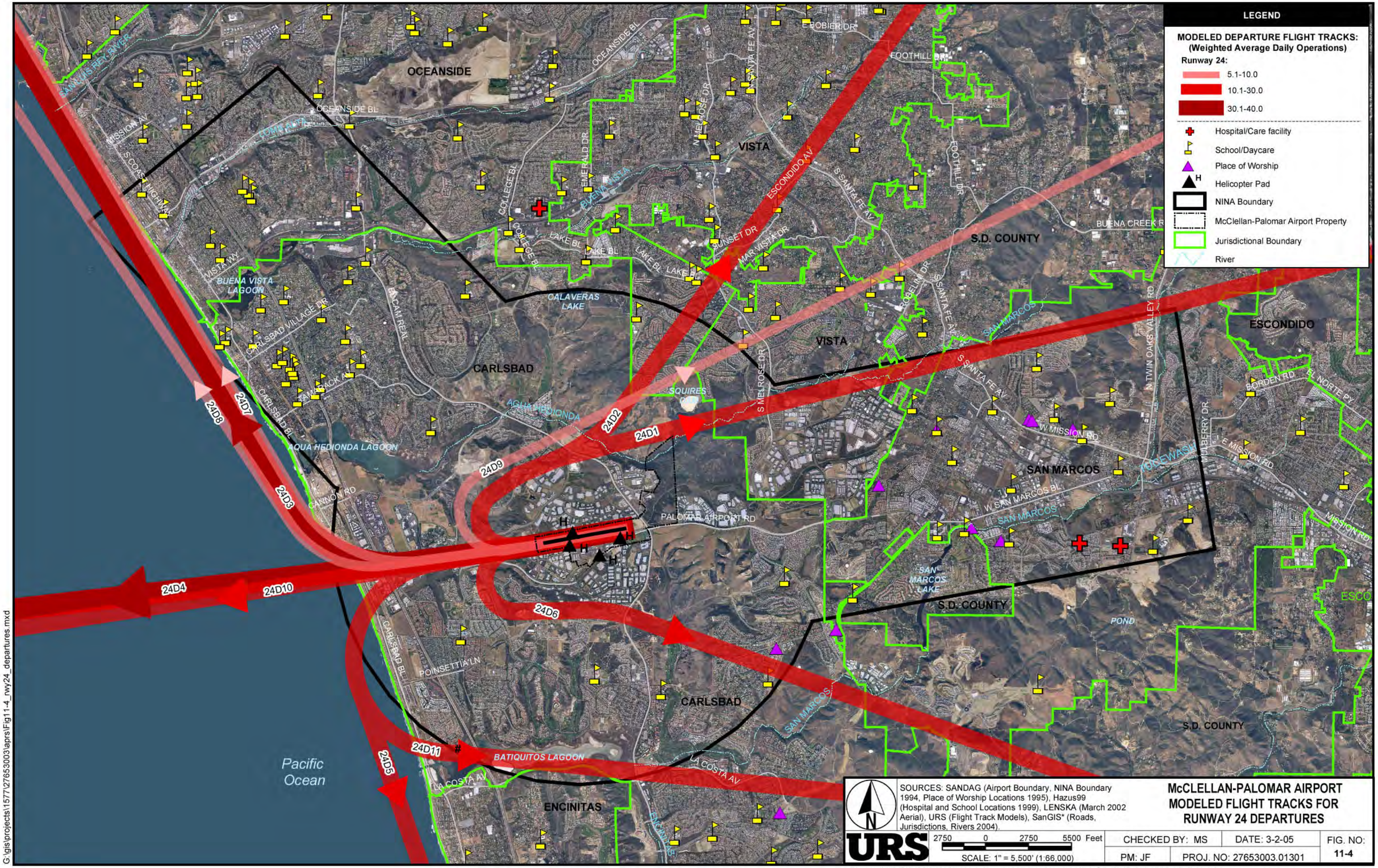

SOURCES: SANDAG (Airport Boundary, NINA Boundary 1994, Place of Worship Locations 1995), Hazus99 (Hospital and School Locations 1999), LENSKA (March 2002 Aerial), URS (Flight Track Models), SanGIS* (Roads, Jurisdictions, Rivers 2004).

McCLELLAN-PALOMAR AIRPORT MODELED FLIGHT TRACKS FOR RUNWAY 24 DEPARTURES

URS

2750 0 2750 5500 Feet

SCALE: 1" = 5,500' (1:66,000)

CHECKED BY: MS	DATE: 3-2-05	FIG. NO: 11-4
PM: JF	PROJ. NO: 27653003.01301	

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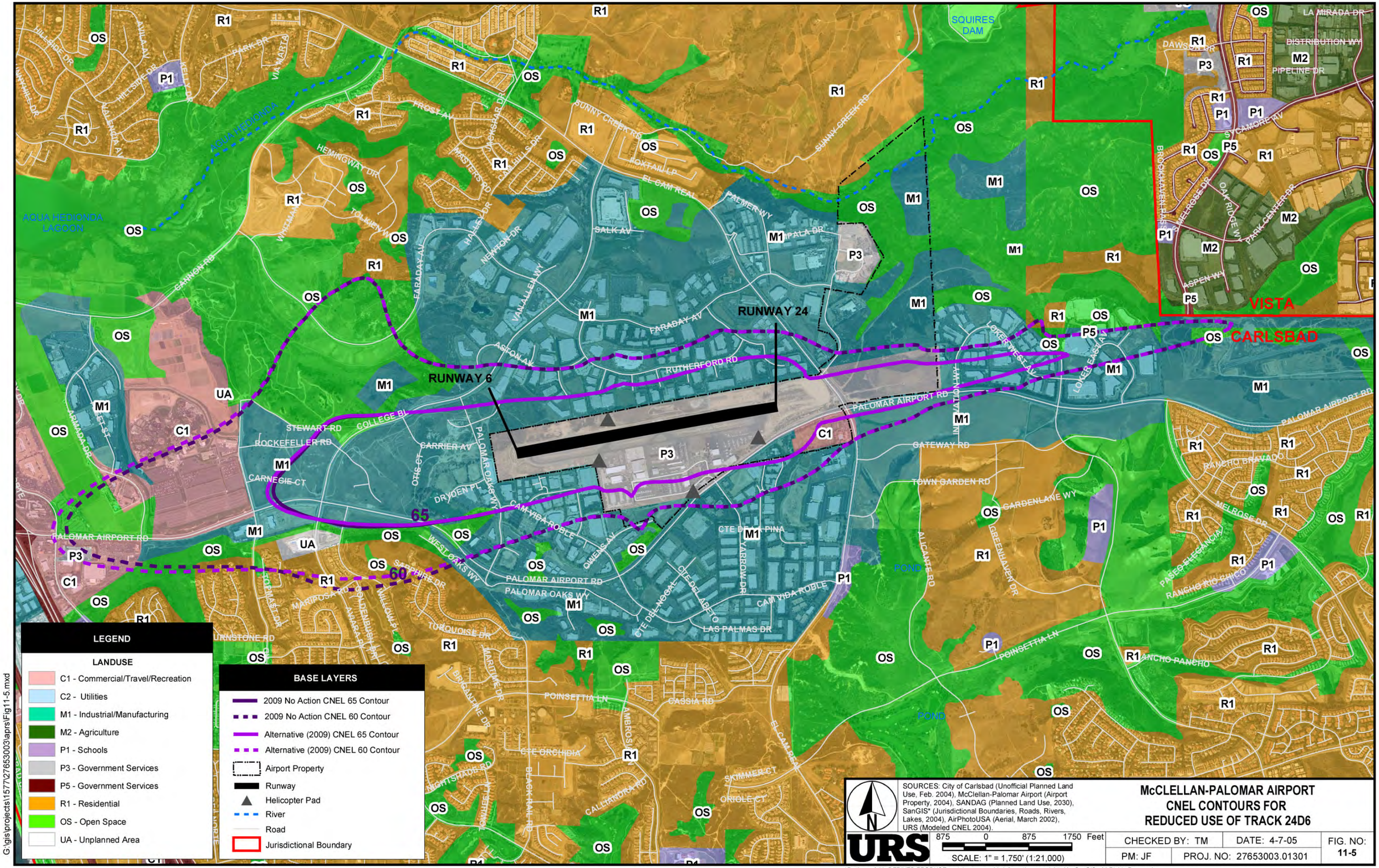
McCLELLAN-PALOMAR AIRPORT CNEL CONTOURS FOR REDUCED USE OF TRACK 24D6



G:\gis\projects\15772765300\3\aprs\Fig11-5.mxd

SOURCES: City of Carlsbad (Unofficial Planned Land Use, Feb. 2004), McClellan-Palomar Airport (Airport Property, 2004), SANDAG (Planned Land Use, 2030), SanGIS* (Jurisdictional Boundaries, Roads, Rivers, Lakes, 2004), AirPhotoUSA (Aerial, March 2002), URS (Modeled CNEL 2004).

URS

875 0 875 1750 Feet

SCALE: 1" = 1,750' (1:21,000)

CHECKED BY: TM	DATE: 4-7-05	FIG. NO: 11-5
PM: JF	PROJ. NO: 27653003.01301	

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OM-5

DEVELOP A SID FOR RUNWAY 24 DEPARTURES

The 1992 NCP included a recommendation to prepare a Standard Instrument Departure (SID) with the FAA concerning instrument flight rules (IFR) jet departures from Runway 24. This procedure would provide a "gate" for initiating a climb or heading changes after initial departure altitude is reached. Aircraft would maintain a [magnetic] heading of 250 degrees and climb to a minimum altitude of 2,000 feet MSL before crossing I-5 or the Oceanside 131-degree radial, then reduce power as acceptable for safe flight, and maintain the initial heading and initial altitude of 2,000 to 3,000 feet MSL until reaching the gate at three miles past the shoreline.

This recommended procedure, in conjunction with the Runway 24 visual departure procedure described above in OM-4, should eliminate most of the direct overflights of Altamira, Terramar, Solamar, and Seagate Village. The 1992 NCP indicated that a capacity analysis was performed to determine the impact of aircraft departing from Runway 24 and proceeding out over the coast on the 250-degree [magnetic] heading. It was found that the procedure would have a minimal impact on airport capacity and that the maximum number of departures that could occur per hour would be reduced from 98 to 96.

The FAA indicated no action was required at the time, because additional information and analysis was required under Section 104(b) of the Airport Safety and Noise Abatement Act (ASNA).

A Standard Instrument Departure procedure (SID) is an Air Traffic Control (ATC) requested and developed departure typically used in busy terminal areas. The SID procedures are published and are used by ATC to increase capacity of terminal airspace, effectively control the flow of traffic with minimum communication and reduce environmental impact through noise abatement procedures. The development of a SID is predicated on the availability of electronic navigational aids (NAVAIDS) that provide pre-established navigable routes between NAVAIDS or to published fixed points in space that are established by the proximal location and relative bearing between two or more NAVAIDS. Because the NAVAIDS or waypoints required to develop published navigable routes along the departure route from Runway 24 are not currently available, the development and use of a noise abatement SID for Runway 24 cannot be implemented.

The FAA and certain U.S. airport owner/operators are working with the FAA in developing alternative departure procedures that utilize emerging navigational technologies such as the Global Positioning System (GPS). The GPS is a satellite-based navigation system made up of a network of 24 satellites placed into orbit by the U.S. Department of Defense. GPS was originally intended for military applications, but in the 1980s, the government made the system available for civilian use. Using GPS, the FAA is developing a variety of arrival and departure procedures that are based on established parameters such as Area Navigation (RNAV).

RNAV is a method of navigation that permits aircraft operation on any desired course within the coverage of station-referenced navigation signals or within the limits of self contained system capability, or a combination of these. As part of the RNAV, waypoints are used as predetermined geographical positions that are defined in terms of latitude/longitude coordinates. Waypoints may be a simple named point in

space or associated with existing NAVAIDS, intersections, or fixes. A waypoint is most often used to indicate a change in direction, speed, or altitude along the desired path.

The potential for the development of a Runway 24 noise abatement departure procedure utilizing GPS and RNAV capabilities is high, however, the establishment and use of RNAV procedures for noise abatement purposes is in the early stages of development.

One potential application of a GPS/RNAV departure procedure would involve the establishment of a waypoint west of the coastline along the extended Runway 24 centerline. As an established geographical point in space, the waypoint would be used as an initial point of course change to the north and south. The application of this noise abatement procedure would serve to provide positive course guidance while channeling all departures using this GPS/RNAV procedure along a narrow geographically-limited departure path to the coastline.

OM -15

MODIFY RIGHT TURN FOR RUNWAY 24 DEPARTURE

The PAR2000 made a proposal to change the right turning departure procedure for Runway 24. The stated purpose was to minimize aircraft noise and low-flying aircraft over homes north of the airport. The proposed track is shown on Figure 11-6, and is designated 24DP1. It was described as follows: after take-off, make a climbing right 45-degree turn to a heading of 285 degrees. Fly VFR departure over Macario Canyon (east of Lego Land and west of residential area north of the airport) and make a right turn over the Aqua Hendionda Lagoon wetlands and Cannon Road (unfinished) and fly to the Vista VFR Departure Point (Courthouse buildings). Based on the track shown on Figure 11-6, the PAR2000-proposed turn appears to be initiated at a point approximately 3,000 feet from the start of take-off roll.

From an aircraft performance standpoint, many of the aircraft operating at CRQ would not have gained sufficient altitude to initiate a climbing right 45-degree turn 3,000 feet from the start of take-off roll. Hence, aircraft would initiate the climbing right 45-degree turn at a myriad of distances from the start of take-off roll. This would result in aircraft flying over a much broader area than intended by this procedure, rather than minimizing overflights of homes north of the airport.

In addition, there is a helipad located on the north side of the runway, approximately 3,000 feet from the end of Runway 24. As shown, the climbing right 45-degree turn would fly directly over, or in very close proximity to this helipad. The PAR2000-proposed track also intersects, while aircraft are at low altitudes, with the helicopter departure and arrival tracks to and from the north and the helicopter Touch and Go (TNG) track. This presents an operational safety concern and should be avoided.

For this Part 150 study, the PAR2000-proposed departure path was modified to avoid the helipad and helicopter tracks, as well as make it more feasible for most aircraft to follow. Designated as departure track 24DP2, the track begins at the departure end of Runway 24, continues for a distance of 1 nautical mile beyond the end of the runway along the extended runway centerline, and then transitions to the right to a compass heading of 285 degrees passing over the Aqua Hendionda Lagoon. The course then transitions to a compass heading of 41 degrees passing over the Aqua Hendionda Creek that lies between two residential areas. The modified track is shown on Figure 11-7. It was assumed all aircraft using the 24D1, 24D2, and 24D9 departure tracks would utilize 24DP2 instead. This modified right-turning departure track for Runway 24 was evaluated using the INM to identify potential noise benefits.

Discussions were held with the FAA Palomar ATCT and airport representatives regarding operational and safety issues as they specifically relate to the proposed departure track 24DP2. Two primary concerns were raised by ATCT representatives: operational safety and transference of aircraft-generated noise to land areas immediately north of the airport.

Issues related to operational safety included the ATCT controller's ability to maintain adequate visual contact with arriving or departing aircraft operating within a region of airspace located northwest of the airport.

ATCT representatives stated that, in general, it is easier, more efficient, and safer to provide positive ATC and aircraft separation within the local airport traffic pattern and terminal airspace when aircraft remain within the visual range of ATCT controllers. When aircraft operate along extended arrival, departure or airport traffic pattern entry points, visual separation and positive control become increasingly difficult.

The issue of the increased potential for mid-air collisions between arriving aircraft on tracks 24A4/24A5 and the departing aircraft on track 24DP2 was of primary concern because of a mid-air collision that occurred within the same general area in September of 2002. Examples of such potential conflicts included IFR arrival aircraft using the Oceanside VORTAC 120-degree radial as part of the published

non-precision VOR-A circling approach and VFR arrival aircraft using the FAA's standard 45-degree entry procedure to enter the airport traffic pattern. Aircraft using either of the two arrival procedures would most likely be operating at altitudes that coincide with departing aircraft on tracks 24D1, 24D2, and 24D9.

The potential for pilots to utilize terrain features such as the Aqua Hendionda Creek is at question because of the likelihood of extended periods of low visibility or low-lying fog that forms along the lowest points of the local terrain. When such meteorological conditions occur, it is doubtful that pilots operating under VFR would be able to use these types of visual landmarks for visual course guidance or dead reckoning purposes.

The *2009 Future Condition NEM, Without Program Implementation*, was used as a baseline condition for evaluating the effectiveness of this measure. The baseline condition was only changed by adjusting flight track utilization to include the use of Track 24DP2. All other data elements of the *2009 Future Condition NEM, Without Program Implementation*, remained unchanged.

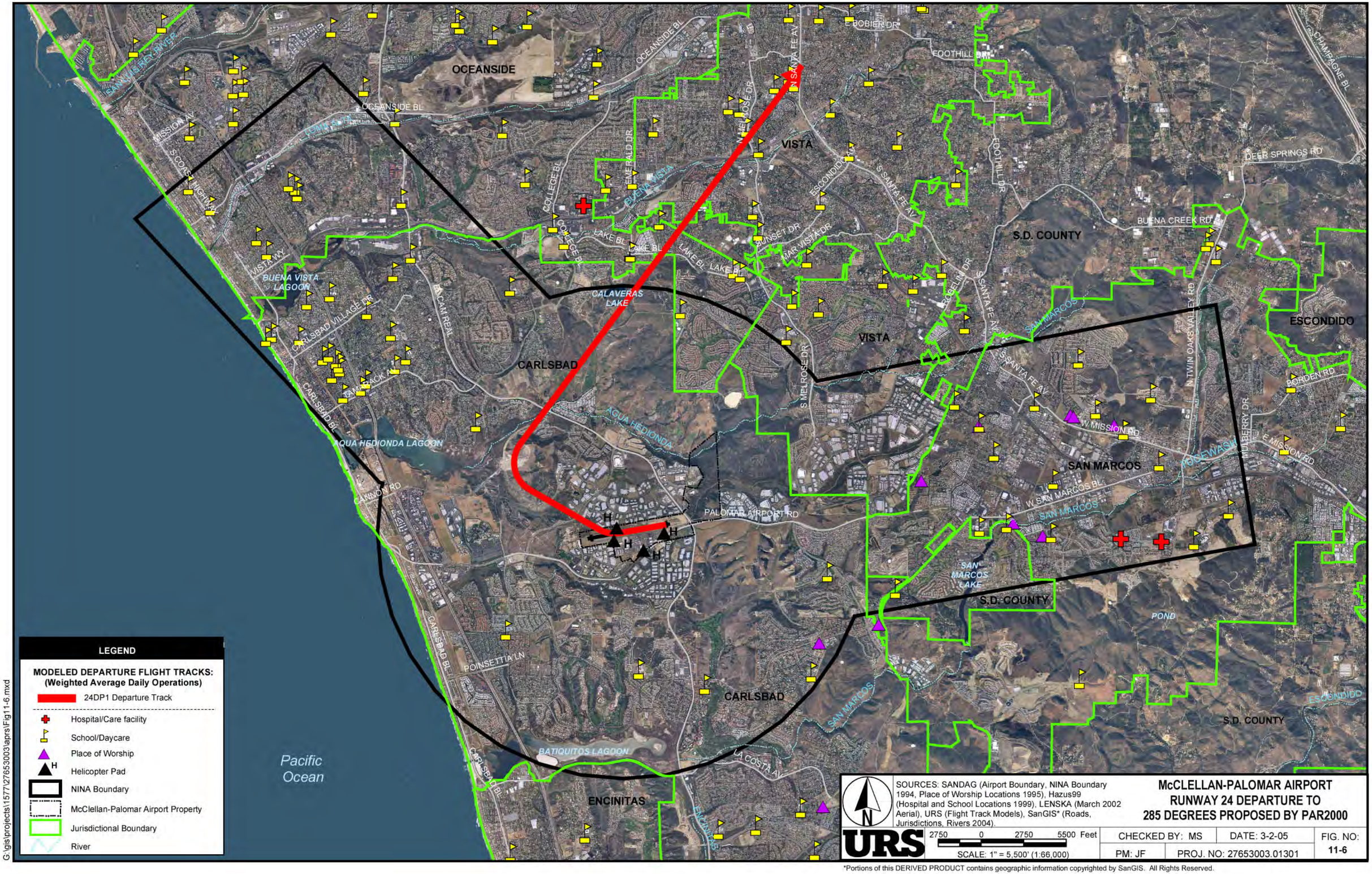
All of the departure operations on tracks 24D1, 24D2, and 24D9 that were modeled in the 2009 future condition were modeled on track 24DP2 instead. As shown in Table 11-2, there are approximately 59.1 departures per day on these three tracks. Figure 11-8 compares the CNEL 60 and 65 dBA contours of the *2009 Future Condition NEM, Without Program Implementation* to the CNEL 60 and 65 dBA noise contours resulting from use of track 24DP2 instead of tracks 24D1, 24D2, and 24D9.

INCLUDE:

FIGURE 11-6 RUNWAY 24 DEPARTURE TO 285° PROPOSED BY PAR2000

FIGURE 11-7 MODIFIED RUNWAY 24 DEPARTURE TO 285°

FIGURE 11-8 CNEL CONTOURS FOR USE OF TRACK 24DP2



LEGEND

MODELED DEPARTURE FLIGHT TRACKS:
(Weighted Average Daily Operations)

- 24DP1 Departure Track
- Hospital/Care facility
- School/Daycare
- Place of Worship
- Helicopter Pad
- NINA Boundary
- McClellan-Palomar Airport Property
- Jurisdictional Boundary
- River

SOURCES: SANDAG (Airport Boundary, NINA Boundary 1994, Place of Worship Locations 1995), Hazus99 (Hospital and School Locations 1999), LENSKA (March 2002 Aerial), URS (Flight Track Models), SanGIS* (Roads, Jurisdictions, Rivers 2004).

McCLELLAN-PALOMAR AIRPORT RUNWAY 24 DEPARTURE TO 285 DEGREES PROPOSED BY PAR2000

URS

2750 0 2750 5500 Feet

SCALE: 1" = 5,500' (1:66,000)

CHECKED BY: MS	DATE: 3-2-05	FIG. NO:
PM: JF	PROJ. NO: 27653003.01301	11-6

G:\gis\projects\1577\27653003\aprs\Fig11-6.mxd

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OCEANSIDE
VISTA
CARLSBAD
ENCINITAS
SAN MARCOS
ESCONDIDO
S.D. COUNTY
Pacific Ocean
BUENA VISTA LAGOON
CALAVERAS LAKE
AGUA HEDIONDA LAGOON
BATIQUITOS LAGOON
SAN MARCOS LAKE
POND
SAN LUIS REY RIVER
AGUA HEDIONDA
SAN MARCOS
ESCONDIDO
OCEANSIDE BL
MISSION AV
S COAST HIGHWAY
LOMA ALTA
COLLEGE BL
EL CAMINO REAL
BUENA VISTA
VISTA WAY
CARLSBAD VILLAGE DR
CARLSBAD BL
TAMARACK AV
CANNON RD
PALOMAR AIRPORT RD
POINSETTIA LN
LA COSTA AV
ENCINITAS
LAKE BL
S MELROSE DR
N MELROSE DR
S SANTA FE AV
BOBIER DR
FOOTHILL DR
ESCONDIDO
SUNSET DR
MAR VISTA DR
ROSELEN DR
CHAMPAGNE BL
DEER SPRINGS RD
BUENA CREEK RD
N TWIN OAKS VALLEY RD
BORDEN RD
W MISSION RD
E MISSION RD
MULBERRY DR
ROSEWASH
W SAN MARCOS BL
SAN MARCOS

LEGEND

MODELED DEPARTURE FLIGHT TRACKS:
(Weighted Average Daily Operations)

- 24DP2 Departure Track
- Hospital/Care facility
- School/Daycare
- Place of Worship
- Helicopter Pad
- NINA Boundary
- McClellan-Palomar Airport Property
- Jurisdictional Boundary
- River

G:\gis\projects\1577\27653003\aprs\Fig11-7.mxd

SOURCES: SANDAG (Airport Boundary, NINA Boundary 1994, Place of Worship Locations 1995), Hazus99 (Hospital and School Locations 1999), LENSKA (March 2002 Aerial), URS (Flight Track Models), SanGIS* (Roads, Jurisdictions, Rivers 2004).

McCLELLAN-PALOMAR AIRPORT RUNWAY 24 MODIFIED DEPARTURE TO 285 DEGREES

URS

2750 0 2750 5500 Feet

SCALE: 1" = 5,500' (1:66,000)

CHECKED BY: MS	DATE: 3-2-05	FIG. NO: 11-7
PM: JF	PROJ. NO: 27653003.01301	

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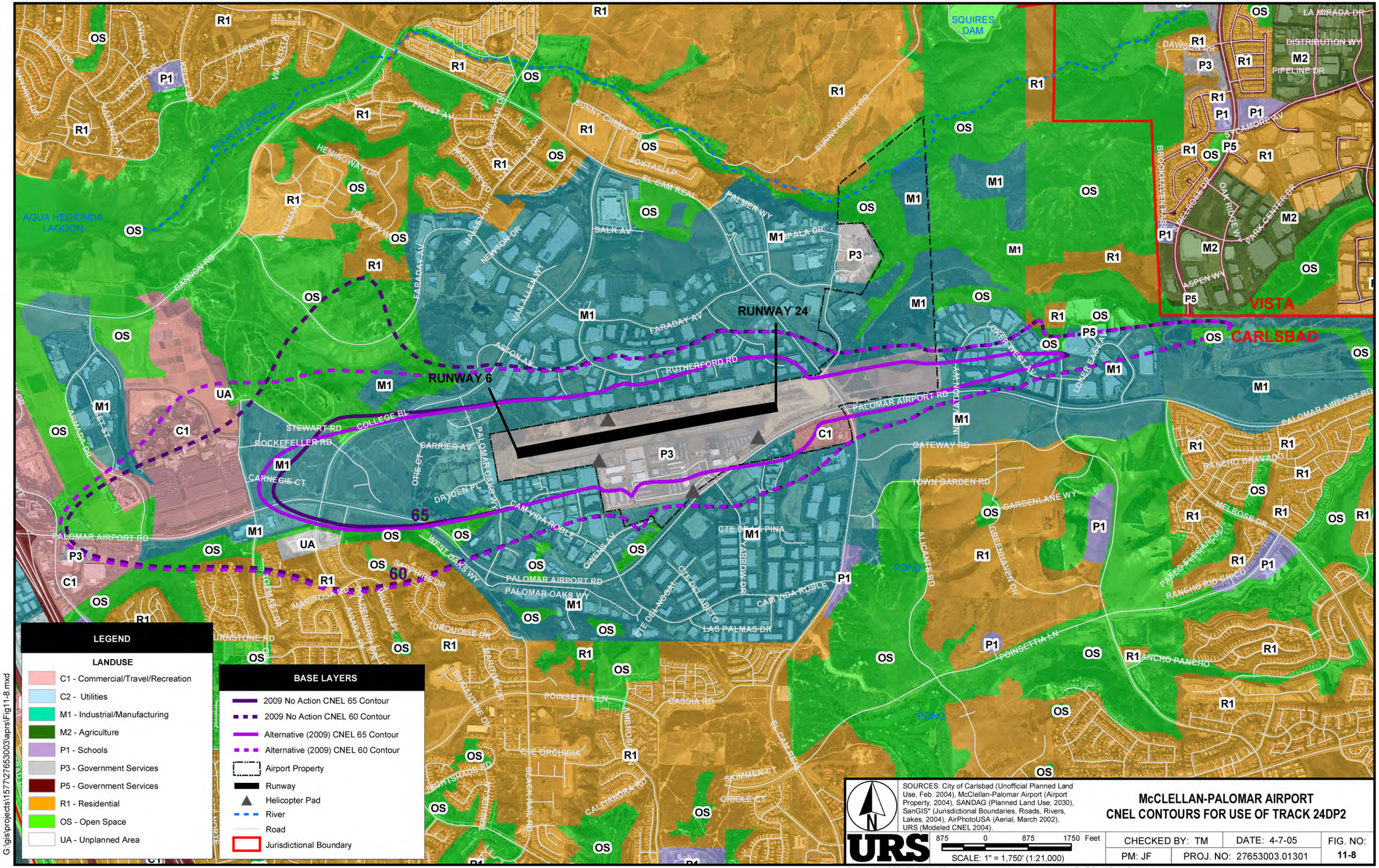

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OM-18

DISCOURAGE THE USE OF THE SOUTH PATTERN ON RUNWAY 24 FOR ARRIVALS

The PAR2000 concluded that the current CRQ arrival procedures do not restrict arrival routes to avoid noise-sensitive areas. Their recommendation was to discourage the use of the more noise sensitive approach routes to Runway 24 that over fly noise-sensitive land areas south of the airport.

Current approach routes to Runway 24 from areas south of the airport generally follow the coastline then transitions to a downwind leg that parallels the runway at an offset distance of approximately 5,000 feet. Analysis of RADAR tracks for aircraft arriving to Runway 24 reveals two distinct left "base" legs having different lengths for the final approach. Although the turn radius of each base leg is similar, the length of final approach differs and most likely represents the difference in required approach speed or required distance for establishment of landing flaps or gear setting. The close in final appears to be one nautical mile in length. The longer approach path appears to approximately twice as long. Discussions with CRQ ATCT personnel indicate that the two established left base turns to the final approach leg represent the most safe and efficient handling of arriving aircraft to Runway 24 from an air traffic handling perspective.

Proposals to extend the downwind leg of these approach paths were discussed with ATCT personnel and the following issues and/or operational concerns were raised:

- Required visibility from ATCT - Extending the downwind leg of the approach to Runway 24 will require turns to the final approach that may be beyond the visibility range of the ATCT controllers. Air traffic separation and operational safety offered by the ATCT may be serious compromised.

- Consolidation of low and high performance straight-in aircraft operations - When aircraft are vectored to the Runway 24 straight-in ILS the aircraft are initially handled by Southern California TRACON (SOCAL) prior to reaching the DEASY outer marker beacon that is located 5.1 nautical miles from the runway end along the extended runway centerline. Aircraft that are cleared for the approach by ATCT and established on the ILS glide path are descending along the 3.2-degree ILS glide path from a minimum altitude of 2,300 feet MSL. The intermixing of aircraft from the south would most likely involve aircraft entering the final approach path at various altitudes, speeds and rates of descent. These actions as well as variations in aircraft pilot technique and skill level will serve to further complicate air traffic handling of arrivals to Runway 24.

- Required coordination and handoff with SOCAL - As described above, the addition of aircraft within the final approach to Runway 24 will require additional coordination and communication between SOCAL and the ATCT as well as SOCAL and aircraft executing any of the published instrument approach procedures to the airport.

OM-20

AMEND PRACTICE MISSED APPROACH PROCEDURE

The PAR2000 recommended study and development of an amended practice "Missed Approach Procedure" for noise reduction. The current local ATCT and SOCAL Approach Control procedures for the handling of practice missed approach break-offs to the published Runway 24 ILS approach are based on two considerations, noise abatement to land areas immediately adjacent and south of the airport and to facilitate the safe and efficient separation of low-level missed approach operations from the airport traffic pattern.

When the ATCT is in operation, the majority of touch-and-go and regular airport traffic pattern operations are directed to the north side of the airport using non-standard right-hand traffic for Runway 24 and standard left-hand traffic for Runway 6. With the majority of the airport traffic pattern operations occurring north of the airport, ATCT instructs the pilot to make an immediate left turn to a compass heading of 180 degrees for traffic avoidance, climb and maintain an altitude of 3,000 feet MSL, and to contact SOCAL approach control for further instructions. While serving to mitigate noise impacts to land areas north of the airport, these actions also allow for the efficient and safe handling of recurring practice low-level missed approach operations.

To change these established procedures would most likely increase the number of aircraft flights over land areas north of the airport, increase ATCT workload, require additional separation of aircraft flights within and near the airport traffic pattern and complicate the local hand-off of control from ATCT to SOCAL following the execution of the missed approach procedure.

OM-24

AMEND "QUIET HOURS" TO INCLUDE ALL AIRCRAFT EXCEPT EMERGENCY FLIGHT OPERATIONS

While the current voluntary noise abatement procedure (VNAP) applies to all aircraft, the quiet hours (2200-0700 local time) apply only to jet aircraft and flight training operations.

The PAR2000 recommended that all voluntary guidelines be applied across the board to all types of aircraft utilizing the airport and standard quiet hours be applied to all flight operations, emergency flight operations excepted.

The following VNAPs are published on the airport's website:

General: Voluntary procedures 2200-0700 (local)

- Jet take-off and landing "Quiet Hours."
- Flight training operations such as touch-and-goes and multiple practice approaches are discouraged during Quiet Hours.

FAA Advisory Circular 150/5020-1 indicates that curfews are an effective though costly method of controlling airport noise. Since unwanted noise is most pronounced in the late evening or early morning hours, curfews are usually implemented to restrict nighttime operations. A nighttime curfew could be in effect between 10:00 p.m. and 7:00 a.m., which corresponds to the nighttime period for the CNEL calculation, or, to be less restrictive, could be in effect between midnight and 6:00 a.m., for example. A curfew could also apply only to departures, only to arrivals, or to both departures and arrivals. A curfew could be implemented in conjunction with a restriction based on relative noisiness, to restrict use of the airport during certain nighttime hours to aircraft that generated noise levels below a specified threshold.

The prohibition of all traffic during the noise-sensitive hours (Quiet Hours) may place a significant constraint on certain businesses currently operating at CRQ. Early morning departures are often very attractive for business travelers who wish to reach their destination with a large part of the workday ahead of them. Similarly, late night arrivals are important by allowing travelers to return home without incurring the costs of another night away. In addition, air carriers need to position their aircraft so they are ready for the bank of early morning departures. This tends to mandate nighttime arrivals.

The *2009 Future Condition NEM, Without Program Implementation*, was used as a baseline condition for evaluating the effectiveness of this measure. The baseline condition was only changed by adjusting nighttime operations. All other data elements of the *2009 Future Condition NEM, Without Program Implementation*, remained unchanged.

It was presumed that 100 percent compliance with this VNAP is not likely to be achieved. It is anticipated that compliance will fall somewhere between 50 and 100 percent. Therefore, two scenarios were modeled, using the INM, to identify the potential noise benefits of this VNAP. There are a total of 18.7 fixed wing and helicopter operations per night during the average annual day. It was generally

assumed that operations that currently occur during late night hours would shift to evening, and those that occur during early morning hours would shift to daytime.

First, 100 percent of the nighttime operations that were modeled in the 2009 future condition were eliminated by shifting 50 percent of those operations to daytime (0700 – 1900) and the remaining 50 percent to evening (1900-2200). This is referred to as 100 percent compliance with Quiet Hours.

Second, 50 percent of the nighttime operations that were modeled in the 2009 future condition were eliminated by shifting 25 percent of the nighttime operations to daytime and an additional 25 percent of the nighttime operations to evening. This is referred to as 50 percent compliance with Quiet Hours.

The following tableprovides detailed information regarding the number of housing units and population within the resulting CNEL 60 dBA contours. Obviously, there is greater benefit with 100 percent compliance, than with 50 percent compliance. With 50 percent compliance, 59 less people and 23 less housing units would be exposed to noise levels at or above CNEL 60 dBA. With 100 percent compliance 97 less people and 38 less housing units would be exposed to noise levels at or above CNEL 60 dBA.

Noise Exposure Estimates for OM-24

Noise Exposure	CNEL ⩾ 60 dBA				
	2009 No Action	50% Compliance	Benefit	100% Compliance	Benefit
Population	413	354	59	316	97
Number of Housing Units	155	132	23	117	38

Note: There are no housing units within the CNEL 65 dBA contour.

Sources: Integrated Noise Model, Version 6.1
URS Corporation, 2005.

Copy club™

April 29, 2005

Ms. Deborah Murphy Lagos, Sr. Project Manager
URS Corporation
7650 W. Courtney Campbell Causeway
Tampa, FL 33607-1462
FAX: (813) 636-2400

Ronald E. Lovick
President
Copy Club Carlsbad
2321 Dana Ct
Carlsbad, CA 92008

Subject: KCRQ Part 150 Study Comment Period

Attention URS Corporation;

I have just been informed that the McClellan-Palomar Airport is 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.

THIS WILL HAVE A DEVASTATING EFFECT ON ALL PALOMAR AIRPORT USERS!

You are evaluating fourteen operational measures included in the 1992 Part 150 Noise Compatibility Program, and eleven operational measures in the PAR2000 Final Report. These measures are listed with my position in the following table.

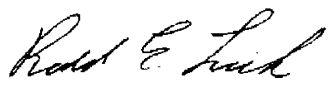
Measures	Position
Raise the traffic pattern altitudes	NO – not in the best interests of the community!
Increase instrument landing system and visual approach slope indicator angles from 3.2 degrees to 3.76 degrees	NO – not in the best interests of the community!
Modify the Oceanside very high-frequency omnidirectional radio range (VOR) approach to maintain higher altitudes over Carlsbad.	NO – not in the best interests of the community!
Require visual departures proceeding to the coast from Runway 24 to turn to 250-degree heading and fly through a gap between Solamar and Terramar	NO – not in the best interests of the community!
Develop a jet standard instrument departure for Runway 24 to turn to 250-degrees, perform thrust cutback at Interstate 5, and maintain heading and altitude until three miles offshore	NO – not in the best interests of the community!
Conduct a test of Runway 24 arrivals that maintain gear and flap	NO – not in the best interests of

settings until past Palomar West Mobile Home Park	the community!
Require jet arrivals to Runway 24 to use the ILS	NO – not in the best interests of the community!
Specify Runway 24 as the preferential runway. Approved as Voluntary.	NO – not in the best interests of the community!
Increase the helicopter route altitude to 1,000 feet mean sea level	NO – not in the best interests of the community!
Locate engine maintenance runup area to the west side of the Airport	NO – not in the best interests of the community!
Hold aircraft at parking position when departure delays are high.	NO – not in the best interests of the community!
Discourage the use of the Airport by aircraft operating at a maximum weight of 60,000 pounds or more	NO – not in the best interests of the community!
Discourage jet training operations, particularly by Stage 2 aircraft.	NO – not in the best interests of the community!
Implement a voluntary Stage 2 jet departure curfew between 10 pm and 7 am	NO – not in the best interests of the community!
Modify right-turning Runway 24 departure	NO – not in the best interests of the community!
Encourage pilots to maintain altitude as long as practical and not descend below pattern altitude before entering traffic pattern	NO – not in the best interests of the community!
Discourage certain departure routes for aircraft that create excessive noise	NO – not in the best interests of the community!
Discourage use of the more noise sensitive south pattern on Runway 24 for arrivals	NO – not in the best interests of the community!
Conduct test of "Contact Clearance Delivery"	NO – not in the best interests of the community!
Amend the Practice Missed Approach Procedure	NO – not in the best interests of the community!
Use NMS to identify low-flying aircraft	NO – not in the best interests of the community!
Consider extending runway to the east for Runway 24 departures	NO – not in the best interests of the community!
Initiate a Part 161 Study	NO – not in the best interests of the community!
Amend "Quiet Hours" to Include All Aircraft Except Emergency Flight Operations	NO – not in the best interests of the community!
Explore ATC techniques to reduce arrival/departure deviations over residential areas	NO – not in the best interests of the community!

I understand the FAA wants to hear from aircraft operators on their willingness to carry out the recommended measures for noise compatibility purposes.

As an aircraft owner and operator at McClellan-Palomar Airport, I want to make it perfectly clear that I DO NOT support any additional restrictions of any kind at our Airport, PERIOD!

Sincerely,



Ron Lovick

President

Airport Advocacy - Education - Communication
P. O. Box 130476, Carlsbad, CA 92013
Tel. (760) 650-4111, www.PalomarAirportAssociation.com
501(3)c non-profit - Chapter of California Pilots Association

June 14, 2005

Ms. Deborah Murphy Lagos, Sr. Project Manager
URS Corporation
7650 W. Courtney Campbell Causeway
Tampa, FL 33607-1462
FAX: (813) 636-2400

Re: MCCLELLAN-PALOMAR AIRPORT FAR PART 150 STUDY request for comment from PAA

Dear Ms. Murphy Lagos:

The PAA is a non-profit organization representing aviation users for Palomar Airport (KCRQ). We would like to thank you for the opportunity to comment on your draft FAR Part 150 recommendations dated April 25th. In response our Land Use and Safety committees distributed the draft for a survey of our airport's private pilots, commercial pilots, flight instructors and businesses. Here are the survey results:

1. OM-4 recommends "When traffic volume permits, delay the Runway 24 left turn departures until aircraft is west of I-5." Response: We see this as a safety issue. The more non-standard procedures or recommendations we implement, the more chance for accidents. We do not support OM-4.
2. OM-5 recommends "Develop a GPS Departure Procedure for Runway 24 that emulates the VFR "Alpha Departure." Response: If this aligns GPS with non-GPS IFR departure tracks we support OM-5.
3. OM-15 recommends "Modify right turn for Runway 24 departure" (To minimize flying over homes to the north). Response: This is a potential safety hazard. Please see comments for OM-4. We do not support OM-15.
4. OM-18 recommends "Discourage the use of the south pattern on Runway 24 for arrivals." Response: Recommending shifting traffic to the north side is a mid-air collision just waiting to happen. Additionally, current language in aviation publications recommending using north side should be stricken. The airport is too busy for such recommendations and pilots/ATC should be free to decide what is safest at the time without retribution when needing to go against a "recommendation." We do not support OM-18.
5. OM-20 recommends "Amend practice approach procedure (see OM-20)." Response: ATC must retain all rights to position traffic as they see fit for the safety of all—for pilots and those on the ground. Current practices are probably the safest solution. We do not support OM-20.
6. OM-24 recommendation "Amend Quiet Hours to include all aircraft except emergency flight operations." Response: The airport is a 24hr facility. Pilots already generally do not fly late at night or early mornings except when it is necessary. Pilots who need to fly should not be regarded as 'non friendly' or feel targeted for retribution. We found the non-flying public has interpreted current "recommendations" as mandatory compliance items and thus generated inappropriate complaints. The aviation publications currently state CRQ has a "voluntary curfew" for commercial operations. This has had the unfortunate effect of being misinterpreted by the non-flying public who think the airport actually has a mandatory curfew. Residents believe they are justified in getting angry when they hear an airplane and the tower is closed. So the curfew verbiage today has become a cause of misinformation, complaints and ill-will against airport users/businesses. We recommend publications be reviewed for misleading language (voluntary curfews, prohibitions on training, discouraging use, etc.) and such statements be stricken. We also recommend an additional measure to repair the problems we have by distributing an informational sheet targeted at the non-flying-public (especially neighbors and real-estate agents) about the airport's high activity level and its 24/7 operational status. The airport should also have prominent monuments installed at street corners so that there is no question it is a significant, multi-use airport. This will help squelch misinformation or misconceptions that CRQ is a "sleepy little airport", "it closes at night" or that "pilots are not supposed to fly when neighbors are sleeping." An active campaign to reduce unreasonable expectations about aviation noise and operations may go a long way to reducing the gap between airport users and residents. We do not support OM-24.

Thank you again. If we can be of further assistance please do not hesitate to contact me.
Sincerely,

Rick Baker, President
Palomar Airport Association
Email: safety@PalomarAirportAssociation.com
cc: California Pilots Association, AOPA, San Diego Area Aviation Council, KCRQ Noise Officer

Gillespie Pilots Association P.O. Box 712881 Santee, CA 92072

June 14, 2005

Ms. Deborah Murphy Lagos, Sr. Project Manager
URS Corporation
7650 W. Courtney Campbell Causeway
Tampa, FL 33607-1462

Via Facsimile and Mail

Re: McClellan-Palomar Airport FAR Part 150 Study

Dear Ms. Murphy Lagos,

Thank you for the opportunity you extended to the Gillespie Pilots Association to review and comment on Operational Measures recommended in your draft FAR Part 150 for McClellan-Palomar Airport. The Gillespie Pilots Association represents the more than 1,000 pilots, students, users, FBOs and aviation enthusiasts associated with Gillespie Field, a San Diego County Airport. Like our sister airport in Carlsbad, Gillespie has, and continues to struggle with the public's perception and fear of "noise," and the resultant mix of noise and safety concerns. With that, we do not support OMs that potentially compromise safety in the interest of satisfying a very small number of local homeowners who desire to have noise controlled by imposing restrictions on airport operations. Unfortunately, "voluntary" is often interpreted as "mandatory."

We consider OM-4, delaying Rwy 24 left turn departures until aircraft is west of I-5 when traffic volume permits, a safety issue because it is a non-standard procedure proposed for a very busy airport in which traffic type and volume changes rapidly. *We do not support OM-4.*

Both OM-15, modifying the right turn for Rwy 24 departures, and OM-18, discouraging the use of the south pattern on Rwy 24 for arrivals, address shifting traffic, or effectively eliminating traffic to (again) appease homeowners rather than out of concern for safety. High traffic counts for a one runway airport necessitate all decisions be made by ATC and pilots on the basis of safety. *We do not support either OM-15 or OM-18.*

The suggestion in OM-24 to amend "quiet hours" to include all aircraft except emergency flight operations will no doubt confirm the perception of a few that no airplanes are "allowed" to fly during these hours. The airport is open 24 hours per day. Flights during "quiet hours" are minimal and should not, and cannot be restricted, nor should pilots be targeted as wrong-doers. *We do not support OM-24.*

We support OM-5, developing a GPS Departure Procedure for Rwy 24 that emulates the VFR Alpha Departure, as long as the departure tracks are aligned.

Sincerely,

Phyllis Trombi

Phyllis Trombi, Past President
Gillespie Pilots Association
ptrombi@gillespiepilots.org

Preservation - Education - Communication
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Chapter California Pilots Association
Member Oceanside Chamber of Commerce

June 30, 2005

Ms. Deborah Murphy Lagos, Sr. Project Manager
URS Corporation
7650 W. Courtney Campbell Causeway
Tampa, FL 33607-1462
FAX: (813) 636-2400
Via Email: Deborah_Murphy@URSCorp.com

Re: MCCLELLAN-PALOMAR AIRPORT FAR PART 150 STUDY

Dear Ms. Murphy Lagos:

The Oceanside Airport Association (OAA) is an 850-member aviation organization for pilots and non-pilots alike. Many of our members also use CRQ. We strongly support improving relations between residents and airport users. Please accept our comments for that purpose.

OM comments: We do not support OM-4 (delay Rwy 24 left turn departures until aircraft is west of I-5…). This is a safety issue because it is a non-standard procedure for GA departing SE. We do not support OM-15/OM-18 (modifying the right turn for Rwy 24…/discouraging the use of the south pattern…). CRQ's high traffic counts necessitate all judgments be made by ATC and pilots on the basis of flow and especially safety. We support OM-5 (developing a GPS Departure Procedure for Rwy 24…) as long as departure tracks are aligned with other IFR tracks. We do not support OM-24 (amend "quiet hours" to include all aircraft except emergency flight operations). This will not change the go/no-go decisions to fly late/early. These flights are not frequent but are flown for necessary business/work/training. OM-24's "recommendation" only serves to "confirm" the desires of those who want to believe that airplanes are "not allowed" during these hours.

Most of the draft recommendations will probably not result in any real change. Many of them could compromise safety, and would strengthen homeowner misconceptions—the real problem. Prospective homebuyers are being told that Palomar is part-time, not-busy and shouldn't be a buying factor. Palomar is a very busy airport and prospective homebuyers should be well informed of this fact. It is unfortunate that many homeowners in Carlsbad interpret "voluntary" or "recommended" to mean "mandatory". Instead, we recommend involving the Palomar Airport Association (PAA), as a catalyst to help improve community relations.

If you have any questions or if we can help in any way, we would be happy to be of assistance.

Sincerely,

Alan Cruise
President, Oceanside Airport Association
alan.cruise@oceansideairport.org

cc: Palomar Airport Association, SDAAC, California Pilots Association, AOPA

FAA Comments on NCP Version 2

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

Western-Pacific Region
Airports Division

P.O. Box 92007
Los Angeles, CA 90009

July 27, 2005

Mr. Peter Drinkwater
Airport Director
Department of Public Works
County of San Diego
5555 Overland Ave, Suite 2188
San Diego, CA 92123-0461

Dear Mr. Drinkwater:

McClellan-Palomar Airport
Part 150 Noise Compatibility Program

The Federal Aviation Administration has reviewed the Part 150 Study Update, Noise Compatibility Program (NCP) Draft Version 2 that was submitted for McClellan-Palomar Airport. We are providing the enclosed changes and corrections to assist your efforts in preparing the Study to meet requirements under 14 Code of Federal Regulations (CFR) Part 150. This preliminary draft study was submitted for our initial review and we understand that the formal review document will be submitted to the FAA after review by the Palomar Airport Advisory Committee and members of the public.

FAA comments regarding Operational Measure 26; raising the traffic pattern altitude during extended traffic pattern operations, are pending and will be provided separately.

If you have any questions concerning the Part 150 process or other questions concerning the review of your NCP, please call me at 310/725-3633. Thank you for your continued interest in airport noise planning.

Sincerely,

Peter F. Ciesla

Peter F. Ciesla
Environmental Protection Specialist

Enclosure

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

Changes and Corrections

Comments on the McClellan-Palomar Airport
FAR Part 150 Study Update, Noise Compatibility Program, Draft Version 2

General Comments:

The U.S. Department of Transportation/Federal Aviation Administration (FAA) has completed its review of the, "*McClellan-Palomar Airport, FAR Part 150 Study Update, Noise Compatibility Program*" dated May 6, 2005. The following general comment is provided.

The purpose of the Part 150 Noise Compatibility Program (NCP) is to develop measures to reduce any noncompatible land uses and to prevent noncompatible land uses within the area covered by the airport sponsor's submitted Noise Exposure Maps (NEMs). Part 150 considers all land uses compatible with Community Noise Equivalent Levels of less than 65 dBA. The Part 150 standards for approving any measure for noise mitigation is based on the proposed measure being reasonably consistent with achieving the goal of reducing noncompatible land uses around the airport. This information needs to be indicated for those measures that are proposed but that do not meet this criteria.

Specific Changes and Corrections:

The following changes and corrections are being provided to the Study. Where possible, we have indicated new text changes in **bold** print and text to be deleted is shown in strike out.

1. The Table of Contents starts with Section 10, but there is no explanation of where Sections 1-9 are and why this Study starts with Section 10. A note could be included to show that this Study is the second portion of the NCP and that the corresponding Noise Exposure Map (NEM) document contains Sections 1-9 of the Study.

2. Page 11-2, first full paragraph, correct the sentence, "For example, ... there are no flights and none ~~or~~ **are** forecast."

3. Page 11-5, Section 11.2.3, second paragraph, spell out the first time use of the acronym "DME."

4. Page 11-6, first paragraph, Correct the second sentence to, "**Based** on the ... to the airport."

5. Page 11-18, the Recommendation for Measure OM-5, "CRQ should work with FAA to develop a GPS/RNAV departure procedure to emulate the "Alpha Departure" VNAP." The information in this section needs to provide information to identify how the measure will reduce or prevent noncompatible land uses in order to be considered for FAA approval.

6. Page 11-30, first section on this page uses the acronym "VMC." Spell out the first time use of the acronym and include the acronym in the List Of Acronyms and Abbreviations.

7. Page 11-33, Section 11.3.5, spell out the first time use of the acronym "ATIS" and include the acronym in the List Of Acronyms and Abbreviations.

8. Page 11-34, Section 11.3.6, second paragraph, last sentence appears to be missing a portion of the end of the sentence and needs to be completed properly.

9. Page 11-35, last paragraph, uses the acronym "GADO" and needs to be spelled out for the first time use and included in the List Of Acronyms and Abbreviations.

10. Page 11-37, top paragraph, indicates that FAA recommends that this measure to extend the runway, not be included in the Part 150 Study. It is unclear how the FAA made this recommendation. If there is no reference for this recommendation, this sentence should be deleted.

11. Tables 11-3, 11-5, 11-6, and 11-8, show the noise exposure estimates using a greater than or equal to CNEL 60 dBA noise metric. These tables need to include the noise exposure estimates for the noise contour that is equal to or greater the CNEL 65 dBA. These tables would need to show that the recommended measures contribute to reductions in the noncompatible land uses or prevent the chance of new noncompatible land uses in order to be considered for FAA approval. These Tables describe measures OM-4, OM-15, OM-24, and the text describing these measures needs to include a discussion of how the measures would contribute to reducing or preventing noncompatible land uses.

12. Page 11-49, Section 11.4.1.1, Description of Typical Traffic Pattern at CRQ, shows different altitudes than what is published in the Airport/Facility Directory (A/FD). The A/FD shows: 1003' MSL (672') for helicopters, 1503' MSL (1172') for small aircraft, and 2003' (1672') for large aircraft.

13. Page 12-1, third paragraph, references Figure 11-11 as showing the CNEL 65 dBA future conditions with program implementation. The correct figure should be Figure 11-14.

14. Figure 12-4, shows the city of Carlsbad zoning map with the 2009 future conditions NEM. The noise contour lines need to be marked to identify the 65, 70 and 75 CNEL contour lines. Also the land uses in the future 2009 NEM in Figure 11-14 do not appear to match the uses as shown in the "Planned Community" area (pink colored portion) southeast of the airport in Figure 12-4.

15. Page 13-2, second paragraph, the first sentence and the second sentence appear to contradict each other. The first sentence indicates that the County and Lochard Corporation have an agreement to upgrade the GEMS software at no cost, while the second sentence indicates the software is no longer being upgraded. The first sentence may need to be corrected to indicate that the County and the Lochard Corporation "had" an agreement.

16. Page 13-2, the second to last paragraph, last sentence indicates that the cost of additional NMT's for CRQ may be ineligible for AIP funding. This should be changed to indicate the cost of additional NMT's would not be eligible for AIP funding. Also indicate that noise monitoring systems and the related computer hardware and software are not eligible for AIP funding for airports that have compatible land uses as indicated in both the existing and future NEMs.

17. Page 13-2, last paragraph, change the second sentence to, "~~If eligible for AIP funding,~~ hHardware should be upgraded... be installed at CRQ."

18. Page 14-11, Section 14.4.1, Alternatives recommended for FAA Approval, Operational Measures, "When traffic volume permits, CRQ should instruct pilots to delay the left turn from Runway 24 until aircraft are west of I-5." Comments from FAA Air Traffic Division, Western Terminal Operations, does not support this operational measure and indicates this measure should be disapproved. The primary purpose of air traffic control is to prevent a collision and to organize and expedite the movement of air traffic. There are already redundant means in place to notify pilots of noise abatement procedures, which include, at a minimum, the A/FD and airport signage. It is not the function of air traffic to advise each aircraft of these voluntary procedures. Also no reduction or prevention of noncompatible land uses has been identified through use of this measure.

19. Page 14-11, Section 14.4.1, Alternatives Recommended for FAA Approval, Operational Measures, "CRQ should work with FAA to develop a GPS/RNAV departure procedure to emulate the 'Alpha Departure' VNAP." This measure needs to specify that the airport operator will be responsible for the cost of all environmental studies associated with the new procedure.

20. Page 14-2, Section 14.4.3, Program Management Measures, "CRQ ATCT should conduct the recommended workload study." This measure is outside the purview of the NCP statutes and regulations. This measure would not be consistent with the intent of the NCP in reducing noise impacts by reducing noncompatible uses and preventing the introduction of additional noncompatible uses at the airport and would be disapproved. All measures must be consistent with achieving the goal of reducing noncompatible uses. PAR2000's recommendation does not reasonably relate to that goal and would not be approved.

21. Page 15-1, last paragraph, needs to indicate the notification method used for the NCP consulted parties and include a copy of the notification correspondence in Appendix M.

22. Page 15-2, first paragraph, indicates that a copy of the letter sent to organizations requesting input on the operational measures, the distribution list and responses are provided in Appendix M. The letter is provided in Appendix M, however the distribution list showing the organizations and responses are not included, and will need to be added to the Appendix.

23. Appendices: Appendix K provides an index of information contained within the appendix and also the appendix has cover sheets to identify the separate contents within. A similar format for all the appendices is recommended especially since there are numerous items being placed within the Appendices and this would improve the ability to identify the various contents.

END OF COMMENTS

Response to FAA Comments on McClellan-Palomar Airport FAR Part 150 Study Update, Noise Compatibility Program, Draft Version 2

Comment - The Table of Contents starts with Section 10, but there is no explanation of where Sections 1-9 are and why this Study starts with Section 10. A note could be included to show that this Study is the second portion of the Noise Compatibility Program (NCP) and that the corresponding Noise Exposure Map (NEM) document contains Sections 1-9 of the Study.

Response - The beginning of Section 10 discusses the format of the NEM and NCP documents.

Comment - Page 11-2, first full paragraph, correct the sentence, "For example, … there are no flights and none ~~or~~ **are** forecast."

Response - Correction/Edit to be made per comment.

Comment - Page 11-5, Section 11.2.3, second paragraph, spell out the first time use of the acronym "DME."

Response - Correction/Edit to be made per comment.

Comment - Page 11-6, first paragraph, Correct the second sentence to, "Base**d** on the … to the airport."

Response - Correction/Edit to be made per comment.

Comment - Page 11-18, the Recommendation for Measure OM-5, "CRQ should work with FAA to develop a GPS/RNAV departure procedure to emulate the "Alpha Departure" VNAP." The information in this section needs to provide information to identify how the measure will reduce or prevent noncompatible land uses in order to be considered for FAA approval.

Response - There are no non-compatible land uses within the CNEL 65 dBA contour, therefore reduction of noncompatible land use is not possible.

Comment - Page 11-30, first section on this page uses the acronym "VMC." Spell out the first time use of the acronym and include the acronym in the List Of Acronyms and Abbreviations.

Response - Correction/Edit to be made per comment.

Comment - Page 11-33, Section 11.3.5, spell out the first time use of the acronym "ATIS" and include the acronym in the List Of Acronyms and Abbreviations.

Response - Correction/Edit to be made per comment.

Comment - Page 11-34, Section 11.3.6, second paragraph, last sentence appears to be missing a portion of the end of the sentence and needs to be completed properly.

Response - Correction/Edit to be made per comment

Comment - Page 11-35, last paragraph, uses the acronym "GADO" and needs to be spelled out for the first time use and included in the List Of Acronyms and Abbreviations.

Response - Correction/Edit to be made per comment.

Comment - Page 11-37, top paragraph, indicates that FAA recommends that this measure to extend the runway not be included in the Part 150 Study. It is unclear how the FAA made this recommendation. If there is no reference for this recommendation, this sentence should be deleted.

Response - Correction/Edit to be made per comment.

Comment - Tables 11-3, 11-5, 11-6, and 11-8, show the noise exposure estimates using a greater than or equal to CNEL 60 dBA noise metric. These tables need to include the noise exposure estimates for the noise contour that is equal to or greater the CNEL 65 dBA. These tables would need to show that the recommended measures contribute to reductions in the noncompatible land uses or prevent the chance of new noncompatible land uses in order to be considered for FAA approval. These Tables describe measures OM-4, OM-15, OM-24, and the text describing these measures needs to include a discussion of how the measures would contribute to reducing or preventing noncompatible land uses.

Response - There are no non-compatible land uses within the CNEL 65 dBA contour, therefore reduction of noncompatible land use is not possible, and cannot be quantified. That is the reason benefits are quantified within the CNEL 60 dBA. It is not foreseen that these measures would prevent new non-compatible land uses within the CNEL 65 dBA. A note has been added to each table indicating there are no housing units within the CNEL 65 dBA contour.

Comment - Page 11-49, Section 11.4.1.1, Description of Typical Traffic Pattern at CRQ, shows different altitudes than what is published in the Airport/Facility Directory (A/FD). The A/FD shows: 1003' MSL (672') for helicopters, 1503' MSL (1172') for small aircraft, and 2003' (1672') for large aircraft.

Response - Correction/Edit to be made per comment.

Comment - Page 12-1, third paragraph, references Figure 11-11 as showing the CNEL 65 dBA future conditions with program implementation. The correct figure should be Figure 11-14.

Response - Correction/Edit to be made per comment.

Comment - Figure 12-4, shows the city of Carlsbad zoning map with the 2009 future conditions NEM. The noise contour lines need to be marked to identify the 65, 70 and 75 CNEL contour lines. Also the land uses in the future 2009 NEM in Figure 11-14 do not appear to match the uses as shown in the "Planned Community" area (pink colored portion) southeast of the airport in Figure 12-4.

Response - Correction/Edit to be made per comment to mark contour lines.

Figure 12-4 illustrates zoning, and Figure 11-14 illustrates land use. The pink area on Figure 12-4 indicates "P-C Planned Community" zoning. The corresponding area on Figure 11-14 includes "R1-Residential," "OS – Open Space," "M1-Indistrial/Manufacturing," and "P1- Schools." With the exception of OS-Open Space and some R1-Residential, the land use designations indicate future land use, since the area is currently undeveloped or undergoing development. This area is described in the last paragraph on page 12-14.

Comment - Page 13-2, second paragraph, the first sentence and the second sentence appear to contradict each other. The first sentence indicates that the County and Lochard Corporation have an agreement to upgrade the GEMS software at no cost, while the second sentence indicates the software is no longer being upgraded. The first sentence may need to be corrected to indicate that the County and the Lochard Corporation "had" an agreement.

Response - Correction/Edit to be made per comment.

Comment - Page 13-2, the second to last paragraph, last sentence indicates that the cost of additional NMT's for CRQ may be ineligible for AIP funding. This should be changed to indicate the

cost of additional NMT's would not be eligible for AIP funding. Also indicate that noise monitoring systems and the related computer hardware and software are not eligible for AIP funding for airports that have compatible land uses as indicated in both the existing and future NEMs.

Response - Correction/Edit to be made per comment.

Comment - Page 13-2, last paragraph, change the second sentence to, "~~If eligible for AIP funding, h~~Hardware should be upgraded… be installed at CRQ."

Response - Correction/Edit to be made per comment.

Comment - Page 14-11, Section 14.4.1, Alternatives recommended for FAA Approval, Operational Measures, "When traffic volume permits, CRQ should instruct pilots to delay the left turn from Runway 24 until aircraft are west of I-5." Comments from FAA Air Traffic Division, Western Terminal Operations, does not support this operational measure and indicate this measure should be disapproved. The primary purpose of air traffic control is to prevent a collision and to organize and expedite the movement of air traffic. There are already redundant means in place to notify pilots of noise abatement procedures, which include, at a minimum, the A/FD and airport signage. It is not the function of air traffic to advise each aircraft of these voluntary procedures. Also no reduction or prevention of noncompatible land uses has been identified through use of this measure.

Response - Comment Noted. There are no non-compatible land uses within the CNEL 65 dBA contour, therefore reduction of noncompatible land use is not possible, and cannot be quantified. It is not foreseen that this measure would prevent new non-compatible land uses within the CNEL 65 dBA.

Comment - Page 14-11, Section 14.4.1, Alternatives Recommended for FAA Approval, Operational Measures, "CRQ should work with FAA to develop a GPS/RNAV departure procedure to emulate the 'Alpha Departure' VNAP." This measure needs to specify that the airport operator will be responsible for the cost of all environmental studies associated with the new procedure.

Response - Correction/Edit to be made per comment.

Comment - Page 14-2, Section 14.4.3, Program Management Measures, "CRQ ATCT should conduct the recommended workload study." This measure is outside the purview of the NCP statutes and regulations. This measure would not be consistent with the intent of the NCP in

reducing noise impacts by reducing noncompatible uses and preventing the introduction of additional noncompatible uses at the airport and would be disapproved. All measures must be consistent with achieving the goal of reducing noncompatible uses. PAR2000's recommendation does not reasonably relate to that goal and would not be approved.

Response - Comment Noted. There are no non-compatible land uses within the CNEL 65 dBA contour, therefore reduction of noncompatible land use is not possible, and cannot be quantified. It is not foreseen that this measure would prevent new non-compatible land uses within the CNEL 65 dBA.

Comment - Page 15-1, last paragraph, needs to indicate the notification method used for the NCP consulted parties and include a copy of the notification correspondence in Appendix M.

Response - At the start of the Part 150 Study, a letter was sent to parties identified to notify them of the Part 150 Study Update, and to request their participation / input. A copy of the letter was provided in Appendix H of the NEM documentation. Additional contact was made during the NCP, and is described in the first paragraph on page 15-2.

Comment - Page 15-2, first paragraph, indicates that a copy of the letter sent to organizations requesting input on the operational measures, the distribution list and responses are provided in Appendix M. The letter is provided in Appendix M, however the distribution list showing the organizations and responses are not included, and will need to be added to the Appendix.

Response - Distribution list and responses are provided in this version of the NCP document.

Comment - Appendices: Appendix K provides an index of information contained within the appendix and also the appendix has cover sheets to identify the separate contents within. A similar format for all the appendices is recommended especially since there are numerous items being placed within the Appendices and it is difficult to identify the separate contents.

Response - Correction/Edit to be made per comment.

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

Western-Pacific Region
Airports Division

P.O. Box 92007
Los Angeles, CA 90009

May 12, 2006

Mr. Peter Drinkwater
Airport Director
Department of Public Works
County of San Diego
5555 Overland Ave, Suite 2188
San Diego, CA 92123-0461

Dear Mr. Drinkwater:

McClellan-Palomar Airport
Part 150 Noise Compatibility Program

The Federal Aviation Administration (FAA) has reviewed the Part 150 Study Update, Noise Compatibility Program (NCP) Version 5, that was submitted for McClellan-Palomar Airport. The Study has gone through FAA Regional office review and we are requesting that the enclosed changes and corrections be made to the Study to clarify the NCP measures being proposed. Page inserts reflecting the updated information may be sent to us for inclusion in the NCP document. Once the document is updated, we will publish a Federal Register notice announcing the 180-day timeframe for approval of the NCP, which includes a 60 day period for final public comments, pursuant to Federal Aviation Regulation Part 150.

If you have any questions concerning the Part 150 process or other questions concerning the review of your NCP, please contact Mr. Pete Ciesla at 310/725-3633. Thank you for your continued interest in airport noise planning.

Sincerely,

John P. Milligan
Supervisor, California Standards Section

Enclosure

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

Changes and Corrections

Comments on the McClellan-Palomar Airport
FAR Part 150 Study Update, Noise Compatibility Program, Draft Version 5

General Comments:

The U.S. Department of Transportation/Federal Aviation Administration (FAA) has reviewed the *McClellan-Palomar Airport, FAR Part 150 Study Update, Noise Compatibility Program,* dated March 24, 2006. The following general comments are provided:

1. The measures being recommended in the study should be identified by their identification numbers in the Section 11, 12 and 13 summaries and also in the discussion of recommended measures in Section 14. The text for the recommended measures should also be worded consistently within the Sections. This will prevent confusion and ensure the measures being proposed are clearly presented.

2. The measures being carried over from the previous Noise Compatibility Study (NCP) should be identified within Chapter 11 as measures being recommended to be continued. These measures also need to be included in the table in Section 14, listing all the proposed NCP measures.

Specific Changes and Corrections:

The following changes and corrections are being provided to the Study. Where possible, new text changes are indicated in **bold** print and text to be deleted is shown in strike out.

1. Page 10-2, second paragraph uses the acronym "PR" and does not explain what the acronym is. The first time use of an acronym needs to be spelled out.

2. Page 11-52, correct the typographical error, "The City of San Marcos ... pattern is extended."

3. Page 12-1, Section 12.1, third paragraph, add an additional sentence between the fourth and fifth sentences: "As shown in Figure 11-14, there are no noncompatible land uses within the CNEL 65 dBA of the 2009 Future Condition, With Program Implementation. **Note there are also no noncompatible land uses without program implementation.** Thus, corrective or remedial actions are not warranted in this NCP."

4. Page 12-23, Section 12.4, Measure LUM-1 is missing from the list of recommended measures and needs to be added.

5. Page 14-1, Section 14.1, first paragraph, change the second sentence to, "The County is ... ~~which gained~~ **listed in the** FAA **Record of Approval dated** ~~approval effective~~ June 16, 1992, and include the following:"

6. Page 14-1, Section 14.1, the recommended measures listed in this section should include the identification number from Section 11. This text indicates these measures are recommended to be continued from the previous NCP, however, there is no indication in Section 11 to continue these measures. The recommendation within Section 11 for these measures and in the Section 11 Summary should indicate that the these measures are recommended to be continued. These measures also need to be included on the recommended NCP measures in Table 14-1.

Note that Measure OM-4 is being recommended for continuation as well as including a new recommended measure. To prevent confusion, the two separate measures should be clarified.

7. Page 14-2, change the first paragraph to, "The five measures described above were approved by the FAA in their Record of Approval dated **June 16** ~~July 20~~, 1992. In addition, the following operational measures **was** were implemented at the airport subsequent to the 1992 NCP:"

8. Page 14-5, Section 14.2.2, is missing Measure LUM-1 from the list and needs to be included.

9. Page 14-15, Table 14-1, the measures continued from the previous NCP need to be added to the table. Measure OM-14 should be corrected to be shown as Measure OM-24.

10. Page 14-17, Table 14-2, Summary of Noise Exposure Estimates, needs to include a note below the table indicating that there are no housing units within the CNEL 65 dBA contour.

11. Page 14-12, Section 14.6, revise the text in the first sentence to, " FAR Part 150 ... which is forecast for the **accepted** 2009 Future Condition **NEM** ... a revised NEM."

12. Page 14-12, Section 14.7, revise the text in the second sentence to, "The result of this planning process is a ~~revised~~ noise exposure map **with program implementation, which is provided for informational purposes,** and a recommended NCP." The title for this Section should be changed to "Objective of the Noise Compatibility Program."

13. The NCP checklist in Appendix J needs to be updated to reflect the inclusion of new material in Appendix P and Appendix O. The checklist also needs to delete text indicating that the airport operator is requesting FAA to make a new map finding.

END OF COMMENTS

Response to FAA Comments on McClellan-Palomar Airport FAR Part 150 Study Update, Noise Compatibility Program, Draft Version 5

General Comments:

1. The measures being recommended in the study should be identified by their identification numbers in the Section 11, 12 and 13 summaries and also in the discussion of recommended measures in Section 14. The text for the recommended measures should also be worded consistently within the Sections. The will prevent confusion and ensure the measures being proposed area clearly presented.

   Response – Summary sections in Sections 11, 12, and 13 were modified to identify the measure numbers. In addition, recommendations in Section 14 were also numbered.

2. The measures being carried over from the previous Noise Compatibility Study (NCP) should be identified within Chapter 11 as measures being recommended to be continued. These measures also need to be included in the table in Section 14, listing all the proposed NCP measures.

   Response – The measures recommended for the continuation from the 1992 NCP is mentioned in Section 11.5. Also, they were added to Section 14.

Specific Changes and Corrections:

1. Page 10-2, second paragraph uses the acronym "PR" and does not explain what the acronym is. The first time use of an acronym needs to be spelled out.

   Response – The sentence was modified to "Primary Commercial Airport (PR)."

2. Page 11-52, correct the typographical error, "The City of San Marcos … pattern is extended."

   Response – Correction was made.

3. Page 12-1, Section 12.1, third paragraph, add an additional sentence between the fourth and fifth sentences: "As shown in Figure 11-14, there are no noncompatible land uses within the CNEL 65 dBA of the 2009 Future Condition, With Program Implementation. **Note there are also no noncompatible land uses without program implementation.** Thus, corrective or remedial actions are not warranted in this NCP."

   Response – The sentence was added.

4. Page 12-23, Section 12.4, Measure LUM-1 is missing from the list of recommended measures and needs to be added.

   Response – LUM-1 was added to Section 12.4.

5. Page 14-1, Section 14.1, first paragraph, change the second sentence to, "The County is … ~~which gained~~ **listed in the** FAA **Record of Approval dated** ~~approval effective~~ June 16, 1992, and include the following."

   Response – Correction was made.

6. Page 14-1, Section 14.1, the recommended measures listed in this section should include the identification number from Section 11. This text indicates these measures are recommended to be continued from the previous NCP, however, there is no indication in Section 11 to continue these measures. The recommendation within Section 11 for these measures and in the Section 11 Summary should indicate that the these measures are recommended to be continued. These measures also need to be included on the recommended NCP measures in Table 14-1. Note that Measure OM-4 is being recommended for continuation as well as including a new recommended measure. To prevent confusion, the two separate measures should be clarified.

   Response

   Recommendations under Sections 11.2.1, 11.2.4, 11.2.6, 11.2.8, 11.2.13, and 11.2.14 were revised to indicate the continuation from the 1992 NCP.

   Section 11.5, Summary, was revised accordingly.

   Section 14, Table 14-1, was revised accordingly.

   The recommendation under Section 11.2.4, OM-4, mentions two different recommendations.

7. Page 14-2, change the first paragraph to, "The five measures described above were approved by the FAA in their Record of Approval dated **June 16** ~~July 20~~, 1992. In addition, the following operational measures **was** ~~were~~ implemented at the airport subsequent to the 1992 NCP."

   Response – Correction was made.

8. Page 14-5, Section 14.2.2, is missing Measure LUM-1 from the list and needs to be included.

   Response – LUM-1 was added to Section 14.2.2 and Table 14-1.

9. Page 14-15, Table 14-1, the measures continued from the previous NCP need to be added to the table. Measure OM-14 should be corrected to be shown as Measure OM-24.

   Response – On Going Measures were added to Table 14-1. OM-14 in Table 14-1 was modified to OM-24.

10. Page 14-17, Table 14-2, Summary of Noise Exposure Estimates, needs to include a note below the table indicating that there are no housing units within the CNEL 65 dBA contour.

    Response – The sentence was added.

11. Page 14-12, Section 14.6, revise the text in the first sentence to, "FAR Part 150 … which is forecast for the **accepted** 2009 Future Condition **NEM** … a revised NEM."

    Response – Correction was made.

12. Page 14-12, Section 14.7, revise the text in the second sentence to, "The result of this planning process is a revised noise exposure map **with program implementation, which is provided for informational purposes,** and a recommended NCP." The title for this Section should be changed to "Objective of the Noise Compatibility Program."

    Response – Correction was made and the title was changed.

13. The NCP checklist in Appendix J needs to be updated to reflect the inclusion of new material in Appendix P and Appendix Q. The checklist also needs to delete text indicating that the airport operator is requesting FAA to make a new map finding.

    Response – Appendix J was updated.

Pete.Ciesla@faa.gov
05/26/2006 05:06 PM

To Susumu_Shirayama@urscorp.com
cc
bcc
Subject McClellan-Palomar NCP

History: This message has been forwarded.

Hi Susumu,

Thanks, I've reviewed the updated NCP document. I've attached the NCP pages that have recommended changes.

On the cover letter and certification letter, I'm not sure why the request to make a new compliance finding on a new NEM with program implementation, since the previously approved future NEM does not have any non-compatible land uses. Also the new MEM with program implementation is based on a measure OM-4(2) that would not be approved by the FAA. Let me know if you have any questions on the comments.

Pete

McClellan-Palomar NCP0001.pdf
McClellan-Palomar NCP0002.pdf
McClellan-Palomar NCP0003.pdf
McClellan-Palomar NCP0004.pdf
McClellan-Palomar NCP0005.pdf
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McClellan-Palomar NCP0009.pdf
McClellan-Palomar NCP0010.pdf

This appendix contains the related information documenting the Palomar Airport Advisory Committee (PAAC) members, meeting notices, agendas and minutes. Following is the list of information and the dates of PAAC meetings included in this appendix.

1. PAAC Members,
2. April 15, 2004
3. May 20, 2004
4. June 17, 2004
5. July 15, 2004
6. August 19, 2004
7. September 16, 2004
8. October 21, 2004
9. November 18, 2004
10. December 16, 2004
11. January 20, 2005
12. February 17, 2005
13. March 17, 2005
14. April 21, 2005
15. May 19, 2005
16. June 16, 2005
17. July 21, 2005
18. August 18, 2005
19. September 15, 2005
20. October 20, 2005
21. November 17, 2005
22. January 19, 2006

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PALOMAR AIRPORT ADVISORY COMMITTEE (PAAC) MEMBERS

NAME	Seat
John Christensen	City of Oceanside
Chuck Collins	General Public District 5
Council Member Ramona Finnila (Chairperson)	General Public District 5
Robert Fuselier	General Public District 5
Tim Hutter (Co-Chairperson)	General Public District 5
Bob Gates	General Public District 5
Hugh Lyttleton	General Public District 5
Ginna Reyes	City of Carlsbad
Tom Ricotta	City of Vista
Howard Williams	General Public District 5
Open Seat	City of San Marcos

Source: CRQ, 2004

County of San Diego

DEPARTMENT OF PUBLIC WORKS

JOHN L. SNYDER
DIRECTOR

5555 OVERLAND AVE, SAN DIEGO, CALIFORNIA 92123-1295
(858) 694-2233 FAX: (858) 268-0461
Web Site: sdcdpw.org

MEETING NOTICE
&
AMENDED AGENDA

The next meeting of the Palomar Airport Advisory Committee will be on Thursday, April 15, 2004, at 7:00 p.m. in the Carlsbad City Council Chambers, 1200 Carlsbad Village Drive, Carlsbad, California.

	ITEM	ACTION
01.	**ROLL CALL**	**INFORMATION**
02.	**APPROVE MINUTES FOR MARCH 2004**	**MOTION**
03.	**PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA**	**INFORMATION**
04.	**CITY COUNCIL REPORT** – R. Finnila	**INFORMATION**
05.	**MEMORANDUM OF UNDERSTANDING BETWEEN TECHBILT COMPANIES, THE CITY OF CARLSBAD AND THE COUNTY OF SAN DIEGO, IRREVOCABLE OFFER TO DEDICATE REAL PROPERTY FOR USE AS PUBLIC STREET AND UTILITY PURPOSES AND OPEN SPACE EASEMENT** – L. Lardy	**MOTION**
06.	**PART 150 PRESENTATION BY URS** – R. Griffiths/J. Fuller	**INFORMATION**
07.	**AIRPORT COMMUNITY RELATIONS ISSUES** – O. Brackett	**INFORMATION**
08.	**DIRECTOR'S REPORT** – P. Drinkwater	**INFORMATION**
09.	**STAFF REPORT** – R. Griffiths	**INFORMATION**

10.	**SET AGENDA FOR MEETING ON MAY 20, 2004**	**INFORMATION**
11.	**MEMBER ANNOUNCEMENTS**	**INFORMATION**
12.	**ADJOURN**	**MOTION**

**Public comment will be accepted on any item at the time the item is heard.*

ROGER GRIFFITHS
Assistant Airport Manager
McClellan-Palomar Airport

April 12, 2004

PALOMAR AIRPORT ADVISORY COMMITTEE
2198 Palomar Airport Road
Carlsbad, California 92008
Phone: (760) 431-4646

MINUTES

THURSDAY, APRIL 15, 2004

Chairperson Ramona Finnila called the meeting to order at 7:08 p.m. on April 15, 2004, in the Carlsbad City Council Chambers, 1200 Carlsbad Village Drive, Carlsbad, California.

MEMBERS PRESENT
Chairperson Ramona Finnila
John Christensen
Chuck Collins
Robert Fuselier
Bob Gates
Ginna Reyes

MEMBERS ABSENT
Co-Chairperson Tim Hutter
Hugh Lyttelton
Tom Ricotta
Howard Williams

Members present did represent a quorum.

COUNTY STAFF PRESENT

Olivier Bracket
Roger Griffiths
Dee Dee Phillips

ROLL CALL AND INTRODUCTIONS

There were no introductions.

APPROVAL OF MINUTES

The minutes for the month of March 2004 were approved.

PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

There were no public comments.

CITY COUNCIL REPORT

Ms. Finnila stated that the High Speed Rail Commission would report on an environmental review Monday, April 20th, 2004 from 6-8pm. The informational meeting will be held in the Encinitas City Council Chamber. SANDAG and the High Speed Rail Authority jointly sponsor the review. More information can be obtained from either Ms. Finnila or SANDAG at 619-699-6957.

MEMORANDUM OF UNDERSTANDING BETWEEN TECHBILT COMPANIES, THE CITY OF CARLSBAD AND THE COUNTY OF SANDIEGO, IRREVOCABLE OFFER TO DEDICATE REAL PROPERTY FOR USE AS PUBLIC STREET AND UTILITY PURPOSES AND OPEN SPACE EASEMENT

This item will be presented at the PAAC May 2004 meeting.

PART 150 PRESENTATION BY URS

Mr. Fuller stated that the 2nd public meeting took place on Monday, March 29th, 2004. The Noise Exposure Maps, Five & Ten Year Projected Noise Exposure Maps, and the information and methodology used in creating the maps were all presented. 220 public notices were sent out. The distribution list included: all individuals, community groups and professional organizations that participated in the PAR 2000 project, attendees of the first public meeting, and anyone else who indicated that wished to be included. Notices were posted at schools, public libraries and community groups. Media releases were sent to SDUT, NCT, Coast News, and San Marcos Sun, as well as 19 other radio stations and television stations. 32 people attended the meeting.

Mr. Fuller gave a brief review of the meeting.

Mr. Brackett stated that the presentation given at the noise meeting is available on the County Airport website.

AIRPORT COMMUNITY RELATIONS ISSUES

Mr. Brackett reported monthly operations for March were 16,288, bringing the total number year to date 50,608. Air carrier enplanements 4,239. Annual air carrier enplanements year to date 12,296. The local transient traffic breakdown for the month of March was 4,862, itinerant, 11,426. IFR traffic 5,794, and VFR traffic 10,494.

Noise concerns for the month of March, 71 calls. The number year to date 165. Ratio of concerns to operations for the month of March, 1 call;229 operations. The majority of calls during the month of March were south/west from the airport. 9 concerns were from the south/east. 56 of the calls concerned jet operations, 10 for propeller operations, and 5 for helicopter operations. 23 of the concerns

were for operations between 0700-1700. There were 5 concerns for operations between 1700-2200, and 43 concerns for operations between 2200-0700.

Mr. Bracket stated that he briefly spoke with Mr. Dave Kessler, the supervisor of the Environmental Noise Office for the FAA Hawthorne Regional Office. Mr. Kessler offered a hotline number and a name and contact number for noise issues. The hotline number is 310-725-3638, and the P.O.C. is Jennifer Mendelsohn, she can be reached at 310-725-3637.

DIRECTOR'S REPORT

A Director's report was not given.

STAFF REPORT

Mr. Griffiths stated that staff is currently quite busy with seasonal upkeep of the airport.

SET AGENDA FOR MEETING ON MAY 20, 2004

Ms. Finnila will not attend the meeting in May, Mr. Hutter will Chair the meeting.

MEMBER ANNOUNCEMENTS

Ms. Reyes announced that Western Flight will host the Collings Foundation presentation of a B-17 and B-24 bomber for public viewing Monday, May 3rd through Wednesday, May 5th. Groups and tours are more than welcome. Rides will be available, for more information contact: 978-562-9182.

ADJOURN

Meeting was adjourned at 7:55 p.m.

_____

Ramona Finnila, Chairperson

URS

Monthly Status Report On The McClellan-Palomar Airport Part 150 Study Update April 15, 2004

The second public meeting was held on March 29, 2004, at the City of Carlsbad Faraday Center (1635 Faraday Avenue). The maps on display and topics of discussion included the following:

- Noise Exposure Map (NEM) of existing conditions
- Five-year and 10-year projected NEM's
- Information used to develop the NEM's (operations parameters and flight tracks.

Two hundred twenty public notices were mailed. Two notices were returned by the Post Office. The distribution included all individuals, community groups, and professional organizations that participated in PAR 2000, attended the first public meeting in March 2003, or provided mailing information to URS or Airport staff, and libraries and schools. A news release was sent to the San Diego Union-Tribune, North County Times, Carlsbad Sun, Coast News, San Marcos Sun, KBNT, KFMB, KGTV, KNSD, KOXM, XUPN, KPBS, KSWB, KUSI, XETV, KBZT, KCEO, KGB, KGFN, KIFM, KIOZ, KKSM, KOGO, and KYXY.

Thirty-two people attended the meeting (35 people attended the first public meeting). Meeting attendees were given the opportunity to ask questions and provide comments on the information presented and input into the development of the Noise Compatibility Plan. The public asked 41 questions.

Public input forms were made available for written input during and after the meeting. Meeting attendees were advised that written public input will be accepted by mail, e-mail, and fax until April 14, 2004. Written input was received from 23 individuals/families, or interest groups.

URS is preparing the NEM report. The report will be submitted to the FAA by May 14, 2004. The FAA has requested a 60-day review period.

County of San Diego

DEPARTMENT OF PUBLIC WORKS

JOHN L. SNYDER
DIRECTOR

5555 OVERLAND AVE, SAN DIEGO, CALIFORNIA 92123-1295
(858) 694-2233 FAX: (858) 268-0461
Web Site: sdcdpw.org

MEETING NOTICE
&
AMENDED AGENDA

The next meeting of the Palomar Airport Advisory Committee will be on Thursday, May 20, 2004, at 7:00 p.m. in the Carlsbad City Council Chambers, 1200 Carlsbad Village Drive, Carlsbad, California.

	ITEM	ACTION
01.	**ROLL CALL**	**INFORMATION**
02.	**APPROVE MINUTES FOR APRIL 2004**	**MOTION**
03.	**PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA**	**INFORMATION**
04.	**DEDICATION OF LAND FOR FARADAY AVENUE EXTENSION AND SALE OF OPEN SPACE EASEMENT** – L. Lardy	**MOTION**
05.	**PART 150 PRESENTATION BY URS** – F. Best/J. Fuller	**INFORMATION**
06.	**AIRPORT COMMUNITY RELATIONS ISSUES** – O. Brackett	**INFORMATION**
07.	**FY 04/05 BUDGET REVIEW** – S. Barrett	**INFORMATION**
08.	**DIRECTOR'S REPORT** – P. Drinkwater	**INFORMATION**
09.	**STAFF REPORT** – F. Best	**INFORMATION**
10.	**SET AGENDA FOR MEETING ON JUNE 17, 2004**	**INFORMATION**
11.	**MEMBER ANNOUNCEMENTS**	**INFORMATION**

12. **ADJOURN** **MOTION**

**Public comment will be accepted on any item at the time the item is heard.*

FLOYD A. BEST
Airport Manager
McClellan-Palomar Airport

May 19, 2004

PALOMAR AIRPORT ADVISORY COMMITTEE
2198 Palomar Airport Road
Carlsbad, California 92008
Phone: (760) 431-4646

MINUTES

THURSDAY, MAY 20, 2004

Co-Chairperson Tim Hutter called the meeting to order at 7:08 p.m. on May 20, 2004, in the Carlsbad City Council Chambers, 1200 Carlsbad Village Drive, Carlsbad, California.

MEMBERS PRESENT
Co-Chairperson Tim Hutter
John Christensen
Chuck Collins
Robert Fuselier
Bob Gates
Tom Ricotta
Howard Williams

MEMBERS ABSENT
Chairperson Ramona Finnila
Hugh Lyttelton
Ginna Reyes

Members present did represent a quorum.

COUNTY STAFF PRESENT

Sunny Barrett
Floyd Best
Olivier Bracket
Peter Drinkwater
LeeAnn Lardy
Dee Dee Phillips

ROLL CALL AND INTRODUCTIONS

There were no introductions.

APPROVAL OF MINUTES

The minutes for the month of April 2004 were approved.

PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

There were no public comments.

DEDICATION OF LAND FOR FARADAY AVENUE EXTENSION

This item was presented as an information item in July 2003, it will be presented to the Board of Supervisors in June 2004. Techbilt Construction Corporation would like airports to dedicate 108 acres of land to serve as a conservation easement in exchange for a 2-acre industrial site valued at $1.22 million and $730,000. The land is located east of El Camino Real extending to the north, it has been appraised at $1.95 million. The FAA has approved this land dedication and requested that the money after going into the airport enterprise fund be used for capital improvement projects at Palomar.

The motion to recommend this item was approved with one abstention.

PART 150 PRESENTATION BY URS

Mr. Fuller stated that the noise exposure maps have been submitted to the County for administrative review. After URS addresses any County staff concerns, the draft report will be submitted to the FAA for a sixty-day review period. The FAA, if it accepts the maps will publish their acceptance in the federal register.

The noise compatibility plan will be the next focus.

AIRPORT COMMUNITY RELATIONS ISSUES

Mr. Brackett reported monthly operations for April were 19,206, bringing the total number year to date 68,814. Air carrier enplanements 4,283. Annual air carrier enplanements year to date 16,579. The local transient traffic breakdown for the month of April was 6,928, itinerant, 12,278. IFR traffic 4,578, and VFR traffic 14,628.

Noise concerns for the month of April, 76 calls. The number year to date 241. Ratio of concerns to operations for the month of April, 1 call; 253 operations. The majority of calls during the month of April were south/west from the airport. 6 concerns were from the south/east. 8 concerns were from Encinitas, 1 concern was from Escondido, 5 from San Marcos and 8 from Vista. 48 of the calls concerned jet operations, 16 for propeller operations, 10 for helicopter operations and 2 of the calls concerned an unknown type of aircraft. 31 of the concerns were for operations between 0700-1700. There were 2 concerns for operations between 1700-2200, and 43 concerns for operations between 2200-0700.

FISCAL YEAR 2004-2005 BUDGET REVIEW

Sunny Barrett provided FY 04/05 proposed budget information, including an overview of the budget for each of the County's eight airports and detailed information regarding the Administration and McClellan-Palomar budgets. Mr. Drinkwater discussed the proposed CIP and answered related question from PAAC members.

Ms. Barrett provided a brief overview of the Gillespie Field Redevelopment Project and AEF loans to the Redevelopment Agency. She discussed Redevelopment Agency repayment to the AEF, providing tax increment projections developed by a fiscal consultant, as well as expenses that must be paid from project area tax increment. Ms. Barrett stated that these revenue projections were based on current development and planes at Gillespie Field and did not include estimated tax increment related future development. Additionally, she advised that she and Mr. Drinkwater were meeting with a fiscal consultant, underwriters and County Counsel the following week to explore selling bonds to repay the AEF loan to the Redevelopment Agency.

DIRECTOR'S REPORT

Mr. Drinkwater stated that the Palomar Airport Center, LLC. project was moving forward. The restaurant project permit process with the City of Carlsbad will be the next phase. Plans for the temporary restaurant are under review.

The permit process is underway with the City of Carlsbad for the main redevelopment project.

The County will continue to coordinate renovations between all leaseholds and Palomar airport capital improvement projects. This will ensure one well-coordinated plan for the entire airport.

STAFF REPORT

Mr. Best stated that staff is working hard to keep the airport functional during all proposed airport renovations and minimize the impact on the airport users.

SET AGENDA FOR MEETING ON JUNE 17, 2004

Mr. Ricotta would like the legality of sending certified letters to all Bressi Ranch homebuyers addressed.

MEMBER ANNOUNCEMENTS

ADJOURN

Meeting was adjourned at 9:31 p.m.

_____

Tim Hutter, Co-Chairperson

URS

Monthly Status Report On The McClellan-Palomar Airport Part 150 Study Update May 20, 2004

The draft NEM report was submitted to the County on May 13, 2004, for an administrative review. URS will incorporate County comments as appropriate. The report will then be submitted to the FAA for a 60-day review period.

County of San Diego

DEPARTMENT OF PUBLIC WORKS

JOHN L. SNYDER
DIRECTOR

5555 OVERLAND AVE, SAN DIEGO, CALIFORNIA 92123-1295
(858) 694-2233 FAX: (858) 268-0461
Web Site: sdcdpw.org

MEETING NOTICE
&
AGENDA

The next meeting of the Palomar Airport Advisory Committee will be on Thursday, June 17, 2004, at 7:00 p.m. in the Carlsbad City Council Chambers, 1200 Carlsbad Village Drive, Carlsbad, California.

	ITEM	ACTION
01.	**ROLL CALL**	**INFORMATION**
02.	**APPROVE MINUTES FOR MAY 2004**	**MOTION**
03.	**PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA**	**INFORMATION**
04.	**CITY COUNCIL REPORT** – R. Finnila	**INFORMATION**
05.	**SCIF PALOMAR, LLC DBA MAGELLAN AVIATION NEW AVIATION LEASES** – L. Lardy	**MOTION**
06.	**PART 150 PRESENTATION BY URS** – F. Best/J. Fuller	**INFORMATION**
07.	**AIRPORT COMMUNITY RELATIONS ISSUES** – O. Brackett	**INFORMATION**
08.	**DIRECTOR'S REPORT** – P. Drinkwater	**INFORMATION**
09.	**STAFF REPORT** – F. Best	**INFORMATION**
10.	**SET AGENDA FOR MEETING ON JULY 15, 2004**	**INFORMATION**
11.	**MEMBER ANNOUNCEMENTS**	**INFORMATION**

12. **ADJOURN** **MOTION**

**Public comment will be accepted on any item at the time the item is heard.*

FLOYD A. BEST
Airport Manager
McClellan-Palomar Airport

June 10, 2004

PALOMAR AIRPORT ADVISORY COMMITTEE
2198 Palomar Airport Road
Carlsbad, California 92008
Phone: (760) 431-4646

MINUTES

THURSDAY, JUNE 17, 2004

Chairperson Ramona Finnila called the meeting to order at 7:08 p.m. on June 17, 2004, in the Carlsbad City Council Chambers, 1200 Carlsbad Village Drive, Carlsbad, California.

MEMBERS PRESENT
Chairperson Ramona Finnnila
Co-Chairperson Tim Hutter
John Christensen
Chuck Collins
Robert Fuselier
Bob Gates
Ginna Reyes
Tom Ricotta
Howard Williams

MEMBERS ABSENT
Hugh Lyttelton

Members present did represent a quorum.

COUNTY STAFF PRESENT

Floyd Best
Olivier Bracket
Peter Drinkwater
Roger Griffiths
LeeAnn Lardy
Dee Dee Phillips
Lidia Sosinsky

ROLL CALL AND INTRODUCTIONS

There were no introductions.

APPROVAL OF MINUTES

The minutes for the month of May 2004 were approved.

PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

There were no public comments.

CITY COUNCIL REPORT

Ms. Finnila briefly spoke of a letter being initiated by the small business community outlining possible projects in the City of Carlsbad.

SCIF PALOMAR, LLC DBA MAGELLAN AVIATION NEW AVIATION LEASES

Martha Greenlaw, the operating manager of Magellan, gave a brief presentation of plans for the leasehold. The $6 million dollar project is expected to be completed in two years. The actual aircraft number accommodated on the leasehold will not change. An above ground fuel farm will be operated on the leasehold, and diesel fuel will be available for purchase. Staff presented a motion that PAAC recommend the Board approve the proposed new leases. The motion was approved.

PART 150 PRESENTATION BY URS

Mr. Fuller stated that the noise exposure maps have been submitted to the County for administrative review. After URS addresses any County staff concerns, the draft report will be submitted to the FAA for a sixty-day review period. The FAA, if it accepts the maps will publish their acceptance in the federal register.

The noise compatibility plan will be the next focus.

AIRPORT COMMUNITY RELATIONS ISSUES

Mr. Brackett reported monthly operations for May were 20,061, bringing the total number year to date 89,975. Air carrier enplanements 4,290. Annual air carrier enplanements year to date 20,869. The local transient traffic breakdown for the month of May was 7,265, itinerant, 12,796. IFR traffic 4,878, and VFR traffic 15,183.

Noise concerns for the month of May, 53 calls. The number year to date 294. ratio of concerns to operations for the month of May, 1 call; 378 operations. The majority of calls, during the month of May were south/west from the airport, totaling 38. 3 concerns were from the south/east and 2 concerns were from the north/east. 2 concerns were from Encinitas, 4 concerns were from Oceanside, 3 from San Marcos and 1 from Vista. 32 of the calls concerned jet operations, 17

for propeller operations, 1 for helicopter operations and 3 of the calls concerned an unknown type of aircraft. 19 of the concerns were for operations between 0700-1700. There were 7 concerns for operations between 1700-2200, and 27 concerns for operations between 2200-0700.

A concerned resident addressed the PAAC about noise issues. The main concern stemmed from constant air traffic over homes.

DIRECTOR'S REPORT

The Palomar Airport, LLC. project is moving forward. Mr. Drinkwater would like to plan for representatives of PAC, LLC. to give an update presentation to the PAAC members at a future meeting.

County Airports has identified Sunny Barrett to track and coordinate projects throughout the airport system. She will provide updates for future PAAC meetings.

STAFF REPORT

Mr. Best stated that a lot of construction is currently underway on the airport. PAC, LLC., Jetsource, and Magellan all have major projects in process. The County is working on the parking lot plans on the lower lots. The City of Carlsbad is completing a water line on the access road and reviewing water pipe feasibility on the north side of the runway for the proposed desalinization plant

SET AGENDA FOR MEETING ON JULY 15, 2004

Mr. Hutter requested that the PAC, LLC. project be placed on the agenda so that PAAC can be updated on their progress.

Mr. Ricotta would like the legality of sending certified letters to all Bressi Ranch homebuyers addressed.

MEMBER ANNOUNCEMENTS

Ms. Reyes, operating manager of Western Flight announced that the Jet Preview 2004 will be held on their ramp Tuesday, July 27, 2004 from 10AM to 4PM.

ADJOURN

Meeting was adjourned at 8:45 p.m.

_____

Ramona Finnila, Chairperson

County of San Diego

DEPARTMENT OF PUBLIC WORKS

JOHN L. SNYDER
DIRECTOR

5555 OVERLAND AVE, SAN DIEGO, CALIFORNIA 92123-1295
(858) 694-2233 FAX: (858) 268-0461
Web Site: sdcdpw.org

MEETING NOTICE
&
AGENDA

The next meeting of the Palomar Airport Advisory Committee will be on Thursday, July 15, 2004, at 7:00 p.m. in the Carlsbad City Council Chambers, 1200 Carlsbad Village Drive, Carlsbad, California.

	ITEM	ACTION
01.	**ROLL CALL**	**INFORMATION**
02.	**APPROVE MINUTES FOR JUNE 2004**	**MOTION**
03.	**PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA**	**INFORMATION**
04.	**CITY COUNCIL REPORT** – R. Finnila	**INFORMATION**
05.	**PART 150 PRESENTATION BY URS** – F. Best/J. Fuller	**INFORMATION**
06.	**AIRPORT COMMUNITY RELATIONS ISSUES** – O. Brackett	**INFORMATION**
07.	**DIRECTOR'S REPORT** – P. Drinkwater	**INFORMATION**
08.	**STAFF REPORT** – F. Best	**INFORMATION**
09.	**SET AGENDA FOR MEETING ON AUGUST 19, 2004**	**INFORMATION**
10.	**MEMBER ANNOUNCEMENTS**	**INFORMATION**

12. **ADJOURN** **MOTION**

**Public comment will be accepted on any item at the time the item is heard.*

FLOYD A. BEST
Airport Manager
McClellan-Palomar Airport

July 12, 2004

PALOMAR AIRPORT ADVISORY COMMITTEE
2198 Palomar Airport Road
Carlsbad, California 92008
Phone: (760) 431-4646

MINUTES

THURSDAY, JULY 15, 2004

Chairperson Ramona Finnila called the meeting to order at 7:05 p.m. on July 15, 2004, in the Carlsbad City Council Chambers, 1200 Carlsbad Village Drive, Carlsbad, California.

MEMBERS PRESENT
Chairperson Ramona Finnnila
Co-Chairperson Tim Hutter
John Christensen
Chuck Collins
Ginna Reyes
Tom Ricotta
Howard Williams

MEMBERS ABSENT
Robert Fuselier
Bob Gates
Hugh Lyttelton

Members present did represent a quorum.

COUNTY STAFF PRESENT

Floyd Best
Olivier Bracket
Peter Drinkwater
Dee Dee Phillips

ROLL CALL AND INTRODUCTIONS

There were no introductions.

APPROVAL OF MINUTES

The minutes for the month of June 2004 were approved.

PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

There were no public comments.

CITY COUNCIL REPORT

The City of Carlsbad is awaiting the state to pass the proposed budget so that it can adjust their budget numbers accordingly.

Ms. Finnila stated that grading has began at the site of the Palomar Forum, which is the industrial project north/east of El Camino Real at Palomar Airport Road. The trees planted inside the median on the north/east side of Palomar Airport Road have been conditioned so as not to be an impediment to flight.

PART 150 PRESENTATION BY URS

Mr. Best stated that the noise exposure maps have been submitted to the County for administrative review. After URS addresses any County staff concerns, the draft report will be submitted to the FAA for a sixty-day review period. The FAA, if it accepts the maps will publish their acceptance in the federal register.

The noise compatibility plan will be the next focus.

AIRPORT COMMUNITY RELATIONS ISSUES

Mr. Brackett reported monthly operations for May were 16,414, bringing the total number year to date 106,389. Air carrier enplanements 5,052. Annual air carrier enplanements year to date 25,921. The local transient traffic breakdown for the month of May was 5,353, itinerant, 11,061. IFR traffic 5,968, and VFR traffic 10,446.

Noise concerns for the month of May, 96 calls. The number year to date 521. Ratio of concerns to operations for the month of May, 1 call; 171 operations. The majority of calls, during the month of May were south/west from the airport, totaling 79. 2 concerns were from the north/west. 3 concerns were from Vista, 5 concerns were from Oceanside, 5 from San Marcos and 1 from Cardiff and Escondido each. 72 of the calls concerned jet operations, 14 for propeller operations and 10 for helicopter operations. 18 of the concerns were for operations between 0700-1700. There were 6 concerns for operations between 1700-2200, and 72 concerns for operations between 2200-0700.

DIRECTOR'S REPORT

Mr. Drinkwater stated that Mead & Hunt began the process to update the Comprehensive Land Use Plan (CLUP) for all of the San Diego airports, they are under contract with the Airport Authority.

Mr. Best stated that the comprehensive land use planning process with the Regional Airport Authority as the Airport Land Use Commission (ALUC) involves meetings with operators at all 14 airports and each of the land use planning and zoning agencies involved in controlling land use around the existing airports. Together all of the airports, 10 public and 4 military will make up the single CLUP. Mead & Hunt gather the technical information for the CLUP to ensure that all of the constructs that they are tasked to incorporate in these land use plans by Caltrans, Division of Aeronautics are addressed and all of the critical elements appear in each of the CLUP's.

Mr. Drinkwater stated that the CLUP for Palomar Airport will be updated at a later date. Mead & Hunt will attend a PAAC meeting and introduce themselves. They will present their exact process and how they arrive at their conclusions.

Mr. Drinkwater also stated that the FAA has approved the Airport Layout Plan (ALP). Funding for the projects appearing on the ALP is now the topic of discussion with the FAA.

The temporary paving for lot 30 will hopefully be underway shortly. After completion staff will begin the design phase of the north side ramp. Palomar received a $750,000.00 grant from the state for storm water improvement including a clarifier tank, which will go under the north side ramp. The two projects are planned to be engineered together. The timeline for all of the projects are subject to change.

The City of Carlsbad is also completing a water line from the lower lots across the access road back onto the airport. This will benefit the airport.

Staff intends for PAC, LLC. to make a redevelopment progress presentation to the PAAC at a future meeting.

STAFF REPORT

Mr. Best stated that the area which hangar 3 once occupied on the Jetsource lease is now utilized as a parking lot. Hangar 2 will be replaced by a new and larger hangar. Both existing fuel farms on the Jetsource lease will eventually be removed and replaced with the new fuel farm that is already underway.

Grading has taken place on lots 29, 30 and 31. 30 and possibly 31 will be used as automobile parking. Inactive Landfill has been working on compliance issues on lot 29 so that it will be available for airport use.

County staff and management from the fixed based operators (F.B.O.'s) have been working towards establishing a Customs Point of Entry on the airport. Both groups have recently met with Customs representatives.

Magellan has begun installing a below ground fuel farm on their lease.

PAC, LLC. has been working with County staff and the FAA in order to proceed with their redevelopment. Inactive Landfill will need to perform some additional remediation on unit 1, which is where PAC, LLC. intends to install temporary facilities and eventually reconfiguring the location of the port a ports.

The 12" water line the City of Carlsbad is working on will not impact the development of lot 30. The project is scheduled for forty-five work days.

The FAA has requested the standardizing of Palomar taxiway and movement markings with that of other airports and federal regulations. The FAA has decided to create a marking along the existing north edge of the zipper line designating a movement area. A solid line on the south side and a broken line on the north side indicating that aircraft can travel across that line. But any movement of an aircraft or vehicle on the north side of the line has to be coordinated with the tower or it becomes an incursion into the movement area. An MOA will then be created with the Air Traffic Control Tower (ATCT) where that it will handle the area now marked as a movement area, however, there is still an issue that needs to be addressed. This will be accomplished with FAA funding.

SET AGENDA FOR MEETING ON AUGUST 19, 2004

Ms. Finnila will not be in attendance. Mr. Hutter will chair.

Mr. Hutter requested that the PAC, LLC. project be placed on the agenda so that PAAC can be updated on their progress.

Ms. Reyes would like a motion item placed on the agenda. A recommendation by PAAC the Board of Supervisors request the City of Carlsbad require expanded disclosures, conspicuous sales office displays, web-based disclosures and execution of avigation easements from all purchasers of Bressi Ranch properties as a condition of approval for construction.

MEMBER ANNOUNCEMENTS

Ms. Reyes, operating manager of Western Flight announced that the Jet Preview 2004 will be held on their ramp Tuesday, July 27, 2004 from 10AM to 4PM.

ADJOURN

Meeting was adjourned at 8:28 p.m.

_____

Ramona Finnila, Chairperson

County of San Diego

DEPARTMENT OF PUBLIC WORKS

JOHN L. SNYDER
DIRECTOR

5555 OVERLAND AVE, SAN DIEGO, CALIFORNIA 92123-1295
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MEETING NOTICE
&
AGENDA

The next meeting of the Palomar Airport Advisory Committee will be on Thursday, August 19, 2004, at 7:00 p.m. in the Carlsbad City Council Chambers, 1200 Carlsbad Village Drive, Carlsbad, California.

	ITEM	ACTION
01.	**ROLL CALL**	**INFORMATION**
02.	**APPROVE MINUTES FOR JULY 2004**	**MOTION**
03.	**PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA**	**INFORMATION**
04.	**CITY COUNCIL REPORT** – R. Finnila	**INFORMATION**
05.	**REQUEST TO BOARD FOR EXPANDED DISCLOSURES FOR BRESSI RANCH RESIDENTS** – G. Reyes	**MOTION**
06.	**PART 150 PRESENTATION BY URS** – F. Best/J. Fuller	**INFORMATION**
07.	**AIRPORT COMMUNITY RELATIONS ISSUES** – O. Brackett	**INFORMATION**
08.	**DIRECTOR'S REPORT** – P. Drinkwater	**INFORMATION**
09.	**STAFF REPORT** – F. Best	**INFORMATION**
10.	**SET AGENDA FOR MEETING ON SEPTEMBER 16, 2004**	**INFORMATION**
11.	**MEMBER ANNOUNCEMENTS**	**INFORMATION**

12. **ADJOURN MOTION**

**Public comment will be accepted on any item at the time the item is heard.*

FLOYD A. BEST
Airport Manager
McClellan-Palomar Airport

August 10, 2004

PALOMAR AIRPORT ADVISORY COMMITTEE
2198 Palomar Airport Road
Carlsbad, California 92008
Phone: (760) 431-4646

MINUTES

THURSDAY, AUGUST 19, 2004

Co-Chairperson Tim Hutter called the meeting to order at 7:02 p.m. on August 19, 2004, in the Carlsbad City Council Chambers, 1200 Carlsbad Village Drive, Carlsbad, California.

MEMBERS PRESENT
Co-Chairperson Tim Hutter
John Christensen
Chuck Collins
Robert Fuselier
Bob Gates
Ginna Reyes
Tom Ricotta
Howard Williams

MEMBERS ABSENT
Chairperson Ramona Finnila
Hugh Lyttelton

Members present did represent a quorum.

COUNTY STAFF PRESENT

Floyd Best
Olivier Bracket
Peter Drinkwater
LeeAnn Lardy

ROLL CALL AND INTRODUCTIONS

There were no introductions.

APPROVAL OF MINUTES

The minutes for the month of July 2004 were approved with Mr. Gates abstaining.

PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

A gentleman from Cardiff spoke against the PAC development. He wanted to get the item on the agenda but was unable.

Mr. Ricotta stated that the committee did not approve the PAC development, the County Board of Supervisors did.

Mr. Richard Sax from PAC said he wanted to dispel rumors regarding the "north side" aircraft parking, hanger pricing and hanger construction.

A gentleman from Oceanside spoke about not moving until he received a written eviction notice.

Mr. Fuselier raised a point of order to stop the Mr. Sax from PAC from talking about the development again.

Mr. Ron Cozad offered the Part 16 complaint with exhibits to anyone who wanted it and asked Mr. Sax from PAC for a time extension. Richard Sax from PAC offered a time extension with conditions.

Wayne Rausenbaum of Foley and Lardner offered to distribute copies of the Part 16 to anyone interested and suggested the Part 16 complaint might affect all county airports federal grant funding and strongly urged the parties to return to mediation.

Mr. Chin Tu of Civic Helicopter, expressed concerns about how the "north side" parking ramp would affect his operation.

Mr. Best was asked by Mr. Hutter to comment and Mr. Best mentioned some possible areas for the helicopter operation.

CITY COUNCIL REPORT

No City Council Report

REQUEST TO BOARD FOR EXPANDED DISCLOSURES FOR BRESSI RANCH RESIDENTS

Ms. Reyes submitted a motion item that PAAC recommend to the County Board of Supervisors, that the Board request the city of Carlsbad require expanded disclosures, conspicuous sales office displays, web based displays and the execution of avigation easements for all purchases of properties from the Bressi Ranch Development as a condition to purchase.

Mr. Drinkwater suggested a month delay might be appropriate because of calls received by Airports regarding interested parties who had not received copies of the motion.

Ms. Reyes stated she wanted to continue because she had passed out copies of the motion at the last PAAC meeting to committee members and made copies available to the public and other interested parties.

The motion was passed unanimously.

Mr. Fuselier requested to make a motion on the Part 16 complaint, but was unable because of the Brown Act with the 72 hour rule.

PART 150 PRESENTATION BY URS

Mr. Best stated there were no changes and that staff were still reviewing the NEM report.

The noise compatibility plan will be the next focus.

AIRPORT COMMUNITY RELATIONS ISSUES

Mr. Brackett reported monthly operations for July were 19,515, bringing the total number year to date 125,904. Air carrier enplanements 5007. Annual air carrier enplanements year to date 30,928. The local transient traffic breakdown for the month of July was 6840, itinerant, 12,675. IFR traffic 5470, and VFR traffic 14,045.

Noise concerns for the month of July, 160 calls. The number year to date 681. ratio of concerns to operations for the month of July, 1 call; 122 operations. The majority of calls, during the month of July were south/west from the airport, totaling 137. 7 concerns were from the south/east, 4 concerns were from the north/east and 3 concerns were north/west. 4 concerns were from Oceanside, 4 from San Marcos, 3 from Vista and 1 from Escondido. 95 of the calls concerned jet operations, 57 for propeller operations, 1 for helicopter operations and 7 of the calls concerned an unknown type of aircraft. The majority of concerns by type pertained to Voluntary Noise Abatement Procedures (VNAP) events for 122. Other types included 19 noise, 15 low and 4 overflights. 56 of the concerns were for operations between 0700-1700. There were 15 concerns for operations between 1700-2200, and 89 concerns for operations between 2200-0700.

These numbers reflect an additional 20 complaints that were not included in the July presentation.

Ms. Reyes asked if the VNAP hours were pushed back one half hour at night and in the morning would that affect the graphs and Mr. Brackett replied yes.

DIRECTOR'S REPORT

Mr. Drinkwater gave a briefing of what a Part 16 complaint entails, from the lay perspective and he passed out a timeline of actions to the PAAC members. Ms. Reyes asked Mr. Drinkwater if he had been through a Part 16 before and how long did it take. Mr. Drinkwater replied yes he had worked Part 16 issues in managing other airports. In addition, the county had recently closed a Part 16 complaint with the FAA concerning Fallbrook Airpark, which lasted approximately 3 years.

STAFF REPORT

Mr. Best showed a power point presentation covering lots 30 and 31, "C" taxiway, Hanger 3 and the water line and talked about fixing the subsidence in unit 1.

SET AGENDA FOR MEETING ON SEPTEMBER 16, 2004

Mr. Fuselier requested a motion item for next PAAC meeting recommending the County Board of Supervisors stop the PAC Development until the Part 16 complaint is resolved.

MEMBER ANNOUNCEMENTS

None

ADJOURN

Meeting was adjourned at 9:04 p.m.

_____

Tim Hutter, Co-Chairperson

County of San Diego

DEPARTMENT OF PUBLIC WORKS

JOHN L. SNYDER
DIRECTOR

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MEETING NOTICE
&
AGENDA

The next meeting of the Palomar Airport Advisory Committee will be on Thursday, September 16, 2004, at 7:00 p.m. in the Carlsbad City Council Chambers, 1200 Carlsbad Village Drive, Carlsbad, California.

	ITEM	ACTION
01.	**ROLL CALL**	**INFORMATION**
02.	**APPROVE MINUTES FOR AUGUST 2004**	**MOTION**
03.	**PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA**	**INFORMATION**
04.	**CITY COUNCIL REPORT** – R. Finnila	**INFORMATION**
05.	**CUSTOMS PRESENTATION** – T. Caulder	**INFORMATION**
06.	**REVIEW OF PAC, LLC. DEVELOPMENT SCHEDULE** -- R. Fuselier	**MOTION**
07.	**PART 150 PRESENTATION BY URS** – F. Best/J. Fuller	**INFORMATION**
08.	**AIRPORT COMMUNITY RELATIONS ISSUES** – O. Brackett	**INFORMATION**
09.	**DIRECTOR'S REPORT** – P. Drinkwater	**INFORMATION**
10.	**STAFF REPORT** – F. Best	**INFORMATION**

11.	**SET AGENDA FOR MEETING ON OCTOBER 21, 2004**	**INFORMATION**
12.	**MEMBER ANNOUNCEMENTS**	**INFORMATION**
13.	**ADJOURN**	**MOTION**

**Public comment will be accepted on any item at the time the item is heard.*

FLOYD A. BEST
Airport Manager
McClellan-Palomar Airport

September 13, 2004

PALOMAR AIRPORT ADVISORY COMMITTEE
2198 Palomar Airport Road
Carlsbad, California 92008
Phone: (760) 431-4646

MINUTES

THURSDAY, SEPTEMBER 16, 2004

Chairperson Ramona Finnila called the meeting to order at 7:00 p.m. on September 16, 2004, in the Carlsbad City Council Chambers, 1200 Carlsbad Village Drive, Carlsbad, California.

MEMBERS PRESENT
Chairperson Ramona Finnila
Vice-Chairperson Tim Hutter
John Christensen
Chuck Collins
Robert Fuselier
Bob Gates
Tom Ricotta
Ginna Reyes

MEMBERS ABSENT
Hugh Lyttelton
Howard Williams

Members present did represent a quorum.

COUNTY STAFF PRESENT

Peter Drinkwater
Floyd Best
Olivier Bracket
Dee Dee Phillips
Tim Caulder
Larry Watt

ROLL CALL AND INTRODUCTIONS

There were no introductions.

APPROVAL OF MINUTES

The minutes for the month of August 2004 were approved.

PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

There were no public comments.

CITY COUNCIL REPORT

Ms. Finnila announced that on Monday, September 20th at 7PM the State of the City Video would be presented in the Ruby Schuman Auditorium next to the Dove library. The topic this year is the City in Transition. The video will focus on issues like water, traffic, housing and redevelopment change the demographics and what Carlsbad will look at in the future years to come now that the city is almost at its build out time.

The 2nd major Art Splash will be held next weekend on Armada, between Palomar Airport Road and Cannon Road. The Art Splash will be held Saturday, September 25th and Sunday, September 26th from 10AM to 5PM.

CUSTOMS PRESENTATION

Mr. Caulder presented a program available involving the federal government, the County of San Diego and the City of Carlsbad, as well as several of the lessees located on the airport. This program is made available through the Customs and Border Protection Agency, it allows a facility such as McClellan-Palomar Airport to apply and implement a program that will save the user's of Palomar Airport valuable time. The size and weight of the aircraft entering the airport will be the basis of the cost. A User Fee Airport (UFA) is different from a Port of Entry (POE) in that P.O.E's. do not require a fee. The fees provide a small airport that has been approved by the Commissioner of the Customs and Border Protection Agency to receive services of a CBP officer for the processing of aircraft, passengers and cargo entering the United States. Essentially the same services of other P.O.E.'s but with a fee. Several Fixed Based Operators (FBO's) on the airport are in discussion with the County on ways to finance the start-up costs. This program is still in the early stages of the approval process.

REVIEW OF PAC, LLC. DEVELOPMENT SCHEDULE

Ms. Finnila stated that there is no reason for the committee to weigh in on the item. County staff will not and cannot comment due to pending litigation. It is not the role of the Palomar Airport Advisory Committee to take action on items that are under litigation. Mr. Fuselier stated the motion for the record.

Members of the committee voted on the motion. Six members voted against the motion: Christensen, John; Collins, Chuck; Finnila, Ramona; Gates, Bob; Hutter, Tim; Reyes, Ginna. Two members voted for the motion: Fuselier, Bob and Ricotta, Tom. Two members were not in attendance: Lyttelton, Hugh and Williams, Howard. The motion died.

PART 150 PRESENTATION BY URS

Mr. Fuller gave a brief overview of the Part 150 Study. The Noise Exposure Map report was submitted to the FAA on September 13. The FAA has requested a sixty day review period. All statements received regarding noise and flight issues will be documented in the final report.

A community member representing several home owners associations and several residents living in the community spoke of the concerns she and her group have regarding the airport issues. The spokesperson emphasized a positive relationship between the airport and the community so that both may coexist. The Voluntary Noise Abatement Procedures (VNAP) if adhered to would alleviate some of the issues.

A community pilot briefly spoke and stated that he felt that the Air Traffic Control Tower (ATCT) tightly controlled and monitored the area. Deviations from the VNAP directed by the ATCT were necessary at the time based on the weather and air traffic.

AIRPORT COMMUNITY RELATIONS ISSUES

Mr. Brackett reported monthly operations for August were 18,369, bringing the total number year to date 144,273. Air carrier enplanements 4,852. Annual air carrier enplanements year to date 35,780. The local transient traffic breakdown for the month of August was 5,257, itinerant, 13,112. IFR traffic 5,439 and VFR traffic 12,930.

Noise concerns for the month of August, 112 calls. The number year to date 793. Ratio of concerns to operations for the month of August, 1 call;164 operations. The majority of calls during the month of August were south/west from the airport. 8 concerns were from the south/east. 84 of the calls concerned jet operations, 12 for propeller operations, 10 for helicopter operations and 6 unknown aircraft type. 18 of the concerns were for operations between 0700-1700. There were 9 concerns for operations between 1700-2200 and there were 85 concerns for operations between 2200-0700.

DIRECTOR'S REPORT

Mr. Drinkwater briefly spoke on the concerns from the public regarding Palomar Airport Center (PAC, LLC.). He also reiterated Scenic Airlines desire to operate from CRQ to Las Vegas. It would be a favorable service for the community. There is still not an estimated time for operations to begin.

STAFF REPORT

Mr. Best stated that the new long term parking lot on Owens Ave. is fully operational. Work for facilities for the temporary restaurant is underway. The North side storm water project is in review. The City of Carlsbad waterline along the Magellan leasehold and access road has been completed. It will greatly benefit both the City and the airport.

SET AGENDA FOR MEETING ON OCTOBER 21, 2004

Meeting will be held at the City of Carlsbad Faraday Center, located at 1635 Faraday, Carlsbad, CA.

MEMBER ANNOUNCEMENTS

Ms Reyes stated that Western Flight would be holding it's annual Flu Shot Services Wednesday, October 20, 2004 beginning at 1:00 p.m. through 3:00 p.m. in their lobby.

ADJOURN

Meeting was adjourned at 8:55 p.m.

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Ramona Finnila, Chairperson

URS

Monthly Status Report On The McClellan-Palomar Airport Part 150 Study Update September 16, 2004

The NEM Report was submitted to the Western Pacific Region of the FAA on September 13, 2004, for review and acceptance. The FAA has requested a 60-day review period.

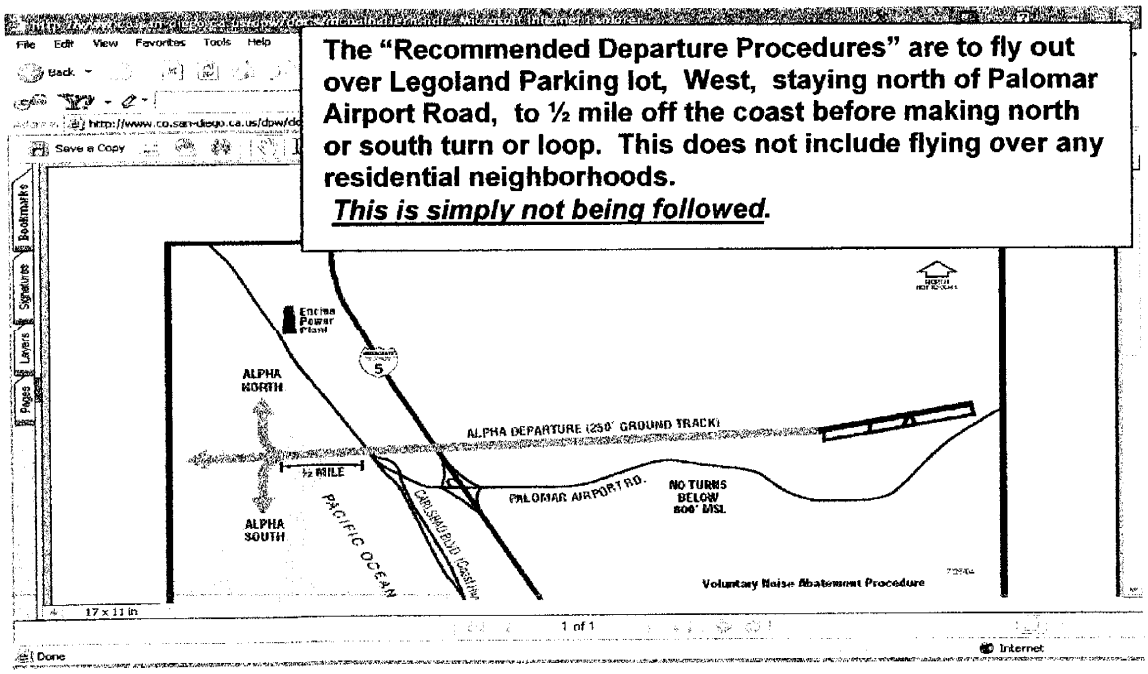
Citizens for Palomar Airport Noise Reduction 09/2004

The Noise Problem: Many flights do not fly the recommended departure pattern (which is due west over Legoland parking lot until ½ mile offshore before executing turn. They stray SW over homes, highly populated with a school and park. This is where most of the complaints of noise originate. Most complaints are due to jets and are also between 2200-0700 hours, waking residents. 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.
How Much of a problem? Local residents have tracked 40+ low flying planes over residences on the SW side in a single day. As many as 3-15 flights fly over residences between 2:00AM- 7:00 AM, during restricted flight times. These can be tracked and have been reported.

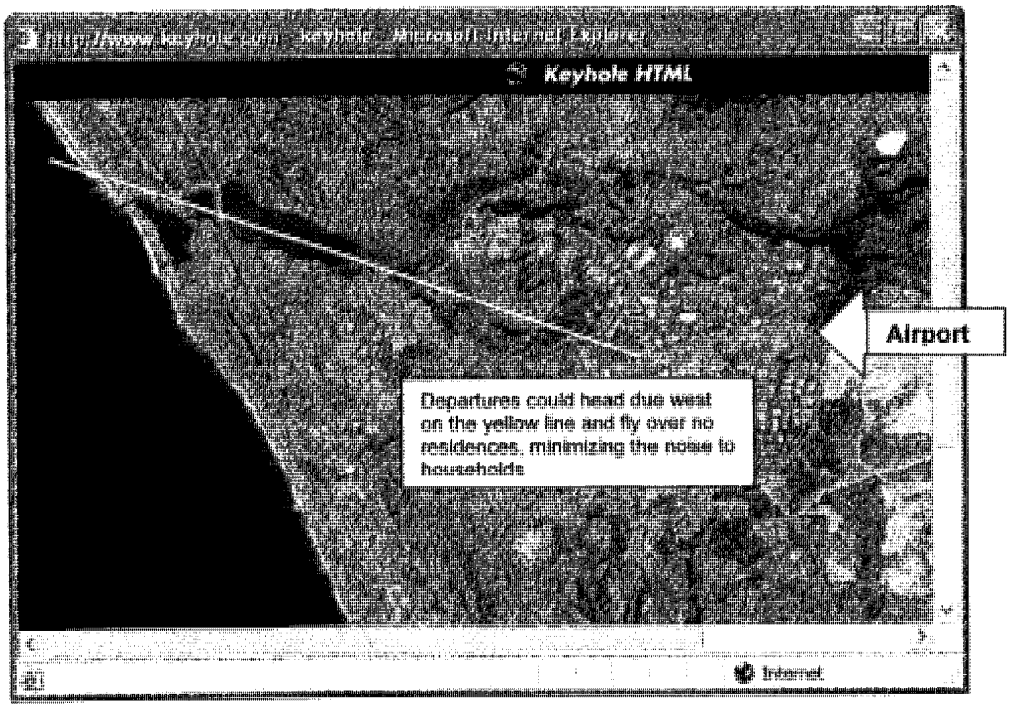
Recommendations to URS Corp and FAA

We would like the **noise level tested** in order to have the airport categorized to **have mandatory flight patterns** as opposed to "recommended" flight patterns. This way offending pilots would be subject to penalty. If the recommended flight patterns and times were adhered to, most residents would not complain or be in the position to require this discussion. We would also like the current monitors tested and placed in impacted neighborhoods.
Extend the use of Monitoring Systems for enforcement action. This is done at many other airports.
Install radar for enforcement of speed, climb and altitude restrictions in Class D Airspace. This is now at other airports.
We recommend a Mandatory SID (standard instrument departure) NW Pattern. For Jets which require a 270° track over the lagoon which all IFR (instrument) departures would use. This would fly to the coast and totally miss all existing residential areas, schools, parks, little commercial and no amusement parks. The current development plans are for a golf course, which the airport management considers ideal for airport departures and noise abatement. This is currently undeveloped. The benefits in terms of number of people impacted and noise reduction would be staggering.
Recommend pattern altitudes be made mandatory: Twin/Jet 2000° MSL, Single Engine 1500° MSL, Helo 1000°MSL. By the time they are over the ocean the altitude will be high enough to minimize the noise before flying over neighborhoods.
Recommend Mandatory best angle of climb on 250° track North of Palomar Airport Rd, over Legoland Parking Lot for all fixed wing aircraft until over the ocean.
Prohibit use of Stage 2 Aircraft which is mostly outdated and already barred from many other airports.
Post signage on the runway to alert the pilots advising them specifically to fly out over Legoland Parking West to ½ mile off the coast before making north or south turn or loop East. General signs asking to "follow the noise abatement procedures" is not enough; but must be in specific detail. Simple and detailed route must be given so that transient pilots (apx 70% according to airport statistics) will be aware of the specific and correct recommendations. Also, local pilots need a reminder. Install permanent low profile lighted signs on runway approach for noise abatement procedures, as in other airports.
On the runway pavement, print simple directions reminding pilots of recommended departure pattern and altitude climb, similar to road messages painted on our streets and highways. A reminder to follow the noise abatement procedures is not enough; but must be in specific in detail, for both transient pilots and local pilots who need a reminder.
The automated radio message to pilots, awaiting take off ,should have more specific directions on departure pattern (to fly out over Legoland Parking, No of Palomar Airport Rd, West to ½ mile off the coast before making north or south turn or loop). The current message only says to follow the noise abatement procedures, but does not state specifically what it is. They must be in specific in detail, for both transient pilots and local pilots who need a reminder.
Relocate the airport noise monitor at Pointsettia Park (in the SW flyover zone) which indicates 60-70 decibels. This should be placed closer to the recommended pattern and at same altitude as airport and homes to correctly measure the noise. This is ironic, as this is outside of the recommended patterns. While visiting the airport and viewing the measurements for this monitor, several residents observed that the decibel level was vacillating between 60 and 70 decibels for apx a 15 minute period. The required decibel for Mandatory flight patterns is 65 decibels. This is also located in a lower lying area than the airport and also most of the impacted homes, so is subject to less noise than most of the residences. It is also much farther SW than many of the homes with regular air traffic noise. It is even farther out of the noise abatement zone. A new study of the actual noise may result in mandatory, rather than recommended flight patterns. This would result in penalty to pilots flying outside the designated patterns.
Traffic Controllers should advise all pilots, awaiting permission to take off, specific directions on departure pattern (to fly out over the Legoland Parking, West to ½ mile off the coast before making north or south turn or E loop). If the pilot does follow directions of controller, it would result in clear violation and the pilot would be subject to fine or restriction. This direction to the controllers must be ordered by the FAA. Once some violations are cited there may be greater compliance.
Airport management should proactively communicate with the pilots, hanger staff, and aeronautical organizations and make sure that they are aware of the specific and detailed recommended rules and follow them. This is their responsibility as part of the community. This can be achieved by advertisement, publications, signage around the airport, flight schools and hangers and good public relations. Some sensible education and an awareness program is desperately needed.
Pilots should also be urged to quickly reach higher altitude in take off through the above suggested methods of communication. This also would minimize the noise in surrounding neighborhoods.

Existing Recommended Departure Procedures Not being followed.



Recommendation for a NW departure pattern pattern that would fly NW of the airport, over the lagoon, to the coast and totally miss all existing residential areas.



County of San Diego

DEPARTMENT OF PUBLIC WORKS

JOHN L. SNYDER
DIRECTOR

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MEETING NOTICE
&
AGENDA

The next meeting of the Palomar Airport Advisory Committee will be on Thursday, October 21, 2004, at 7:00 p.m. in the City of Carlsbad Faraday Center, 1635 Faraday Avenue, Carlsbad, California.

	ITEM	ACTION
01.	**ROLL CALL**	**INFORMATION**
02.	**APPROVE MINUTES FOR SEPTEMBER 2004**	**MOTION**
03.	**PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA**	**INFORMATION**
04.	**CITY COUNCIL REPORT** – R. Finnila	**INFORMATION**
05.	**AWARD PROCLAMATION PALOMAR 99'S** – R. Finnila	**INFORMATION**
06.	**PART 150 PRESENTATION BY URS** – F. Best/J. Fuller	**INFORMATION**
07.	**AIRPORT COMMUNITY RELATIONS ISSUES** – O. Brackett	**INFORMATION**
08.	**DIRECTOR'S REPORT** – P. Drinkwater	**INFORMATION**
09.	**STAFF REPORT** – F. Best	**INFORMATION**
10.	**SET AGENDA FOR MEETING ON NOVEMBER 18, 2004**	**INFORMATION**
11.	**MEMBER ANNOUNCEMENTS**	**INFORMATION**

12. **ADJOURN** **MOTION**

**Public comment will be accepted on any item at the time the item is heard.*

FLOYD A. BEST
Airport Manager
McClellan-Palomar Airport

October 13, 2004

PALOMAR AIRPORT ADVISORY COMMITTEE
2198 Palomar Airport Road
Carlsbad, California 92008
Phone: (760) 431-4646

MINUTES

THURSDAY, OCTOBER 21, 2004

Chairperson Ramona Finnila called the meeting to order at 7:12 p.m. on October 21, 2004, in the City of Carlsbad Faraday Center, 1635 Faraday Avenue, Carlsbad, California.

MEMBERS PRESENT
Chairperson Ramona Finnila
Vice-Chairperson Tim Hutter
John Christensen
Robert Fuselier
Ginna Reyes
Howard Williams

MEMBERS ABSENT
Chuck Collins
Bob Gates
Hugh Lyttelton
Tom Ricotta

Members present did represent a quorum.

COUNTY STAFF PRESENT

Floyd Best
Olivier Bracket
Peter Drinkwater
Dee Dee Phillips
Willie Vasquez

ROLL CALL AND INTRODUCTIONS

Willie Vasquez was introduced as the new airport Assistant Manager. He has been with the County for over 20 years. He most recently was the Assistant Manager of the Fallbrook Community Air Park.

AWARD PROCLAMATION PALOMAR 99'S

Ms. Finnila presented the Palomar chapter of the 99's, with an appreciation plaque from the City of Carlsbad. The plaque acknowledges the organization for painting the airport's first certified compass rose located on the far west end of the runway.

APPROVAL OF MINUTES

The minutes for the month of September 2004 were approved.

PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

A homeowner representing local Carlsbad residents and several home owners' associations addressed noise abatement issues. The citizens are concerned that pilot's are not following the recommended flight patterns and suggested flight curfew.

Several other residents also expressed their concerns and frustrations in regards to the inconvenience brought about by pilots not following the Voluntary Noise Abatement Procedures (VNAP).

Staff reiterated their lack of purvey to enforce any limitations on the pilot's because of Palomar Airport's participation in the National Air Transportation System. The FAA is the only agency with the power to restrict and enforce movement in the sky.

The County and local neighborhood representatives will work towards creating a program designed to educate and encourage adherence to VNAP by pilot's.

CITY COUNCIL REPORT

Ms. Finnila announced one of the latest businesses to open in Carlsbad, K1 Speed. The indoor kart racing company is located at 6212 Corte Del Abeto. Private parties, corporate events and leagues for both adults and kids are offered.

PART 150 PRESENTATION BY URS

Mr. Best stated that the Noise Exposure Maps (NEMS) were submitted to the FAA. URS is awaiting their response. The Noise Compatibility Plan will be generated from the approved NEMS.

The Palomar Airport Roundtable 2000 (PAR 2000) final report final report and all statements received regarding noise and flight issues will be documented in the final Part 150 report.

AIRPORT COMMUNITY RELATIONS ISSUES

Mr. Brackett reported monthly operations for September were 17,348, bringing the total number year to date 161,621. Air carrier enplanements 3,995. Annual air carrier enplanements year to date 39,775. The local transient traffic breakdown for the month of October was 5,216, itinerant, 12,132. IFR traffic 4,454 and VFR traffic 12,894.

Noise concerns for the month of September, 306 calls. The number year to date 1,099. Ratio of concerns to operations for the month of September, 1 call; operations. The majority of calls during the month of September were south/west from the airport. 8 concerns were from the south/east. 138 of the calls concerned jet operations, 154 for propeller operations, 5 for helicopter operations, 1 commercial and 8 unknown aircraft type. 145 of the concerns were for operations between 0700-1700. There were 79 concerns for operations between 1700-2200 and there were 82 concerns for operations between 2200-0700.

DIRECTOR'S REPORT

Mr. Drinkwater briefly spoke about the status of Customs on Demand. Palomar fixed based operators (fbo's) are all working together to try and bring this program to the North County. Because of the user fees, airport operations are not expected to increase. The service will benefit current Palomar clients by eliminating the inconvenience of having to stop in South County first before proceeding on to North County.

STAFF REPORT

Mr. Best gave a briefing about the changes on the airport. Several of the old hangars and the restaurant have both been demolished. Palomar Airport Center, LLC. has moved forward with renovations on their leasehold. Many of the businesses have been relocated to another area on the leasehold and some have moved to the Magellan Aviation leasehold. The Palomar Airport Café is currently occupying the area on the west side of the 2-hour parking lot.

The transient ramp west of the commercial terminal will be repaved and new hardware installed. The County transient ramp will now accommodate 12.

The letter regarding Bressi Ranch disclosures has been forwarded to the Board of Supervisors for review.

SET AGENDA FOR MEETING ON NOVEMBER 18, 2004

Gail Carroll, the representative for local residents will present to the committee an item for information. Ms. Carroll will put forward the idea of a "Fly Friendly Program."

MEMBER ANNOUNCEMENTS

No announcements were made.

ADJOURN

Meeting was adjourned at 8:34 p.m.

_____

Ramona Finnila, Chairperson

County of San Diego

DEPARTMENT OF PUBLIC WORKS

JOHN L. SNYDER
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MEETING NOTICE
&
AGENDA

The next meeting of the Palomar Airport Advisory Committee will be on Thursday, November 18, 2004, at 7:00 p.m. in the Carlsbad City Council Chambers, 1200 Carlsbad Village Drive, Carlsbad, California.

	ITEM	ACTION
01.	**ROLL CALL**	**INFORMATION**
02.	**APPROVE MINUTES FOR OCTOBER 2004**	**MOTION**
03.	**PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA**	**INFORMATION**
04.	**CITY COUNCIL REPORT** – R. Finnila	**INFORMATION**
05.	**CITIZENS SUPPORT GROUP "FLY FRIENDLY PROGRAM"** – Gail Carroll	**INFORMATION**
06.	**PART 150 PRESENTATION BY URS** – F. Best/J. Fuller	**INFORMATION**
07.	**AIRPORT COMMUNITY RELATIONS ISSUES** – O. Brackett	**INFORMATION**
08.	**DIRECTOR'S REPORT** – P. Drinkwater	**INFORMATION**
09.	**STAFF REPORT** – F. Best	**INFORMATION**
10.	**SET AGENDA FOR MEETING ON DECEMBER 16, 2004**	**INFORMATION**

11.	**MEMBER ANNOUNCEMENTS**	**INFORMATION**
12.	**ADJOURN**	**MOTION**

**Public comment will be accepted on any item at the time the item is heard.*

FLOYD A. BEST
Airport Manager
McClellan-Palomar Airport

November 15, 2004

PALOMAR AIRPORT ADVISORY COMMITTEE
2198 Palomar Airport Road
Carlsbad, California 92008
Phone: (760) 431-4646

MINUTES

THURSDAY, NOVEMBER 18, 2004

Chairperson Ramona Finnila called the meeting to order at 7:06 p.m. on November 18, 2004, in the Carlsbad City Council Chambers, 1200 Carlsbad Village Drive, Carlsbad, California.

MEMBERS PRESENT
Chairperson Ramona Finnila
Vice-Chairperson Tim Hutter
John Christensen
Robert Fuselier
Ginna Reyes
Howard Williams

MEMBERS ABSENT
Chuck Collins
Bob Gates
Hugh Lyttelton
Tom Ricotta

Members present did represent a quorum.

COUNTY STAFF PRESENT

Floyd Best
Olivier Brackett
Dee Dee Phillips
Willie Vasquez

ROLL CALL AND INTRODUCTIONS

APPROVAL OF MINUTES

The minutes for the month of October 2004 were approved.

PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

There was no public comment.

CITY COUNCIL REPORT

Ms. Finnilla reported that the City of Carlsbad is currently reviewing those improvement projects that are a priority and need to be addressed. The budget constraints may be cause to push back completion dates on other less emergent projects.

CITIZEN SUPPORT GROUP "FLY FRIENDLY PROGRAM"

Ms. Carroll gave a brief presentation to the PAAC. The intent of the program is to work with the airport. Ms. Carroll has gathered statistical information concerning over flights and those aircraft that do not fly within the recommended flight hours. Most of the data collected was done by her. The group feels that the pilot's need to be educated on the Voluntary Noise Abatement Procedures (VNAP) and that the County should do more to make pilots aware of the procedures by posting more signs and hosting information briefings.

PART 150 PRESENTATION BY URS

The FAA is still reviewing the Noise Exposure Maps. They have sixty days to Review the maps and respond with any concerns, amendments or questions.

AIRPORT COMMUNITY RELATIONS ISSUES

Mr. Brackett reported monthly operations for October were 14,887, bringing the total number year to date 176,508. Air carrier enplanements 4,134. Annual air carrier enplanements year to date 40,209. The local transient traffic breakdown for the month of October was 4,362 itinerant, 10,525. IFR traffic 4,405 and VFR traffic 10,482.

Noise concerns for the month of October, 231 calls. The number year to date 1,330. Ratio of concerns to operations for the month of October, 1 call; 64 operations. The majority of calls during the month of October were south/west from the airport. 8 concerns were from the south/east. 138 of the calls concerned jet operations, 154 for propeller operations, 5 for helicopter operations, 1 commercial and 8 unknown aircraft type. 73 of the concerns were for operations between 0700-1700. There were 29 concerns for operations between 1700-2200 and there were 129 concerns for operations between 2200-0700.

DIRECTOR'S REPORT

A Director's report was not given.

STAFF REPORT

Mr. Best reported that the airport is currently undergoing a lot of changes. The new long term parking lot has not experienced any problems. The transient ramp just West of the commercial terminal is now operational with eleven available spots. Jetsource is moving along with their renovations despite some setbacks. Palomar Airport Center, LLC. is making a lot of progress on their leasehold. The temporary restaurant is successfully providing service.

SET AGENDA FOR MEETING ON DECEMBER 16, 2004

The meeting for the month of December is cancelled. Several committee members will be unable to attend due to holiday obligations. The next meeting will be held on January 20, 2005.

Elections for Chair and Co-Chairperson will be held in January 2005. All nominations or requests to be considered should be turned in as soon as possible.

MEMBER ANNOUNCEMENTS

ADJOURN

Meeting was adjourned at 8:34 p.m.

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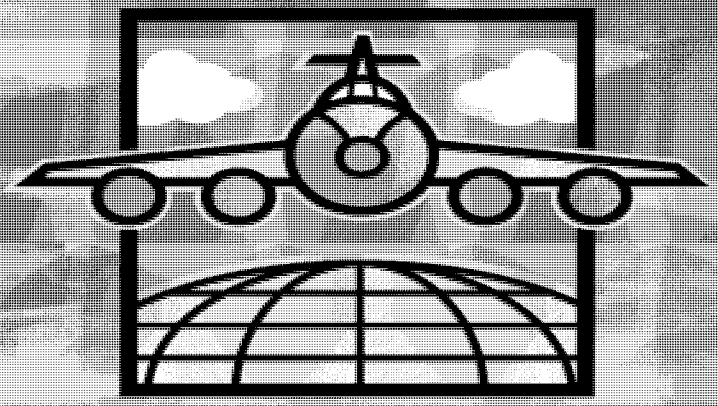
Ramona Finnila, Chairperson



Citizens for Palomar Airport Noise Reduction

Presents a New Program

"Fly Friendly Over Carlsbad"

County **City** **Community**

Who are we?

5000+ Residents

ShorePointe

Seaside Heights & Estates

Marbrisa

Mariners Point

Cherry Tree

Areas in Vista & San Marcos

Plum Tree Apartments

Pacific Rim School

Surfpointe

Saltaire

Cantamar

Seabright

Parkside

Ocean Hills

Bay Collection

Poinsettia Park

What do we want?

- Want to sleep 7AM to 10 PM without being woken up by Jets & Planes
- Airport Noise Reduction – Quality of life in home
- Enjoy our backyards in peace
- Enjoy TV, Music without missing portions
- Talk on phone and hear all the words
- Have conversations in homes without shouting over planes
- Open windows without noise

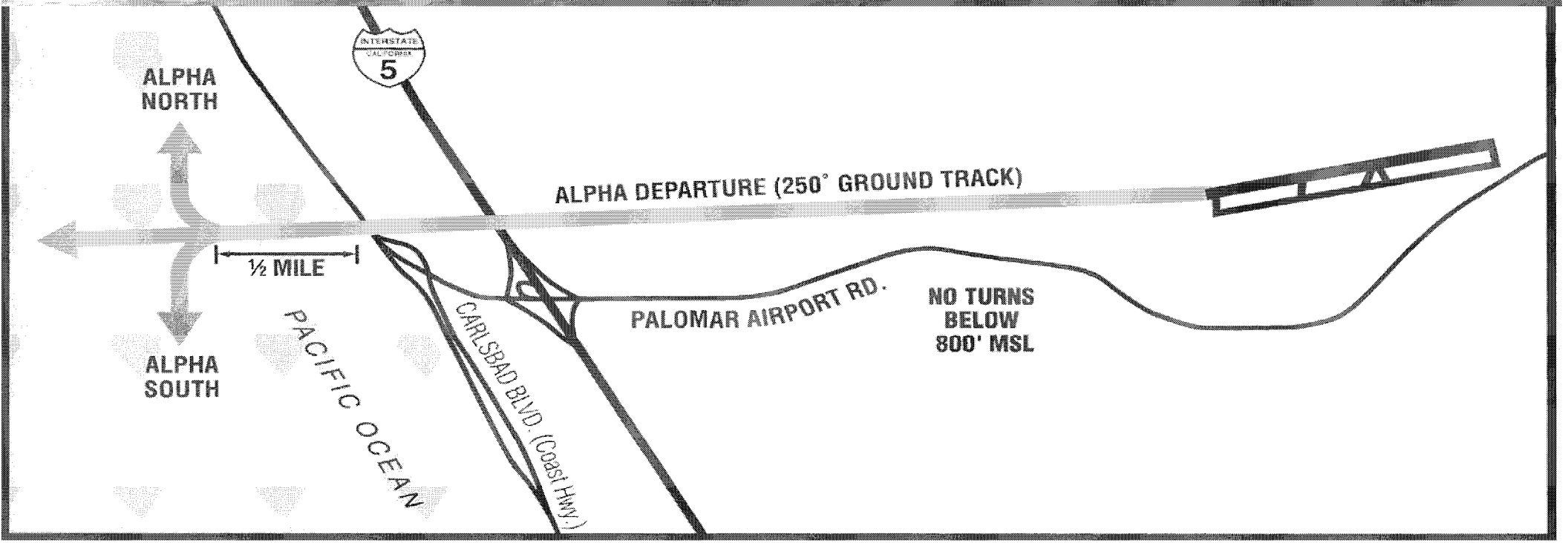
Who has a stake in success?

- Residents
- County Airport Management Staff
- County Supervisors Office of Bill Horn
- Carlsbad City
- Airport Business Owners
- Pilots
- Developers

Participation using a Team Approach to problem solving with <u>all</u> involved will bring WIN-WIN for all

VNAP= Voluntary Noise Abatement Program

- Compliance with existing recommended guidelines
- Courtesy from pilots
- Flight departures 7AM-10PM
- Departures to stay North of Palomar Airport Road
- Fly W, 250º, ½ Mile off Coast before turns
- Recommendation to URS/FAA of 270º route



The Current Situation

- Apx 200 departures per day, heaviest weekends
- Apx 60-70 planes do not comply with times or patterns = 65% some exceptions due to safety
- More Jets, less props… airport will grow
- Night Flights 10PM – 7AM are increasing… mostly jets, up to 8 per night
- Par 2000 efforts have failed or dwindled
- Many Pilots are lax in efforts to comply
- Some Pilots are not aware of guidelines
- All parties are fragmented and blaming the other

What can we do?

Fly Friendly over Carlsbad

- Logo (prototype)
- Brand
- Education
- Signs
- Flyers
- Publications
- Aviation Reference
- Aviation Orgs
- Airport Businesses
- Mailings to pilots
- Update Website



Departures W 250°
stay North of Palomar Airport Rd,
to ½ Mile off Coast before turns

To Be Successful

- Create a Team who has a stake & interest: County, City, Residents, Pilots, Airport businesses, Developers, Aviation Organizations
- Residents understand Safety & Emergency
- Pilots take responsibility for compliance
- Business owners exert influence for success
- Program to be ongoing, maintained by County
- Take ownership and pride in accomplishment
- Airport Management take initiative in action
- Funding by County and City
- Change Attitudes…Embrace Success, Accountability

Results of Success = Win-Win

- Residents will gain some quiet & peace
- Pilots can take credit for immediate gratification of making a difference
- County can gain recognition using Palomar Airport as a benchmark for success of VNAP
- City can boast "Fly Friendly Program" as part of attracting new business, residents, and tourism trade to City of Carlsbad
- Businesses and Aviation Organizations can gain respect for taking leadership role in success
- Developers can advertise a neighbor friendly airport which includes quality of life

What Now?

- Create a budget with Action Plan
- Gain funding from County, City, Developers
- Need someone with airport access and experience to manage activities
- Need volunteers to carry out program
- Need to meet with local aviation organizations to gain pilot support
- Execute Action Plan
- Have County Airport Management continue program

Thank You

- Supervisor Bill Horn's Office for facilitating ongoing meetings to take action steps
- County Airport Director Peter Drinkwater for initiating funds and staff to start program
- NCCAA (North County Community Aviation Association) Lee Ayers, Martha Greenlaw for providing expertise and assistance in planning
- PAAC for providing a venue for finding solutions to noise problems
- Residents for their support and patience to make Carlsbad a better place to live

County of San Diego

DEPARTMENT OF PUBLIC WORKS

JOHN L. SNYDER
DIRECTOR

5555 OVERLAND AVE, SAN DIEGO, CALIFORNIA 92123-1295
(858) 694-2233 FAX: (858) 268-0461
Web Site: sdcdpw.org

December 13, 2004

The Palomar Airport Advisory Committee meeting that is regularly scheduled the third Thursday of every month at 7:00 p.m. (December 16, 2004) has been cancelled. The quorum for the meeting could not be met. The next meeting is scheduled for Thursday, January 20, 2005. We are sorry for any inconvenience this may have caused.

Thank you,

Floyd A. Best
Airport Manager
McClellan-Palomar Airport

County of San Diego

DEPARTMENT OF PUBLIC WORKS

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MEETING NOTICE
&
AGENDA

The next meeting of the Palomar Airport Advisory Committee will be on Thursday, January 20th, 2005, at 7:00 p.m. in the Carlsbad City Council Chambers, 1200 Carlsbad Village Drive, Carlsbad, California.

	ITEM	ACTION
01.	**ROLL CALL**	**INFORMATION**
02.	**APPROVE MINUTES FOR NOVEMBER 2004**	**MOTION**
03.	**PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA**	**INFORMATION**
04.	**ELECTIONS** -- F. Best	**ACTION**
05.	**U.S. CUSTOMS** – G. Reyes	**INFORMATION**
06.	**CITIZEN SUPPORT GROUP "FLY FRIENDLY PROGRAM"** -- G. Carroll	**INFORMATION**
07.	**PART 150 PRESENTATION BY URS** – F. Best/J. Fuller	**INFORMATION**
08.	**AIRPORT COMMUNITY RELATIONS ISSUES** – O. Brackett	**INFORMATION**
09.	**DIRECTOR'S REPORT** – P. Drinkwater	**INFORMATION**
10.	**STAFF REPORT** – F. Best	**INFORMATION**

11.	**SET AGENDA FOR MEETING ON FEBRUARY 17, 2005**	**INFORMATION**
12.	**MEMBER ANNOUNCEMENTS**	**INFORMATION**
13.	**ADJOURN**	**MOTION**

**Public comment will be accepted on any item at the time the item is heard.*

FLOYD A. BEST
Airport Manager
McClellan-Palomar Airport

January 10, 2004

County of San Diego

DEPARTMENT OF PUBLIC WORKS

JOHN L. SNYDER
DIRECTOR

5555 OVERLAND AVE, SAN DIEGO, CALIFORNIA 92123-1295
(858) 694-2233 FAX: (858) 268-0461
Web Site: sdcdpw.org

MEETING NOTICE ADDENDUM

Due to renovations at the Carlsbad City Council Chamber, the Palomar Airport Advisory Committee meeting scheduled for Thursday, January 20, 2005 will be relocated to the City of Carlsbad Faraday Center, 1635 Faraday Avenue, Carlsbad, California.

PALOMAR AIRPORT ADVISORY COMMITTEE
2198 Palomar Airport Road
Carlsbad, California 92008
Phone: (760) 431-4646

MINUTES

THURSDAY, JANUARY 20, 2005

Chairperson Ramona Finnila called the meeting to order at 7:06 p.m. on January 20, 2005, in the City of Carlsbad Faraday Center, 1635 Faraday Center, Carlsbad, California.

MEMBERS PRESENT
Chairperson Ramona Finnila
Vice-Chairperson Tim Hutter
John Christensen
Chuck Collins
Robert Fuselier
Bob Gates
Ginna Reyes

MEMBERS ABSENT
Hugh Lyttelton
Tom Ricotta
Howard Williams

Members present did represent a quorum.

COUNTY STAFF PRESENT

Floyd Best
Olivier Brackett
Pete Drinkwater
Dee Dee Phillips
Willie Vasquez
Steve Cummings

ROLL CALL AND INTRODUCTIONS

Ms. Finnila requested staff contact Supervisor Horn's office regarding the position Hugh Lyttelton held, which was the Noise Control Hearing Board representative. The position can either be eliminated completely or be reassigned as a "Member at Large".

APPROVAL OF MINUTES

The minutes for the month of November 2004 were approved.

PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

Phyllis Trombe announced on behalf of the Palomar Pilot's Association that a ***Runway Incursion Safety Seminar*** will be held on Wednesday, February 16, 2005 in a hangar at Western Flight, from 7PM to 9PM. The seminar is coordinated with the Runway Safety Action Team (RSAT) visit by the FAA. RSAT will be evaluating Palomar to determine if there are runway incursion safety needs for on airport activities. Those interested can register on line at **faasafety.gov**.

ELECTIONS

Ramona Finnila and Bob Fuselier both chose to seek the position of Chairperson. Ramona Finnila will be the Chairperson. Tim Hutter (the incumbent), Bob Fuselier and Ginna Reyes both chose to seek the position of Co-Chairperson. A second vote for Co-Chairperson was necessary due to a tie between Tim Hutter and Ginna Reyes; Tim Hutter will be the Co-Chairperson.

U.S. CUSTOMS

Ms. Reyes reported that the steering committee for obtaining U.S. Customs Service at Palomar Airport succeeded in obtaining a letter of support from Gov. Swartzenegger. This letter will enable the committee to go forward with the submission of the packet to Washington D.C. for approval. This is necessary because the service is classified as a ***User Fee Customs Service.*** Senator Duke Cunningham's office has assured the committee of support and will oversee the application while it is under consideration. The steering committee plans to submit a packet to the Board of Supervisors simultaneously for approval. It is anticipated that the item will appear on the February agenda. The members of the steering committee are: Frank Milian (Jetsource), Martha Greenlaw (Magellan), Karen Phillips (U.S. Customs and Border Protection), Tim Caulder (County Airports) and assisted by associates of Foley and Lardener. There were several others that assisted and supported the group. This service will greatly benefit airport users, businesses and the community. The tentative start date for service is July. The County will provide start up funding, and the service itself will repay the County within two years.

CITIZEN SUPPORT GROUP "FLY FRIENDLY PROGRAM"

Ms. Carroll gave a brief presentation to the PAAC. The purpose of the program is to encourage and support the existing ***Voluntary Noise Abatement Procedures*** (VNAP) currently in place. The program intends to continue

dialogue with the community, pilots, F.B.O.'s, FAA, PAAC and the County of San Diego. Educate all parties of coexisting in a ***Fly Friendly*** community to promote safety, quality air travel and community lifestyles. Embracing the spirit of the program is "the right thing to do."

100% improvement is not expected, the goal is to get a higher level of compliance with the existing ***VNAP*** and have pilot's take responsibility for their own compliance. The County will maintain the program. Funding will be determined. Changing attitudes, embracing success and being accountable to try to reduce the noise. The results of the success will be a quieter community, pilot's will be credited with immediate gratification for making a difference and the County will gain recognition for Palomar Airport as a bench mark for success of ***VNAP***. The City can boast a ***Fly Friendly Program*** as part of attracting new business, residents and tourists.

Community education is a necessity. ***VNAP*** is ***voluntary***. Ms. Trombe will briefly present to the pilots the ***VNAP*** logo with the procedures at the ***Runway Incursion Safety Seminar***. Signs and fliers will shortly follow.

The web site address ***loudairport.com*** was briefly discussed. Ms. Carroll stated that once PAAC adopts a ***Fly Friendly Program***, visitors to the site will be redirected to a new web site.

Mr. Best reminded the PAAC that five communities are impacted by the airport. All communities, Carlsbad, Oceanside, Vista, San Marcos and Encinitas need to be addressed in the ***Fly Friendly Program***.

Concern has been expressed about the misconception Bressi Ranch developers had about the operating hours of the airport. The developers have since corrected the statement of airport operations (7/24/365) and the acknowledgement of the admonishment to buyers that an airport is here and they would be subject to over flights, sites and sounds of aircraft.

Mr. Fuselier suggested that other aviation organizations be informed of the ***VNAP*** if not already and update any of their publications to reflect the procedures.

Mr. Brackett stated that the County will provide $500.00 for the program and is currently working on a graphic design. A graphic design will be created to identify the program. The recognizable design will be used and advertised in hopes of continuously and visually reminding pilot's to follow the ***VNAP***. Fliers will be generated to introduce the new campaign and remind pilots of the ***VNAP*** already in place.

Ms. Finnila stated that the program must be presented as a document with all elements defined before it can move forward. All aspects of the program

including funding; those involved; those affected; and responsible parties for continuous upkeep or maintenance must be clearly stated. The creation of the document should involve PAAC members, County members, airport businesses, airport users, pilots and residents of all communities affected. The task will take time to create and document.

The document will be comprised of five different aspects: logo design; methods of pilot outreach; creating an accepted existing baseline; and public outreach to surrounding communities. The order of the five elements is revolving. Logo design is already underway. Subcommittees will be formed to spear head each element, starting with "***WHO***."

The "***WHO***" subcommittee will be assigned the task of determining "***WHO***" will be responsible for each of the different aspects of the "***Fly Friendly Program***." Bob Fuselier will chair the subcommittee; Ginna Reyes; Chuck Collins; Tim Hutter and Gail Carroll.

PART 150 PRESENTATION BY URS

Mr. Fuller reported that the Noise Compatibility Plan (***NCP***) will be sent for review by the FAA in early February. The ***NCP*** should achieve the goal of reducing noncompatible land use around the airport, prevent introduction of new non-compatible usage and minimize noise. There are no residences located in the 65 CNEL. The ***Part 150*** process and the NCP is not a means of eliminating airport noise, it is to maintain compatibility and to try to minimize noise impact to the extent possible under the criteria established by the FAA.

The measures that are recommended as a part of the NCP have to quantify a benefit. The FAA will not allow any measure that violates its policies and does not have a quantified benefit. The ***NCP*** can not reduce the level of aviation safety, adversely effect proficient use and management of navigable air space, and not conflict with FAA programs, standards or requirements. The one requirement that will never be accepted is the transfer of noise from one location to another.

The ***Part 150*** requires that certain general measures be considered. Several other measures under consideration were taken from the ***PAR 2000*** report, the ***1995 Part 150*** report, and public comment.

AIRPORT COMMUNITY RELATIONS ISSUES

Mr. Brackett reported monthly operations for December were 14,410, bringing the total number year to date 207,956, which is up for the first time in three years. Air carrier enplanements 4,237. Annual air carrier enplanements year to date 52,583. The local transient traffic breakdown for the month of December was 4,794 itinerant, 9,616. IFR traffic 3,994 and VFR traffic 10,416.

Noise concerns for the month of December, 75 calls. The number year to date 1,532. Ratio of concerns to operations for the month of December, 1 call; 192 operations. The majority of calls during the month of December were south/west from the airport. 48 of the calls concerned jet operations, 25 for propeller operations, and 2 for helicopter operations. 20 of the concerns were for operations between 0700-1700. There were 2 concerns for operations between 1700-2200 and there were 53 concerns for operations between 2200-0700.

DIRECTOR'S REPORT

Mr. Drinkwater briefly reported on the PAC, LLC. development updated timeline. The end date has not changed. Jetsource now has a projected completion date of May 2005, due to: weather; soil issues; ramp paving issues; and hangar deck elevations. Magellan is currently on schedule. The North side ramp time line schedule is correct. All of the development projects are progressing with minimal interruption.

STAFF REPORT

Mr. Best was happy to report that the new long term parking lot is being utilized with favorable response. The upcoming development projects may cause some access inconveniences for airport users. But staff will do its best to accommodate everyone. As each issue arrives it will be presented and discussed.

SET AGENDA FOR MEETING ON FEBRUARY 17, 2005

The Carlsbad City Council Chambers renovations may not have finished. The meeting will be scheduled to be held at the Faraday Center.

MEMBER ANNOUNCEMENTS

ADJOURN

Meeting was adjourned at 9:45 p.m.

_____

Ramona Finnila, Chairperson

County of San Diego

DEPARTMENT OF PUBLIC WORKS

JOHN L. SNYDER
DIRECTOR

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(858) 694-2233 FAX: (858) 268-0461
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MEETING NOTICE
&
AGENDA

The next meeting of the Palomar Airport Advisory Committee will be on Thursday, February 17, 2005, at 7:00 p.m. in the City of Carlsbad Faraday Center, 1635 Faraday Avenue, Carlsbad, California.

	ITEM	ACTION
01.	**ROLL CALL**	**INFORMATION**
02.	**APPROVE MINUTES FOR JANUARY 2005**	**MOTION**
03.	**PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA**	**INFORMATION**
04.	**FLY FRIENDLY PROGRAM PROGRESS REPORT** -- B. Fuselier	**INFORMATION**
05.	**PART 150 PRESENTATION BY URS** – F. Best/J. Fuller	**INFORMATION**
06.	**AIRPORT COMMUNITY RELATIONS ISSUES** – O. Brackett	**INFORMATION**
07.	**DIRECTOR'S REPORT** – P. Drinkwater	**INFORMATION**
08.	**STAFF REPORT** – F. Best	**INFORMATION**

09.	**SET AGENDA FOR MEETING ON MARCH 17, 2005**	**INFORMATION**
10.	**MEMBER ANNOUNCEMENTS**	**INFORMATION**
11.	**ADJOURN**	**MOTION**

**Public comment will be accepted on any item at the time the item is heard.*

FLOYD A. BEST
Airport Manager
McClellan-Palomar Airport

February 14, 2005

PALOMAR AIRPORT ADVISORY COMMITTEE
2198 Palomar Airport Road
Carlsbad, California 92008
Phone: (760) 431-4646

MINUTES

THURSDAY, FEBRUARY 17, 2005

Chairperson Ramona Finnila called the meeting to order at 7:05 p.m. on February 17, 2005, in the City of Carlsbad Faraday Center, 1635 Faraday Center, Carlsbad, California.

MEMBERS PRESENT
Chairperson Ramona Finnila
Vice-Chairperson Tim Hutter
Chuck Collins
Robert Fuselier
Bob Gates
Ginna Reyes
Tom Ricotta
Howard Williams

MEMBERS ABSENT
John Christensen

Members present did represent a quorum.

COUNTY STAFF PRESENT

Floyd Best
Olivier Brackett
Dee Dee Phillips

ROLL CALL AND INTRODUCTIONS

There were no introductions.

APPROVAL OF MINUTES

Approval of the minutes for January 2005 will be postponed until the March meeting.

PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

Ms. Trombe reported on the ***Runway Incursion Safety Seminar***. There was an estimated 120 attendees that participated in the two hour seminar held at Western Flight. Speakers from Camp Pendleton, the Air Traffic Control Tower, and the FAA regional offices addressed the group. All attendees were reminded of the ***Voluntary Noise Abatement Procedures*** (VNAP) and encouraged to continue compliance. There is an estimated 87% compliance with the ***VNAP***, which is excellent for a single runway airport with one of the largest number of operations per year.

CITIZEN SUPPORT GROUP "FLY FRIENDLY PROGRAM"

Mr. Fuselier briefly reported on the progress of the "***WHO***" committee. It was already established that staff had began work on the logo for the program. Master lease holders on the airport, airport businesses and County airport staff would be primarily responsible for pilot outreach. The baseline for the program may be difficult to establish. The subcommittee would like to enlist Mr. Brackett in assisting them with ideas of how to objectively collect and measure the data. Ms. Carroll and Mr. Collins have volunteered to perform the community outreach. They intend to visit various associations within the community and educate them that the airport is actively pursuing ways in an effort to help with the noise issues.

Mr. Collins stated that the goal of the program is to make a general awareness to all in the aviation community that this is a noise sensitive airport and that everyone should be aware and practice those techniques that mitigate noise. This addresses almost all aspects of how those in the community are affected by the airport. The program intends to inform the community with what is being done and what can be done by the aviation community to peacefully coexist. This will be done in hopes of establishing a balance between the community and the aviation community through education. This is program is designed to be proactive.

Ms. Trombe reminded all that the community can not regulate or dictate the operations of aircraft. The cooperation by the aviation community is all voluntary; they are trying to be friendly.

Mr. Collins stated that he would like to see the ***Fly Friendly Program*** monumented throughout the airport. This likely may be the closest way to grab the attention of more of the pilot's and remind them of the ***VNAP***.

Mr. Brackett stated that the program can move forward with the logo and limited signage. But the bulk of the program will not proceed until the final document is approved and the Part 150 recommendations can be reviewed.

The subcommittee for the "***WHAT***" element of the program will be chaired by Ginna Reyes. Ramona Finnila, Bob Gates, Chuck Collins, and Tim Hutter will also serve on the subcommittee.

PART 150 PRESENTATION BY URS

Mr. Fuller could not attend, but is available via telephone if anyone has any pressing questions. The draft of the Noise Compatibility Plan is almost ready to be submitted to the FAA for review, as well as the final Noise Exposure Maps.

AIRPORT COMMUNITY RELATIONS ISSUES

Mr. Brackett reported monthly operations for January were 13,440; this will also serve as the number year to date for 2005. Air carrier enplanements 3,346 year to date also the same. The local transient traffic breakdown for the month of January was 4,146 itinerant, 9,294. IFR traffic 3,782 and VFR traffic 9,658. Noise concerns for the month of January, 99 calls. The number year to date for 2005 is the same. Ratio of concerns to operations for the month of January, 1 call; 137 operations. The majority of calls during the month of January were south/west from the airport. 55 of the calls concerned jet operations, 33 for propeller operations, 6 for helicopter operations and 5 were unknown air craft. 42 of the concerns were for operations between 0700-1700. There were 2 concerns for operations between 1700-2200 and there were 55 concerns for operations between 2200-0700.

DIRECTOR'S REPORT

No report was given.

STAFF REPORT

Mr. Best stated that the ***Runway Safety Action Team*** visit concluded. They arrived to evaluate and inspect the airport for safety in almost every aspect. Their final written evaluation will have a substantial influence on were Palomar is rated on the FAA funding and grant priority list. Runway resurfacing is one of the projects that will hopefully be moved up for priority funding. The PAAC will be informed and updated with funding and project progress as it becomes available.

Ms. Finnila briefly reported on a seminar conducted by the Association of American Airport Executives she recently attended. She stated that Palomar was mentioned for having a well established security program.

SET AGENDA FOR MEETING ON MARCH 17, 2005

The March meeting may be moved back to the City of Carlsbad Council Chambers but has not been confirmed.

MEMBER ANNOUNCEMENTS

Ms. Reyes reported that the B-17 and B-24 Bombers will be on display on the Western Flight ramp April 22, 23, and 24. The Collings Foundation makes this event possible because of their dedication to the preservation of these historical aircrafts. Student classes, groups and organizations are encouraged to attend free of charge, but please be sure to contact Western Flight for arrangements.

Mr. Williams reported that the County Water District sponsors a trip to the Hoover Dam. Please feel free to contact him for information.

ADJOURN

Meeting was adjourned at 9:05 p.m.

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Ramona Finnila, Chairperson

County of San Diego

DEPARTMENT OF PUBLIC WORKS

JOHN L. SNYDER
DIRECTOR

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(858) 694-2233 FAX: (858) 268-0461
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MEETING NOTICE
&
AGENDA

The next meeting of the Palomar Airport Advisory Committee will be on Thursday, March 17, 2005, at 7:00 p.m. in the Carlsbad City Council Chambers, 1200 Carlsbad Village Drive, Carlsbad, California.

	ITEM	ACTION
01.	**ROLL CALL**	**INFORMATION**
02.	**APPROVE MINUTES FOR JANUARY/FEBRUARY 2005**	**MOTION**
03.	**PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA**	**INFORMATION**
04.	**CUSTOMS SERVICE USER FEE AT PALOMAR AIRPORT**-- L. Lardy	**MOTION**
05.	**FLY FRIENDLY PROGRAM PROGRESS REPORT** -- G. Reyes	**INFORMATION**
06.	**PART 150 PRESENTATION BY URS** – F. Best/J. Fuller	**INFORMATION**
07.	**AIRPORT COMMUNITY RELATIONS ISSUES** – O. Brackett	**INFORMATION**
08.	**PALOMAR AIRPORT PAST, PRESENT AND FUTURE POWER POINT PRESENTATION** – P. Drinkwater	**INFORMATION**
09.	**DIRECTOR'S REPORT** – P. Drinkwater	**INFORMATION**
10.	**STAFF REPORT** – F. Best	**INFORMATION**

10.	**SET AGENDA FOR MEETING ON APRIL 21, 2005**	**INFORMATION**
11.	**MEMBER ANNOUNCEMENTS**	**INFORMATION**
12.	**ADJOURN**	**MOTION**

**Public comment will be accepted on any item at the time the item is heard.*

FLOYD A. BEST
Airport Manager
McClellan-Palomar Airport

March 11, 2005

URS

Monthly Status Report On The McClellan-Palomar Airport Part 150 Study Update March 17, 2005

The revised Noise Exposure Map Report was submitted to the Western Pacific Region of the FAA on February 22, 2005, for review and acceptance. The report was revised to respond to the FAA comments on the first submission. The FAA has requested a 60-day review period.

The Preliminary Draft Noise Compatibility Report will be submitted to the County for administrative review the week of March 21, 2005, and will be sent to the FAA the first week of April 2005. The FAA has requested a 60-day review period.

County of San Diego

JOHN L. SNYDER
DIRECTOR

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MEETING NOTICE
&
AGENDA

The next meeting of the Palomar Airport Advisory Committee will be on Thursday, April 21, 2005, at 7:00 p.m. in the Carlsbad City Council Chambers, 1200 Carlsbad Village Drive, Carlsbad, California.

	ITEM	ACTION
01.	**ROLL CALL**	**INFORMATION**
02.	**APPROVE MINUTES FOR MARCH 2005**	**MOTION**
03.	**PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA**	**INFORMATION**
04.	**CUSTOMS SERVICE USER FEE AT PALOMAR AIRPORT** -- L. Lardy	**MOTION**
05.	**FLY FRIENDLY PROGRAM PROGRESS REPORT** -- G. Reyes	**MOTION**
06.	**PART 150 PRESENTATION BY URS** – F. Best	**INFORMATION**
07.	**AIRPORT COMMUNITY RELATIONS ISSUES** – O. Brackett	**INFORMATION**
08.	**DIRECTOR'S REPORT** – P. Drinkwater	**INFORMATION**
09.	**STAFF REPORT** – F. Best	**INFORMATION**
10.	**SET AGENDA FOR MEETING ON MAY 19, 2005**	**INFORMATION**

11. **MEMBER ANNOUNCEMENTS** **INFORMATION**

12. **ADJOURN** **MOTION**

**Public comment will be accepted on any item at the time the item is heard.*

FLOYD A. BEST
Airport Manager
McClellan-Palomar Airport

April 13, 2005

PALOMAR AIRPORT ADVISORY COMMITTEE
2198 Palomar Airport Road
Carlsbad, California 92008
Phone: (760) 431-4646

MINUTES

THURSDAY, APRIL 21, 2005

Chairperson Ramona Finnila called the meeting to order at 7:06 p.m. on April 21, 2005, in the Carlsbad City Council Chambers, 1200 Carlsbad Village Drive, Carlsbad, California.

MEMBERS PRESENT
Chairperson Ramona Finnila
Vice-Chairperson Tim Hutter
John Christensen
Bob Gates
Ginna Reyes
Tom Ricotta
Howard Williams

MEMBERS ABSENT
Chuck Collins
Bob Fuselier

Members present did represent a quorum.

COUNTY STAFF PRESENT

Peter Drinkwater
Olivier Brackett
LeeAnn Lardy
Dee Dee Phillips

ROLL CALL AND INTRODUCTIONS

There were no introductions.

APPROVAL OF MINUTES

The minutes for the month of March 2005 were approved.

PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

There were no public comments.

CUSTOMS SERVICE USER FEE AT PALOMAR AIRPORT – L. Lardy

Ms. Lardy gave a brief presentation. She stated that Palomar airport will be designated as a "**User Fee Airport**" (*UFA*) by the U.S. Customs and Border Patrol Agency. Palomar Airport will receive for a fee, the services of a Customs and Border Patrol Officer for the processing of aircraft entering the United States and their passengers and cargo. The County (a public entity) and Palomar Customs, LLC. a private entity so far comprised of the "**fixed based operators**" (*FBO'S*): Western Flight; Jetsource; Magellan Aviation and Palomar Airport Center will form a public/private partnership. The County will provide money to start up and maintain on a temporary basis the *UFA* system until the new terminal is built. Palomar Customs, LLC. will reimburse the County for all start up costs and expenses by making quarterly payments from the net revenue.

In addition, Palomar Customs, LLC. will address specific storm water pollution prevention reimbursement to the County unrelated to the *UFA* system.

This item will not be heard as a "MOTION" item, but as "INFORMATION. "

FLY FRIENDLY PROGRAM PROGRESS REPORT– G. Reyes

Ms. Reyes briefly reported on the "**Fly Friendly Program**" (*FFP*). She stated that the budget aspect of the *FFP* was discussed by the subcommittee. The County will pay start up costs. PAAC is requesting that the City of Carlsbad match the County funds. The **North County Community Airport Association** (*NCCAA*) as well as other aviation groups will be asked to contribute to the funding for the *FFP*.

Mr. Brackett briefed the PAAC on research he collected to assist in establishing a flight database line with which to gauge the *FFP* progress.

Ms. Finnila briefly reviewed the letter that will be submitted to the City of Carlsbad requesting that they match the County with *FFP* funding.

Ms. Finnila also briefly addressed the information that will be supplied to residents regarding airport operations and County purview in regards to the regulating of aircraft.

The motion to approve the *FFP* was made. The *FFP* was unanimously approved by all in attendance.

PART 150 PRESENTATION BY URS — O. Brackett

Mr. Brackett stated Deborah Murphy has assumed the Part 150 study for URS. The final approval from the FAA is expected May 2006; the study should be concluded and all materials delivered June 2006.

AIRPORT COMMUNITY RELATIONS ISSUES — O. Brackett

Mr. Brackett reported monthly operations for March were 14,325; bringing the total number year to date 27,765. Air carrier enplanements 3,333. Annual air carrier enplanements year to date 6,683 . The local transient traffic breakdown for the month of March was 5,724 itinerant, 8,601. IFR traffic 3,768 and VFR traffic 10,557.

Noise concerns for the month of March, 82 calls. The number year to date 180. Ratio of concerns to operations for the month of March, 1 call; 175 operations. The majority of calls during the month of March were south/west from the airport. 57 of the calls concerned jet operations, 12 for propeller operations and 3 for helicopter operations. 24 of the concerns were for operations between 0700-1700. There were no concerns for operations between 1700-2200 and there were 10 concerns for operations between 2200-0700.

DIRECTOR'S REPORT — P. Drinkwater

Mr. Drinkwater stated that he, County staff members and Sandy Detherage, representing the FAA, met with County Supervisor Bill Horn and City of San Marcos Councilmember Jim Desmond. City of San Marcos residents would like the airport traffic pattern altitude and Runway 24 instrument glide slope altitudes amended. Because of jurisdiction issues, the City of San Marcos will have to address their concerns to the FAA.

STAFF REPORT — F. Best

Mr. Best briefly discussed the north side storm water project. The project is still in its planning phase. The project will be presented to the PAAC at a future meeting.

The County, as well as the *FBO'S* are progressing with their projects. There has been little disruption to the projected time lines.

SET AGENDA FOR MEETING ON MAY 19, 2005

MEMBER ANNOUNCEMENTS

Ms. Reyes stated that Western Flight will be hosting the WW II Bombers, presented by the Collings Foundation. The bombers will arrive Friday, April 22nd and depart on Monday, April 25th. All are encouraged to attend.

ADJOURN

Meeting was adjourned at 8:50 p.m.

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Ramona Finnila, Chairperson

URS

Monthly Status Report On
The McClellan-Palomar Airport Part 150 Study Update
April 20, 2005

The revised Noise Exposure Map Report was submitted to the Western Pacific Region of the FAA on February 22, 2005, for review and acceptance. The report was revised to respond to the FAA comments on the first submission. The FAA requested a 60-day review period. FAA has indicated that a "Noise Exposure Map Notice" will be published in the Federal Register shortly. In the notice, FAA announces its determination that the NEMs submitted by the County of San Diego for McClellan Palomar Airport are in compliance with applicable requirements of Part 150.

Draft Version 1 of the Noise Compatibility Program Report was submitted to the County for administrative review on April 18, 2005. Following County review and comment, Draft Version 2 will be sent to the FAA the week of May 9, 2005. The FAA has requested a 60-day review period. Following FAA review and comment, Draft Version 3 will be submitted to the PAAC for review and comment. Draft Version 3 is scheduled for delivery to the PAAC in August 2005.

A letter to aviation/pilot organizations has been prepared requesting review and comment on several potential operational noise compatibility measures. The letter will be distributed by USPS and e-mail. Comments are requested by June 30, 2005.

PALOMAR AIRPORT ADVISORY COMMITTEE
2198 Palomar Airport Road
Carlsbad, California 92008
Phone: (760) 431-4646

MINUTES

THURSDAY, MAY 19, 2005

Chairperson Ramona Finnila called the meeting to order at 7:03 p.m. on May 19, 2005, in the Carlsbad City Council Chambers, 1200 Carlsbad Village Drive, Carlsbad, California.

MEMBERS PRESENT
Chairperson Ramona Finnila
Vice-Chairperson Tim Hutter
Chuck Collins
Bob Fuselier
Bob Gates
Ginna Reyes
Tom Ricotta
Howard Williams

MEMBERS ABSENT
John Christensen

Members present did represent a quorum.

COUNTY STAFF PRESENT

Larry Watt
Sherry Miller
Floyd Best
Olivier Brackett
LeeAnn Lardy
Dee Dee Phillips
Steve Cummings

ROLL CALL AND INTRODUCTIONS

There were no introductions.

APPROVAL OF MINUTES

The minutes for the month of April 2005 were approved, with exception. The minutes will be amended to reflect the absence of Chuck Collins and Bob Fuselier.

PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

There were no public comments.

TWO NEW AVIATION LEASES FOR MAGELLAN AVIATION (SCIF) – L. Lardy

Ms. Lardy stated that the leases have been amended due to a change of lenders and some construction amendments. The start date of the leases is now July 1, 2005. A new site plan was presented. There will be 105,000 sq ft of new hangars, the largest hangar being 18,620 and 15,000 sq ft of office space. Construction will start sometime between June 27, 2005 and July 5, 2005. Some of the tie down leases will be temporarily relocated during the proposed construction. Mr. Levine stated that there will be fifteen general aviation aircraft permanently displaced from the Magellan lease.

A motion was made to approve the Magellan lease. Mr. Hutter will abstain from voting. All other PAAC members unanimously voted to approve the lease and recommend to the Board of Supervisors.

FY 05/06 PROPOSED BUDGET REVIEW – J. Hebreo

This item will be presented at the June 2005 meeting.

FLY FRIENDLY PROGRAM PROGRESS REPORT– G. Reyes

Ms. Finnila reminded all present that the program was voted on and approved during the April PAAC meeting. Ms. Reyes briefly described the four components that make up the program. The **logo** provides a visual aspect emphasizing that ***Voluntary Noise Abatement Procedures*** (VNAP) is an important part of our airport. Quiet time is stated on the logo as is the layout of the recommended pattern pilots are encouraged to fly.

The **baseline measure** is the second component of the program. Mr. Brackett is working with program technicians to establish a gauge.

The **pilot outreach** is the third component. Ms. Reyes stated that the goal is 100% notification of all pilots. The plan to achieve this will be to incorporate the message in various aviation materials and periodicals; to include the program in the aviation curriculum of local colleges and pilot schools; to post signs, pass out flyers and include the message on various websites.

The final component of the program is **community outreach**. Once again there will be a 100% goal notification of area residents of the *Fly Friendly Program*. The many positive contributions to our region made by the airport will be emphasized.

PART 150 PRESENTATION BY URS — O. Brackett

Mr. Brackett stated that the draft ***Noise Compatibility Program*** (*NCP*) report has been submitted to the FAA, it is expected to be returned in six weeks. The ***Noise Exposure Map*** (*NEM*) report has been accepted into the federal register.

AIRPORT COMMUNITY RELATIONS ISSUES — O. Brackett

Mr. Brackett reported monthly operations for April were 19,488; bringing the total number year to date 63,995. Air carrier enplanements 4,104. Annual air carrier enplanements year to date 14,381. The local transient traffic breakdown for the month of April was 7,302 itinerant, 10,863. IFR traffic 4,511 and VFR traffic 14,977.

Noise concerns for the month of April, 67 calls. The number year to date 304. Ratio of concerns to operations for the month of April, 1 call; 291 operations. The majority of calls during the month of April were south/west from the airport. 47 of the calls concerned jet operations, 17 for propeller operations and 3 for helicopter operations. 14 of the concerns were for operations between 0700-1700. There were 5 concerns for operations between 1700-2200 and there were 48 concerns for operations between 2200-0700.

STAFF REPORT — F. Best

Mr. Best stated that there are a lot of changes on the airport. The ***Fixed Base Operators*** (*F. B. O.'s*) are all moving forward with their redevelopment projects and numerous upgrades can now be seen. Inactive landfill is also doing work on some of their units to ensure continued regulatory compliance and in preparation for the parking lots on the lower lots. The recent rains brought about rapid vegetation requiring necessary landscape maintenance. Construction of the permanent restaurant should begin next month.

SET AGENDA FOR MEETING ON JUNE 16, 2005

MEMBER ANNOUNCEMENTS

Mr. Best is retiring from the County of San Diego after ten years as the airport manager. He has lead the airport throughout its growth and his numerous contributions will be lasting. He will be greatly missed.

ADJOURN

Meeting was adjourned at 8:00 p.m.

_____

Ramona Finnila, Chairperson

URS

Monthly Status Report On
The McClellan-Palomar Airport Part 150 Study Update
May 19, 2005

The revised Noise Exposure Map Report was submitted to the Western Pacific Region of the FAA on February 22, 2005, for review and acceptance. The report was revised to respond to the FAA comments on the first submission. The FAA requested a 60-day review period. FAA sent a letter to the airport sponsor, dated April 26, 2005, indicating that the FAA has evaluated and accepted the Noise Exposure Maps and supporting documentation for McClellan-Palomar Airport. FAA published a "Noise Exposure Map Notice" in the Federal Register on May 10, 2005. In the notice, FAA announced its determination that the NEMs submitted by the County of San Diego for McClellan Palomar Airport are in compliance with applicable requirements of Part 150. Copies of the letter and FR Notice are attached.

Draft Version 2 of the Noise Compatibility Program Report was submitted to the FAA for administrative review on May 10, 2005. The FAA has requested a 60-day review period. Following FAA review and comment, Draft Version 3 will be submitted to the PAAC for review and comment. Draft Version 3 is scheduled for delivery to the PAAC in August 2005.

A letter to aviation/pilot organizations was distributed requesting review and comment on several potential operational noise compatibility measures. The letter was distributed by USPS and e-mail. Comments are requested by June 30, 2005.

U.S Department
of Transportation
Federal Aviation
Administration

Western-Pacific Region
Airports Division

P.O. Box 92007
Worldway Postal Center
Los Angeles, CA 90009

April 26, 2005

Mr. Peter Drinkwater
Airport Director
County of San Diego
Department of Public Works
5555 Overland Avenue, Suite 2188
San Diego, CA 92123-1295

Dear Mr. Drinkwater:

McClellan-Palomar Airport
Acceptance of Noise Exposure Maps

This letter is to notify you that the Federal Aviation Administration (FAA) has evaluated and accepted the Noise Exposure Maps and supporting documentation transmitted by your letter dated February 11, 2005, for the above referenced airport. In accordance with Section 103(a)(1) of the Aviation Safety and Noise Abatement Act of 1979 (the Act), we have determined that:

1. The 2004 Community Noise Equivalent Level (CNEL) noise contours and supporting documentation meet the requirements for the current Noise Exposure Map as of the date of submission as set forth in 14 Code of Federal regulations (CFR) Part 150, Airport Noise Compatibility Planning, Section 150.21(1), and are accordingly accepted under this Part.

2. The projected 2009 aircraft operations, the 2009 (Future) CNEL contours and supporting documentation are accepted as the description of the future conditions as set forth in Part 150, and are accordingly accepted under this Part.

FAA's acceptance of your Noise Exposure Maps is limited to the determination that the maps were developed in accordance with the procedures contained in Appendix A of Part 150. Such acceptance does not constitute approval of your data, information or plans.

The FAA will publish a notice in the *Federal Register* announcing the acceptance of the Noise Exposure Maps for McClellan-Palomar Airport. The FAA's acceptance of these Noise Exposure Maps under Part 150 in no way approves or endorses a Noise Compatibility Program, potential related federal funding of projects identified in such a program, or any related operating restrictions at the subject airport.

Should any questions arise concerning the precise relationship of specific properties to Noise Exposure Contours depicted on your Noise Exposure Maps, you should note that the FAA will not be involved in any

way in the determination of relative locations of specific properties with regard to the depicted noise contours, or in interpreting the maps to resolve questions concerning, for example, which properties should be covered by the provision of Section 107 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under Part 150 or through FAA's acceptance of your Noise Exposure Maps. Therefore, the responsibility for the detailed overlaying of noise contours onto the maps depicting properties on the surface rests exclusively with you the airport operator, or those public agencies and planning agencies with which consultation is required under Section 103 of the Act. The FAA relies on the certification by you under 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished.

Your notice of this determination, and the availability of the Noise Exposure Maps, which when published at least three (3) times in a newspaper of general circulation in the county where the affected properties are located, will satisfy the requirements of Section 107 of the Act. A sample publication announcement has been enclosed for your use.

Your attention is called to the requirements of Section 150.21(d) of Part 150, involving the prompt preparation and submission of revisions to these maps, if any actual or proposed change in the operation of the subject airport might create any substantial, new noncompatible land use in any areas depicted on the maps.

Thank you for your continued interest in Noise Compatibility Planning.

Sincerely,

for/Mark A. McClardy
Manager, Airports Division

Enclosure

cc: APP-600

Issued in Washington, DC on May 3, 2005.

Randall D. Bennett,

Director, Office of Aviation Analysis.

[FR Doc. 05–9266 Filed 5–9–05; 8:45 am]

BILLING CODE 4910–62–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice for McClellan-Palomar Airport, Carlsbad, CA

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the County of San Diego for McClellan-Palomar Airport under the provisions of 49 U.S.C. 47501 *et. seq.* (Aviation Safety and Noise Abatement Act) and 14 CFR part 150 are in compliance with applicable requirements.

EFFECTIVE DATE: The effective date of the FAA's determination on the noise exposure maps is April 26, 2005.

FOR FURTHER INFORMATION CONTACT: Peter Ciesla, Federal Aviation Administration, Western Pacific Region, Airports Division, PO Box 92007, Los Angeles, California, 90009–2007, Telephone: (310) 725–3633.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the noise exposure maps submitted by McClellan-Palomar Airport are in compliance with applicable requirements of Part 150, effective April 26, 2005. Under 49 U.S.C. 47503 of the Aviation Safety and Noise Abatement Act (hereinafter referred to as "the Act"), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict non-compatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport. An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR), Part 150, promulgated pursuant to the Act, may submit a noise compatibility program for FAA approval which set forth the measures the operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has completed its review of the noise exposure maps and accompanying documentation submitted by the County of San Diego. The documentation that constitutes the "noise exposure maps" as defined in section 150.7 of Part 150 includes: Figure 5–4, Existing Conditions (2004) Noise Exposure Map and Figure 6–1, Future Condition (2009) Noise Exposure Map. The Noise Exposure Maps contain current and forecast information including the depiction of the airport and its boundaries, the runway configurations, land uses such as residential, commercial/travel/recreational, industrial/manufacturing, schools, government services, open space, and unplanned areas, and also those areas within the Community Noise Equivalent Level (CNEL) 60, 65, 70 and 75 noise contours. Estimates for the number of people and residences, within these contours for the year 2004 are shown in Table 5–12. Estimates of the future number of people and residences within the 2009 noise contours are shown in Table 6–7. Flight tracks for the existing and the five-year forecast Noise Exposure Maps are found in Figures 5–1, 5–2, and 5–3. The type and frequency of aircraft operations (including nighttime operations) are found in Table 5–1 for the existing conditions (2004) and Table 6–1 for the future conditions (2009). The FAA has determined that these noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on April 26, 2005.

FAA's determination on an airport operator's noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in appendix A of FAR Part 150. Such determination does not constitute approval of the applicant's data, information or plans, or a commitment to approve a noise compatibility program or to fund the implementation of that program. If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under section 47503 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of section 47506 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under Part 150 or through FAA's review of noise exposure maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator that submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 47503 of the Act. The FAA has relied on the certification by the airport operator, under section 150.21 of FAR Part 150, that the statutorily require consultation has been accomplished.

Copies of the full noise exposure map documentation and of the FAA's evaluation of the maps are available for examination at the following locations:

Federal Aviation Administration, Community and Environmental Needs Division, APP–600, 800 Independence Avenue, SW., Washington, DC 20591.

Federal Aviation Administration, Western-Pacific Region, Airports Division, Room 3012, 15000 Aviation Boulevard, Hawthorne, California 90261.

Mr. Peter Drinkwater, Airport Director, County of San Diego, Department of Public Works, 5555 Overland Avenue, Suite 2188, San Diego, CA 92123–1295.

Questions may be directed to the individual named above under the heading **FOR FURTHER INFORMATION CONTACT.**

Issued in Hawthorne, California on April 26, 2005.

Mia Paredes Ratcliff,

Acting Manager, Airports Division, AWP–600, Western-Pacific Region.

[FR Doc. 05–9305 Filed 5–9–05; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application 05–05–C–00–DAY To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Dayton International Airport, Dayton, OH

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use the

County of San Diego

DEPARTMENT OF PUBLIC WORKS

JOHN L. SNYDER
DIRECTOR

5555 OVERLAND AVE, SAN DIEGO, CALIFORNIA 92123-1295
(858) 694-2233 FAX: (858) 268-0461
Web Site: sdcdpw.org

MEETING NOTICE
&
AGENDA

The next meeting of the Palomar Airport Advisory Committee will be on Thursday, June 16, 2005, at 7:00 p.m. in the Carlsbad City Council Chambers, 1200 Carlsbad Village Drive, Carlsbad, California.

	ITEM	ACTION
01.	**ROLL CALL**	**INFORMATION**
02.	**APPROVE MINUTES FOR MAY 2005**	**MOTION**
03.	**PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA**	**INFORMATION**
04.	**CUSTOMS SERVICE USER FEE AT PALOMAR AIRPORT PALOMAR, LLC.** – L. Lardy	**MOTION**
05.	**FY 05/06 PROPOSED BUDGET REVIEW** – J. Hebreo	**INFORMATION**
06.	**FLY FRIENDLY PROGRAM PROGRESS REPORT** – G. Reyes	**INFORMATION**
07.	**PART 150 UPDATE BY URS** – S. Miller	**INFORMATION**
08.	**AIRPORT COMMUNITY RELATIONS ISSUES** – S. Cummings	**INFORMATION**
09.	**STAFF REPORT** – S. Miller	**INFORMATION**
10.	**SET AGENDA FOR MEETING ON JULY 21, 2005**	**INFORMATION**
11.	**MEMBER ANNOUNCEMENTS**	**INFORMATION**
12.	**ADJOURN**	**MOTION**

**Public comment will be accepted on any item at the time the item is heard.*

S. Miller
Acting Airport Manager

June 6, 2005

PALOMAR AIRPORT ADVISORY COMMITTEE
2198 Palomar Airport Road
Carlsbad, California 92008
Phone: (760) 431-4646

AMENDED MINUTES

THURSDAY, June 16, 2005

Chairperson Ramona Finnila called the meeting to order at 7:30 p.m. on May 19, 2005, in the Carlsbad City Council Chambers, 1200 Carlsbad Village Drive, Carlsbad, California.

MEMBERS PRESENT
Chairperson Ramona Finnila
John Christensen
Chuck Collins
Bob Fuselier
Bob Gates
Ginna Reyes
Tom Ricotta
Howard Williams

MEMBERS ABSENT
Vice-Chairperson Tim Hutter

Members present did represent a quorum.

COUNTY STAFF PRESENT
Pete Drinkwater
Sherry Miller
LeeAnn Lardy
Jeff Hebreo
Dee Dee Phillips
Steve Cummings

ROLL CALL AND INTRODUCTIONS

There were no introductions.

APPROVAL OF MINUTES

The minutes for the month of May 2005 were approved.

PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

There were no public comments.

CUSTOMS SERVICE USER FEE AT PALOMAR CUSTOMS, LLC – L. Lardy

Ms. Lardy, Supervising Real Property Agent, made a presentation regarding the proposed User Fee Customs Program at McClellan Palomar Airport (see attached presentation). The fee will depend on the size of the aircraft and range from approximately $50 for a single or light twin engine to $550 for a global jet.

The following motion was approved by unanimous vote and will be forwarded to the Board Of Supervisors:

"Palomar Airport Advisory Committee recommends the Board of Supervisors approve the proposed agreements for establishment of a User Fee Customs Service and Stormwater Pollution Prevention projects at Palomar Airport "

FY 05/06 PROPOSED BUDGET REVIEW – J. Hebreo

Mr. Hebreo presented the FY 2005/06 Proposed Budget for Palomar Airport and provided information on the airports' expenditures and revenue. (Please see attached document highlighted in green)

FLY FRIENDLY PROGRAM PROGRESS REPORT– G. Reyes

Ms. Reyes stated the "Fly Friendly Program" was officially approved by the County of San Diego Airports, however, the poster, logo and budget is still in the works.

A woman named Debra, who resides in Salt Aire subdivision north of the flight path, complained that the program is not working. There is still a large amount of aircraft flying between the hours of 10:00 PM and 6:00 AM. She also related that there was a potential homebuyer who was considering purchasing a home up the street and was notified by her friend at Palomar Airport to reconsider her decision because of the aircraft noise. Debra stated that people in her neighborhood are annoyed, angry, tired and now have enemies. They have been doing what they were told to do and that is to report aircraft flying over their residences. However, this appears to be working against them because the information is being used to advise potential homebuyers that it is unbearable to live at their neighborhood.

Ms. Reyes replied that after checking sales of homes and property around Palomar Airport, there has not been any decrease in value. She also stated that noise is amplified during summertime especially during June when there is a fog bank.

Ms. Gail Carroll stated that as a member of the Fly Friendly Program, she has received a lot of noise complaints by e-mail for the last two weeks. She has personally observed an increase in aircraft operations outside the 250 Northwest as well as during quiet time.

Mr. Drinkwater explained that increased water molecules found in fog, may amplify and displace aircraft noise is making it sound louder.

PART 150 PRESENTATION BY URS — S. Miller

Ms. Miller stated that Draft 2 of the Noise Compatibility Report was submitted to the Federal Aviation Administration (FAA) on May 10, 2005 for a sixty-day administrative review. Following FAA review and comment Draft 3 will be submitted to PAAC for review in August 2005.

AIRPORT COMMUNITY RELATIONS — S. Cummings

Mr. Cummings reported monthly operations for May were 20,933; bringing the total number year to date to 84,928. Air carrier enplanement was 4,508. Annual air carrier enplanement year to date is 18,889. The local transient traffic breakdown for the month of May was 7,521, itinerant 13,412. IFR traffic 5,145 and VFR traffic 15,788.

Noise concerns for the month of May totaled 176 calls. The number year to date is 458. Ratio of concerns to operations for the month of May was 1 call and 118 operations. The majority of calls during the month of May were south/west from the airport. Of these calls 153 concerned jet operations, 11 concerned propeller operations and 12 concerned helicopter operations. Thirty-nine of the concerns were for operations between 0700-1700. There were 10 concerns for operations between 1700-2200 and there were 127 concerns for operations between 2200-0700.

STAFF REPORT — S. Miller

Ms. Miller had five items: 1) Parking is now available at the access road near Civic Helicopter. 2) The soils boring has started for the design on the North Side Ramp project and completion date is estimated in April 2006. 3) There will be adjustments to the West Side Tiedown area to make room for Mercy helicopter. 4) Magellan will be breaking ground soon. 5) Restaurant is expected to break ground by the end of June.

DIRECTOR'S REPORT – P. Drinkwater

Mr. Drinkwater advised that McClellan-Palomar Airport is nearing a critical decision point in its evolution as a commercial airport. If Palomar Airport is to continue to operate as a viable Part 139 Commercial Airport in a financially responsible manner, it must examine runway safety area improvements such as e-mass and adding an additional 1,000 feet of runway pavement to serve regional jets. Turbo props are likely to cease serving this commercial market in approximately 5 years. Many critical projects have started to move forward within the last 2 years, however, now comes a critical defining moment in McClellan–Palomar Airport's continuing evolution. Clear and well-researched decisions are going to be needed from a thoughtful and technically/politically astute committee.

We must continue to define the Airports future directions to meet community needs and changes in aviation technology.

SET AGENDA FOR MEETING ON July 21, 2005

MEMBER ANNOUNCEMENTS

ADJOURN

Meeting was adjourned at 8:45 p.m.

_____

Ramona Finnila, Chairperson

URS

Monthly Status Report On
The McClellan-Palomar Airport Part 150 Study Update
June 16, 2005

Draft Version 2 of the Noise Compatibility Program Report was submitted to the FAA for administrative review on May 10, 2005. The FAA has requested a 60-day review period. Following FAA review and comment, Draft Version 3 will be submitted to the PAAC for review and comment. Draft Version 3 is scheduled for delivery to the PAAC in August 2005.

A letter to aviation/pilot organizations was distributed requesting review and comment on several potential operational noise compatibility measures. The letter was distributed by USPS and e-mail. Comments are requested by June 30, 2005. As of June 13, 2005, two responses have been received.

PALOMAR AIRPORT ADVISORY COMMITTEE
2198 Palomar Airport Road
Carlsbad, California 92008
Phone: (760) 431-4646

MINUTES

THURSDAY, July 21, 2005

Chairperson Ramona Finnila called the meeting to order at 7:00 p.m. on, July 21, 2005, in the Carlsbad City Council Chambers, 1200 Carlsbad Village Drive, Carlsbad, California.

MEMBERS PRESENT
Chairperson Ramona Finnila
Vice-Chairperson Tim Hutter
John Christensen
Chuck Collins
Bob Gates
Ginna Reyes
Tom Ricotta
Howard Williams

MEMBERS ABSENT
Bob Fuselier

Members present did represent a quorum.

COUNTY STAFF PRESENT
Pete Drinkwater
Olivier Brackett
Reggie Angquico
Steve Cummings

ROLL CALL AND INTRODUCTIONS

There were no introductions.

APPROVAL OF MINUTES

The minutes for the month of June 2005 were amended to reflect the absence of Vice-Chairperson Tim Hutter.

PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

Mr. Rick Baker read a letter written to him by Chairperson Finnila in reply to his letter to the PAAC meeting of June 16, 2005 regarding Mr. Drinkwater's comment about pilots not following the voluntary noise abatement procedure. He pointed out that contrary to the letter, he was present and taking notes. Mr. Baker played an anonymous voicemail message from a resident complaining about a plane flying too low over their house.

Mr. Hutter questioned whether the Chairperson should write a response without the knowledge of the other Council members.

Ms. Finnila answered that it was common practice to do so and that it can be discussed at the next meeting.

Mr. Ralph Popelar stated that people fail to realize that there is more noise living near an airport than living out in the country. He also stated that there is a noise difference between different types of engines.

FLY FRIENDLY PROGRAM PROGRESS REPORT— G. Reyes

Ms. Finnila announced that the City of Carlsbad will support the Fly Friendly Program and has contributed $1500. Mr. Hutter will write a thank you letter to the City of Carlsbad.

Ms. Reyes informed everyone that County Staff is working on the Pilot Outreach Program in designing posters, flyers and signs. The program will involve the Fixed Base Operators (FBO's), flight schools and other airport businesses at Palomar Airport in displaying posters and handing out flyers to local and transient pilots. The Community Outreach Program Sub-Committee met to draft a script to be used in presentations to local homeowner groups and on flyers for literature distribution. It is expected that there will be about 2 to 3 presentations a month to different homeowner associations. The same script will be used for press releases, mailers and handouts to be inserted in newsletters and bills. If budget permits, a Fly Friendly website may be established.

Mr. Gates suggested that the Committees should prepare a budget and present it to the PAAC for review and approval.

Mr. Cummings showed a PowerPoint presentation of the different Fly Friendly flyers. The PAAC members and the public gave their suggestions on the flyers verbiage and illustration.

PART 150 PRESENTATION BY URS — O. Brackett

Mr. Brackett stated that the Draft II Noise Compatibility Program was submitted to the FAA for a 60-day review, 71 days have now passed. As soon as the Draft II arrives, County Staff will review it and submit comments. It will then be presented to the PAAC members about three weeks ahead of time for review.

AIRPORT COMMUNITY RELATIONS — S. Cummings

Mr. Cummings reported monthly operations for June were 19,243, bringing the total number year to date to 104,171. Air carrier enplanement was 4,450. Annual air carrier enplanement year to date is 23,339. The local transient traffic breakdown for the month of June was 7,323, itinerant 11,920. IFR traffic 5,252 and VFR traffic 13,991. Noise concerns for the month of June totaled 221 calls. The number year to date is 679. Ratio of concerns to operations for the month of

June was one call and 118 operations. The majority of calls during the month of June were south/west from the airport. Of these calls 161 concerned jet operations, 37 concerned propeller operations and 23 concerned helicopter operations. Forty-three of the concerns were for operations between 0700-1700. There were 14 concerns for operations between 1700-2200 and there were 164 concerns for operations between 2200-0700.

STAFF REPORT — O. Brackett

Mr. Brackett announced that there would be a site survey for prospective contractors on July 22, 2005 to develop the North Side Ramp. The Premier Jet building is now 50% complete. The entrance sign at Palomar Airport is now blank and will be updated with current businesses on the airport. The Noise Officer contract position is now open for bids and will close on August 9, 2005. Vehicle gates are now upgraded to the wireless system and access to the gates can now be controlled from a centralized location

DIRECTOR'S REPORT – P. Drinkwater

Mr. Drinkwater praised the PAAC, County Staff and the public for their efforts in the Fly Friendly Program. Mr. Drinkwater stated that Gillespie Fields outreach program for pilots, flight schools and the public has reduced the amount of noise complaints, although the complaints are cyclical due to other problems like weather, new flying students and others. There is a possibility of using solar power runway lights on the North Side Ramp since there is not enough power in the electrical grid and this area is not used for commercial aircrafts.

Mr. Ricotta questioned the status of the ARFF vehicle.

Mr. Drinkwater replied that it has been purchased for $602,000 and there will be a presentation at the next PAAC meeting.

Ms. Reyes ask about the Airport Managers position.

Mr. Drinkwater stated that the position is still vacant until further notice.

SET AGENDA FOR MEETING ON August 18, 2005

MEMBER ANNOUNCEMENTS

ADJOURN

Meeting was adjourned at 8:25 p.m.

_____

Ramona Finnila, Chairperson

URS

Monthly Status Report On
The McClellan-Palomar Airport Part 150 Study Update
July 21, 2005

Draft Version 2 of the Noise Compatibility Program Report was submitted to the FAA for administrative review on May 10, 2005. The FAA has requested a 60-day review period. Following FAA review and comment, Draft Version 3 will be submitted to the PAAC for review and comment. Draft Version 3 is scheduled for delivery to the PAAC in August 2005.

A letter to aviation/pilot organizations was distributed requesting review and comment on several potential operational noise compatibility measures. The letter was distributed by USPS and e-mail. Comments are requested by June 30, 2005. As of July 19, 2005, four responses have been received, and are attached. These responses were received from:

1. Ron Lovick, aircraft owner and operator at CRQ
2. Phyllis Trombi, Past President, Gillespie Pilots Association
3. Alan Cruise, President, Oceanside Airport Association
4. Rick Baker, President, Palomar Airport Association

In addition, general comments, not in response to the letter to aviation/pilot organizations, were received from:

1. Maureen Kube, resident, and
2. Rick Baker, President, Palomar Airport Association

PALOMAR AIRPORT ADVISORY COMMITTEE
2198 Palomar Airport Road
Carlsbad, California 92008
Phone: (760) 431-4646

MINUTES

THURSDAY, August 18, 2005

Chairperson Timothy Hutter called the meeting to order at 7:15 p.m. on August 18, 2005 in the Carlsbad City Council Chambers, 1200 Carlsbad Village Drive, Carlsbad, California.

MEMBERS PRESENT
Vice-Chairperson Tim Hutter
John Christensen
Chuck Collins
Bob Gates
Ginna Reyes

MEMBERS ABSENT
Chairperson Ramona Finnila
Bob Fuselier
Tom Ricotta
Howard Williams

Members present represent a quorum.

COUNTY STAFF PRESENT
Pete Drinkwater
Sherry Miller
Lee Ann Lardy
Reggie Angquico
Steve Cummings

ROLL CALL AND INTRODUCTIONS

There were no introductions.

APPROVAL OF MINUTES

Chuck Collins motioned that the minutes for the month of July 2005 be approved, Ginna Reyes seconded the motion. The minutes were approved by all present.

PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

There were no public comments on items not on the agenda.

COMMITTEE MEMBER INPUT REGARDING CORRESPONDENCE - T. Hutter

Vice-Chairperson Tim Hutter stated that his idea was to determine whether or not the committee wanted to formulate formal guidelines for correspondence coming out of the

committee and have it reviewed by the entire committee prior to being sent out. Mr. Hutter asked if all agreed it could be scheduled as a motion item for next month and in the interim basic written guidelines could be formulated as to how correspondence should be handled.

FLY FRIENDLY PROGRAM PROGRESS REPORT – G. Reyes

Ms. Reyes said that the Fly Friendly Program is making good progress. County Staff has been working on materials for the Pilot Outreach and has approved the final draft of the Fly Friendly logo. Posters, fliers and signs will be finished soon. The committee will work with the local FBO's, other airport businesses and flight schools to distribute posters and flyers. Ms. Reyes thanked Steve Cummings for his assistance. The Community Outreach sub-committee is drafting language for presentation to the community at large for their portion of the program. The script will include essential facts regarding Palomar Airport, the Fly Friendly Program, who works and benefits from the airport as well as it's history, the Voluntary Noise Abatement Procedure, and reminds everyone to attend the monthly PAAC meetings. The committee hopes to present this message to as many Homeowners' Groups as possible, beginning in October. This same script will be used for press releases. Other aviation groups at the airport have agreed to support the committee's efforts. The committee plans to meet next week to finalize their drafts and the PowerPoint display. She stated that their current budget is $2,000.

Ms. Gail Carroll of Mariposa in Carlsbad asked for some direction in getting the fliers ready and available for September Homeowners' Associations (HOA) newsletters.

Ms. Reyes said that hopefully her committee would be able to get their materials together and the rest of the dialogue before October.

Mr. Gordon Seeler of Oceanside in Ocean Hills suggested a baseline be established to track the success of the Fly Friendly Program and expressed safety concerns about planes leaving the airport on mornings when the marine layer was thick. He also wanted to know if the planes were on VFR or VMC.

Mr. Scott Kube of Sea Bright Community on Merlin Drive said that since Father's Day of this year, planes have been consistently flying over his house. He found that planes have been flying over at 220 (degrees) instead of the recommended 250 (degrees).

Mr. Hutter said that based on their last sampling 83% of the planes flying out are complying with the Voluntary Noise Abatement Procedures (VNAP), a small percentage of flights deviate due to safety or clearance procedures leaving 10% not in compliance with the voluntary procedures.

Mrs. Kay Rosa of the Sea Bright area said that on August 17th less than five minutes passed between flights flying directly over her home.

Ms. Reyes said she understood Ms. Rosa's frustration and that it had not been an unusually heavy day for flights and asked if there were any new Air Traffic Controllers in the tower.

Ms. Sherry Miller replied that there is new tower management and that we need to inform them about the Fly Friendly Program and our noise sensitive community.

Mr. Tom Lundquist of Merlin Drive asked how the 83% of departing traffic was measured.

Mr. Cummings replied that Palomar Airport gets radar feed from Camp Pendleton.

Mr. Collins said that the 83% statistic quoted is from the Fly Friendly Program and that the committee was trying to establish a baseline of compliance. A record sampling was taken from three weekends in September 2004, to try and measure the compliance to the program.

Ms. Janet Abrahams of Turnstone Road in Carlsbad asked if there was a criteria for over-burdening the runways and if the Air Traffic Controllers know that it causes excessive noise and possible safety issues.

Mr. Collins replied that the Air Traffic Controllers have a criteria for separating departing flights for safety reasons, which at times entails them instructing pilots to deviate from the 240 recommended track of the Fly Friendly Program.

Ms. Abrahams asked if it was a question of economics that a certain number of planes needed to leave each day.
Mr. Collins re-iterated that it was a matter of safety. It is the second busiest airport in the United States with a single runway.

REQUEST FOR PROPOSALS FOR LOKER AVE, INDUSTRIAL LOT – L. Lardy

Ms. Lee Ann Lardy reported that as a part of the transfer of the conservation easement for the area on the other side of El Camino Real the County intends to advertise a proposal to have a long-term lease on property that is part of the airport. A long-term lease would be similar to the 55-year leases for property at Gillespie Field. A committee will go through the proposals, which will be judged, by the proposed writ, the applicant's ability to perform and other factors. There may not be a firm deadline for receiving proposals due to several vacancies at the Carlsbad Oaks Industrial Park where the property is located.

Mr. Hutter asked if there was a set window for accepting and considering proposals.

Ms. Lardy replied that at this time the County was trying to leave it open although in the past they have had a set window.

Mr. Hutter asked where the rent income would go.

Ms. Lardy replied that it would go to the Airport Enterprise Fund.

Mr. Gates asked if there were any restrictions on the use of the lot.

Ms. Lardy responded that the zoning would have to be approved by the City of Carlsbad, the industrial park's Covenants, Conditions, and Restrictions (CC&R's), airspace considerations and ALUCP documents would need to be complied with. The lease can be defined further because it is an airport lease. Ms. Lardy said that the Airport Manager, Airport Engineer and Airports Director would evaluate all improvements within the lease and report on their progress soon.

PART 150 UPDATE BY URS – S. Miller

Ms. Miller reported that the draft version two of the noise compatibility program report was submitted to the FAA for administrative review on May 10, 2005. The FAA has requested a 60-day review period. FAA comments were received on July 27, 2005. Draft version three is being prepared incorporating FAA's comments and will be submitted to the Palomar Airport Advisory Committee (PAAC) for review and comment. Draft version three is scheduled for delivery to the PAAC in late August or early September. A presentation regarding the noise compatibility program is scheduled for the September 15th PAAC meeting. Numerous comments regarding the noise compatibility study and compliance with established flight tracts have been received via e-mail from residents in the vicinity of Palomar. These comments will be included in Draft version three of the Noise Compatibility Program Report.

Ms. Reyes asked if there would be one more public review as a presentation to go out to the public after the draft is complete.

Ms. Miller believes that all the public comment that has been received has been incorporated into the report and that there will be no more public meetings.

AIRPORT COMMUNITY RELATIONS – S. Cummings

Mr. Cummings provided his monthly operations report for July by giving a power point presentation. (A copy of the power point presentation is available on the County website.)

Mr. Cummings also reported that noise complaints had dropped substantially from 221 in June to 137 in July adding that there were single persons who left multiple complaints. He reported that there were a lot of concerns regarding the area of Merlin Drive. He pointed out that he regularly clears his voice mail message box. If a voice mail or email is received during the day, he handles them immediately. Large portions of the complaints are received during the weekend, which quickly fill up his voicemail.

Mr. Cummings gave a power point presentation on over flights near and over Merlin Drive based on a large number of complaints from that area. The presentation showed

that, based on specific dates and times, that over 95% the aircraft in question were following the recommended headings out of Palomar Airport.

STAFF REPORT – S. Miller

Ms. Miller gave a power point presentation on the new fire fighting equipment and reported that the Airports Division has ordered the new Aircraft Rescue and Fire Fighting (ARFF) equipment to be based at Palomar Airport. The cost is $602,000 and estimated delivery is in 2006. Currently, our ARFF service is provided by a contract with Rural Metro, whose service has been good.

Ms. Miller also reported that Landfill Unit One is doing fine. Landfill Unit Two, which Western Flight is on, is scheduled for repairs within the next two weeks and Landfill Unit Three, which is at the end of the runway, will be refurbished in the near future

DIRECTOR'S REPORT – P. Drinkwater

The Part 16 complaint was dismissed by the FAA in total. In addition, the Airports Division received FAA funding to build the north side ramp and the project will be started in November 2005.

Mr. Drinkwater reported that Fred Borelli, the current operator of the temporary restaurant, is currently considering his options regarding temporary food service. Mr. Drinkwater was concerned that the continued absence of food service business may cause people to turn to other sources for food, which may decrease the business of a re-opened permanent restaurant. The matter should settle out over the next few weeks with a decision from Mr. Borelli.

Mr. Christensen asked about the status of the Airport Manager search and was told by Mr. Drinkwater he should have information regarding the appointment by the next meeting.

SET AGENDA FOR MEETING ON SEPTEMBER 15, 2005

Vice-Chairperson Hutter said that other than the standard items they would move over the correspondence issue. It will not be a motion item but it will be a discussion item.

Mr. Collins said the Noise Compatibility Program should be a discussion item. Mr. Hutter agreed.

MEMBER ANNOUNCEMENTS

Ms. Reyes announced an annual jet preview being held at Western Flight on Thursday, September 15th from 10 a.m. until 4 p.m. and invited everyone who would like to come.

ADJOURN

Meeting was adjourned at 9:00 p.m.

Ramona Finnila, Chairperson

URS

Monthly Status Report On
The McClellan-Palomar Airport Part 150 Study Update
August 18, 2005

Draft Version 2 of the Noise Compatibility Program Report was submitted to the FAA for administrative review on May 10, 2005. The FAA has requested a 60-day review period. FAA comments were received on July 27, 2005. Draft Version 3 is being prepared, incorporating FAA's comments, and will be submitted to the PAAC for review and comment. Draft Version 3 is scheduled for delivery to the PAAC in late August or early September 2005. A presentation regarding the NCP is scheduled for the September 15th PAAC meeting.

Numerous comments regarding the Noise Compatibility Study and compliance with established flight tracks have been received via e-mail from residents in the vicinity of CRQ. These comments will be included in Draft Version 3 of the NCP Report.

County of San Diego

DEPARTMENT OF PUBLIC WORKS

JOHN L. SNYDER
DIRECTOR

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MEETING NOTICE & AGENDA

The next meeting of the Palomar Airport Advisory Committee will be on Thursday, September 15, 2005 at 7:00 p.m. in the Carlsbad City Council Chambers, 1200 Carlsbad Village Drive, Carlsbad, California.

	ITEM	ACTION
01.	**ROLL CALL**	**INFORMATION**
02.	**APPROVE MINUTES FOR AUGUST 2005**	**MOTION**
03.	**PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA**	**INFORMATION**
04.	**COMMITTEE MEMBER INPUT REGARDING CORRESPONDENCE**	**DISCUSSION**
05.	**FLY FRIENDLY PROGRAM PROGRESS REPORT** – G. Reyes	**INFORMATION**
06.	**PART 150 UPDATE BY URS** – S. Miller	**INFORMATION**
07.	**AIRPORT COMMUNITY RELATIONS** – S. Cummings	**INFORMATION**
08.	**STAFF REPORT** – S. Miller	**INFORMATION**
09.	**DIRECTOR'S REPORT** – P. Drinkwater	**INFORMATION**
10.	**SET AGENDA FOR MEETING ON OCTOBER 20, 2005**	**INFORMATION**
11.	**MEMBER ANNOUNCEMENTS**	**INFORMATION**
12.	**ADJOURN**	**MOTION**

**Public comment will be accepted on any item at the time the item is heard.*

PALOMAR AIRPORT ADVISORY COMMITTEE
2198 Palomar Airport Road
Carlsbad, California 92011
Phone: (760) 431-4646

MINUTES

Thursday, September 15, 2005

Chairperson Ramona Finnila called the meeting to order at 7:03 p.m. on September 15, 2005 in the Carlsbad City Council Chambers, 1200 Carlsbad Village Drive, Carlsbad, California.

MEMBERS PRESENT
Chairperson Ramona Finnila
Vice-Chairperson Tim Hutter
John Christensen
Bob Gates
Ginna Reyes
Howard Williams

MEMBERS ABSENT
Chuck Collins
Bob Fuselier
Tom Ricotta

Members present represent a quorum.

COUNTY STAFF PRESENT
Sherry Miller
Reggie Angquico
Steve Cummings
Dan Thompson

ROLL CALL AND INTRODUCTIONS

There were no introductions.

APPROVAL OF MINUTES

Chuck Collins motioned that the minutes for the month of August 2005 be approved, Ginna Reyes seconded the motion. The minutes were approved with Ramona Finnila and Howard Williams abstaining.

PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

There were no public comments on items not on the agenda.

COMMITTEE MEMBER INPUT REGARDING CORRESPONDENCE – T. Hutter

Tim Hutter and Ginna Reyes will work on developing guidelines for committee member input regarding correspondence and will present it at the October 20, 2005 meeting where it will be a motion item.

FLY FRIENDLY PROGRAM PROGRESS REPORT – G. Reyes

Bob Fuselier distributed the final draft of the Fly Friendly Program's community presentation. This draft will be merged with a PowerPoint presentation. The Fly Friendly Program committee's goal is to have at least a shortened version of the presentation at the next PAAC meeting. They plan to make their presentation to two to three home owners associations per month along with other groups that may be interested. Anyone knowing of a group interested in seeing the presentation should contact a member of their committee or a PAAC member. Gail Carroll and Maureen Kube are revising a letter that will be sent out in November with plans to send out as many letters as possible by the first of the year. The letter will serve as an information document about the program, to heighten awareness about upcoming presentations in the recipients' area. It will give information from the presentation in case the recipients are unable to attend.

PART 150 UPDATE BY URS – S. Miller

The noise compatibility plan is scheduled to be brought before the committee during the October 20th meeting. The consultant is still incorporating the changes and FAA comments. The draft is due to the County in late September or early October. As soon as the County receives the report they will give copies to the PAAC Members.

AIRPORT COMMUNITY RELATIONS – S. Cummings

For August, 2005, the monthly operations count was 17,882. The annual operations are up to 141,728. The number of monthly air carrier enplanements is 4,474, lower than this time last year. The annual enplanements are 32,245. The local traffic breakdown was 6,431 while the transient was 11,450. The monthly air carrier passenger report showed that the revenue up was 3,842 and revenue in was 3,675. Non-revenue out was 632 and non-revenue in was 579. Our IVR and VFR traffic breakdown was 4,961 IVR aircraft and 12,291 VFR aircraft. The monthly concerns are up to 261, bringing the annual concerns to 1,077. The ratio of calls per operation was 261 noise complaints for 17,882 operations, which is one complaint for every 69 operations. There were 151 calls from the southwest, five from Vista, two from San Marcos, one from Oceanside, one from Valley Center and one from Fallbrook. There were 36 single callers. There were 57 complaints regarding prop planes, 187 jet complaints, and 17 helicopter complaints. There were 31 complaints about noise, 120 regarding VNAP issues, 59 were about low planes and 51 were regarding over flights. There were 40 noise complaints between 7 a.m. and 5 p.m., 79 between 5 p.m. to 10 p.m. and 142 between 10 p.m. and 7 a.m. At the committee's request, Mr. Cummings will analyze the high number of complaints

between 10 p.m. and 7 a.m., a time when air traffic is at its lowest. Ms. Reyes asked about the call from Valley Center. Mr. Cummings explained that his research on the call showed that a plane, which was flying into Palomar, was flying over 2,000 feet above the caller's house, indicating that it was a noise factor. There were no other calls generated about the incident.

STAFF REPORT – S. Miller

Dan Thompson is the new Administrative Secretary for Palomar Airport. He will be available from 8 a.m. to 5 p.m., Monday through Friday and will be attending the PAAC Meetings.

The north side ramp project is progressing and is now fully funded. The project is scheduled to start on November 25th. The stormwater project will be done before the north side ramp project because the retaining basin needs to be covered and the ramp is going to be over the retaining basin. These projects are not being done by the same contractor or the same grant although they are in the same area. The project manager is Michael Khoury, an engineer with the Department of Public Works. The Stormwater project manager is Sid Tesoro.

Willie Vazquez is coming back as the McClellan-Palomar Airport Manager. He is being transferred from the Ramona Airport. Through September he will be at Palomar Airport two days a week, in October he'll be there three days a week and at some point in November will be at Palomar Airport full time. Mr. Hutter asked about the process undertaken to fill the Airport Manager's position. Ms. Miller said the decision was Mr. Drinkwater's and that he has the ability to transfer airport managers and staff between the airports, with advance notice. Mr. Drinkwater will probably be at the meeting in October and would be available for questions at that time.

There is a new policy regarding gate cards. Due to the County's accounting system the gate card fees will no longer be refundable. There will now be a one-time non-refundable $10.00 fee for gate cards. Anyone returning a currently held gate card can get their ten dollars back. Otherwise, as soon letters explaining the new policy go out, the gate card fee will be non-refundable. The method of issue and renewal will operate the same way as in the past. Cards will be renewed in the same manner. If the cards aren't updated or if the holder abuses their privilege the card can be canceled.

The FAA requested that Airport staff develop minimum standards for commercial services on airports rules and regulations and policies and procedures. The Airport staff has gone through a couple of drafts. They now have a draft for the PAAC members to review, comment upon and return to the County with their input. The documents will be sent to County Counsel and then on to the FAA for final review.

DIRECTOR'S REPORT

In Mr. Drinkwater's absence there was no Director's Report. Ms. Miller reported on the north side ramp projects and the filling of the Airport Manager position on his behalf.

MEMBER ANNOUNCEMENTS

Ms. Finnila announced that America West is merging with U.S. Airways. According to Ms. Finnila there should be no changes to their current service at Palomar Airport. The airline will be flying under the name of U.S. Air. Because of the merger, the airline may be changing logos in the near future.

Mr. Hutter asked if the minutes and agenda could be available prior to the meeting. Ms. Miller apologized and said that the minutes and agenda would be available in a timely fashion. Reggie Angquico said that the minutes were posted on line. Ms. Finnila said that she had retrieved both the minutes and agenda from the computer. Ms. Reyes responded that the minutes are usually e-mailed to the PAAC members. Mr. Angquico explained that when preparing the agenda for the Gillespie Field Advisory Committee he e-mails the members to let them know the agenda is available online. According to the Brown Act, the agenda should be available online 72 hours prior to the meeting.

SET AGENDA FOR MEETING ON OCTOBER 20, 2005

Ms. Finnila announced that the next meeting would be held on October 20, 2005 at 7:00 p.m. No specific agenda items were mentioned.

ADJOURN

Meeting was adjourned at 7:30 p.m.

By _____
Dan Thompson, Administrative Secretary I

URS

Monthly Status Report On
The McClellan-Palomar Airport Part 150 Study Update
September 15, 2005

Draft Version 2 of the Noise Compatibility Program Report was submitted to the FAA for administrative review on May 10, 2005. The FAA has requested a 60-day review period. FAA comments were received on July 27, 2005. Draft Version 3 is being prepared, incorporating FAA's comments, and will be submitted to the PAAC for review and comment. Draft Version 3 is scheduled for delivery to the PAAC in late September or early October 2005. A presentation regarding the NCP is scheduled for the October 20th PAAC meeting.

Numerous comments regarding the Noise Compatibility Study and compliance with established flight tracks have been received via e-mail from residents in the vicinity of CRQ. These comments will be included in Draft Version 3 of the NCP Report.

County of San Diego

DEPARTMENT OF PUBLIC WORKS

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MEETING NOTICE
&
AGENDA

The next meeting of the Palomar Airport Advisory Committee will be on Thursday, October 20, 2005 at 7:00 p.m. in the Faraday Building, 1635 Faraday Avenue, Carlsbad, California.

	ITEM	ACTION
1.	**Roll Call**	**INFORMATION**
2.	**Approve Minutes For September 2005**	**MOTION**
3.	**Public Comment On Items Not On The Agenda**	**INFORMATION**
4.	**Committee Member Input Regarding Correspondence**	**MOTION**
5.	**Fly Friendly Program Progress Report** – G. Reyes	**INFORMATION**
6.	**Part 150 Update By URS** – D. Murphy-Lagos	**INFORMATION**
7.	**Airport Community Relations** – S. Cummings	**INFORMATION**
8.	**Staff Report** – G. Vasquez	**INFORMATION**
9.	**Director's Report** – P. Drinkwater	**INFORMATION**
10.	**Member Announcements**	**INFORMATION**
11.	**Set Agenda For Meeting On November 17, 2005**	**INFORMATION**
12.	**Adjourn**	**MOTION**

**Public comment will be accepted on any item at the time the item is heard.*

November 2005

LOGO

Dear Carlsbad Resident,

The members of the Palomar Airport Advisory Committee (PAAC) and Citizens for Palomar Airport Noise Reduction have come together to create and promote a "Fly Friendly Program" (FFP) to promote the harmonious coexistence of both the airport and residential community. The program will inform both pilots and citizens of the dynamics of the airport and it's surrounding neighbors. We hope to encourage the community to become more aware of the benefits of having a local airport. Additionally, we will strive to urge users of the airport to be sensitive to the local residents and the quality of life in their homes and yards.

The purpose of this letter is to inform local residents about the airport's operations and its commitment to the Fly Friendly Program. This program encourages the aviation community to comply with the airport's Voluntary Noise Abatement Procedures (VNAP). The PAAC believes that the intention of most of the aviation community is to both respect and be sensitive to noise that is created by a commuter airport. The PAAC hopes that the community will recognize (1) the contributions the airport makes to Carlsbad, and (2) its efforts to be sensitive to the concerns of the surrounding communities.

The Fly Friendly Program has been created to educate, improve and maintain positive relations between the airport and the surrounding community.

The Fly Friendly program consists of the following 4 components:

1. Creating and branding a logo as a symbol of the Fly Friendly Program
2. Communicating to the aviation community, with the objective of providing 100% notification of all pilots (local and transient), of the Voluntary Noise Abatement Procedure (VNAP) arrival and departure recommendations and the need for sensitivity to surrounding neighborhoods.
3. Communicating to the community, with the goal of (1) notification to all area residents of the Fly Friendly Program, airport history and guidelines, and positive contribution of McClellan Palomar Airport to our region, and (2) conveying the strong desire of the airport community to be sensitive to noise concerns of area residents.
4. The establishment of benchmarks by County Staff to measure the effectiveness of the program

Information about McClellan-Palomar Airport

- McClellan Palomar Airport is owned and operated by the County of San Diego.
- Palomar Airport is located off Palomar Airport Road in Carlsbad, approximately 3.1 miles East of I-5 and west of El Camino Real.
- The Federal Aviation Administration (FAA) controls air traffic in and out of the airport, and has established rules and guidelines for arrivals and departures.
- The Palomar Airport Advisory Committee (PAAC), appointed by the County Board of Supervisors, is an advisory group made up of aviation minded volunteers representing a cross section of the local communities. They work with the administration of the airport and area residents to address issues pertaining to the Airport. The PAAC meets on the 3rd Thursday of each month at 7:00PM at the Carlsbad City Council Chambers, 1200 Carlsbad Village Drive. Meetings are open to the public.
- PAAC has adopted the Fly Friendly Program to improve relations between the airport and the community.
- The airport employs over 300 people, and contributes over $108 million each year to the local economy. It supports area residents, local business, and national and international companies.
- The airport houses a number of aviation businesses, including commercial airlines (United Express and America West) charter flight companies, aircraft maintenance firms, emergency life flights and car

rental companies. In this way our airport supports local tourism, business, commerce and conventions and sporting events.

- The Federal Transportation Security Act, enacted by Congress post 9/11/01, provides for a Transportation Security Agency (TSA) security presence in the airport's commercial terminal.
- Palomar Airport based helicopters and aircraft provide emergency medical airlifts to area hospitals. Law enforcement, military, State and US Government, County Sheriffs, San Diego Gas Electric and other regional aircraft also routinely use this airport.
- McClellan-Palomar was founded in 1957 when there were few homes in the area surrounding the airport. As the community has grown over the years, so have the services at the airport.
- Palomar Airport cannot expand beyond its current boundaries without a vote of the citizens of Carlsbad.
- Palomar is part of the National Transportation System and is a busy 24-hour, single runway airport averaging over 200,000 annual departures and arrivals, making it one of the busiest single runway airports in the United States. The FAA Control Tower hours of operation are 7:00 AM to 10:00 PM daily.

Voluntary Noise Abatement Procedures (VNAP) and the Fly Friendly Program (FFP)

- VNAP is a **V**oluntary **N**oise **A**batement **P**rocedure established by the Airport within guidelines established by the FAA. The VNAP is entirely voluntary, as mandated by the FAA. Adherence is, however, strongly encouraged by the airport management. Airports that have a higher number of aircraft operations, accommodating larger planes meet FAA requirements for mandatory restrictions. Palomar does not.
- The VNAP Policy of quiet hours from 10:00 PM to 7:00 AM has been in effect since the early 1990's.
- Recommended VNAP departures include (1) a departure route of 250 degrees, staying north of Palomar Airport Road until ½ mile off the coast prior to turning (N, S, E, W), and (2) no turns from the recommended departure route until altitudes of 1500 feet for single engine, 2000 feet for twin engine and jet aircraft and 1000 feet for helicopters.
- Safety is the primary governing rule when it comes to any direction given to pilots by the FAA Control Tower. There are times when safety or weather factors may result in diversions of traffic from the preferred Voluntary Noise Abatement Procedure.
- The Fly Friendly Program reaches out to local and transient pilots to educate them of our local VNAP and to encourage them to fly it. This outreach consists of notifications in manuals, flight schools, airport signage, brochures and various aviation organizations support.
- A private consulting firm, URS, has been hired by the county to perform a noise and environmental study (called a PART 150 study). Findings will be presented to PAAC, including recommendations for alternative noise and environmental procedures consistent with air safety requirements. These results will then be submitted to the FAA for approval and publicized in 2006. A comparison with a 1990 PART 150 study shows that the airport noise contours (noise decibel levels) have actually shrunk since the 1990 study.
- Noise reduction is due to a number of factors, including relocation of louder aircraft to North Island, newer and more quiet aircraft, and retrofitting of noise control advancements on older aircraft with hush kits, etc. These changes have significantly reduced the airport noise impact to the surrounding local neighborhoods.
- To address noise concerns, local citizens may telephone County Staff @ 760-431-4646, or they may report online at http://www.sdcdpw.org/noise/. The possibility of creating an additional website specifically for noise issues is currently being explored.

The members of the PAAC and the Citizens for Palomar Airport Noise Reduction will continue to support the VNAP for arrivals and departures to minimize airport noise in the community. If you have questions, please call the Assistant Manger of the airport, Olivier Bracket at 760-431-4646 or Olivier.Brackett@sdcounty.ca.gov. You may also call Gail Carroll of the Citizens for Palomar Airport Noise Reduction at 760-438-7747. You are invited to attend the meetings of PAAC, on the 3rd Thursday of each month, at 7:00 p.m. in the Carlsbad City Council Chambers, 1200 Carlsbad Village Drive, Carlsbad, California. Your input is welcome.

Sincerely,

Palomar Airport Advisory Committee

PALOMAR AIRPORT ADVISORY COMMITTEE
2198 Palomar Airport Road
Carlsbad, California 92011
Phone: (760) 431-4646

MINUTES

Thursday, October 20, 2005

Chairperson Ramona Finnila called the meeting to order at 7:13 p.m. on October 20, 2005 in the Faraday Building, 1635 Faraday Avenue, Carlsbad, California.

MEMBERS PRESENT
Chairperson Ramona Finnila
John Christensen
Chuck Collins
Bob Gates
Ginna Reyes
Tom Ricotta
Howard Williams

MEMBERS ABSENT
Vice-Chairperson Tim Hutter
Bob Fuselier

Members present represent a quorum

COUNTY STAFF PRESENT
Peter Drinkwater
Guillermo "Willie" Vasquez
Olivier Brackett
Steve Cummings
Dan Thompson

ROLL CALL AND INTRODUCTIONS

Chairperson Ramona Finnila introduced Willie Vasquez as the new Manager of McClellan-Palomar Airport. She also recognized the recent promotion of Olivier Brackett to Assistant Airport Manager. Peter Drinkwater, Steve Cummings and Dan Thompson were also acknowledged.

Ms. Finnila also said that she would contact Bob Fuselier to determine his status with the committee.

APPROVAL OF MINUTES

Ginna Reyes indicated two corrections to be made to the minutes for the month of September, 2005. The first was that the minutes were motioned to be approved by Bob Gates, not Chuck Collins. The second was that the final draft of the Fly Friendly Program's community presentation was distributed by Bob Gates, not Bob Fuselier.

Ginna Reyes motioned that the corrected minutes for the month of September 2005 be approved, Bob Gates seconded the motion. The minutes were approved with Chuck Collins and Tom Ricotta abstaining.

PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

There were no public comments on items not on the agenda.

COMMITTEE MEMBER INPUT REGARDING CORRESPONDENCE – R. Finnila

Mr. Hutter had provided the PAAC with a draft of five guidelines regarding correspondence. The PAAC members went over the five guidelines. Briefly, the guidelines were:

1) All correspondence should go out under the signature of the chair or the acting chair unless the responsibility is otherwise delegated.
2) All correspondence should go out whenever possible on County of San Diego letterhead.
3) All correspondence representing the committee as a whole shall be distributed through staff for review and comment prior to being sent to the intended recipient and that any response from the committee members should be given in a timely fashion.
4) The chair shall have final authority over the content of any committee correspondence.
5) Any correspondence from an individual committee member not representing the committee as a whole must be clear that the opinions, statements, or positions contained therein are those of the individual and not the committee as a whole.

After consideration by the PAAC, Chuck Collins made a motion those points 1, 2, 4 and 5 be approved. Ginna Reyes seconded the motion. After further discussion Bob Gates made a substitute motion that points 1, 2, 4 and 5 along with point 3 with supplemented verbiage are approved. Ginna Reyes seconded the motion. The substitute motion failed. The existing motion made by Mr. Collins carried.

FLY FRIENDLY PROGRAM PROGRESS REPORT – G. Reyes

Ms. Reyes announced that the final draft of the community letter was available. County staff is working on the final draft of the pilot outreach. The Fly Friendly logo has been approved. Other materials will be finished soon. The committee will then work with the local FBO's and other airport businesses to see that the posters are displayed, the fliers are distributed and the education and awareness plans for the pilots commence. There was a recent community outreach meeting. Chuck Collins and Steve Cummings continue to sort through data and put together the power point display. The sub-committee's goal is to present the first public show of the power point display at the November 17, 2005 PAAC meeting. The sub-committee will encourage homeowner's associations to include the letter in their first of the year statements and/or newsletters. They plan to present the

Fly Friendly message two to three times a month starting in January to as many homeowner groups as possible. Olivier Brackett will talk with the Acting Manager of the Control Tower regarding hearing the Fly Friendly presentation. Willie Vasquez thanked the City of Carlsbad for a donation of $1,500.00 for the Fly Friendly Program. A letter of thanks will be sent shortly. It was also recommended that tours of the airport should be re-initiated as part of the program. The sub-committee will work with the County Staff to further this aspect of the project.

PART 150 UPDATE BY URS – D. Murphy-Lagos

Ms. Murphy-Lagos presented the highlights of the status of the Noise Compatibility Program, focusing on the recommendations being carried forward to present to the FAA. URS looked at 26 operational noise abatement measures, 8 land use mitigation measures and 21 program management measures. Of the 26 measures evaluated, they recommended 4 measures for the Part 150 study. The recommended operational measures are as follows and require FAA approval:

1) When traffic volume permits the air traffic control tower should instruct pilots to delay the left turn from runway 24 until aircraft are west of I-5.
2) Palomar Airport should work with the FAA to develop a GPS RNAV (Radio Navigation) departure procedure to emulate the VNAP (Voluntary Noise Abatement Procedures).
3) Palomar Airport should consider joining sound initiative, a coalition for quieter skies, a group formed over the last year to lobby congress to pass legislation to phase out stage II business jets below 75,000 pounds.
4) The quiet hours for Palomar Airport should be amended to include all aircraft except emergency flight operations. This recommendation does not require FAA approval.

URS evaluated eight land use mitigation measures, five of which were ground connected. They are as follows:

1) A proposed amendment to the NINA (Noise Impact Notification Area) boundaries, which does not require FAA approval.
2) Provide the FAA with noise exposure maps. Provide the AIA (Airport Influence Area) which is not being amended, and NINA to SANGIS (San Diego Global Information System) in an electronic format. Encourage the County of San Diego and the City of Carlsbad to update their noise element within their general plans. This measure does not require FAA approval.
3) Request the City of Carlsbad to re-zone undeveloped areas currently designated RDM, LC and CT within 60 CNEL to PM planned industrial areas. The reason is the three zoning categories that are currently zoned have potential to allow noise into the development even though it's in the 60 CNEL. It would be better if it was not residential and did not require FAA approval.
4) Encourage the real estate professionals to visit the SANGIS website and get the most updated noise exposure and AIA maps and the airport should work with those real estate organizations to develop an airport fact book for them so they are made aware of the issues and improve the level of disclosure early in the process.

5) Provide the San Diego County Regional Airport Authority with copies of the final documents for their use and distribution as appropriate.

URS evaluated 21 program management measures and recommended the following:

1) Hire a dedicated noise abatement officer.
2) Update the maps identifying noise sensitive areas around the airport.
3) Produce an airport noise information booklet to help educate the community, home owners associations, real estate officers, media, etc.
4) Develop an official website to disseminate VNAP and other noise related information.
5) Request webmasters of other aviation websites to provide internet link on their websites to the Palomar Site.
6) Disseminate information to the news media.
7) The airport will continue to attend aviation association meetings to expand awareness of VNAP
8) Distribute VNAP press releases to aviation media providing that information for distribution to the FBO's.
9) Erect monument signs along El Camino Real and Palomar Airport Road to inform drivers of the existence and location of the airport.
10) Produce signs with the VNAP logo prominently displayed when it's appropriate.
11) Conduct bi-annual VNAP training classes which could be done in conjunction with the FAA
12) Noise Monitoring Terminals (NMT's) have been out in the field for quite a while, their useful life is coming to an end and it would be good to upgrade the existing monitors and get two new ones.
13) When feasible, the tower personnel should encourage the use of the VNAP and should conduct the workload study recommended by the PAR 2000. This measure requires FAA approval.

A copy of the current document has been placed in the library for public review. URS will be producing the next version of the document which will incorporate changes provided by the City of Carlsbad and the PAAC members. URS will conduct public meetings and hearings, collect public comment, revise the document, incorporate the comments received from the public and submit that document to the FAA for their formal approval. The FAA has a 180 day approval review time and will then issue a record of approval which will tell us which measures they would approve and disapprove.

AIRPORT COMMUNITY RELATIONS – S. Cummings

- Monthly Operations Count: 17,632
- Monthly Air Carriers Throughput:
  Revenue Out: 3,880; Revenue In: 3,633; Non-Revenue Out: 454; Non-Revenue In: 425
- Annual Operations Count: 159,360
- Monthly Enplanements: 4,334

- Annual Enplanements: 36,579
- Local Traffic: 6,013
- Transient Traffic: 11,619
- IFR Traffic: 4,084
- VFR Traffic: 13,548
- Monthly Concerns for September: 68 (a significant drop from August and less repeat concerns).
- Annual Concerns: 1,145
- Ratio of concerns to operations: 68:17,632; 1 concern for every 269 aircraft.
- Local caller traffic breakdown:
  Southwest: 62 concerns; Vista: 5 concerns; San Marcos: 1 concern
- Single Callers: 17; Repeat Callers: 51
- Noise complaints by aircraft type: Props: 20; Jets: 39; Helicopters: 9
- Noise complaints by type:
- Noise Concerns: 5; VNAP Concerns: 41; Low: 16; over flight: 6
- Noise complaints by time of day:
  7 a.m. to 5 p.m.: 18; 5 p.m. to 10 p.m.: 10; 10 p.m. to 7 a.m.: 40

STAFF REPORT – G. Vasquez

The zip line in front of Premier Jet is closed for some work. It is anticipated it will be open within 30 days. Security had been established for an alternate route.

The work on the north side ramp is tentatively scheduled to start on approximately October 25th,. It had been mentioned the start date would be the 7th but the airport is looking at a schedule of 30 days or less for the start. The contractor on site is West Coast General. They have been on the airport to site their trailer where they are going to get their temporary power. They are also working on their storm water prevention plan and locating the outfalls from the airport.

There had been concerns about the noise hotline being cumbersome to navigate. Airport management is working with Pennant Alliance to streamline that system and may be asking for a voice operated system but will have to first determine the expense.

The County is requesting proposals for a coffee cart. The food available would be pre-made breakfast and lunch items. The cart would be near the old restaurant. Parties participating in this process will provide some details on their business plans and their economic terms. They will be evaluated on several criteria, including business proposal, revenue, financial strength and experience; preference will be given to advantage business enterprises. The proposal forms are available in the Palomar Airport Manager's office. The opportunity is being advertised in local newspapers and on the County Airport website. Palomar Airport is planning to design and build a new terminal at the airport. Once the concession needs for the new airport are determined the County will likely go through another proposal process and there's no guarantee that the successful bidder for the coffee cart will be awarded a contract in the new terminal. The operational

hours would be during the daylight hours from seven to seven. The proposals need to be submitted by 5:00 p.m. on October 31st, 2005.

The fire temperature is down to 180 degrees with 343 cubic yards of concrete having been used. The issue should be resolved within thirty days or less. Mr. Drinkwater was asked how the media learned of the fire. He responded that a reporter learned of the incident in the course of asking general questions for research on an article.

DIRECTOR'S REPORT – P. Drinkwater

Mr. Drinkwater congratulated Mr. Vasquez on his new position as Airport Manager and said that he was selected based on his experience and ability to deal with the changes and projects going on at the airport. Mr. Drinkwater had received calls from some PAAC members who felt that Mr. Vasquez was not given a proper introduction. He is currently serving as both the Ramona and Palomar Airport Manager. Mr. Drinkwater apologized for not giving the PAAC board more of the background information regarding the move. At the time, airport management was not in the position of being able to publicly announce his appointment but now they are.

Additionally, the fire truck should be delivered in June of 2006. It exceeds all of the index requirements for the airport and has four wheel drive.

MEMBER ANNOUCEMENTS

Ms. Finnila announced that, due to government agencies looking to be more efficient and reduce costs, one suggestion that has emerged would be to look at combining the advisory councils of the various County Airports in order to have greater efficiency of staffing costs. This is only a concept question at this time and will be something that will evolve through time but she is mentioning it now because some of the PAAC members have already heard about the concept.

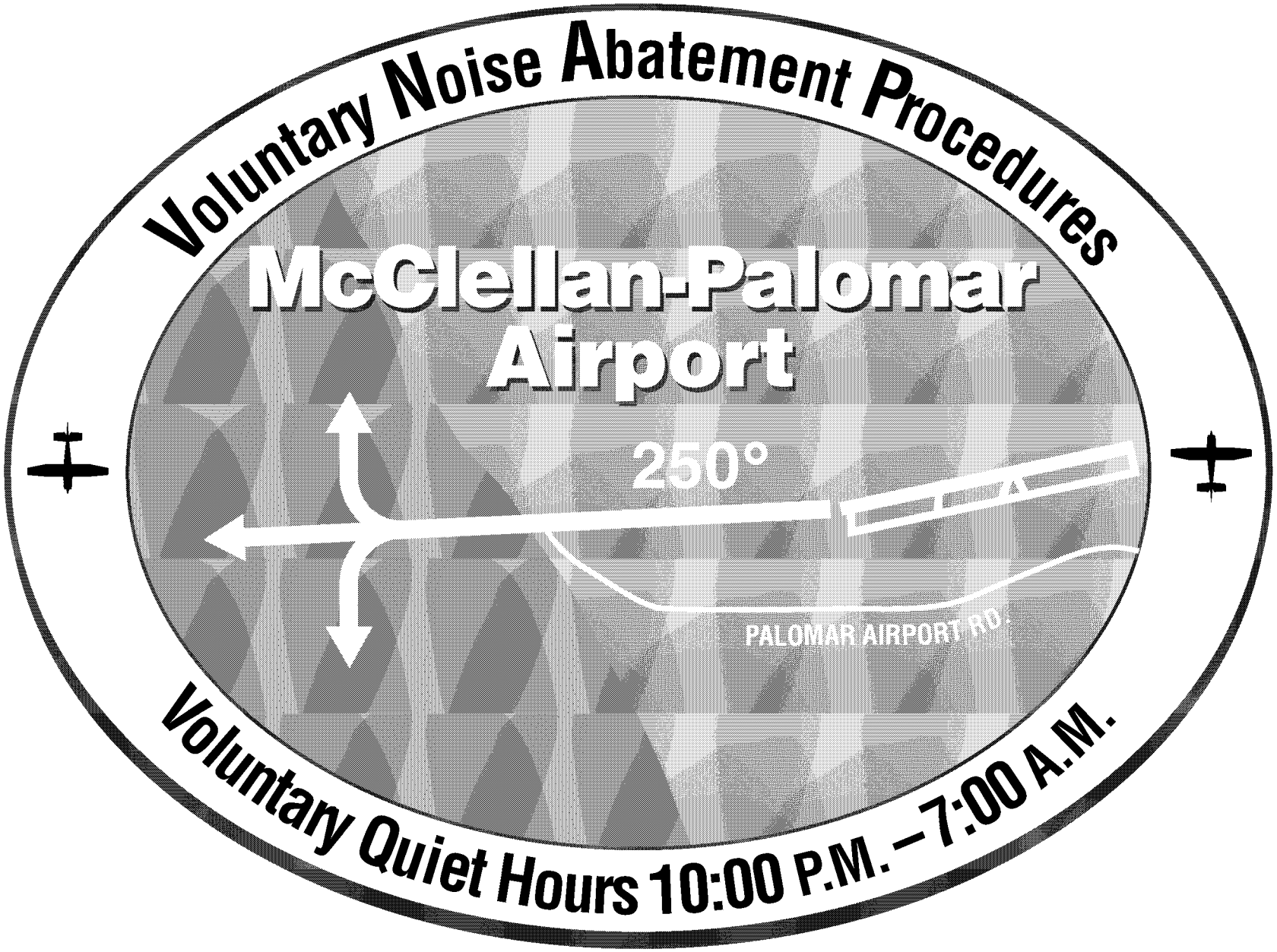
SET AGENDA FOR MEETING ON NOVEMBER 17, 2005

Ms. Finnila announced that the next meeting would be held on November 17, 2005 at 7:00 p.m. No specific agenda items were mentioned.

ADJOUN

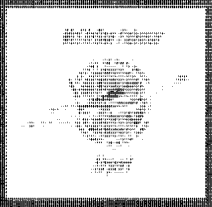
Meeting was adjourned at 9:03 p.m.

By: _____
Dan Thompson, Administrative Secretary I


Voluntary Noise Abatement Procedures
McClellan-Palomar Airport
250°
PALOMAR AIRPORT RD.
Voluntary Quiet Hours 10:00 P.M. – 7:00 A.M.

McClellan-Palomar Airport Part 150 Noise Compatibility Study Update

Palomar Airport Advisory Committee Meeting
October 20, 2005



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Noise Compatibility Program (NCP)

A Part 150 Study is a voluntary effort by an airport to achieve the greatest possible compatibility between the airport and its surrounding communities.

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Noise Compatibility Program

FAR Part 150 regulations requires that an NCP include:

- A description and analysis of the alternative measures considered in developing the program
- A discussion of why each rejected measure was not included in the program

URS

Noise Compatibility Program

NCP measures cannot:

- Reduce the level of aviation safety
- Adversely affect the efficient use and management of the Navigable Airspace and Air Traffic Control (ATC) Systems
- Conflict with FAA programs, standards, or requirements

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Noise Compatibility Program

NCP measures must:

- Reduce noise-sensitive land uses within 65 CNEL
- Reduce housing/population within 65 CNEL
- Prevent /discourage additional noise-sensitive development within 65 CNEL

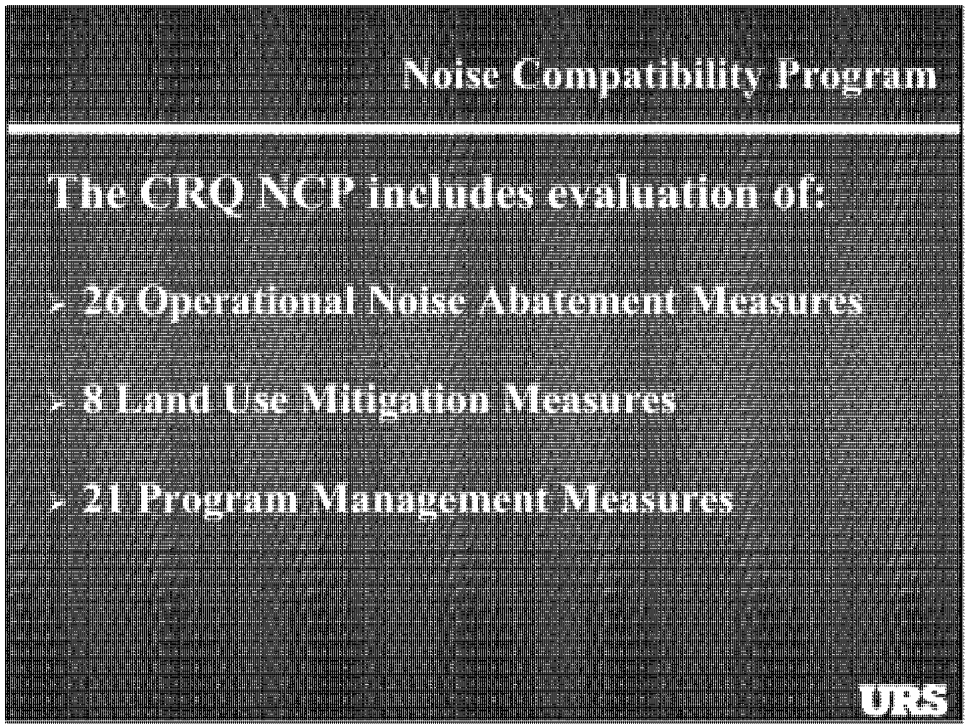
URS

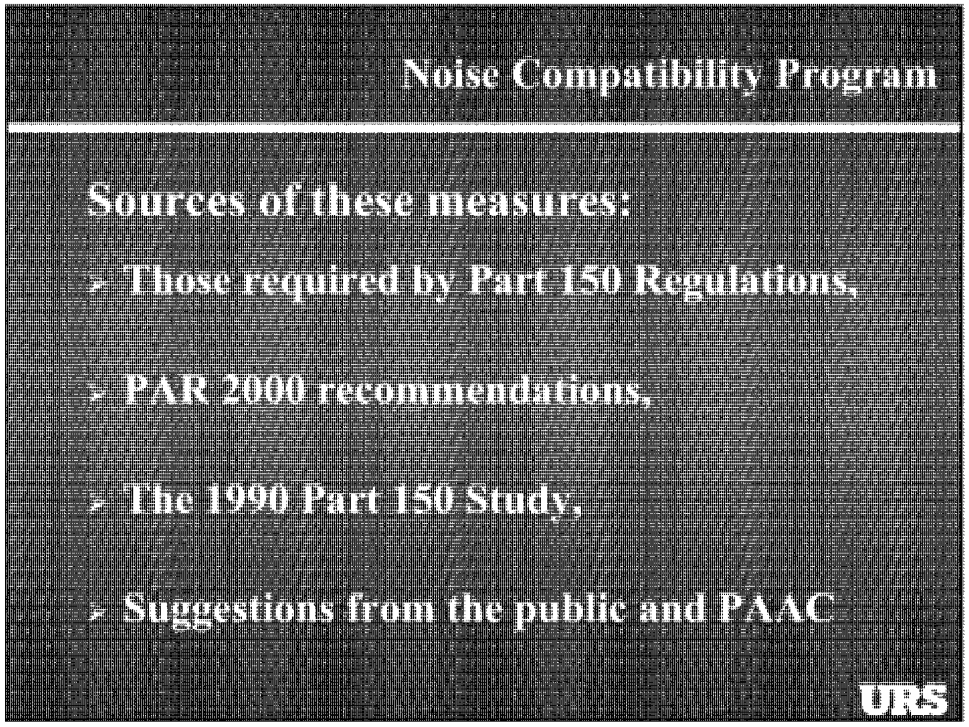
Noise Exposure Estimates for 2009 No Action Condition

2009 No Action	65 CNEL	60 CNEL
Population	0	413
Housing Units	0	155

- NO noise-sensitive land uses within 65 CNEL
- NO housing/population within 65 CNEL

URS


Noise Compatibility Program
The CRQ NCP includes evaluation of:
26 Operational Noise Abatement Measures
8 Land Use Mitigation Measures
21 Program Management Measures
URS


Noise Compatibility Program
Sources of these measures:
Those required by Part 150 Regulations,
PAR 2000 recommendations,
The 1990 Part 150 Study,
Suggestions from the public and PAAC
URS

Operational Noise Abatement Measures

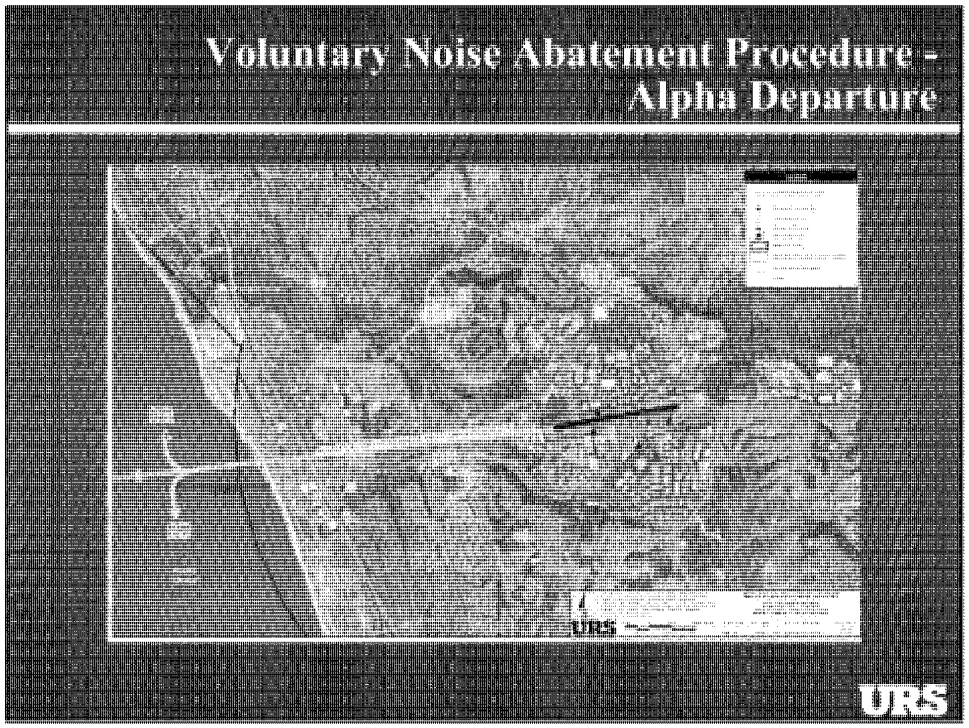
26 Measures Evaluated
4 Measures Recommended

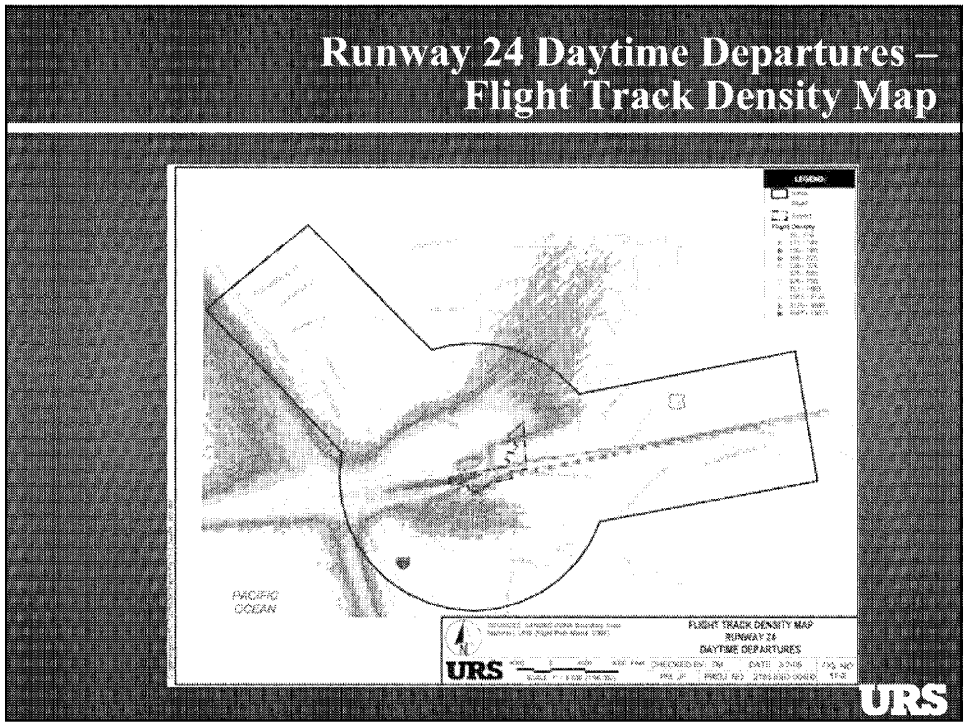
URS

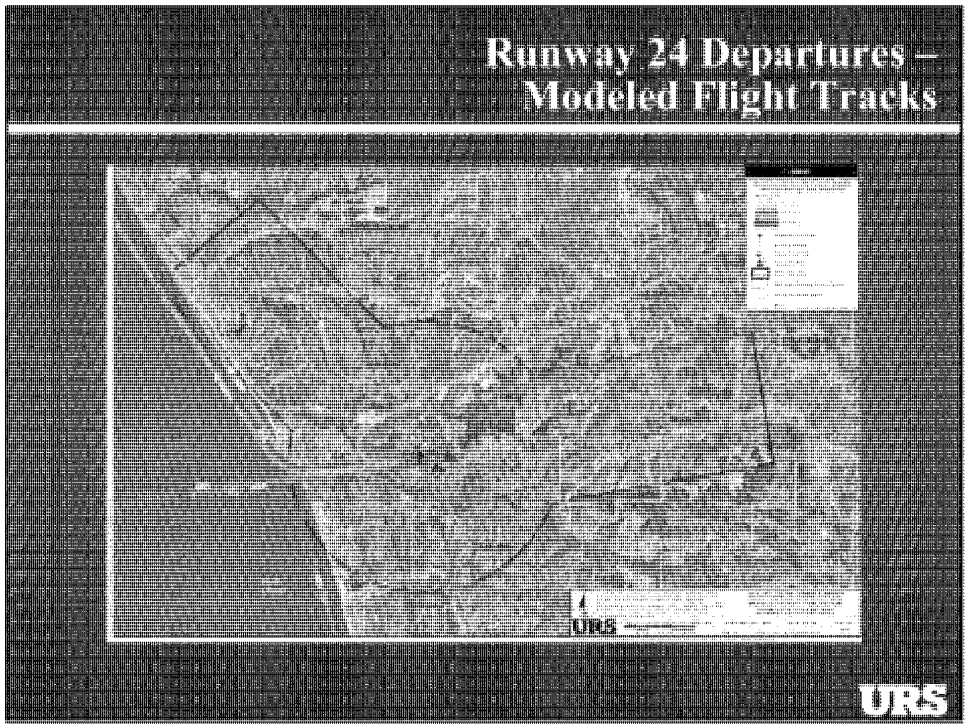
Recommended Operational Measure OM-4 Requires FAA Approval

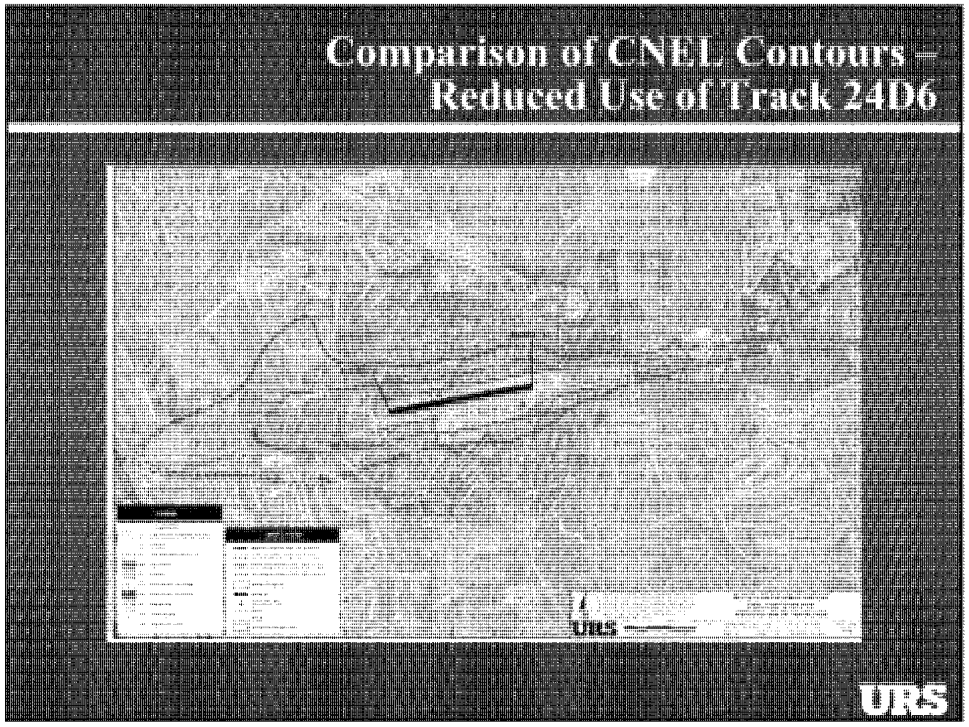
When traffic volume permits, CRQ ATCT should instruct pilots to delay the left turn from Runway 24 until aircraft are west of I-5.

URS


Voluntary Noise Abatement Procedure -
Alpha Departure
URS
URS


Runway 24 Daytime Departures –
Flight Track Density Map
PACIFIC
OCEAN
FLIGHT TRACK DENSITY MAP
RUNWAY 24
DAYTIME DEPARTURES
URS
URS


Runway 24 Departures –
Modeled Flight Tracks
URS


Comparison of CNEL Contours –
Reduced Use of Track 24D6
URS

Noise Exposure Estimates for OM-4

2009 No Action	65 CNEL	60 CNEL
Population	0	413
Housing Units	0	155

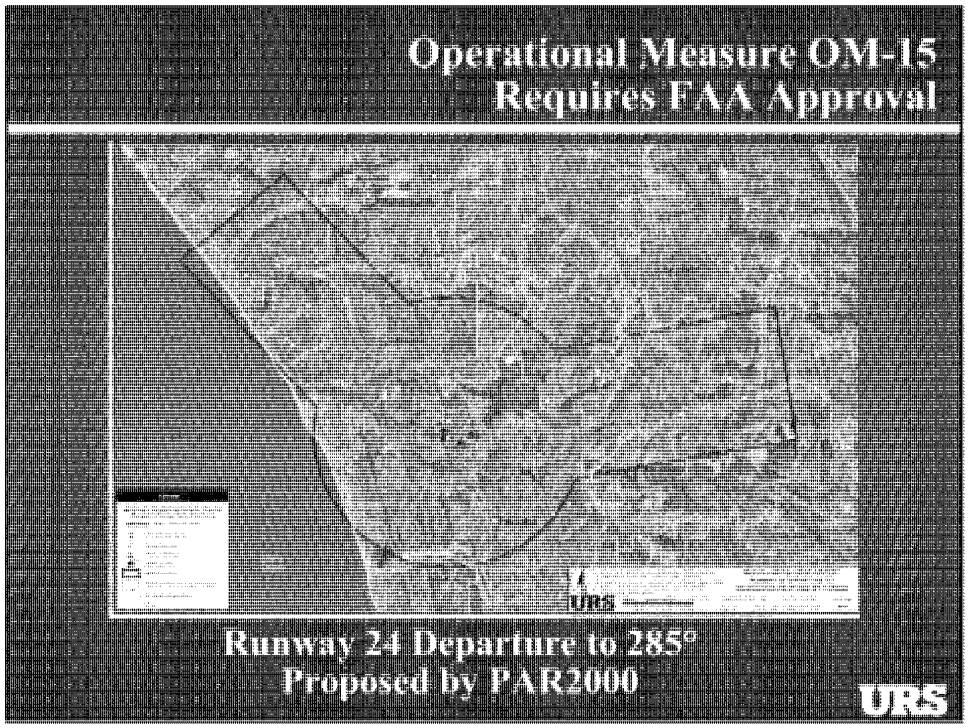
2009 OM-4	65 CNEL	60 CNEL
Population	0	406
Housing Units	0	152

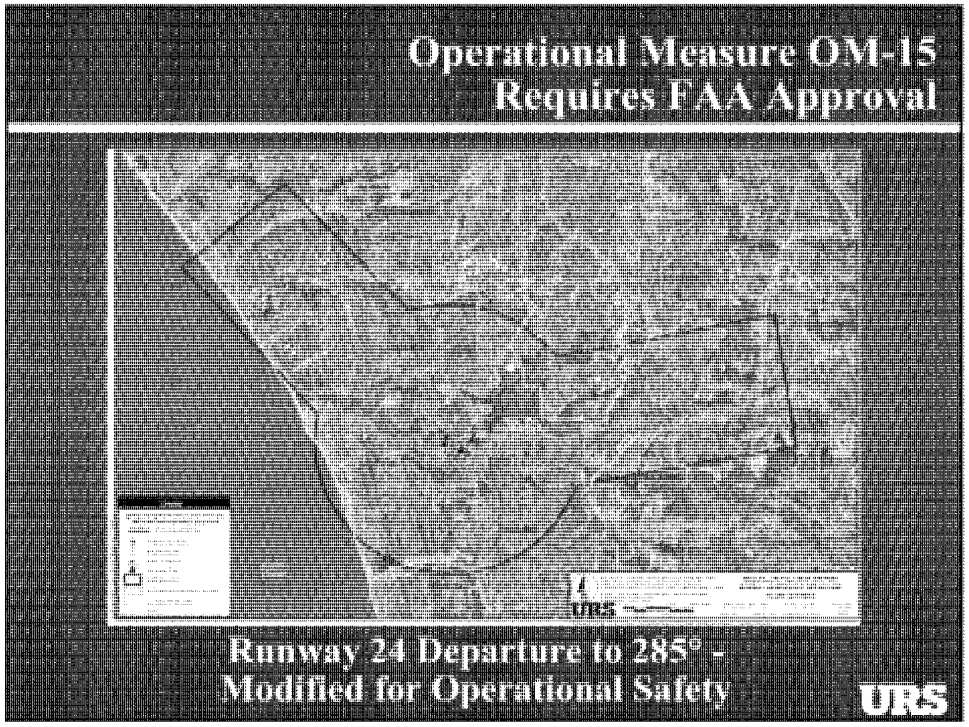
URS

Recommended Operational Measure OM-5 Requires FAA Approval

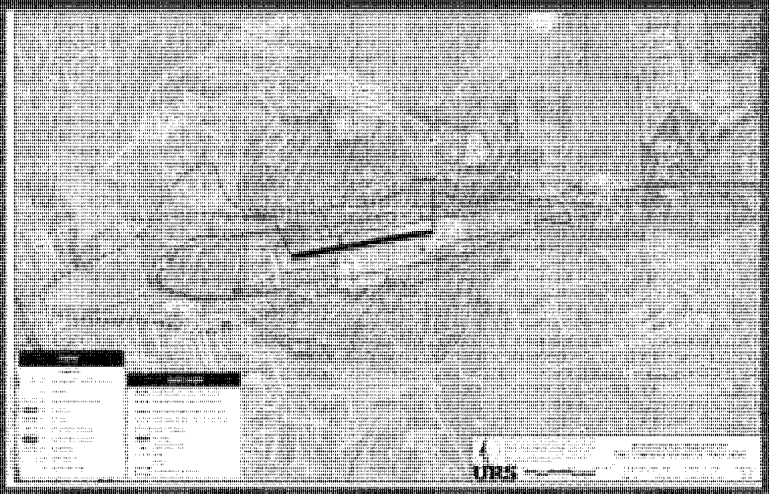
CRQ should work with FAA to develop a GPS/RNAV departure procedure to emulate the "Alpha Departure" VNAP.

URS


Operational Measure OM-15
Requires FAA Approval
Runway 24 Departure to 285°
Proposed by PAR2000
URS


Operational Measure OM-15
Requires FAA Approval
Runway 24 Departure to 285° -
Modified for Operational Safety
URS

CNEL Contour for Use of Track 24DP2



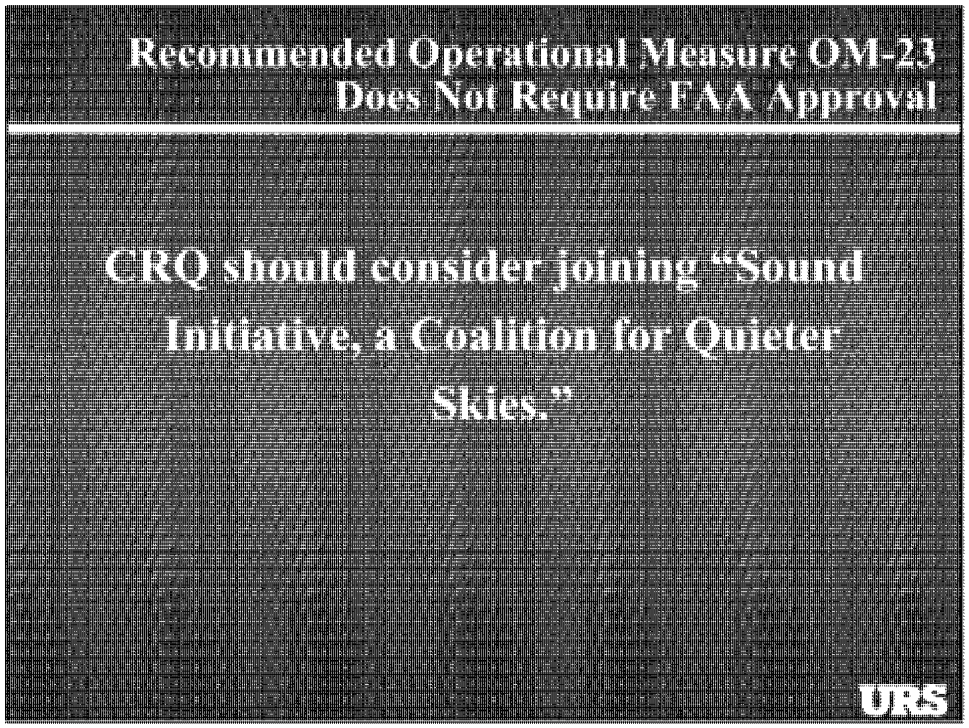
URS

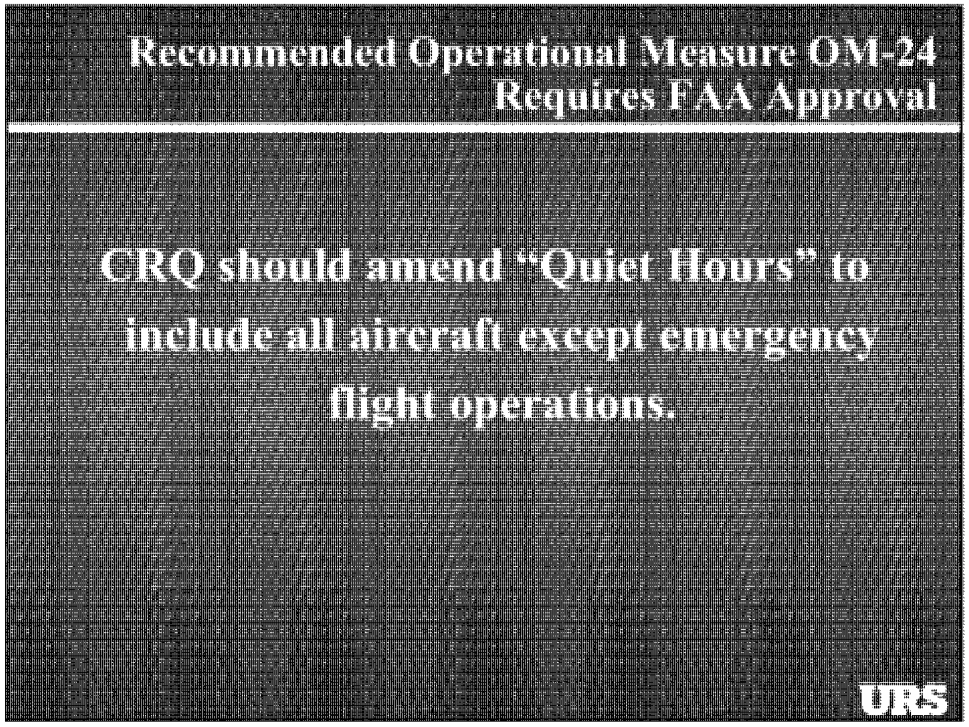
Noise Exposure Estimates for OM-15 Runway 24 Departure to 285°

2009 No Action	65 CNEL	60 CNEL
Population	0	413
Housing Units	0	155

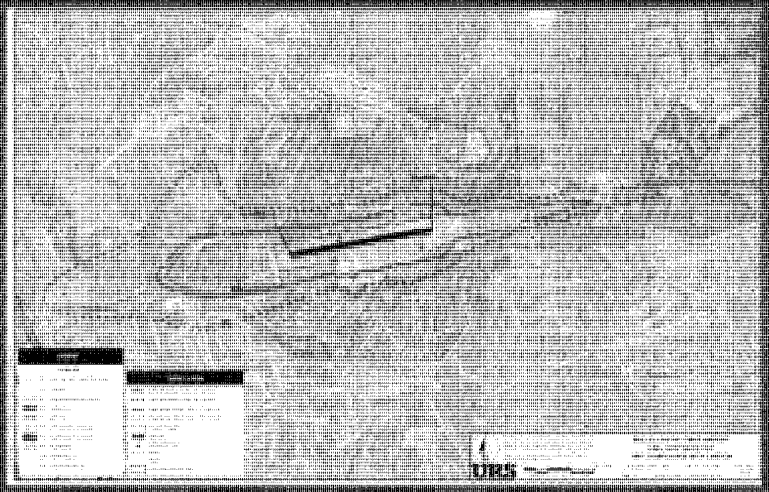
2009 OM-15	65 CNEL	60 CNEL
Population	0	413
Housing Units	0	155

URS


Recommended Operational Measure OM-23
Does Not Require FAA Approval
CRQ should consider joining "Sound Initiative, a Coalition for Quieter Skies."
URS


Recommended Operational Measure OM-24
Requires FAA Approval
CRQ should amend "Quiet Hours" to include all aircraft except emergency flight operations.
URS

CNEL Contours for 100% Compliance with "Quiet Hours"



URS

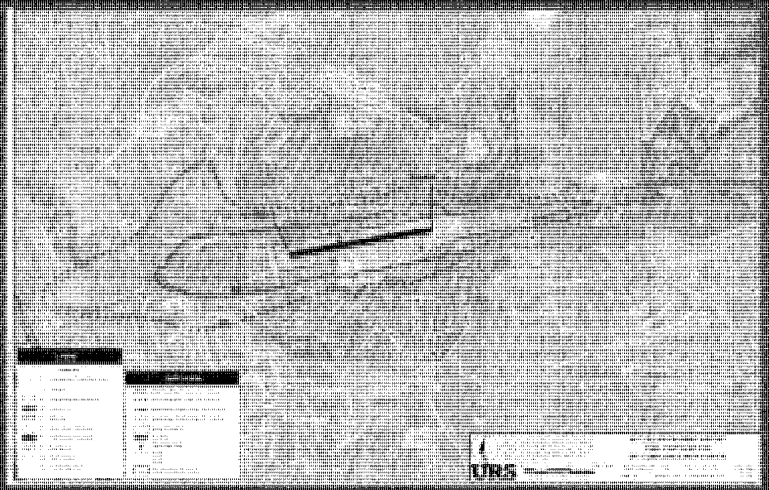
Noise Exposure Estimates for OM-24 100% Compliance with "Quiet Hours"

2009 No Action	65 CNEL	60 CNEL
Population	0	413
Housing Units	0	155

2009 OM-24	65 CNEL	60 CNEL
Population	0	316
Housing Units	0	117

URS

CNEL Contours for 50% Compliance with "Quiet Hours"



URS

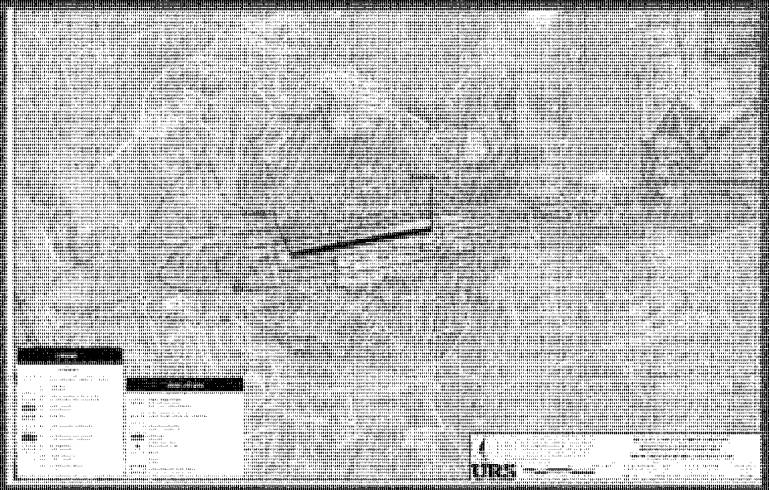
Noise Exposure Estimates for OM-24 50% Compliance with "Quiet Hours"

2009 No Action	65 CNEL	60 CNEL
Population	0	413
Housing Units	0	155

2009 OM-24	65 CNEL	60 CNEL
Population	0	354
Housing Units	0	132

URS

2009 Noise Exposure Map with Program Implementation



URS

Noise Exposure Estimates for all Recommended Measures

2009 No Action	65 CNEL	60 CNEL
Population	0	413
Housing Units	0	155

2009 Proposed	65 CNEL	60 CNEL
Population	0	350
Housing Units	0	130

URS

Preventive Land Use Mitigation Measures

8 Measures Evaluated

5 Measures Recommended

URS

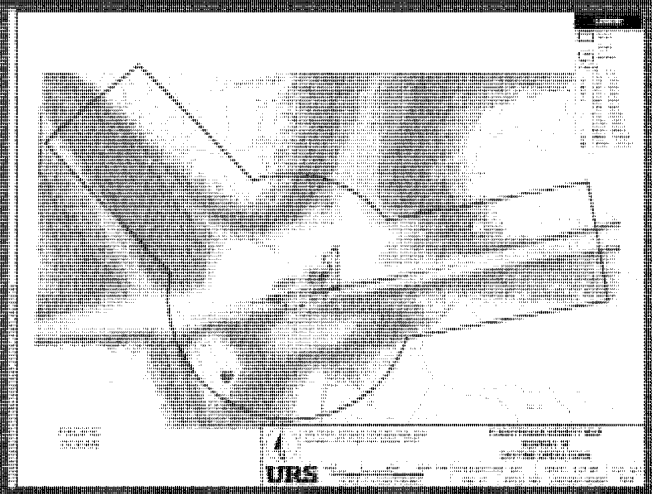
Recommended Land Use Measure LUM-1 Does Not Require FAA Approval



CRQ Proposed NINA Boundary

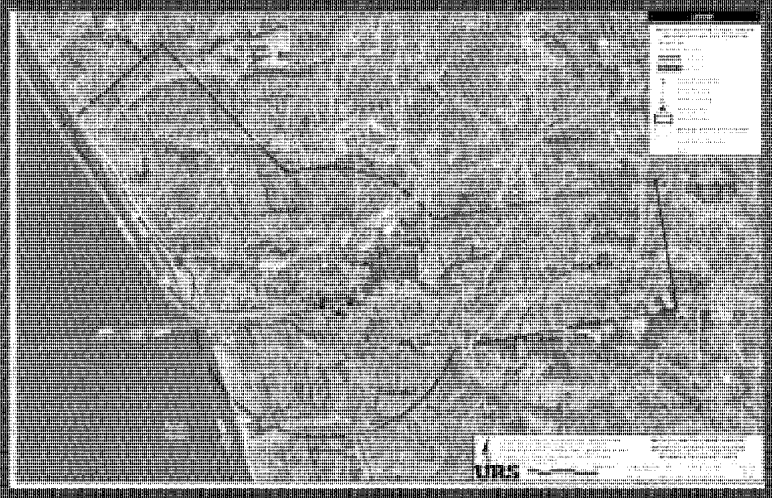
URS

Flight Track Density Map for Runway 24 Daytime Operations



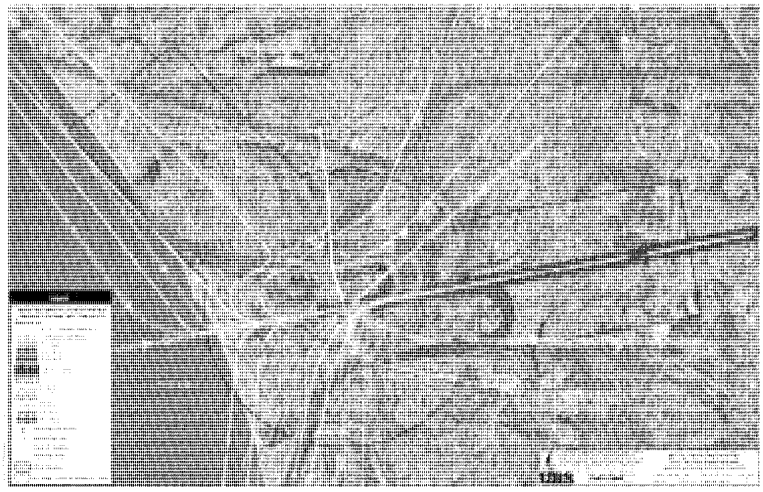
URS

Runway 24 Departures – Modeled Flight Tracks



URS

Modeled Arrival & Missed Approach Flight Tracks



URS

Recommended Land Use Measure LUM-2 Does Not Require FAA Approval

(d) CRQ should provide updated NEMs, AIA, and NINA to SanGIS in electronic format.

(e) CRQ should encourage San Diego County and the City of Carlsbad to update the Noise Elements of their General Plans using the updated NEMs available through SanGIS.

URS

Recommended Land Use Measure LUM-3 Does Not Require FAA Approval

The City of Carlsbad should rezone the undeveloped areas designated:

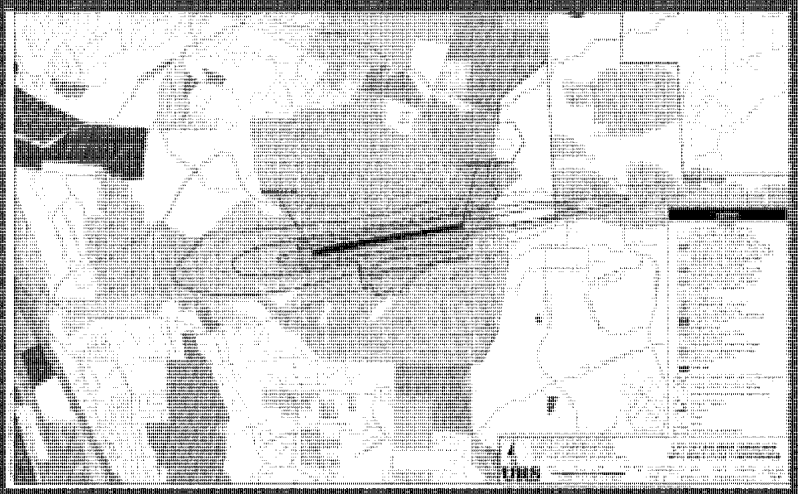
- RD-M Residential Density Multiple
- L-C Limited Control
- C-T Commercial - Tourist

Within the 60 CNEL to:

- P-M Planned Industrial

URS

City of Carlsbad Zoning Map with 2009 Future Condition NEM



Rezone designated areas to P-M

URS

Recommended Land Use Measure LUM-7 Does Not Require FAA Approval

(b) CRQ should encourage the California Board of Realtors, San Diego North County Board, and the Building Industry Association – Sales and Marketing Council, North County Division, to visit the SanGIS website for the most updated NEMs, AIA, and NIS.

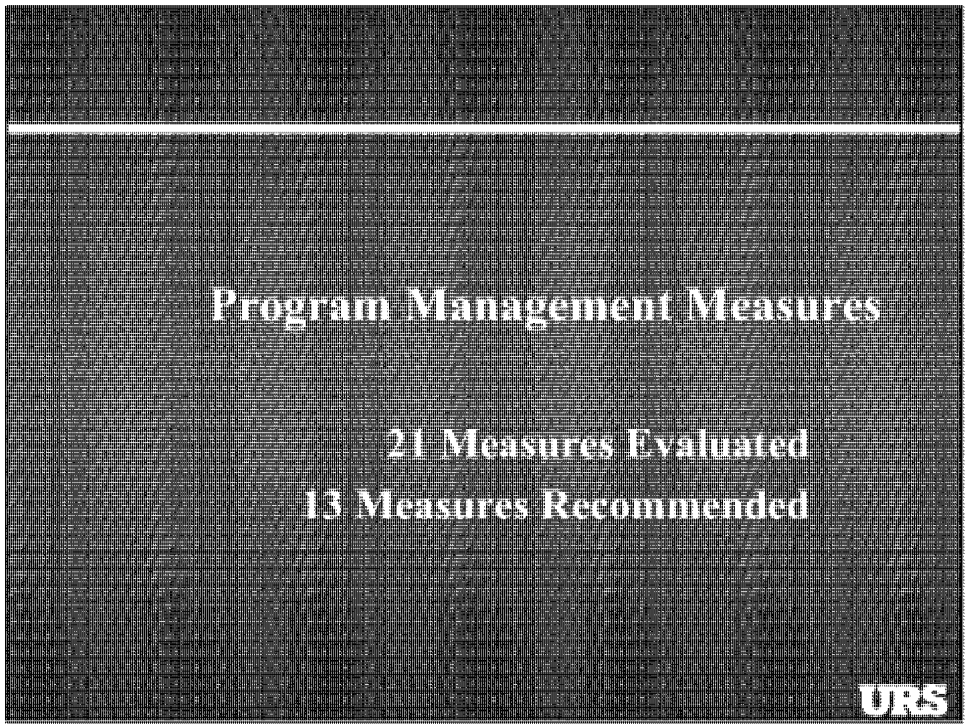
(c) CRQ should work with the aforementioned organization to develop an "Airport Fact Book" for property sales agents.

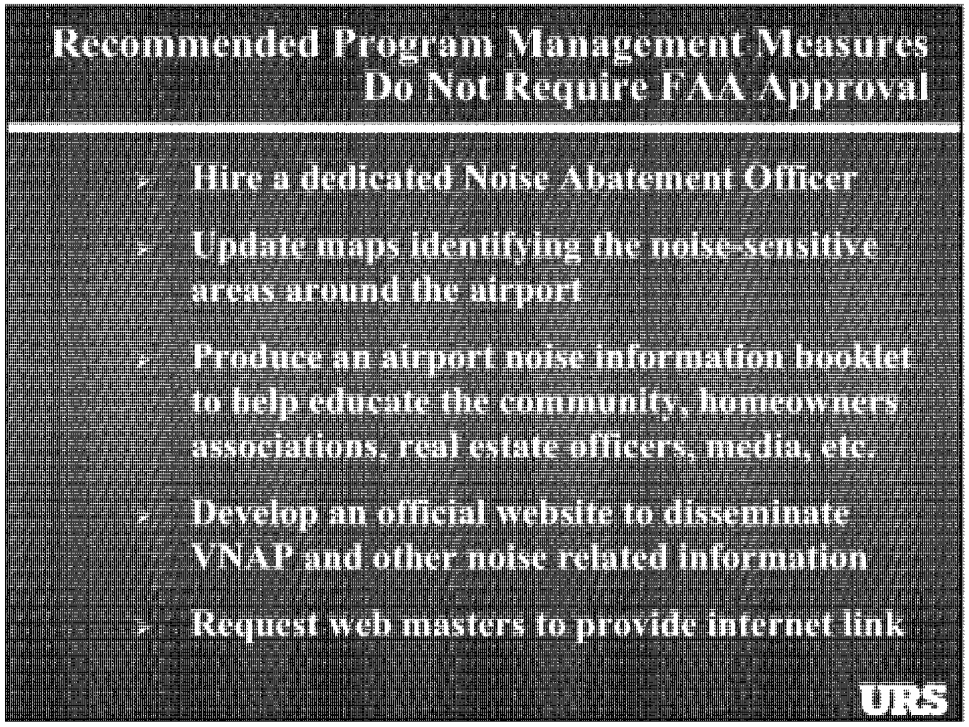
URS

Recommended Land Use Measure LUM-8 Does Not Require FAA Approval

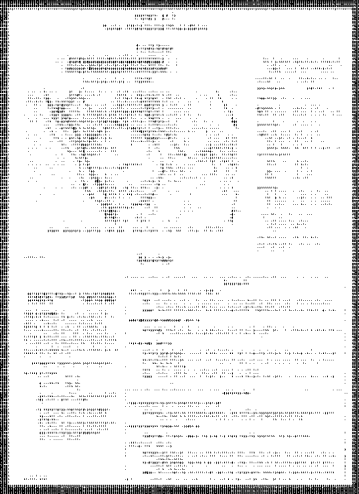
CRQ should provide San Diego County Regional Airport Authority (SDCRAA) with copies of their final NEM and NCP documents.

URS


Program Management Measures
21 Measures Evaluated
13 Measures Recommended
URS


Recommended Program Management Measures Do Not Require FAA Approval
Hire a dedicated Noise Abatement Officer
Update maps identifying the noise-sensitive areas around the airport
Produce an airport noise information booklet to help educate the community, homeowners associations, real estate officers, media, etc.
Develop an official website to disseminate VNAP and other noise related information
Request web masters to provide internet link
URS

CRQ Noise Abatement Procedures



URS

Recommended Program Management Measures Do Not Require FAA Approval

- Coordinate with DPW PIO to disseminate information to news media
- Attend aviation association meetings to expand awareness of VNAP
- Distribute VNAP press releases to aviation media
- Provide VNAP information for distribution by Fixed Base Operators (FBOs)

URS

Recommended Program Management Measures Do Not Require FAA Approval

- Erect monument signs along El Camino Real and Palomar Airport Road to inform drivers of the existence and location of the airport
- Produce signs, stickers, etc. with the VNAP logo, and prominently display and utilize them, as appropriate
- Conduct bi-annual VNAP training classes
- Implement "Fly Friendly" Program

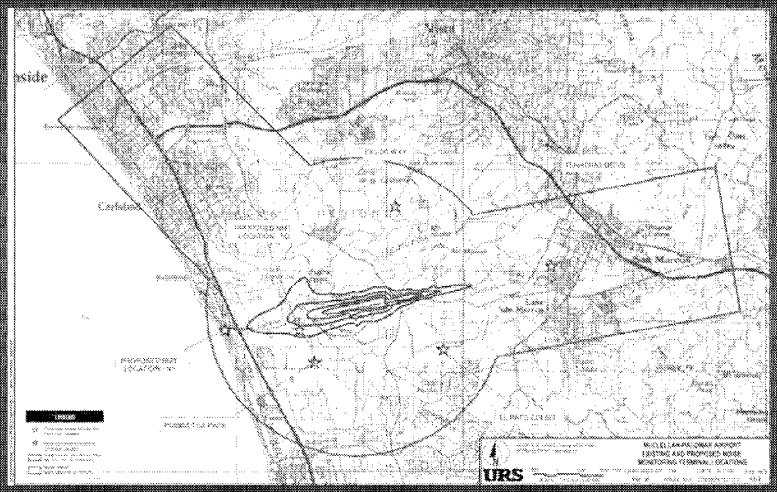
URS

Recommended Program Management Measures Require FAA Approval

- Upgrade GEMS software to ANOMS 8
- Upgrade computer hardware to support operations of ANOMS 8
- If eligible for AIP funding, Upgrade hardware at existing NMTs
- If eligible for AIP funding, install two additional NMTs

URS

CRQ Existing and Proposed Noise Monitoring Terminal Locations



URS

Recommended Program Management Measures Require FAA Approval

- When feasible, CRQ ATCT personnel should encourage the use of the VNAP.
- CRQ ATCT should conduct the recommended workload study.

URS

Next Steps

- Place NCP document in Carlsbad Public Library for public review
- Conduct Public Meeting / Hearing
- Collect public comments
- Revise NCP Document to incorporate public comments
- Submit NCP document to FAA for formal review and approval

URS

McClellan-Palomar Airport Part 150 Noise Compatibility Study Update

Palomar Airport Advisory Committee Meeting
October 20, 2005



URS

County of San Diego

DEPARTMENT OF PUBLIC WORKS

JOHN L. SNYDER
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MEETING NOTICE & AGENDA

The next meeting of the Palomar Airport Advisory Committee will be on Thursday, November 17, 2005 at 7:00 p.m. in the Carlsbad City Council Chambers, 1200 Carlsbad Village Drive, Carlsbad, California.

	ITEM	ACTION
1.	**Roll Call**	**INFORMATION**
2.	**Approve Minutes For October 2005**	**MOTION**
3.	**Public Comment On Items Not On The Agenda**	**INFORMATION**
4.	**Fly Friendly Program Progress Report** – G. Reyes	**INFORMATION**
5.	**Part 150 Update By URS –** G. Vasquez	**INFORMATION**
6.	**Airport Community Relations** – S. Cummings	**INFORMATION**
7.	**Staff Report** – G. Vasquez	**INFORMATION**
8.	**Director's Report** – P. Drinkwater	**INFORMATION**
9.	**Member Announcements**	**INFORMATION**
10.	**Set Agenda For Meeting On December 15, 2005**	**INFORMATION**
11.	**Adjourn**	**MOTION**

**Public comment will be accepted on any item at the time the item is heard.*

PALOMAR AIRPORT ADVISORY COMMITTEE
2198 Palomar Airport Road
Carlsbad, California 92011
Phone: (760) 431-4646

MINUTES

Thursday, November 17, 2005

Chairperson Ramona Finnila called the meeting to order at 7:04 p.m. on November 17, 2005 in the Carlsbad City Council Chambers, 1200 Carlsbad Village Drive, Carlsbad, California.

MEMBERS PRESENT
Chairperson Ramona Finnila
Vice-Chairperson Tim Hutter
Chuck Collins
Bob Fusclier
Bob Gates
Ginna Reyes
Tom Ricotta
Howard Williams

MEMBERS ABSENT
John Christensen

Members present represent a quorum

COUNTY STAFF PRESENT
Peter Drinkwater
Guillermo "Willie" Vasquez
Steve Cummings
Dan Thompson

ROLL CALL AND INTRODUCTIONS

Ramona Finnila introduced Bob Fuselier and Guillermo "Willie" Vasquez to each other.

APPROVAL OF MINUTES

Bob Gates motioned that the minutes for the month of November 2005 be approved, Tom Ricotta seconded the motion. The minutes were approved with Bob Fuselier and Tim Hutter abstaining.

PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

There were no public comments on items not on the agenda.

FLY FRIENDLY PROGRAM PROGRESS REPORT – G. Reyes

Ginna Reyes turned the time over to Mr. Collins and Mr. Cummings who presented the Fly Friendly Program power point presentation. The presentation will be presented on a regular basis to the community homeowners in the future.

In regards to the presentation, Ms. Finnila suggested that the term "missed approach," should be clarified so that the public would understand that does not refer to a dangerous occurrence. Mr. Collins said that aviation terminology will be used during presentations to homeowners and they will be able to determine through those presentations what verbiage corrections will need to be made. Ms. Reyes recommended the verbiage be changed to indicate that there will soon be a fourth full service, fixed base operator.

Mr. Drinkwater and Mr. Fuselier felt that the mention of future airport expansion could take the focus of the presentation away from the airport itself.

Gail Carroll, a local resident, said that the presentation was good. She liked that the airport was shown before and after the community growth. She recommended that a slide be included that addressed how the PAAC and County Airports are trying to encourage the pilots to reduce the noise levels. She advised that goals for noise reduction should be defined.

Mr. Fuselier recommended that information showing what progress the Voluntary Noise Abatement Program (VNAP) has already made be included as well as an indication of the steps that have already been taken to reduce the noise levels.

PART 150 UPDATE BY URS – G. Vasquez

The third draft version of the Noise Compatibility Plan (NCP) was submitted to the PAAC for review and comment early in October. A presentation regarding the plan was made by URS on October 20, 2005. Comments from the PAAC committee and the City of Carlsbad will be incorporated into the fourth version. The final public hearing will be on January 10, 2006. The required thirty day notice will be put out by December 10, 2005 and the fourth version of the plan will be placed in the Carlsbad Public Library in advance of the final public hearing. Ms. Deborah Murphy of URS will be conducting the presentation.

Mr. Hutter asked about written comments from the City of Carlsbad that were going to be incorporated into the draft of the NCP. Ms. Finnila said that those comments would be included in the back of the fourth version of the NCP.

AIRPORT COMMUNITY RELATIONS – S. Cummings

→Monthly Operations Count: 18,139
→Monthly Air Carriers Throughput:

Revenue Out: 4,269; Revenue In: 4,115; Non-Revenue Out: 529;
Non-Revenue In: 425

- ✈Annual Operations Count: 177,499
- ✈Monthly Enplanements: 4,385
- ✈Annual Enplanements: 40,875
- ✈Local Traffic: 6,800
- ✈Transient Traffic: 11,339
- ✈IFR Traffic: 4,622
- ✈VFR Traffic: 13,517
- ✈Monthly Concerns for October: 50
- ✈Annual Concerns: 1,195
- ✈Ratio of concerns to operations: 50:18,139; 1 concern for every 363 operations.
- ✈Local caller traffic breakdown:
  Southwest: 49 concerns; San Marcos: 1 concern
- ✈Single Callers: 26; Repeat Callers: 4
- ✈Noise complaints by aircraft type: Props: 14; Jets: 30; Helicopters: 6
- ✈Noise complaints by type:
  Noise Concerns: 6; VNAP Concerns: 6; Low: 30; over flight: 8
- ✈Noise complaints by time of day:
  7 a.m. to 5 p.m.: 26; 5 p.m. to 10 p.m.: 17; 10 p.m. to 7 a.m.: 8

Ms. Reyes asked if it was unusual to get several complaints about low jet noise during the day. Mr. Cummings said that it was unusual and that it may be attributable to October's low concern count and that this month, though unusual, the calls happened to be higher during the day than at night. Ms. Carroll suggested that the evening complaint counts may be lower in October due to colder weather and residents keeping their windows closed at night. Ms. Finnila mentioned that fog tended to decrease the evening complaint counts as well. She also noted that the increased number of helicopters working in the area may increase the number of helicopter complaints.

STAFF REPORT – G. Vasquez

The County has selected a coffee cart vendor named Casual Café. Their projected operations start date is December 15, 2005. Currently, the business is getting their cart made, obtaining the required permits and working out logistic issues. The cart will be located in front of the terminal and just to the east of the maintenance building. The hours were still being negotiated but preferably they will be from seven to five although they may change depending on trends observed after the cart is opened. Mr. Hutter noted that he had heard complaints that coffee is not available prior to seven a.m. Mr. Vasquez said that issue will be addressed and the possibility of the cart opening earlier will be explored.

The north side project began the week of November 14, 2005. The contractor had moved on site and an earth excavator had been assembled. They will start with a retention basin and will work their way out to build a wall. Then, they will do earth work to re-compact and bring in fill. The project is estimated to be completed by April of next year though

that date depends on the weather. Additionally, there is a groundbreaking ceremony scheduled for Friday, November 18, 2005 at 10:00 a.m.

Mr. Hutter asked if the recent fire was out at the airport and what the cost was of putting out the fire. Mr. Vasquez said that the last probe registered 170 degrees though he could not say for certain that the fire was out. Mr. Drinkwater said there was no cost to the Airport for the fire since the airport was not at fault. If the County Airports division ends up regrading the pavement near Western Flight which was affected by the fire the cost will probably be split with Airports paying 55% of the cost.

DIRECTOR'S REPORT – P. Drinkwater

Mr. Drinkwater thanked Ms. Reyes and Western Flight for their cooperation and support during the fire.

Ms. Finnila said that periodically the Board of Supervisors reviews all of the committees that they have to determine if their purposes are still the same or if they have changed. The Board also asks if the committee should be continued or revised or modified in some fashion. The PAAC's responsibilities were reviewed. After discussion, it was recommended the committee would continue subject to review and discussion in 2006. Ms. Finnila said that one question asked was if it would be a good idea to combine all of the County Airports Advisory Committees into one governing committee that would oversee all of the County Airports. Some of the pros of having one committee would be a wider visioning of the whole question of how the airports work and how each airport fits into the bigger picture as well as greater efficiency of staff time and cost. Some of the negative aspects of one combined committee might be a feeling by some that the personal attributes of each airport would be lost in the overview, difficulty in getting to a centralized meeting and difficulty in having representation from the local communities. One possibility would be to rotate the location of the meetings so that there would be some held in each of the Counties.

Mr. Collins felt that the PAAC meetings should continue as they are, as the local advisory committees provided better forums for the public due to their proximity to their respective airports as well as being able to focus solely on the issues pertaining to the airport in their area. Mr. Ricotta agreed with Mr. Collins.

Mr. Hutter felt that the PAAC needed more time and complete information about what the nature of the proposed countywide advisory committee would be before an informed decision could be made. He said that he felt the PAAC should propose the committee continue unchanged for the time being. Once the PAAC has had a chance to fully review what is being proposed countywide they could open discussions at that time about any modification of the committee.

Ms. Reyes asked if the governing committee would represent only County Airports and if so could other airports be represented, even on a non-voting basis. She felt that increased representation would allow for a broader vision in this region, which may help solve

some of the current aviation issues. She also felt that perhaps the PAAC could be continued in some form, allowing the good work that PAAC does to continue, while also having strong representation in a larger, regional body.

Ms. Finnila said that there is strength in a regional approach. She feels that the airports of the County have not been given their proper importance, have been relegated to the bottom of the funding list, and are low on the Board of Supervisor's priority list much of the time.

Mr. Fuselier felt that while the localized approach is very helpful for the community there would be a benefit of a more coordinated effort. He felt that the PAAC meetings should continue and perhaps a regular meeting of the chairpersons would be sufficient.

Mr. Gates understood the reasons for having a central committee but felt that to truly meet the community's needs and focus on a single airport it was important to have individual advisory committees.

Mr. Drinkwater said that staff time was not a criterion and was explicitly prohibited by the Board of Supervisors. He said the question was would the PAAC be able to accomplish the committee's goals if they are not integrated into a major committee which would deal with budget issues, contract approvals, understand the full nature of what the airports are trying to accomplish, how projects are being prioritized and what the vision for the future is. It would be an authority based communication from a board of professionals which would talk directly to the Board of Supervisors. The PAAC or some variation of it would continue to function. Mr. Drinkwater also feels that a regional committee would have more of a presence and impact on local city governments.

Ms. Finnila said that a group of people moving behind one idea it is much more forceful and powerful than if one person is trying to move the idea. Mr. Williams agreed with Ms. Finnila.

Mr. Fuselier said that the PAAC performs a different function than a joint powers committee would in that it provides a function of interface with the community which then provides feedback to the Board of Supervisors. Mr. Drinkwater said that function would continue.

Mr. Hutter asked if the white paper Mr. Drinkwater referenced could be distributed to the PAAC members and discussed during the January PAAC meeting. Mr. Drinkwater said that he would like to distribute the "white paper" to the PAAC and said that the County Board Aides had asked for feedback from the advisory committees for feedback. He has received comments from Mr. Hutter and from Ms. Finnila. He said that the concern of the Board of Supervisors is that the white paper needs to remain confidential, which Ms. Finnila re-emphasized.

Mr. Ricotta said that SH & E, a consulting group, was on the airport earlier in the month conducting interviews with FBO's on behalf of the Regional Airport Authority as part of

a research project they had been asked to do. Mr. Ricotta asked if Mr. Drinkwater had known about their presence at the airport and what the nature of the project was. Mr. Drinkwater said that he would look into the matter and that there were some reductions in space allowed for FBO's at Lindbergh Field. There is some surveying and research going on around the County as to what businesses are located at the various County Airports.

Mr. Kaplan, president of Vision Air, will be meeting with Mr. Drinkwater, Mr. Vasquez and Roger Griffiths. The company flies 328 turbo prop planes out of Williams Gateway Airport. Vision Air wants to start service from Gillespie Field and Palomar Airport to Phoenix and Las Vegas. Mr. Drinkwater will advise PAAC of the outcome of the meeting.

MEMBER ANNOUCEMENTS

Mr. Hutter announced that Cal State San Marcos had presented to the first Fran Alsheir Leadership Award in honor of her leadership capabilities in the North County over the last several years. He also announced Magellan Aviation's Christmas Party on December 15, 2005.

SET AGENDA FOR MEETING ON JANUARY 19, 2006

Ms. Finnila canceled the December 2005 PAAC meeting and announced that the next meeting would be held on January 19, 2006 at 7:00 p.m.

ADJOUN

Meeting was adjourned at 9:00 p.m.

By: _____
Dan Thompson, Administrative Secretary I

URS

Monthly Status Report On
The McClellan-Palomar Airport Part 150 Study Update
November 17, 2005

Draft Version 3 of the NCP was submitted to the PAAC for review and comment in early October 2005. A presentation regarding the NCP was made by URS at the October 20th PAAC meeting.

Comments from the City of Carlsbad and the PAAC will be incorporated into Draft Version 4 of the NCP.

The Public Hearing has been tentatively scheduled for Tuesday, January 10, 2006. Newspaper advertisements will be placed in the North County Times 30 days in advance of the meeting date. Draft Version 4 of the NCP will be placed in the Carlsbad Public Library in advance of the meeting date.

County of San Diego

DEPARTMENT OF PUBLIC WORKS

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MEETING NOTICE & AGENDA

The next meeting of the Palomar Airport Advisory Committee will be on Thursday, January 19, 2006 at 7:00 p.m. in the Carlsbad City Council Chambers, 1200 Carlsbad Village Drive, Carlsbad, California.

	ITEM	ACTION
1.	**Roll Call**	**INFORMATION**
2.	**Approve Minutes for November 2005**	**MOTION**
3.	**Public Comment on Items Not On the Agenda**	**INFORMATION**
4.	**City of San Marcos Part 150 Recommendations** – J. Desmond	**INFORMATION**
5.	**Fly Friendly Program Progress Report** – G. Reyes	**INFORMATION**
6.	**Part 150 Update By URS** – G. Vasquez	**INFORMATION**
7.	**Airport Community Relations** – S. Cummings	**INFORMATION**
8.	**Staff Report** – G. Vasquez	**INFORMATION**
9.	**Director's Report** – P. Drinkwater	**INFORMATION**
10.	**Member Announcements**	**INFORMATION**
11.	**Set Agenda for Meeting on February 16, 2006**	**INFORMATION**
12.	**Adjourn**	**MOTION**

**Public comment will be accepted on any item at the time the item is heard.*

PALOMAR AIRPORT ADVISORY COMMITTEE
2198 Palomar Airport Road
Carlsbad, California 92011
Phone: (760) 431-4646

MINUTES

Thursday, January 19, 2006

Chairperson Ramona Finnila called the meeting to order at 7:01 p.m. on January 19, 2006 in the Carlsbad City Council Chambers, 1200 Carlsbad Village Drive, Carlsbad, California.

MEMBERS PRESENT
Chairperson Ramona Finnila
Vice-Chairperson Tim Hutter
John Christensen
Chuck Collins
Bob Fuselier
Bob Gates
Ginna Reyes
Tom Ricotta
Howard Williams

MEMBERS ABSENT
None

Members present represent a quorum

COUNTY STAFF PRESENT
Peter Drinkwater
Sunny Barrett
Guillermo "Willie" Vasquez
Steve Cummings
Dan Thompson

ROLL CALL AND INTRODUCTIONS

There were no introductions.

APPROVAL OF MINUTES

Three corrections were made to the November 2005 minutes. First, the comments on page five regarding the SH&E Consultant Group should have been attributed to Mr. Hutter, not Mr. Ricotta. Second, the November PAAC meeting minutes were being approved rather than the October meeting minutes. Third, Ramona Finnila was named as the recipient of the Fran Alsheir Leadership Award.

Chuck Collins motioned that the minutes for the month of November 2005 be approved, Tom Ricotta seconded the motion. The minutes were approved with John Christensen abstaining.

PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

There were no public comments on items not on the agenda.

CITY OF SAN MARCOS PART 150 RECOMMENDATIONS – VOLUNTARY NOISE ABATEMENT PROGRAM FOR ARRIVALS – J. Desmond

Jim Desmond, a pilot and city councilman for the City of San Marcos asked about establishing a Voluntary Noise Abatement Procedure (VNAP) for arrivals at Palomar Airport. He said that the current arrival patterns fly approximately 825 feet above three mobile home parks. He has received complaints from some of his constituents who live at the park. He requested that a PAAC member, along with FAA participation, be part of a development committee for a VNAP for arrival patterns, which avoids the mobile home parks. He spoke of the possibility of establishing an approach pattern over a local industrial park, which may alleviate some of the noise impact on the mobile home park.

Mr. Desmond volunteered to serve on the proposed committee, which would also include a member of the PAAC and a representative of the McClellan-Palomar Air Traffic Control Tower. The FAA has given the authority to the tower and to the airport to develop a VNAP procedure which would eventually need FAA Western Regional approval and possibly approval from the FAA in Washington, D.C.

The PAAC members had questions regarding how he gathered his noise impact data, the height of the noise monitor at the Mobile Home Park and altitudes currently used on approach. The current VNAP arrival pattern was discussed.

FLY FRIENDLY PROGRAM PROGRESS REPORT – G. Reyes

Ms. Reyes reported that County staff is working on the final details for the pilot outreach. The County has approved the final draft of the Fly Friendly logo and a graphic change that was suggested by the Fly Friendly committee. Posters, fliers and signs will be completed soon. The County will then begin to work with the FBO's, airport businesses and flight schools to make sure the posters are put up and that the fliers are distributed to the pilots. The entire airport continues to make an effort to keep up on awareness of the community's concerns. Steve Cummings and Chuck Collins have finished the power point display and presentations are being lined up. Ms. Reyes thanked Maureen Kube and Gail Carroll for their assistance. The committee has asked for 1,500 letters to be printed. Some of the letters have been distributed via e-mail. The Fly Friendly Program committee will encourage as many homeowners associations as possible to include this letter in their first of the year statements and/or newsletters, which will encourage citizens to attend the Fly Friendly Program power point presentations and heighten awareness of the program. A number of homeowners groups have already been contacted, including

the mobile home parks Mr. Desmond spoke of. If there are any groups that would like to schedule a presentation, please contact one of the Fly Friendly Program committee members.

PART 150 UPDATE – G. Vasquez

URS conducted a public meeting on January 10th. Approximately 78 people from the aviation and local communities attended. Twelve speakers provided comment, half of which were pro and the other half had concerns with the airport. Overall, the meeting went well. URS is still collecting feedback in written form. A letter that was supportive of the airport, written by a local resident was received on January 19, 2006. It will be forwarded to URS as part of the study. URS will be taking public comment until January 30th, 2006.

Ms. Finnila commented that the people who spoke at the public meeting in opposition to aspects of the airport are asking good questions based on a better understanding of how the airport works. Several PAAC members spoke with people and answered their questions after the presentation and public comment period concluded.

AIRPORT COMMUNITY RELATIONS – S. Cummings

- Monthly Operations Count: 15,198
- Monthly Air Carriers Throughput:
  Revenue Out: 3,487; Revenue In: 3,218; Non-Revenue Out: 479;
  Non-Revenue In: 436
- Annual Operations Count: 209,293
- Monthly Enplanements: 3,966
- Annual Enplanements: 49,586
- Local Traffic: 3,923
- Transient Traffic: 11,275
- IFR Traffic: 4,479
- VFR Traffic: 10,719
- Monthly Concerns for October: 34
- Annual Concerns: 1,266
- Ratio of concerns to operations: 34:15,198; 1 concern for every 447 operations.
- Local caller traffic breakdown:
  Southwest: 31 concerns; San Marcos: 1 concern; Vista: 1 concern; Valley Center: 1 concern
- Single Callers: 14; Repeat Callers: 2
- Noise complaints by aircraft type: Props: 20; Jets: 12; Helicopters: 12
- Noise complaints by type:
  Noise Concerns: 1; VNAP Concerns: 17; Low: 16; over flight: 0
- Noise complaints by time of day:
  7 a.m. to 5 p.m.: 17; 5 p.m. to 10 p.m.: 0; 10 p.m. to 7 a.m.: 17

Mr. Richard Carlin of Cyrus Way in Oceanside said that he had noticed that flights that departed at a "reasonable" rate of climb make less noise than those that make a steeper ascent.

STAFF REPORT – G. Vasquez

The north side ramp project is continuing. The contractors are building the wall on the extreme north side of the project, which will conclude within the next week and a half. They will then backfill the area and bring it up to grade. They will also pour the sides of the clarifier. There will be a hole until the clarifier is built, which will be sometime in the next forty days. The night work will start in the next 30-45 days. That work will include the earth work required for the taxiway connections and some pavement work as well. It will take place between 11pm and 6am. The airport will be closed during that time. As soon as the official notification is received from the contractor, the FBO's and the airlines will be notified. The night work will take approximately two weeks. Rain may extend that time frame.

DIRECTOR'S REPORT – P. Drinkwater/S. Barrett

Airports Program Coordinator Sunny Barrett advised that the Redevelopment Agency completed a $16 million bond issue on 12/22/2005. She advised that funds would be used to refund outstanding 1995 Agency bonds, pay bond cost of issuance expenses, fund a required debt service reserve account, fund an Agency contingency, and repay AEF loans. Ms. Barrett said that $10.4 million in bond funds was available to repay AEF loans, which as of 9/30/05 totaled $13,700,520, including $9,311,875 principal and $4,388,645 interest. Ms. Barrett indicated that the Board approval was required to transfer the funds to the AEF and that she anticipated the item would be taken to the Board of Supervisors on February 28, 2006. She further advised that the Fiscal Consultant for the bond issue demonstrated, using very conservative tax increment growth projections, that the Agency would have sufficient revenue to begin repaying the balance due the AEF in 2013 and complete repayment before the Redevelopment Plan expires in 2032.

Ms. Barrett said that the bond funds must be spent within three years. Airports Director Pete Drinkwater discussed a list of potential projects that would qualify for funding with the bond proceeds.

PAAC members asked questions about the interest on the loans and the timeframe for the projects, which Mr. Drinkwater and Ms. Barrett answered.

It was reported that construction on the new restaurant should start fairly soon. The owners have completed the permit process. Also, Warren Kaplan of Vision Air recently told Mr. Drinkwater that his company is still interested in providing service through Palomar Airport but he has two other projects he is attending to first. As soon as Mr. Drinkwater receives a letter of commitment or a request for additional time he will forward it on to the PAAC members.

The PAAC members discussed adding additional committee members. Mr. Drinkwater said that there was a vacancy on the PAAC for a representative from San Marcos. Ms. Finnila said that the second vacancy really was not a vacancy because it had previously been filled by Hugh Lyttleton from the noise control hearing board which no longer exists. She said that she would contact both Mr. Desmond and the author of the letter which was supportive of the airport to see if they are interested in being on the committee and if so she would ask them to contact Philip Rath, a Legislative Assistant to Supervisor Horn.

MEMBER ANNOUCEMENTS

Ms. Reyes shared that Lynn Daileda passed away last week. Mrs. Daileda and her husband Bill had been at Palomar Airport for many years where they operated their business Aircrafters. They moved their business fairly recently to French Valley but still did a lot of work on the field. Her services were held on January 18th, 2006.

Mr. Williams said that he had recently visited Floyd Best at Yuma International Airport and that he was doing well.

SET AGENDA FOR MEETING ON FEBRUARY 16, 2006

Ms. Finnila announced that the next meeting would be held on February 16, 2006 at 7:00 p.m.

ADJOUN

Meeting was adjourned at 8:36 p.m.

By: _____
Dan Thompson, Administrative Secretary I

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 that 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 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

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

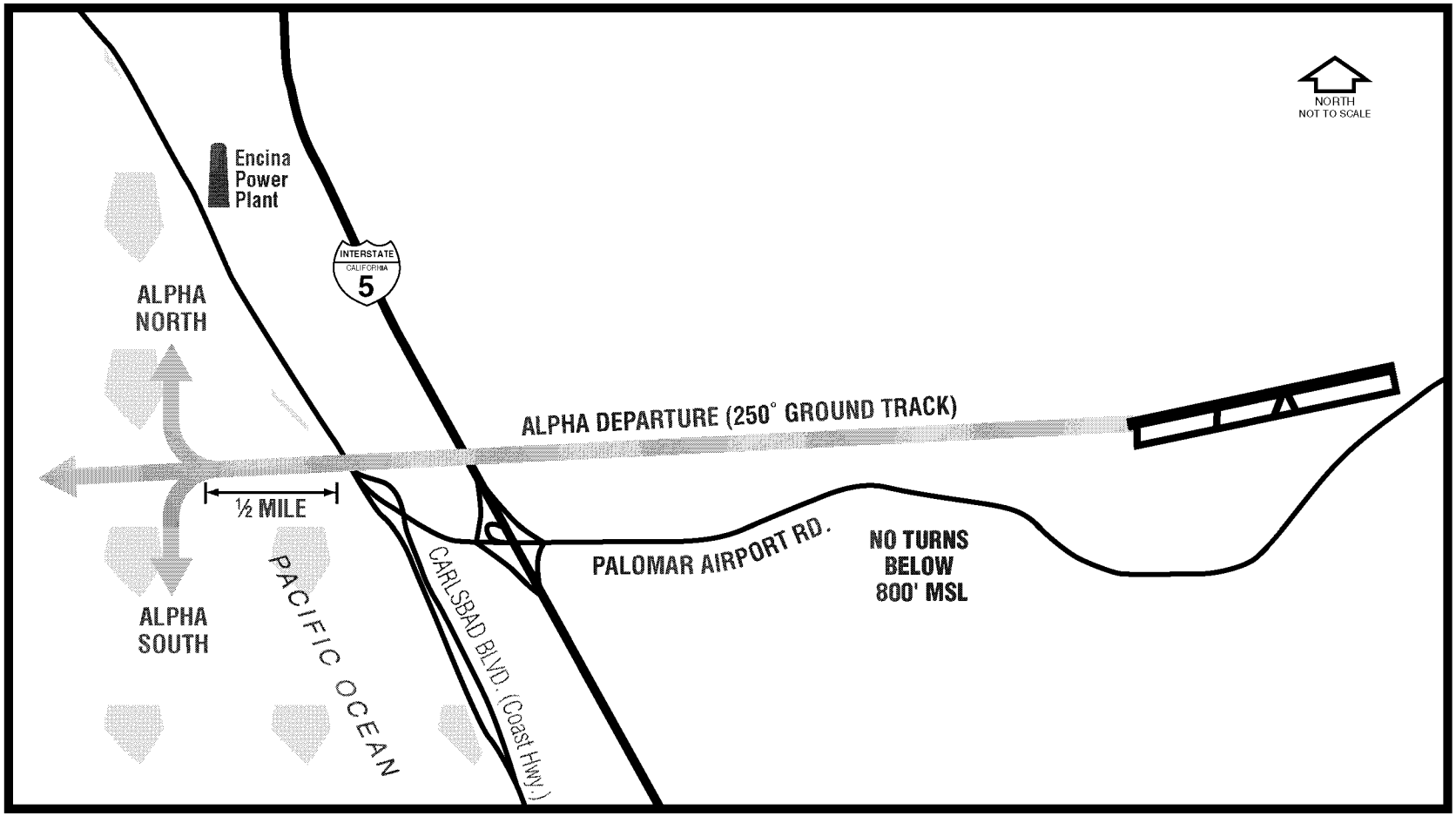
These sightings were recorded while working around our home schedule and errands; we ran to our back yard with binoculars each time we heard a disturbance.

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 unneccesary 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.

Date	Time	Type Plane	Color	description
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 turquiose	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


NORTH
NOT TO SCALE
Encina
Power
Plant
INTERSTATE
CALIFORNIA
5
ALPHA
NORTH
ALPHA DEPARTURE (250° GROUND TRACK)
½ MILE
ALPHA
SOUTH
PACIFIC OCEAN
CARLSBAD BLVD. (Coast Hwy.)
PALOMAR AIRPORT RD.
NO TURNS
BELOW
800' MSL



"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@usrscorp.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@usrscorp.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@sdcounty.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@usrscorp.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@usrscorp.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 Ariport 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 apprciate 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@URSCorp.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 fights 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@sbcglobal.net> 09/24/2004 07:55 AM

To: <jeff_fuller@URSCorp.com>

cc:

Subject: FW: Contour maps

Hi Jeff,

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

- Maps showing volume of fights 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 proved 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 reponsive 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 ½ 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>

10/14/2004 01:51 PM

To: <jeff_fuller@urscorp.com>
cc:
Subject: Noise Exposure Maps

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" <jlola@cox.net>

10/16/2004 05:53 PM

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

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 Jeppeson 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@sbcglobal.net>

12/27/2004 03:59 PM

To <pctechsupport@jeppesen.com>

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

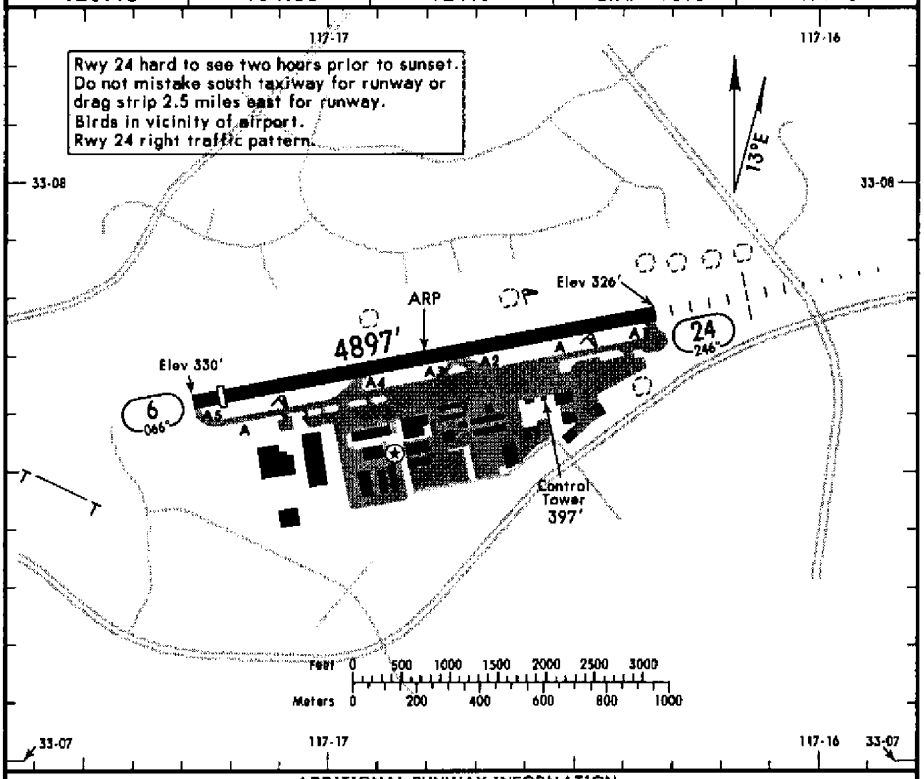
KCRQ/CLD

Apt Elev **331'**
N33 07.7 W117 16.8

JEPPESEN
3 DEC 04 (11-1)

CARLSBAD, CALIF
McCLELLAN-PALOMAR

ATIS	*PALOMAR Clearance	*Ground	*Tower	SOCAL Departure (R)
120.15	134.85	121.8	CTAF 118.6	127.3



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
6 ❶ 24	HIRL PAPI-L (angle 3.0°)	4600'			150'
	HIRL ❷MALSR PAPI-L (angle 3.2°) RVR	4600'	3535'	4600'	

❶ Porous friction course overlay.
❷ Activate on 118.6 when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 24		Rwy 6		
	Adequate Vis Ref	STD	With Min climb of 260'/NM to 2100' Adequate Vis Ref	STD	Other
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	1/4	1	1400-2
3 & 4 Eng		RVR 24 or 1/2		1/2	

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating: ILS Rwy 24	LOC Rwy 24	RNAV (GPS) Rwy 24	VOR-A
A	700-2	800-2	800-2	1000-2
B				
C				1000-3
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.

AMEND 4

CHANGES: Note deleted.

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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 is1503 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

Councilmember Mike Preston

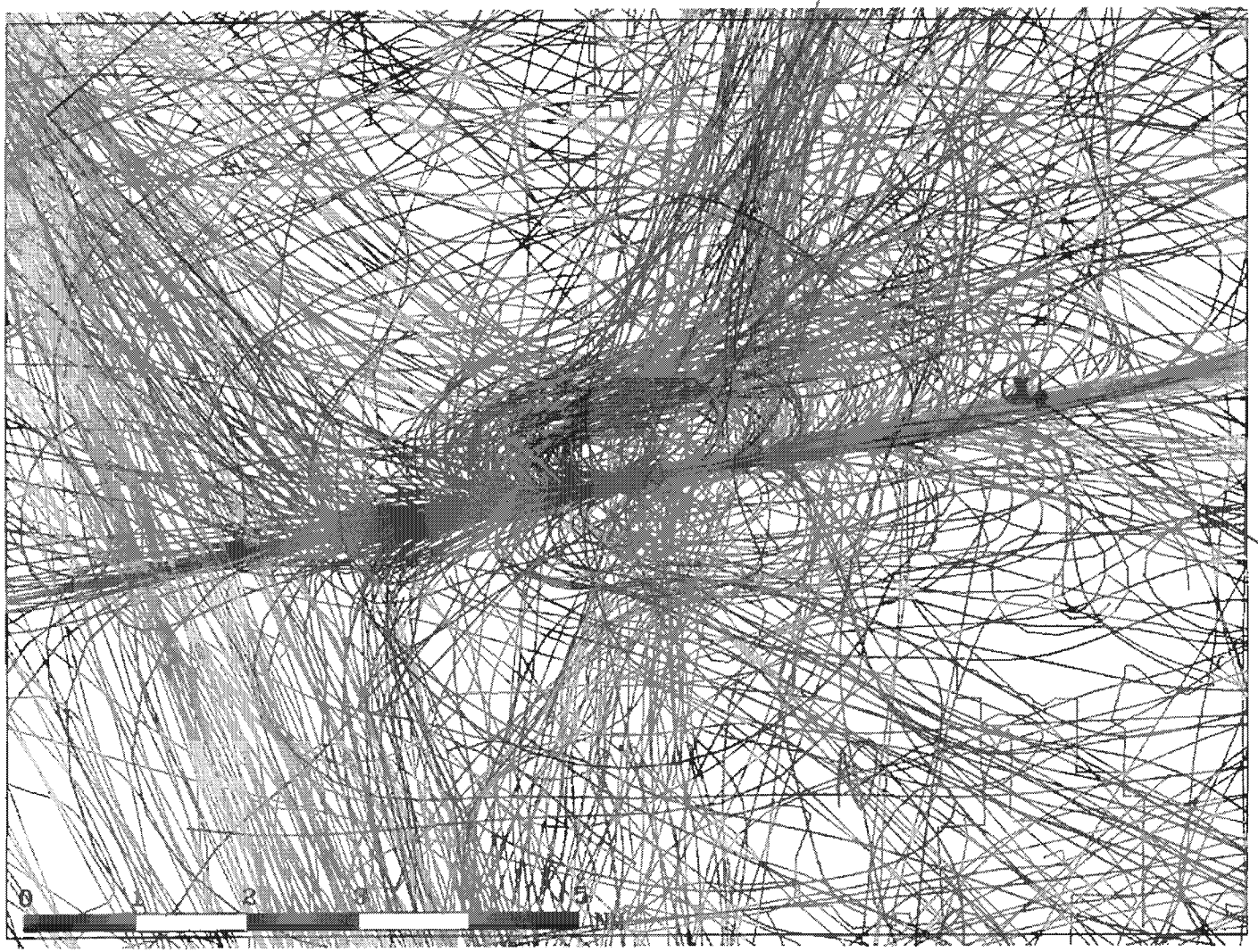
Vice Mayor Pia Harris-Ebert

Councilmember Jim Desmond

Council Member Hal Martin

Palomar Airport

Palomar Airport



Jan 30, 2005
Between 0600 - 2200

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

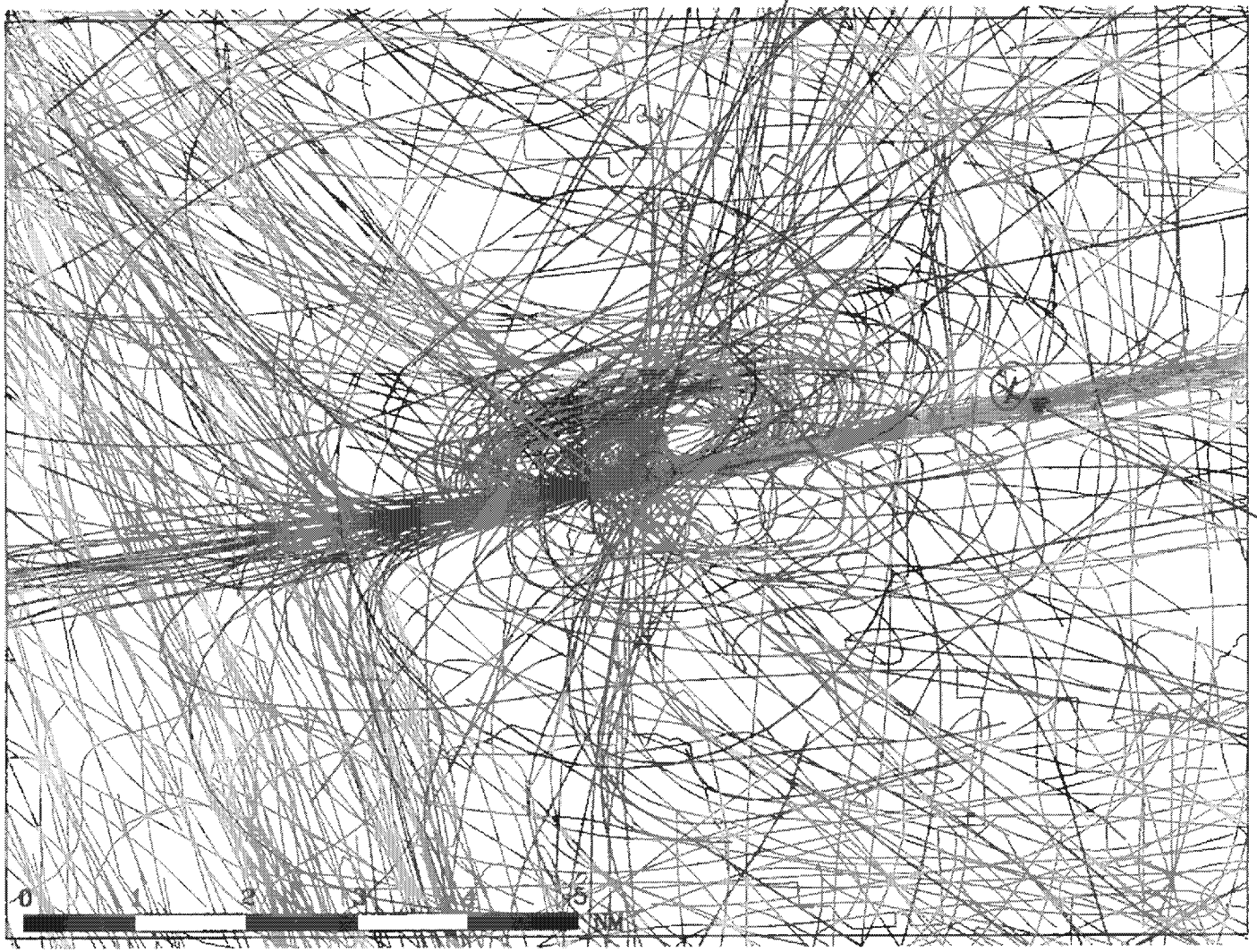
Region

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

Wed Feb 2 09:18:41 PST 2005

Attachment 1

Palomar Airport



Feb 1, 2005
Between 0600 - 2200

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

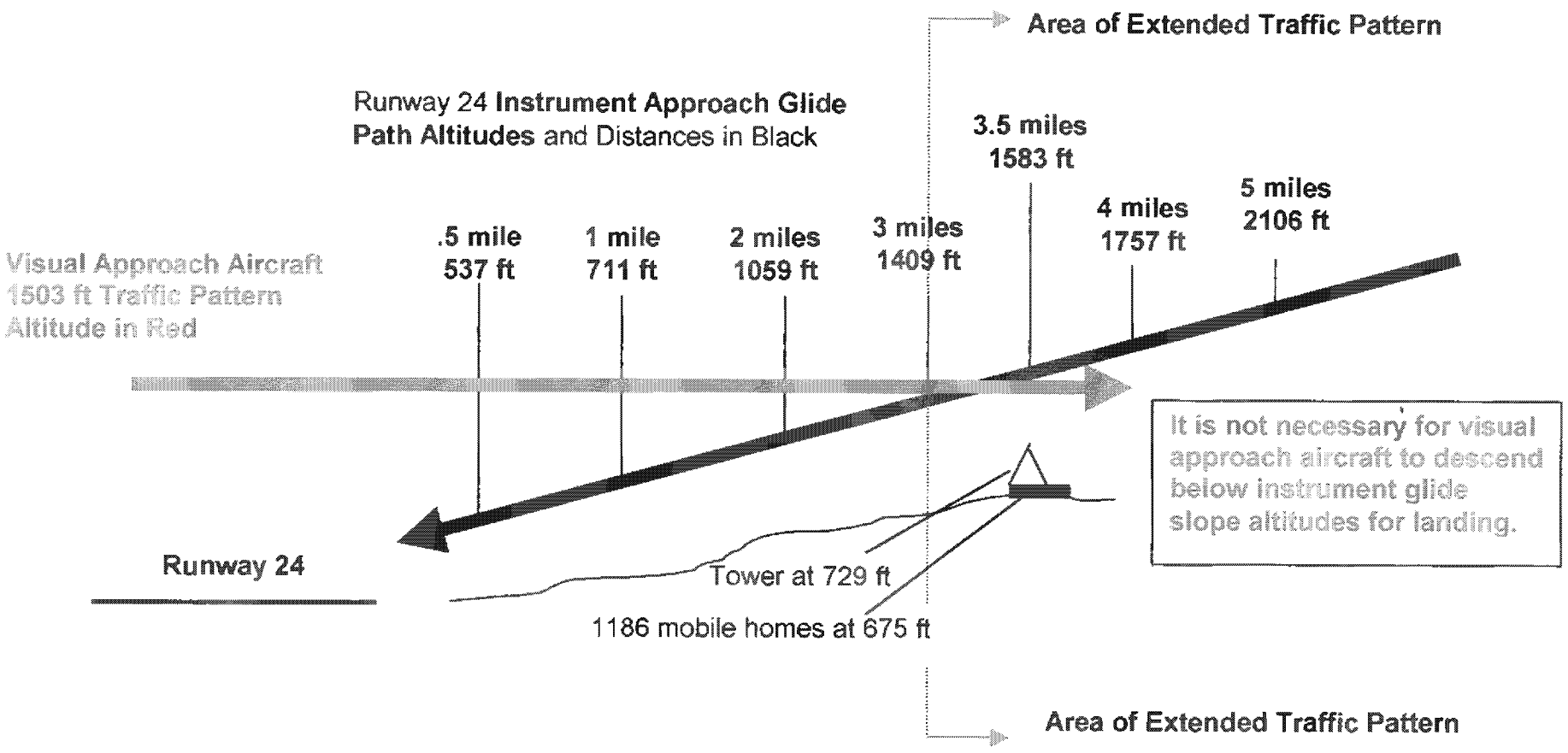
Region

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

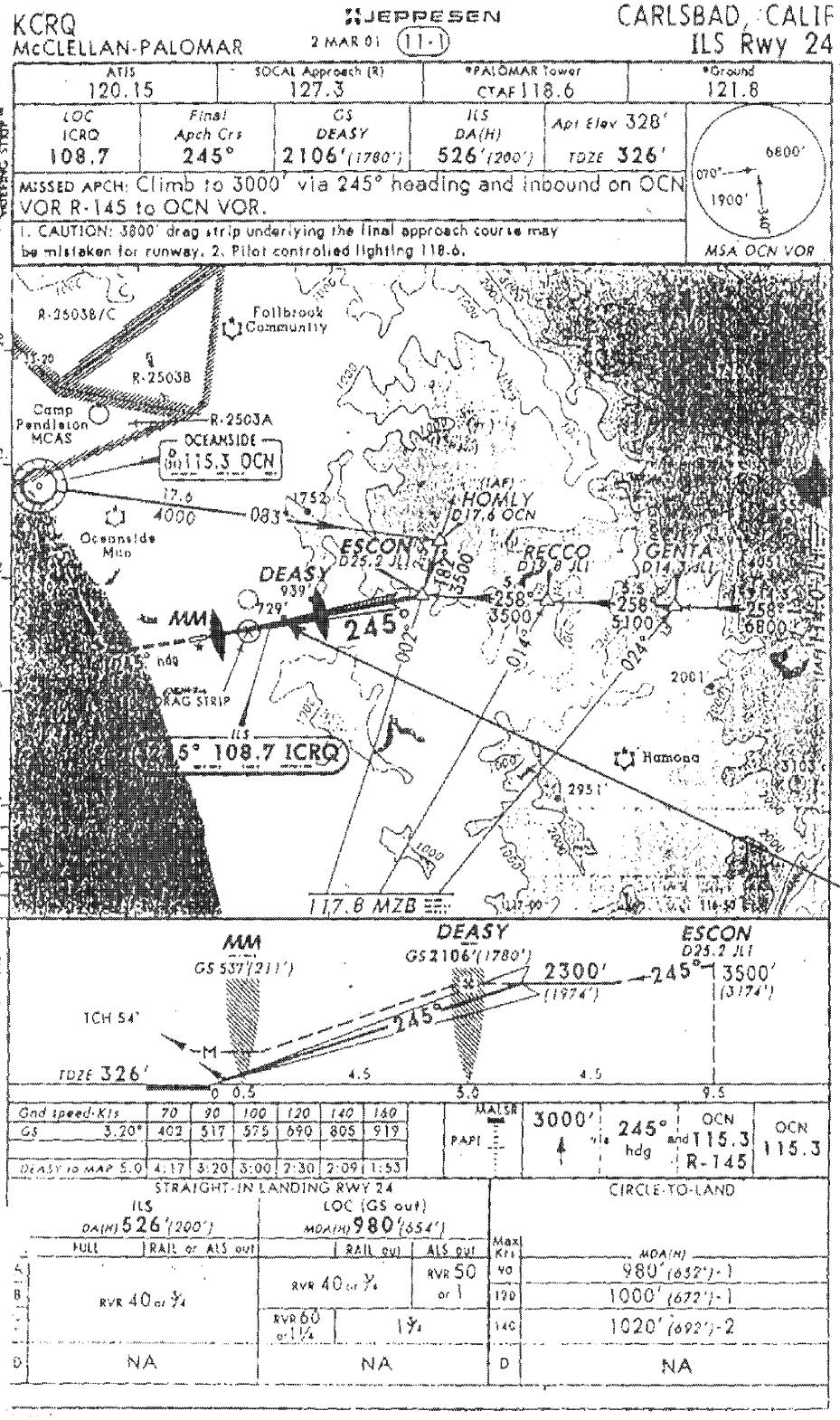
Wed Feb 2 09:14:39 PST 2005

Attachment 2

Palomar Airport Runway 24
Instrument Approach and Visual Traffic Pattern Altitudes



Attachment 3



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.

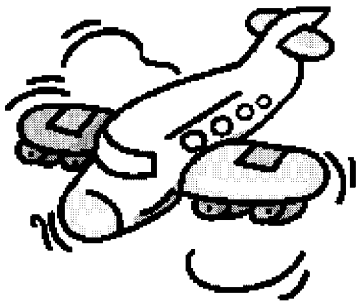
I am currently coordinating with Mr. Brackett to determine the appropriate time to begin presenting the NCP information to the PAAC. I will be happy to let you know, as soon as I know, when that presentation will occur.

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 2 9 2005

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

Western Terminal Operations

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

APR [illegible] 2003

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,

for Stephen J. Lloyd
Manager, Operations Support

Enclosure

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Friday, April 22, 2005

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. Ý

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. Ý

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. Ý

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
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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 ½ 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 fight paths at the Palomar Airport in Carlsbad, CA. I am a resident living south of the airport and have become increasing concerned with the targeted, low flying heavy air traffic above our home.

Our neighborhood is in 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) 268-0481
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)


Voluntary Noise Abatement Procedures
McClellan-Palomar
Airport
250°
Voluntary Quiet Hours 10:00 P.M. – 7:00 A.M.



"maureenkube"
<maureenkube@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 plan 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 plans 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; Mbacg@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)

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distribute, disclose or use any of this information and you should destroy
the e-mail and any attachments or copies.

	"maureenkube" <maureenkube@adelphia.net>	
To		<deborah_murphy@urscorp.com>
	07/29/2005 12:37 AM	
cc		
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 \(E-mail\)" <maureenkube@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.com>
07/29/2005 02:14 PM

To <deborah_murphy@urscorp.com>
cc
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 plan 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 plans 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 substantionally. 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.

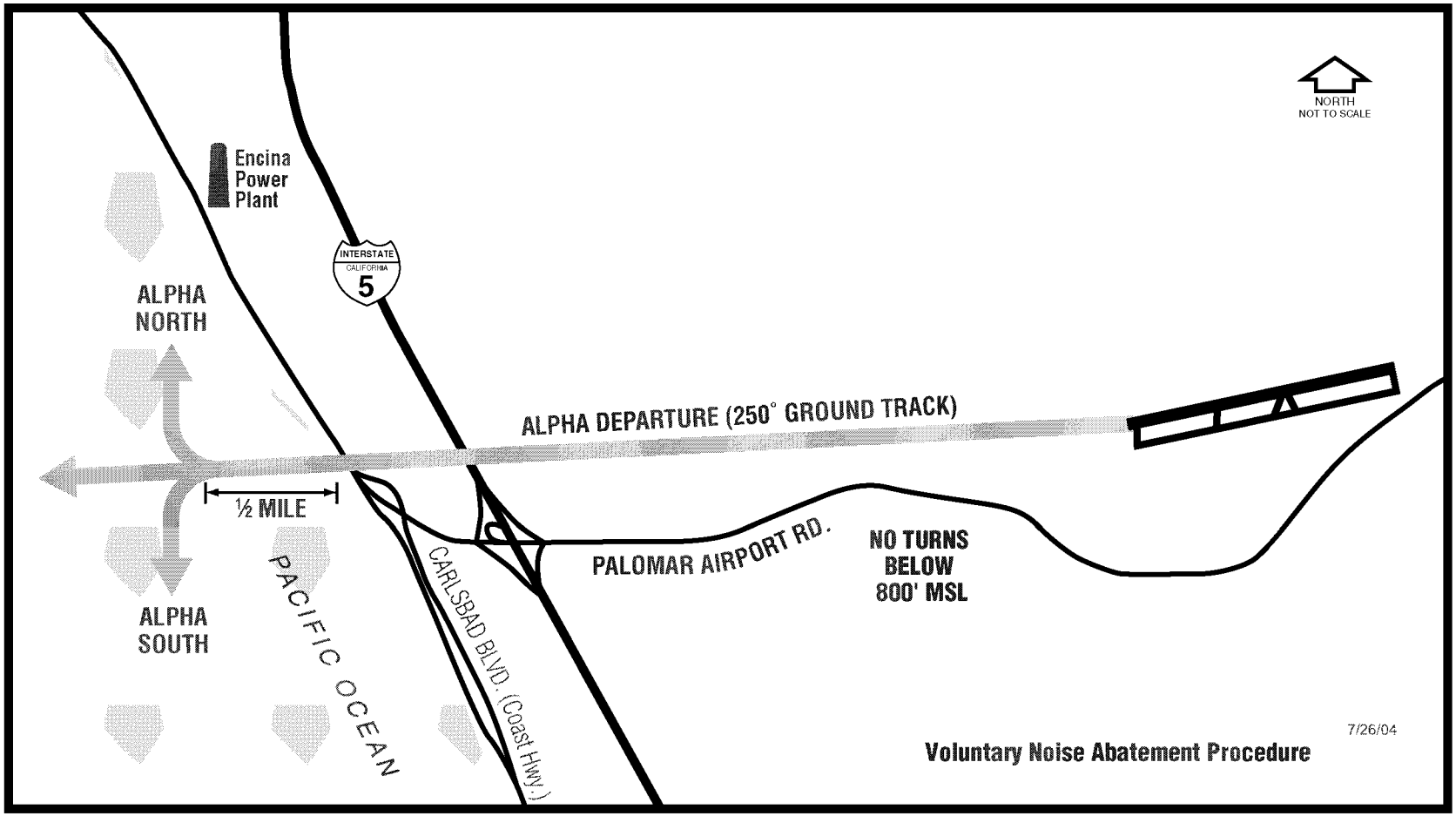
I left messages at the Flight Standard District Office Jim McNamara @ 619.557.5281; FAA Dave Kestler @ 310.725.3615, and FAA Noise Complaint @ 310.725.3638.

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)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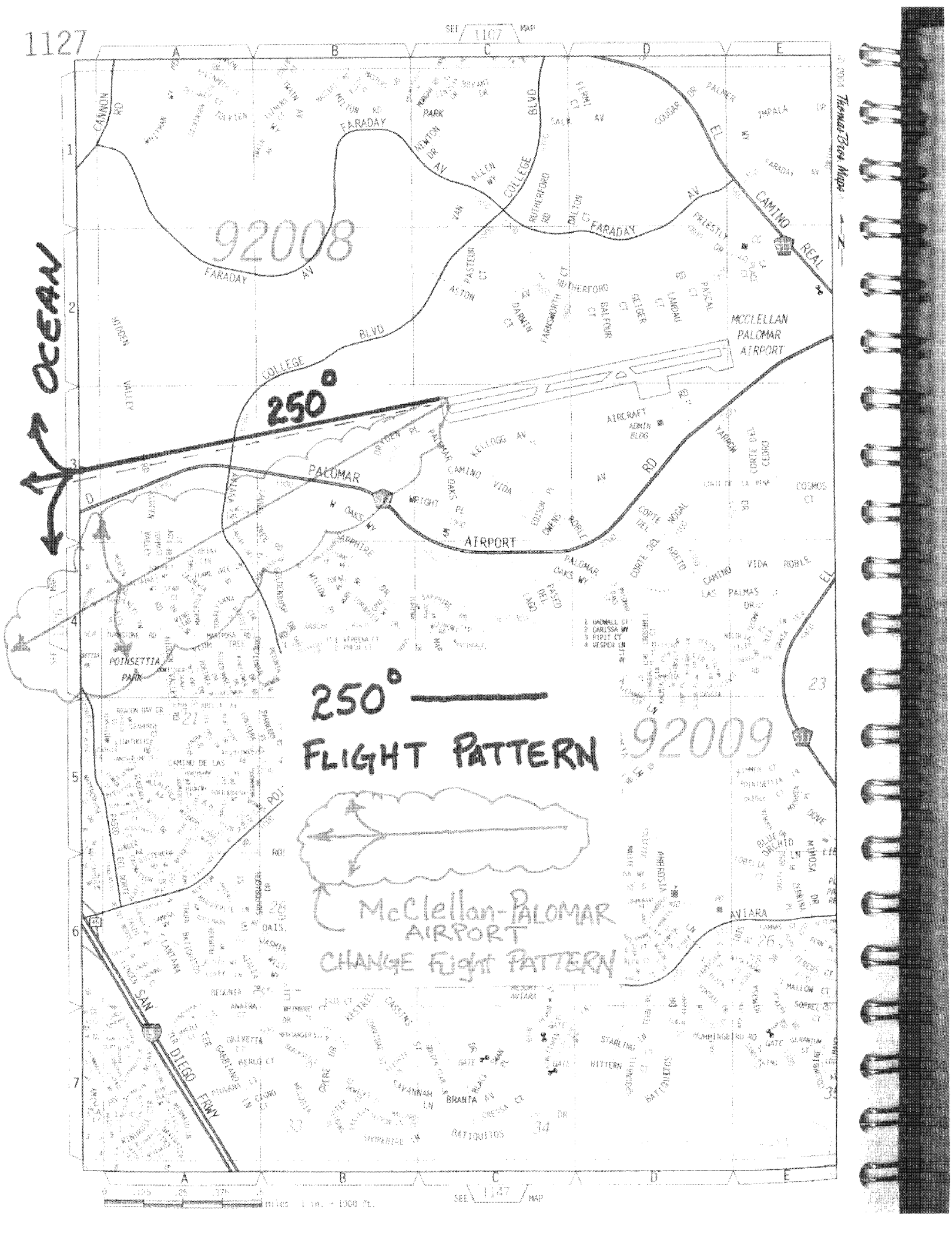
Voluntary Noise Abatement Procedure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CAMINO
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SAN
DIEGO
FWAY
POINSETTIA
PARK
AVIARA

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 Brackct, 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 \(E-mail\)" <maureenkube@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

IHello 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!
IHearing 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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E-mail- timhutter@sbcglobal.net
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Pacific Coast Aviation
INSURANCE SERVICES

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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.

Timothy Hutter
<timhutter@sbcglobal.net>

10/13/2005 11:20 PM

To "Brackett, Olivier" <Olivier.Brackett@sdcounty.ca.gov>, deborah_murphy@urscorp.com
cc "Drinkwater, Peter" <Peter.Drinkwater@sdcounty.ca.gov>,

Schedule M.P.
C.U.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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Print Page

Monday, October 31, 2005

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,

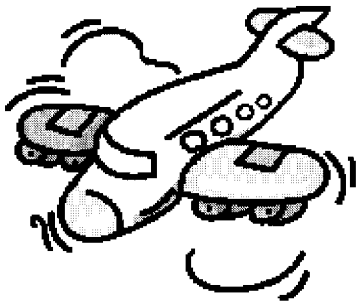
We have reviewed your letter to Sherry Miller, and have a few questions before we proceed. The following numbers correspond to the attached exhibit.

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 you 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





CITY OF CARLSBAD ZONING MAP WITH 2009 FUTURE CONDITION NEM

*Portions of this DERIVED PRODUCT contains geographic information copyrighted by SanGIS. All Rights Reserved.



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, out 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 grew 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
Tampa, FL 33607-1462
Direct Phone: 813.636.2445
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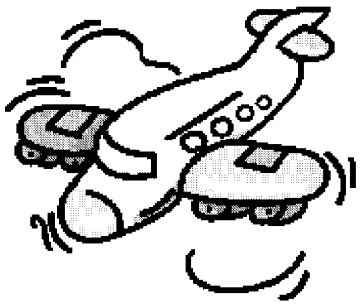
E-mail: deborah_murphy@urscorp.com



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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 compatbility 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!

>>> <Deborah Murphy@URSCorp.com> 11/01/05 7:03 AM >>>
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.

With regard to Parcel # 211-022-28, can you tell me the name of the

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 haven'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)

This appendix contains the related information documenting the public meeting / public hearing held on January 10, 2006 regarding the Part 150 Noise Compatibility Program and associated noise issues. Following is the list of information included in this appendix.

- Meeting Summary
- Copy of the Meeting Notification Postcard
- The Postcard Mailing List
- List of Meeting Attendees
- Meeting Invitation Email and List of Receivers
- Fact Sheet
- Speaker Request Cards
- Copy of News Release
- Newspaper Advertisements
- Proof of Publication
- Newspaper Articles
- Powerpoint Presentation

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MEETING SUMMARY

KATZ& ASSOCIATES

Public Affairs
Community Relations
Issues Management

Katz & Associates, Inc.
4250 Executive Square, Suite 670
La Jolla, CA 92037-1477
(858) 452-0031
(858) 552-8437 fax
crobles@katzandassociates.com
www.katzandassociates.com

McClellan-Palomar Airport
Part 150 Noise Compatibility Study
Meeting 3 Summary
Tuesday, January 10, 2006
6:30 p.m. to 8:30 p.m.

Location: Carlsbad Safety Center, Meeting Room 1
2560 Orion Way
Carlsbad, CA 92008
Facilitator: Allison Turner
Number of Public Attendees: 65

Participants:

Palomar Airport Advisory Committee:
- Ramona Finnila, Chair
- John Christenson
- Bob Gates
- Tim Hutter
- Ginna Reyes
- Howard Williams

McClellan-Palomar Airport
- Olivier Brackett, Assistant Airport Manager
- Willie Vasquez, Airport Manager

County of San Diego
- Peter Drinkwater, Director, County Airports
- Bill Polick, Public Affairs Officer

URS
- Deborah Murphy Lagos, Senior Project Manager
- Susumu Shirayama
- Sheyna Wisdom

Katz & Associates
- Cheryn Robles
- Kelly Thomas
- Allison Turner

Introductions and Meeting Agenda Review

A. Turner started the meeting with introductions, a review of the agenda and mention of what forms community members needed to complete in order to comment on the study's recommendations. R. Finnila introduced the PAAC members attending the meeting.

COPY OF THE MEETING NOTIFICATION POSTCARD

Final Public Meeting Planned for McClellan-Palomar Airport

Noise Compatibility Study



You are invited to attend the third of three public meetings scheduled to provide information and gather public input on the McClellan-Palomar Airport Part 150 Airport Noise Compatibility Study.

At this meeting, the following information will be presented:

- Operational Noise Abatement Measures
- Land Use Compatibility Measures
- Program Management Measures

Public Meeting

- **When:** Tuesday, January 10, 2006, 6:30 p.m. to 8:30 p.m.
- **Where:** Carlsbad Safety Center, 2560 Orion Way, Carlsbad, CA 92008

The County of San Diego received authorization and funding from the Federal Aviation Administration (FAA) to prepare a Federal Aviation Regulation Part 150 Noise Compatibility Study at McClellan-Palomar Airport. An environmental consulting firm, URS, was contracted to conduct an analysis of air traffic utilizing the airport to interface with the surrounding community and to update the airport's Noise Compatibility Program. The goal of the Study is to create the best possible relationship between the airport and surrounding residential and business communities by minimizing aviation noise impacts and maintaining land use compatibility. The major components of the Study included the development of noise exposure maps and the creation of a noise compatibility program, which included public involvement. Final results will be presented to the FAA for review, comments and approval.

The FAA wants your input! Please attend this final public meeting on Tuesday, January 10, 2006 at the Carlsbad Safety Center, located at 2560 Orion Way, Carlsbad, CA 92008.

An information Open House will begin at 6:30 p.m. It will be followed by a 7:00 p.m. presentation summarizing recent findings and recommendations of the study. Attendees will have the opportunity to provide comments and input at 7:30 p.m.

Noise Exposure maps and other relevant information pertaining to the noise compatibility study may be found on the Internet at www.sdcounty.ca.gov/dpw/airports/150noise.html

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

URS Corporation
c/o Deborah Murphy Lagos
7650 W. Courtney Campbell Causeway
Tampa, FL 33607-1462

Public Meeting Notice for McClellan-Palomar Airport

Noise Compatibility Study



Attention: Pam Slater-Price
County Board of Supervisor (Dist. 3)
County Administration Center
1600 Pacific Highway, Room 335
San Diego, CA 92101

Attention: Bill Horn
County Board of Supervisor (Dist. 5)
County Administration Center
1600 Pacific Highway, Room 335
San Diego, CA 92101

Attention: Dan Dalager
Mayor
City of Encinitas
505 S. Vulcan Avenue
Encinitas, CA 92024-3633

Attention: Christy Guerin
Deputy Mayor
City of Encinitas
505 S. Vulcan Avenue
Encinitas, CA 92024-3633

Attention: Jerome Stocks
Council Member
City of Encinitas
505 S. Vulcan Avenue
Encinitas, CA 92024-3633

Attention: James Bond
Council Member
City of Encinitas
505 S. Vulcan Avenue
Encinitas, CA 92024-3633

Attention: Maggie Houlihan
Council Member
City of Encinitas
505 S. Vulcan Avenue
Encinitas, CA 92024-3633

Attention: Pat Murphy
Planning & Building Director
City of Encinitas
505 S. Vulcan Avenue
Encinitas, CA 92024-3633

Attention: Morris Vance
Mayor
City of Vista
P.O. Box 1988
Vista, CA 92085

Attention: Frank Lopez
City Council
City of Vista
P.O. Box 1988
Vista, CA 92085

Attention: Bob Campbell
City Council
City of Vista
P.O. Box 1988
Vista, CA 92085

Attention: Ted Owen, CEO
Carlsbad Chamber of Commerce
Economic Enhancement Council
P.O. Box 1605
Carlsbad, CA 92008

Attention: Ron Rouse
Carlsbad Chamber of Commerce
Economic Enhancement Council
P.O. Box 1605
Carlsbad, CA 92008

Attention: Dan Burkhart
National Business Aviation Association
10164 Meadow Glen Way East
Escondido, CA 92026

Attention: Jerry Houser, Director
Palomar Community College – Aeronautics
Program
1140 West Mission Road
San Marcos, CA 92069

Attention: John A. Roach
Superintendent
Carlsbad Unified School District
6225 El Camino Real
Carlsbad, CA 92009

Attention: Jerome Pendzick
Federal Aviation Administration
Flight Standards District Office
8525 Gibbs Drive
San Diego, CA 92123

Attention: Ron Nang
Federal Aviation Administration
Air Traffic Management
10530 Burned Oak Lane
Escondido, CA 92026

Attention: Linda O'Brien
Federal Aviation Administration
Air Traffic Management
9175 Kearny Villa Road
San Diego, CA 92126

Attention: Linda O'Brien
Federal Aviation Administration
Socal Tracon
9175 Kearny Villa Road
San Diego, CA 92126

Attention: Jerry Gallegos
San Diego Association of Governments
401 B Street, Suite 800
First Interstate Plaza
San Diego, CA 92101

Attention: Mary Frederick,
Acting Division Chief
CALTRANS Dept of Transportation
Aeronautics
P.O. Box 942873
Sacramento, CA 94273

Attention: Donnya Daubney
Barnstorming Adventures
2160 Palomar Airport Road
Carlsbad, CA 92011

Attention: Jenna Griswold
Office Manager
Pinnacle Aviation
2016 Palomar Airport Road
Carlsbad, CA 92009

Attention: Guillermo Vasquez
Airport Manager
McClellan Palomar Airport
2198 Palomar Airport Road
Carlsbad, CA 92008-4814

Attention: Ted Anasis
Airport Planner
San Diego Regional Airport Authority
P.O. Box 82776
San Diego, CA 92138-2776

Attention: Jim Baumann, CEO
Vista Chamber of Commerce
201 Washington Street
Vista, CA 92084

Attention: Keith Turner, CEO
Encinitas Chamber of Commerce
138 Encinitas Blvd.
Encinitas, CA 92024

Attention: Juanita Hayes, CEO
San Marcos Chamber of Commerce
939 Grand Avenue
San Marcos, CA 92069

Attention: David Nydegger, CEO
Oceanside Chamber of Commerce
928 North Coast Hwy
Oceanside, CA 92054

Attention: Don McClure
Air Line Pilots Association
535 Herndon Parkway
Herndon, VA 20170

Attention: Jeff Gilley
Manager
National Business Aviation Association
1200 18th Street, NW Suite 400
Washington D.C. 20036-2527

Attention: Keith Holt
Director of Legislative Affairs
Aircraft Owners and Pilots Association
601 Pennsylvania Avenue NW #875
Washington, DC 20004

Attention: Peter Drinkwater
San Diego County Airport Division
1960 Joe Crosson Drive
El Cajon, CA 92020

Attention: Karen Burgess
Executive Director
San Diego County Commercial Association of Realtors - CAR Region 20
12230 El Camino Real #320
San Diego, CA 92130

Attention: Roni Telmosse
General Manager
San Diego Association of Realtors
CAR Region 24
P.O. Box 85586
San Diego, CA 92186-5586

Attention: Lani Rieck
General Manager
Jet Source Charter, Inc.
2006 Palomar Airport Rd.
Carlsbad, CA 92011

Attention: Heather Pacheco, Manager
Magellan Aviation
2006 Palomar Airport Rd.
Carlsbad, CA 92011

Attention: Kimberly Skinner, Charter Sales
Schubach Aviation
2006 Palomar Airport Rd.
Carlsbad, CA 92011

Attention: Ginna Reyes, Manager
Western Flight
2210 Palomar Airport Rd.
Carlsbad, CA 92011

Attention: Scott Walker, President
Elite Jet
5962 La Place Ct.
Carlsbad, CA 92008

Attention: Donald Graham
Station Manager
United Express (Skywest)
2198 Palomar Airport Rd.
Carlsbad, CA 92011

Attention: Ken Zerda
Flying Samaritan Group
5208 Sand Dollar Ct.
San Diego, CA 92130

Attention: Lason Brown
President
Exclusive Charter Services
3753 John Montgomery Drive
San Diego, CA 92123

Attention: Ronald Nang
Air Traffic Controller, Palomar Airport
2200 Palomar Airport Road
Carlsbad, CA 92011

Attention: Rebecca Hare, Acting Manager
America West Express, Commuter Terminal
2198 Palomar Airport Road
Carlsbad, CA 92011

Attention: Candise Tu
Civic Helicopters
2192-H Palomar Airport Road
Carlsbad, CA 92011

Attention: Mel Holmes, President
Grey Eagle Aviation
2186 Palomar Airport Road
Carlsbad, CA 92011

Attention: Jenna Griswold
Pinnacle Aviation Academy
2016 Palomar Airport Road
Carlsbad, CA 92011

Attention: Minerva Williams
Orion Aviation Inc.
2138-B Palomar Airport Road
Carlsbad, CA 92011

Attention: Misty Pawlowski
Operations Supervisor
Eastridge Group
5650 El Camino Real, Suite 101
Carlsbad, CA 92008

Attention: Jack Williams
Aviation
6714 Bamboury Place
Carlsbad, CA 92009

Attention: Wayne Dauber
South Seas
P.O. Box 5035
Rancho Santa Fe, CA 92067

Attention: Greg Hein
Aviation Resource Group
29928 Lilac Road
Valley Center, CA 92082

Attention: Richard Sax
Premier Jet
2006 Palomar Airport Road
Carlsbad, CA 92011

Attention: Gordon Sieler, Resident
5082 Dassia Way
Oceanside, CA 92056-7400

Attention: Leslie Jantz, Resident
1207 Countrywood Lane
Vista, CA 92083

Attention: Ron Sea, Resident
6423 Merlin Drive
Carlsbad, CA 92009

Attention: Brad Lund, Resident
6708 Lonicera
Carlsbad, CA 92008

Attention: Tom Foster, Resident
2289 Bryant Drive
Carlsbad, CA 92008

Attention: Francis Bonner, Resident
6503 Friendly Place
Carlsbad, CA 92009

Attention: Robert Pat, Resident
2770 Sunny Creek Road
Carlsbad, CA 92008

Attention: Terence A. Davies, Resident
1021 Goldeneye View
Carlsbad, CA 92009

Attention: James R. Wright
Ocean Hills Country Club
6017 Piros Way
Oceanside, CA 92056-7266

Attention: Lee Baldridge, Resident
1139 Cabot Court
Vista, CA 92083

Attention: Principal
Aviara Oaks Elementary School
6900 Ambrosia Lane
Carlsbad, CA 92008

Attention: Principal
Aviara Oaks Middle School
6880 Ambrosia Lane
Carlsbad, CA 92008

Attention: Principal
Buena Vista Elementary School
1330 Buena Vista Way
Carlsbad, CA 92008

Attention: Principal
Carlsbad High School
3557 Monroe St.
Carlsbad, CA 92008

Attention: Superintendent
Carlsbad School District
801 Pine Avenue
Carlsbad, CA 92008

Attention: Superintendent
Carlsbad Unified School District
3556 Monroe Street
Carlsbad, CA 92008

Attention: Principal
Carrillo Elementary School
2875 Pointsettia Avenue
Carlsbad, CA 92008

Attention: Principal
Hope Elementary School
3010 Tamarack Avenue
Carlsbad, CA 92008

Attention: Principal
Jefferson Elementary School
3743 Jefferson Street
Carlsbad, CA 92008

Attention: Principal
Kelly Elementary School
4885 Kelly Drive
Carlsbad, CA 92008

Attention: Principal
La Costa Heights Elementary School
3035 Levante Street
Carlsbad, CA 92008

Attention: Principal
Magnolia Elementary School
1905 Magnolia Avenue
Carlsbad, CA 92008

Attention: Principal
Pacific Rim Elementary School
1100 Camino De Las Ondas
Carlsbad, CA 92008

Attention: Principal
Pine Elementary School
3333 Harding Street
Carlsbad, CA 92008

Attention: Principal
Valley Middle School
1645 Magnolia Avenue
Carlsbad, CA 92008

Attention: Principal
Capri Elementary School
941 Capri Road
Encinitas, CA 92024

Attention: Principal
Diegueno Junior High School
2150 Village Park Way
Encinitas, CA 92024

Attention: Superintendent
Encinitas School District
101 S. Rancho Santa Fe Road
Encinitas, CA 92024

Attention: Principal
Oak Crest Junior High School
675 Balour Drive
Encinitas, CA 92024

Attention: Principal
Pacific View Elementary School
608 3rd Street
Encinitas, CA 92024

Attention: Principal
Park Dale Lane Elementary School
2050 Park Dale Lane
Encinitas, CA 92024

Attention: Principal
Paul Ecke Central Elementary School
185 Union Street
Encinitas, CA 92024

Attention: Principal
San Dieguito High School
800 Santa Fe Drive
Encinitas, CA 92024

Attention: Superintendent
San Dieguito School District
710 Encinitas Blvd.
Encinitas, CA 92024

Attention: Principal
Sunset High School
684 Requeza Street
Encinitas, CA 92024

Attention: Principal
Alamosa Park Elementary School
5130 Alamosa Park Drive
Oceanside, CA 92057

Attention: Principal
Del Rio Elementary School
5207 E Parker Street
Oceanside, CA 92057

Attention: Principal
Ditmar Elementary School
1125 S Ditmar Street
Oceanside, CA 92057

Attention: Principal
E. G. Garrison Elementary School
333 Garrison Street
Oceanside, CA 92057

Attention: Principal
El Camino High School
400 Rancho Del Oro Drive
Oceanside, CA 92057

Attention: Principal
Empresa Elementary School
4850 Avenida Empressa
Oceanside, CA 92057

Attention: Principal
Futures Tutoring
2204 S El Camino Real, #310
Oceanside, CA 92057

Attention: Principal
Ivey Ranch Elementary School
4275 Via Rancho Road
Oceanside, CA 92057

Attention: Principal
Jefferson Middle School
823 Acacia Avenue
Oceanside, CA 92057

Attention: Principal
King Middle School
1290 Ivey Ranch Road
Oceanside, CA 92057

Attention: Principal
Lake Elementary School
4950 Lake Blvd.
Oceanside, CA 92057

Attention: Principal
Laurel Elementary School
1410 Laurel Street
Oceanside, CA 92057

Attention: Principal
Libby Elementary School
423 W. Redondo Drive
Oceanside, CA 92057

Attention: Principal
Lincoln Middle School
2000 California Street
Oceanside, CA 92057

Attention: Principal
Madison Middle School
4930 Lake Blvd.
Oceanside, CA 92057

Attention: Principal
Mary Fay Pendleton Elementary School
110 Marine Drive
Oceanside, CA 92057

Attention: Principal
Mc Auliffe Elementary School
3701 Kelton Drive
Oceanside, CA 92057

Attention: Principal
Mission Elementary School
2100 Mission Avenue
Oceanside, CA 92057

Attention: Principal
Mission Meadows Elementary School
5657 Spur Avenue
Oceanside, CA 92057

Attention: Principal
North Terrace Elementary School
940 Capistrano Drive
Oceanside, CA 92057

Attention: Principal
Ocean Shores High School
3131 Oceanside Blvd
Oceanside, CA 92057

Attention: Principal
Oceanside High School
100 S. Horne Street
Oceanside, CA 92057

Attention: Superintendent
Oceanside Unified School District
2111 Mission Avenue
Oceanside, CA 92057

Attention: Superintendent
Oceanside Unified School District
2070 Mission Avenue
Oceanside, CA 92057

Attention: Principal
Pacific View Charter School
3355 Mission Avenue, #139
Oceanside, CA 92057

Attention: Principal
Pacifica Elementary School
4991 Macario Drive
Oceanside, CA 92057

Attention: Principal
Palmquist Elementary School
1999 California Street
Oceanside, CA 92057

Attention: Principal
Reynolds Elementary School
4575 Douglas Drive
Oceanside, CA 92057

Attention: Principal
Roosevelt Middle School
850 Sagewood Drive
Oceanside, CA 92057

Attention: Principal
ROTC Oceanside High School
1st and Horne
Oceanside, CA 92057

Attention: Principal
San Luis Rey Elementary School
3535 Hacienda Drive
Oceanside, CA 92057

Attention: Principal
San Rafael Elementary School
1616 San Rafael Drive
Oceanside, CA 92057

Attention: Principal
Santa Margarita Elementary School
1 Carnes Road
Oceanside, CA 92057

Attention: Principal
South Oceanside Elementary School
1806 S. Horne Street
Oceanside, CA 92057

Attention: Principal
Stuart Mesa Elementary School
100 Yamanako Way
Oceanside, CA 92057

Attention: Principal
Discovery Elementary School
730 Applewilde Drive
San Marcos, CA 92069

Attention: Principal
Foothills High School
158 Cassou Road
San Marcos, CA 92069

Attention: Principal
Knob Hill Elementary School
1825 Knob Hill Road
San Marcos, CA 92069

Attention: Principal
Paloma Elementary School
660 Camino Magnifico
San Marcos, CA 92069

Attention: Principal
Richland Elementary School
910 Borden Road
San Marcos, CA 92069

Attention: Principal
San Marcos Academy
300 W. San Marcos Blvd.
San Marcos, CA 92069

Attention: Principal
San Marcos High School
1615 W. San Marcos Blvd.
San Marcos, CA 92069

Attention: Principal
San Marcos Middle School
650 W. Mission Road
San Marcos, CA 92069

Attention: Superintendent
San Marcos School District
1 Civic Center Drive, #300
San Marcos, CA 92069

Attention: Principal
Twin Oaks Elementary School
1 Cassou Road
San Marcos, CA 92069

Attention: Principal
Twin Oaks High School
158 Cassou Road
San Marcos, CA 92069

Attention: Principal
Woodland Park Middle School
1270 Rock Springs Road
San Marcos, CA 92069

Attention: Principal
Alta Vista Continuation High
1575 Bonair Road
Vista, CA 92084

Attention: Principal
Beaumont Elementary School
550 Beaumont Drive
Vista, CA 92084

Attention: Principal
Bobier Elementary School
220 W. Bobier Drive
Vista, CA 92084

Attention: Principal
Breeze Hill Elementary School
1111 Melrose Way
Vista, CA 92084

Attention: Principal
California Avenue School
215 W. California Avenue
Vista, CA 92084

Attention: Principal
Casita Elementary School
260 Cedar Road
Vista, CA 92084

Attention: Principal
Crestview Elementary School
510 Sunset Drive
Vista, CA 92084

Attention: Principal
Grapevine Elementary School
630 Grapevine Road
Vista, CA 92084

Attention: Principal
Guajome Park Academy
2000 N. Santa Fe Aveune
Vista, CA 92084

Attention: Principal
Lincoln Middle School
151 Escondido Avenue
Vista, CA 92084

Attention: Principal
Monte Vista Elementary School
1720 Monte Vista Drive
Vista, CA 92084

Attention: Principal
Olive Elementary School
836 Olive Avenue
Vista, CA 92084

Attention: Principal
Palomar High School
1401 Palomar Place
Vista, CA 92084

Attention: Principal
Rancho Buena Vista High School
1601 Longhorn Drive
Vista, CA 92084

Attention: Principal
Sierra Vista High School
325 E. Bobier Drive
Vista, CA 92084

Attention: Principal
Vista High School
1 Panther Way
Vista, CA 92084

Attention: Superintendent
Vista Unified School District
1234 Arcadia Avenue
Vista, CA 92084

Attention: Principal
Washington Middle School
740 Olive Avenue
Vista, CA 92084

Attention: Library Manager
Carlsbad City Library
1775 Dove Lane
Carlsbad, CA 92009

Attention: Library Manager
Carlsbad Library
3333 Harding St., #11
Carlsbad, CA 92009

Attention: Library Manager
Oceanside Mission Branch Library
3861 Mission Ave., #B1
Oceanside, CA 92054

Attention: Library Manager
Oceanside City Library
321 N. Nevada St.
Oceanside, CA 92054

Attention: Library Manager
Oceanside Public Library
330 N. Coast Highway
Oceanside, CA 92054

Attention: Library Manager
Encinitas Public Library
540 Cornish Drive
Encinitas, CA 92024

Attention: Library Manager
Vista Library
700 Eucalyptus Ave.
Vista, CA 92084

Federal Aviation Administration
San Diego Flight Services
Manager, Rose L. Sardisco
4302 Ponderosa Avenue
San Diego, CA 92123

Attention: Betsy Eskridge
Department of Transportation
Division of Aeronautics, MS #40
P.O. Box 942874
Sacramento, CA 94274-0001

Palomar Airport Liaison Representative
5859 Box Canyon Road
La Jolla, CA 92037

Palomar Auxiliary Airport Liaison
Representative
4347 Country Trails
Bonita, CA 91902

Attention: Ramona Finnila
Palomar Airport Advisory Committee
2198 Palomar Airport Road, MS N137
Carlsbad, CA 92008-4814

Attention: F.H. "Corky" Smith
Mayor
City of San Marcos
1 Civic Center Drive
San Marcos, CA 92069

Attention: Pia Harris-Ebert
Vice-Mayor
City of San Marcos
1 Civic Center Drive
San Marcos, CA 92069

Attention: Hal Martin
Council Member
City of San Marcos
1 Civic Center Drive
San Marcos, CA 92069

Attention: Doris Calvo
Secretary to the City Council
City of Vista
P.O. Box 1988
Vista, CA 92085

Attention: Judy Ritter
City Council
City of Vista
P.O. Box 1988
Vista, CA 92085

Attention: Stephen Gronke
City Council
City of Vista
P.O. Box 1988
Vista, CA 92085

Attention: Robin Putnam
Director of Community Development
City of Vista
P.O. Box 1988
Vista, CA 92085

Attention: Claude A. "Bud" Lewis
Mayor
City of Carlsbad
1200 Carlsbad Village Drive
Carlsbad, CA 92008-7314

Attention: Matt Hall
Mayor Pro Tempore
City of Carlsbad
1200 Carlsbad Village Drive
Carlsbad, CA 92008-7314

Attention: Norine Sigafoose
Council Member
City of Carlsbad
1200 Carlsbad Village Drive
Carlsbad, CA 92008-7314

Attention: Ann J. Kulchin
Council Member
City of Carlsbad
1200 Carlsbad Village Drive
Carlsbad, CA 92008-7314

Attention: Mark Packard
Council Member
City of Carlsbad
1200 Carlsbad Village Drive
Carlsbad, CA 92008-7314

Attention: Marcela Escobar-Eck
Planning Director
City of Carlsbad
1635 Faraday Avenue
Carlsbad, CA 92008-7314

Attention: Jim Desmond
Council Member
City of San Marcos
1 Civic Center Drive
San Marcos, CA 92069

Attention: Mike Preston
Council Member
City of San Marcos
1 Civic Center Drive
San Marcos, CA 92069

Attention: Jerry Backoff
Planning Director
City of San Marcos
1 Civic Center Drive
San Marcos, CA 92069

Attention: Jim Wood
Mayor
City of Oceanside
300 N. Coast Highway
Oceanside, CA 92054

Attention: Esther C. Sanchez
Deputy Mayor
City of Oceanside
300 N. Coast Highway
Oceanside, CA 92054

Attention: Rocky Chavez
Council Member
City of Oceanside
300 N. Coast Highway
Oceanside, CA 92054

Attention: Jack Feller
Council Member
City of Oceanside
300 N. Coast Highway
Oceanside, CA 92054

Attention: Shari Mackin
Council Member
City of Oceanside
300 N. Coast Highway
Oceanside, CA 92054

Attention: Gerald Gilbert
Planning Director
City of Oceanside
300 N. Coast Highway
Oceanside, CA 92054

LIST OF MEETING ATTENDEES

McClellan-Palomar Airport
Part 150 Noise Compatibilty Study
Public Meeting 3 Attendees

Name	Address	Phone	E-mail	HOA Member	Speaker
Amy Houli	1309 Windsor Rd. Cardiff				
Ann Ekland	6721 Oleander Way	760-438-2699		Altamira I	
Arnold Ekland	6721 Oleander Way	760-438-2699		Altamira 4	Yes
Arthur Rosa	6378 Topmast Dr. Carlsbad	760-602-0936		Saltaire	
Barbara Henry	North County Times	760-901-4072			
Becky Reed	2056 Palomar Airport Rd. #5 Carlsbad	760-931-5851	beckyr@jmi-aviation.com		
Bill Stark	4781 Endeavor Ln.	760-729-8785	BillatCRQ@Pacbell.net	LDM	
Bob Carroll	1254 Mariposa Rd.	760-438-9232		Shorepoint	
Bob Gates	6748 Lemon Leaf Dr.	760-804-1799	rcgrg@aol.com	Mariner's Point	
Carrol Atleff Dymott	6390 Topmast Dr.	760-918-9821		Saltaire HOA	
Cecilia Rosa	6378 Topmast Dr. Carlsbad	760-602-0936		Saltaire	
Charles Buckley	3535 Linda Vista S.M.	760-597-1818	cbbudman@aol.com		Yes
Chin Yi Tu	127 Calle Huerto	760-438-8424	CYTU@hotmail.com		Yes
Cindy Jesch	8525 Gibbs Dr.				
Dan Thompson	22898 Red Dawn Dr. Sun City	951-679-2971	d858thompson@msn.com		
Dani Crowell	1010 Turnstone Rd.	760-473-0915	dkjr2002@yahoo.com	Yes	
Dave Richter	San Diego Regional Aviation Assoc. 2008 Palomar Airport Rd.	858-779-9625	info@sdraa.org		Yes
Doris V. Evans	954 Brighton Ct. Vista, CA 92081	760-727-1585		Shadowridge Cottages Owners Assoc.	
Dru Babcock	P.O. Box 17163 San Diego, CA 92177		drudown666@yahoo.com		
Earle Grueskin	6180 Paseo Palero	310-1667			
Frank Milian	2855 Vista Mapiana	804-3111			
Gail Carroll	1254 Mariposa Carlsbad	438-9232	gncarroll@sbcglobal.net	Shorepoint	Yes
George McJimsey	1401 Vanessa Ct. Encinitas	760-929-1009	GMProflite@aol.com		Yes
Gordon Nesbitt	6624 Grulla St. Carlsbad	760-431-8079	ganesbitt@ratheon.com		
Greg Chornak	6400 El Pato Ct.	760-586-3466	gr656@yahoo.com	Saltaire HOA	Yes
Howard Williams	1443 Alga Ct. Vista	598-7725		SROA	
Hugh Hatch	1930 W. San Marcos Blvd. #321	597-9545	SanMarcosHugh@aol.com	Palomar Estates West MHP	
Jim McNamara	12488 Pomerado Rd.				
Jim Swain	1579 Sapphire Dr.	887-4367	JimSwain@sbcglobal.net		
Joanne Grueskin	6182 Paseo Palero	760-929-9755	Jgrue@yahoo.com	Rancho Camillo	Yes
Joe Capparo	1091 Oceanic Dr. Encinitas	760-436-5465			Yes
John Christensen	900 El Camino Real #352 Oceanside, CA 92054	760-754-7079			
John Earle	Carlsbad	760-729-5463			Yes
Kathie Nordquist	6421 Topmast Dr.	760-431-8894	KGGURL@aol.com	Saltaire	
Leland Geiler	2325 Longfellow Rd. Carlsbad	760-930-3108			
Marvin A. Denowitz	4295 Skyline Rd. Carlsbad	760-720-2396			
Maureen Kube	6426 Merlin Drive	929-8524	MaureenKube@adelphia.net	Seabright GRG Mgmt.	Yes
Maurice A. O'Connor	1862 Jardine Ct. Vista, CA 92081	760-598-6070	skyrover@nethere.com		
Mike Grin	1635 Faraday Ave. Carlsbad	760-602-4623			
Nelson Carrick	2192 Palomar Airport Rd. Carlsbad, CA 92011	760-930-0123			
Patrick Johnson	600 Eucalyptus Ave. Vista, CA 92084				
Paul Burgs	9885 Paseo Tempor San Diego				
Pete Ciesla	15000 Aviation Blvd.	725-3633			
Peter Drinkwater	Airport	619-778-3759			

McClellan-Palomar Airport
Part 150 Noise Compatibilty Study
Public Meeting 3 Attendees

Name	Address	Phone	E-mail	HOA Member	Speaker
Phil Esbensen	2559 Abedul St. Carlsbad	438-3425			
Phil Rath	1600 Pacific Highway San Diego, CA 92101				
Ramona Finnila	4669 Coralwood Carlsbad 92008	760-729-6587			
Rhonda and Dale Dennis	1064 Goldeneye	760-431-1132			
Rick Brown	1289 Veronica Ct. Carlsbad		rkbrown819@yahoo.com	Mariner's Point	
Robert "Bert" Bettencourt	1930 W. San Marcos Blvd. #120	598-5409	02BaFish@hotmail.com	Palomar Estates West MHP	
Robert Woelffer	6138 Paseo Monona 92009		RWOELFFER@SBCGLOBAL.NET		Yes
Rock Swanson	4346 Manchester Encinitas, CA 92024	760-213-1323			
Sabrina Shaw	1027 Turnstone Rd. Carlsbad, CA 92011	760-431-5344		Yes	
Stephen Reeling	1913 Cassia Road Apt. 301 Carlsbad	760-644-6898	info@stephenreeling.com		
Steven Cummings	30474 Mesa Crest Rd.	760-966-3281	Steven.Cummings@SDCounty.gov		
Tanya Dean	1989 White Oak Ct.	727-6556			
Tim Hutter	939 Begoma Ct. Carlsbad, CA 92011				
Tom Archibald	2056 Palomar Airport Rd. #5 Carlsbad	760-931-5851	tarchibald@jmi-aviation.com		
Tom Foster	2289 Bryant Dr. Carlsbad	760-438-0683		Camino Hills HOA 760-438-0683	
Tom Frieder	1183 Mariposa Rd.	804-0091	tomnsandy1@adelphia.net	Shorepoint	Yes
Viola Wheebler	1250 Mariposa Rd. Carlsbad				
Wayne Thomas	2198 Palmoar Airport Rd. County of San Diego				
Willie Vasquez	Airport				
Yvonne Barcelona	2021 Sequoia St.	760-310-6261	ybarcelona@sbcglobal.net		Yes

MEETING INVITATION EMAIL AND LIST OF RECEIVERS

Cheryn Robles

From: Cheryn Robles
Sent: Wednesday, December 21, 2005 10:59 AM
To: Cheryn Robles
Subject: Jan. 10, 2006 McClellan-Palomar Airport Meeting
Attachments: Palomar mailer info side.pdf

Dear McClellan-Palomar Airport Interested Party:

Please mark your calendars for **Tuesday, Jan. 10, 2006 at 6:30 p.m.** for the final public meeting relating to the McClellan-Palomar Airport Noise Compatibility Study. The meeting will be at the Carlsbad Safety Center located at 2560 Orion Way in Carlsbad.

A detailed postcard announcement is attached. Look for a hard copy in the mail soon.

Thank you. Please call me if you have any questions.

Cheryn Robles
Katz & Associates, Inc.
4250 Executive Square
Suite 670
San Diego, CA 92037
858-452-0031 x390
858-552-8437 fax
crobles@katzandassociates.com

t·m 12.21.05

CRQ Part 150 NCP – List of E-mail Contacts

"Pete Ciesla" Pete.Ciesla@faa.gov
"Dave Kessler" Dave.Kessler@faa.gov
"Elizabeth Eskridge" elizabeth.eskridge@dot.ca.gov
"Gail Carroll" gncarroll@sbcglobal.net
"Maureen Kube" maureenkube@adelphia.net
"Joan Gambill" joangambill@adelphia.net
"Jennifer Todd" JTodd@illumina.com
"Scott Kube" skube@swinerton.com
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"Dan Burkhart " dburkhart@NBAA.org
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"Rick Baker" rbaker@pulselink.net
"Rick Baker" RBaker68X@hotmail.com
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"Diane Martin" rdcmartin@yahoo.com
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Palomar Pilot's Asso
Oceanside Airport Asso
Gail Carroll

b - bounceback

Key Facts and Messages for the January 10, 2006 McClellan-Palomar Part 150 Update Meeting

Ultimate Goal

- The ultimate goal of the Part 150 study is to maintain compatibility between the airport and the surrounding communities by assessing aircraft noise generated by flight activity at the airport and formulating recommended changes to airport procedures to minimize the impact on these communities. Recommendations formulated from this study will be submitted to the Federal Aviation Administration (FAA) for review and approval.

History

- The last Part 150 Study for McClellan-Palomar Airport was completed in 1990.
- Growth of the community around the airport created the need to update the study.
- The County applied to the FAA for a Grant to update the study in 2001.
- The FAA awarded the County a Grant in 2002.
- URS Corporation was selected to conduct the study based on their qualifications.
- URS began research for the study in February of 2003.

Objectives

- Conduct an analysis of flight activity at the airport over a 12 month period.
- Calculate the Noise Exposure Map Contours (NEM's) around the airport.
- Present the Noise Contours to the communities at a Public Meeting and accept input on the impact and possible mitigating measures or procedures.
- Formulate recommendations to the FAA to minimize potential noise impacts at the airport without compromising flight safety.
- Present the recommendations for the Noise Compatibility Program to the communities at a public meeting and respond to questions.
- Submit the Noise Compatibility Program to the FAA for review and approval.

Public Involvement

- The first of three Public Meetings was held on March 27, 2003, to acquaint the public with the Part 150 process and get initial input on the perceived impact of aircraft noise on the community.
- The second Public Meeting was held on March 29, 2004, to present the Noise Contours to interested members of the communities and exchange ideas about ways to minimize the impact of aircraft noise around the airport.
- The final Public Meeting is scheduled for January 10, 2006, to present recommendations for a Noise Compatibility Program, prior to submission to the FAA for review and approval.
- For more information, please visit: http://www.sdcounty.ca.gov/dpw/airports/mcpal.html

SPEAKER REQUEST CARD

Speaker Request

1

McClellan-Palomar Airport
Part 150 Noise Compatibility Study
Final Public Meeting/Public Hearing
January 10, 2006

Name: Charles Buckley

Address: 3535 Linda Vista Dr. San Marcos

Organization/Constituency Represented (if any): Homeowner Association of Rancho Valleccitos MHP

Speaker Request

2

McClellan-Palomar Airport
Part 150 Noise Compatibility Study
Final Public Meeting/Public Hearing
January 10, 2006

Name: A. Eklund

Address: 6721 Oleander Way
Carlsbad, CA 92011

Organization/ Constituency Represented (if any):

3

Speaker Request

McClellan-Palomar Airport
Part 150 Noise Compatibility Study
Final Public Meeting/Public Hearing
January 10, 2006

Name: Joanne Grueskin

Address: 6182 Paseo Palero
Carlsbad, CA 92009

Organization/Constituency Represented (if any): Rancho Carrillo

- lives there is not vot rep.

4

Speaker Request

McClellan-Palomar Airport
Part 150 Noise Compatibility Study
Final Public Meeting/Public Hearing
January 10, 2006

Name: Maureen Kube

Address: 6426 Merlin Drive
Carlsbad, CA 92009

Organization/ Constituency Represented (if any): Seabright Community

Speaker Request

5

McClellan-Palomar Airport
Part 150 Noise Compatibility Study
Final Public Meeting/Public Hearing
January 10, 2006

Name: Yvonne Dancehona

Address: 2021 Segnoia St
San Marcos, CA 92078

Organization/ Constituency Represented (if any):

Speaker Request

4

McClellan-Palomar Airport
Part 150 Noise Compatibility Study
Final Public Meeting/Public Hearing
January 10, 2006

Name: Gregory Chornak

Address: 6400 El Pato Ct
Carlsbad, CA 92009

Organization/Constituency Represented (if any): Ponderosa HOA

Speaker Request

7

McClellan-Palomar Airport
Part 150 Noise Compatibility Study
Final Public Meeting/Public Hearing
January 10, 2006

Name: CHIN YI TU

Address: 2192 PALOMAR AIRPORT.
CARLSBAD, CA

Organization/ Constituency Represented (if any): CIVIC HELICOPTERS

Speaker Request

8

McClellan-Palomar Airport
Part 150 Noise Compatibility Study
Final Public Meeting/Public Hearing
January 10, 2006

Name: GEORGE MCJIMSEY

Address: 1401 VANESSA CIRCLE

Organization/Constituency Represented (if any): PINNACLE AVIATION ACADEMY

Speaker Request

9

McClellan-Palomar Airport
Part 150 Noise Compatibility Study
Final Public Meeting/Public Hearing
January 10, 2006

Name: TOM FRIEDER

Address: 1183 MARIPOSA RD

CARLSBAD

Organization/ Constituency Represented (if any): Shorepoint HOA Resident

Speaker Request

10

McClellan-Palomar Airport
Part 150 Noise Compatibility Study
Final Public Meeting/Public Hearing
January 10, 2006

Name: DAVE RICHTER (RICK-TER)

Address: ~~PO~~ 2008 PALOMAR AIRPORT RD

PRESIDENT

Organization/ Constituency Represented (if any): SAN DIEGO REGIONAL AVIATION ASSOC.

Speaker Request

(11) 12

McClellan-Palomar Airport
Part 150 Noise Compatibility Study
Final Public Meeting/Public Hearing
January 10, 2006

Name: Gail Carroll

Address: 9254 Mariposa Blvd

Organization/ Constituency Represented (if any): FFP Shorepointe

Speaker Request

(12)

McClellan-Palomar Airport
Part 150 Noise Compatibility Study
Final Public Meeting/Public Hearing
January 10, 2006

Name: ROBERT WOELFFER

Address: 6138 PASEO MONONA
CARLSBAD CA 92009

Organization/ Constituency Represented (if any):

Speaker Request

(13)

McClellan-Palomar Airport
Part 150 Noise Compatibility Study
Final Public Meeting/Public Hearing
January 10, 2006

Name: John W. Earle

Address: Drawer 1125

Carlsbad, CA 92018

Organization/ Constituency Represented (if any): SELF

Speaker Request

McClellan-Palomar Airport
Part 150 Noise Compatibility Study
Final Public Meeting/Public Hearing
January 10, 2006

Name: JOE CAPRARO

Address: 1091 OCEANIC DR ENCINITAS

CALIFORNIA

anization/ Constituency Represented (if any):

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COUNTY OF SAN DIEGO

NEWS RELEASE

FOR IMMEDIATE RELEASE
January 2, 2006
Contact: Deborah Murphy 813-636-2445
Jennifer Dill 858-452-0031 ext. 364

PALOMAR AIRPORT NOISE MEETING SET FOR JAN. 10

Public Invited to Review Noise Compatibility Study and Provide Input

Palomar Airport's neighbors and concerned citizens have an opportunity to comment on the airport's Noise Compatibility Study at a public meeting Tuesday, January 10.

The meeting is set for the City of Carlsbad Safety Center at 6:30 p.m. with an information open house followed at 7 p.m. by a presentation summarizing recent findings and recommendations. A public comment session follows.

This is the final of three public meetings conducted regarding the noise compatibility study. The topics of discussion for the January 10 meeting include:

- Operational Noise Abatement Measures
- Land Use Compatibility Measures
- Program Management Measures

The study's goal is to create the best possible relationship between the airport and surrounding residential and business communities. This goal is achievable by minimizing aviation noise impacts and maintaining land-use compatibility. Visit http://www.sdcounty.ca.gov/dpw/airports/150noise.html to review the draft of the Noise Compatibility Program document.

The County of San Diego, with authorization and funding from the Federal Aviation Administration, is preparing the Federal Aviation Regulation Part 150 Noise Compatibility Study for the Airport. Representatives from URS, an airport consulting firm, will be on hand at the meeting to share the latest findings as it finalizes its work on the study and the recommended noise compatibility program. Following this public hearing, the FAA will review the final study, including all public comments received, and approve or disapprove each individual recommendation of the study.

The Carlsbad Safety Center is located at Conference Room 1, 2560 Orion Way, Carlsbad, CA 92008

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NORTH COUNTY TIMES

BULLETS

ued from A-1

mirez's family has filed
m against the county al-
s that deputies needless-
ed excessive and deadly
cal force," Officials from
San Diego County Sher-
Department have said de-

In his report written in Au-gust, investigator Paul Parker noted that some details about the shooting were relayed to him by homicide detectives investigating the deadly confrontation. It is unclear in the reports exactly where the detectives had received their information.

Parker's narrative states that Deputy Ritchie fired at Ramirez allegedly "contin-ued to reach into or about his waistband," according to Parker's report. "Ritchie then fired more rounds and the driver (Ramirez) fell to the ground.

"As the driver lie in the reach into his waistband, and the officer "fired several rounds" that possibly missed Ramirez.

Ramirez allegedly "contin-ued to reach into or about his waistband," according to Parker's report. "Ritchie then fired more rounds and the driver (Ramirez) fell to the ground.

"As the driver lie in the

JCKHANNON, W.Va. — al investigators swarmed al mine where an explo-ell 12 workers dead, su-sing the drilling of vent-holes Friday to allow nspections of the tunnel e the miners huddled in final hours.

e work to rid Sago Mine ough potential explosives noxious gases may take al days, said Ben Hat-chief executive of the In-tional Coal Group, the s owner.

"he foremost concern ughout this process has that there are so many s we don't know about went wrong," Hatfield

Health Administration has ap-pointed an eight-person team to investigate Monday's blast, which killed one miner imme-diately and left a dozen more trapped more than two miles inside the mine. Only one was alive when they were found 41 hours later behind a plastic curtain erected to block dead-ly carbon monoxide.

In addition to investigating possible causes, including lightning that may have ignit-ed naturally occurring methane or coal dust, MSHA said the probe will also look into the mistaken communica-tion from rescue teams that had anxious relatives believ-ing for three hours that 12 of When asked if all 12 were

services workers released Fri-day shows that even emer-gency crews were confused soon after 11:45 p.m. Tuesday, when the mine rescue com-mand received word that the 12 had survived.

"You might as well just stand still right where you're at, Gary," said a rescue worker identified as Matt. "They did find them, and they're all OK. I guess, so I think we might be transporting them. I'm not ex-actly sure, but we're stuck right here."

When the other worker asked how many to prepare for, Matt replied: "Twelve, and they're bringing them out."

"I know he knows when I'm there, at least a handful managed to scrawl a last testament to their

blinding his eyes and showing other hopeful signs Friday at the Pittsburgh hospital where he was moved a day earlier to receive intense hyperbaric oxygen treatments. But doc-tors cautioned that McCloy was still critically ill from ex-tensive carbon monoxide poi-soning and remained in a medically induced coma.

Doctors said they believed McCloy's movements were re-flexive, but his family said they have sensed a reaction from him.

"I know he knows when I'm there because when I'm

McCloy's father, Randal McCloy Sr., told The Associat-ed Press that he believes — though he has no evidence — that his son survived because his older colleagues dragged him to their makeshift hiding place and shared the last of their oxygen with him be-cause he was the youngest, and had two small children at home.

"Those men were like brothers. They took care of each other," he said.

Of the 12 miners who died, he said, "It just shook me up when they gave it to me," he said.

"It just shook me up when I'm ink on the back of an insur-ance application, 51-year-old miner Martin Toler Jr. said goodbye for now.

"See them on the other side," the note said. "It wasn't bad. I just went to sleep. I love you."

His brother, Tom, a miner himself for 30 years, was so shocked by the simple, elo-quent farewell that he didn't think to ask just where his brother had stashed the piece of paper. In his pocket? In his lunchbox?

homes without the owners consent if they pose an imminent danger to the public.

But community activists filed a lawsuit last month, disputing the city has such authority.

Opponents of the demolition also worry that some residents have not had an opportunity to gather their belongings from their damaged homes, and that the demolitions would destroy black neighborhoods, marking the beginning of efforts to push out the city's black population.

A federal judge will hold a hearing Jan. 19 on the city's request to move the case from state court to federal court. If the judge agrees to take the case, he will then decide whether to let the demolitions go forward.

The delay was the second agreed to by the city since the

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McCLELLAN-PALOMAR AIRPORT
NOISE COMPATIBILITY PROGRAM
FINAL PUBLIC MEETING / PUBLIC HEARING
The County of San Diego Department of Public Works will host a Public Meeting / Hearing on Tuesday, January 10, 2006
Carlsbad Safety Center
Conference Room 1
2560 Orion Way
Carlsbad, CA 92008
Open House 6:30pm
Presentation 7:00pm
Public Comments 7:30pm to 8:30pm
The Draft Noise Compatibility Program document is available for review at the Carlsbad Public Library, 1775 Dove Lane, Carlsbad, CA and on the County's Web Site at http://www.sdcounty.ca.gov/dpw/airports/mcpal.html
Written and verbal comments will be accepted at the Public Meeting / Hearing OR Comments may be mailed, faxed, or e-mailed to:
Deborah Murphy Lagos, Sr. Project Manager
URS Corporation
7650 W. Courtney Campbell Causeway
Tampa, FL 33607-1462
FAX: (813) 636-2400
E-Mail: deborah_murphy@urscorp.com
Please submit comments by January 31, 2006.

Scripps Memorial Hospital Encinitas
January 2006
– 7:30 p.m.
Vertebroplasty
A spinal fracture means severely limited activity, constant pain and a serious reduction in the quality of life. Learn about the newest non-surgical treatment called "vertebroplasty" which stabilizes the collapsed vertebra. Pain relief is often evident within hours. Join Joseph Konstantarakis, M.D., board-certified interventional radiologist to learn more about this procedure.
30 – 7 p.m.
Headaches
An estimated 28 million Americans suffer from migraines – 70 percent are women. Tension headaches are the most common headaches among both children and adults. Attend this lecture by Scripps neurologist, Andrew Blumenfeld, M.D., and learn headache types and how to manage them, headache risk factors and triggers, and the very latest in treatment options – from vitamins to Botox®.
– 7:30 p.m.
Perfect Plate
Join a Scripps Encinitas clinical dietician to learn how to develop healthy eating strategies and techniques to help manage weight, minimize the risk of chronic disease such as diabetes or heart disease, and promote wellness.
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FAX: (813) 636-2400
E-Mail: deborah_murphy@urscorp.com

Please submit comments by January 31, 2006.

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Affidavit of Publication

OLIVIER BRACKETT

2198 PALOMAR AIRPORT RD.

CARLSBAD, CA 92011

ATTN: OLIVIER

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County of San Diego}

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County of San Diego

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December 12th, 2005

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Dated at **SAN MARCOS** California

This 12th Day of December, 2005

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Signature
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Is Palomar Airport too noisy?

Public meeting to address noise, land-use issues

By Janet Ryan | jryan@tlnews.net

CARLSBAD — Neighbors and area residents will have a chance during a public meeting Tuesday in Carlsbad to voice their opinions about noise and land-use impacts at McClellan-Palomar Airport.

The meeting will be held at 6:30 p.m. in Conference Room 1 at the Safety Center, 2560 Orion Way. A half-hour informative open house will begin the meeting, followed by a presentation of recent findings and recommendations from an airport noise compatibility study. After that, those who attend the meeting will have the opportunity to give their comments.

Noise, both on the ground and in the air, will be examined, according to Deborah Murphy, a senior project manager for URS Corporation, a firm that was hired by the county to update the study. The study was completed about 15 years ago and has since undergone changes.

Tuesday's meeting will be the third and final in a series of public meetings. "The Federal Aviation Administration (FAA) has criteria for what they consider to be noise and incompatible land uses. Homes is the most noise-sensitive land use," Murphy explained. "It takes into account that people are more annoyed at certain times of the day."

For example, between 7 a.m. and 7 p.m., the level is 2, between 7 and 10 p.m. the level is 3 (times of a nuisance) and between 10 p.m. and 7 a.m. the level is 6, the highest at 10.

These levels are then averaged over a 24-hour period, Murphy said.

"We look at noise that's measured from the aircraft that are taking off and landing at the airport and the areas around the airport [to] ... minimize the noise impact levels and try to see if there's any way we can make adjustments," she said.

The second step is to look at what uses the aircraft fly over and make sure those areas, such as industrial, commercial, warehouse or open space, are compatible with a higher level of noise.

The final measure is to address zoning changes so airport facilities aren't built in an area that could be potentially noise sensitive in the future.

The study also will look at future growth at the airport, she said.

Comments from the meeting will be compiled, with responses posted on the project's Web site, www.sdcounty.ca.gov/dpw/airports/palomar.html.

Revised findings will be sent in March to the FAA for approval. The FAA has six months to review the study and approve or disapprove each individual recommendation.

Reach reporter Janet Ryan at 760.752.6762.

Passenger tried to steer runaway bus to safety

Another attempted to revive driver who suffered cardiac arrest

By Jaime Lee | jlee@tlnews.net

CARLSBAD — A passenger attempted to take control of a charter bus as it plowed through a barrier and plunged almost 300 feet down a ravine in Carlsbad Thursday night, officials said.

The San Diego Charter Company bus rolled upside down at the end of a Carlsbad entertainment of the Four Seasons Aviara Resort less than 300 feet from where it was originally parked, according to the Carlsbad Police Department.

"One passenger made an effort to grab the wheel," said Carlsbad Police Lieutenant Bill Rowland "... It was roughly between 200 and 300 feet, probably closer to 300 feet."

Of the 46 passengers, who are all employees of Thomson Scientific and Healthcare, 16 were transported to local hospitals for treatment of injuries not to moderate injuries. All were released except for one passenger who was still undergoing treatment Friday evening.

The driver, Lawrence Dustin Jr., 52, of San Diego, who was pronounced dead at the scene, was unconscious when the bus went through the barrier, Rowland said. The San Diego County Medical Examiner's Office will not know the cause of death until today.

"There were a lot of heroes," said Jason Stewart, head of public relations for Thompson. "One passenger took the wheel, which kept it from further accident, and another colleague, an EMT, administered CPR to the bus driver. ... And the driver who held the passenger[s] that experience had to have a seat."



The chartered bus that slid down an embankment at the Four Seasons Aviara Resort is towed away Friday. [illegible]

Before the bus left for a dinner at La Costa Resort and Spa, the driver said that standing room passengers had to wait for another bus as a safety precaution, according to Rowland.

"You have to give him credit for following the rules," Rowland said. "And that may have been the case, the injuries would have been more significant."

It was also a passenger who called the Carlsbad Police Department at 7:40 p.m. from a cell phone when the accident occurred.

The passengers were California residents — they were visiting from eight different states.

Thomson Scientific and Healthcare is a division of Thomson

Bus A4 »

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Wednesday, January 11, 2006

Last modified Friday, January 6, 2006 11:01 PM PST

Airport noise report out for public comment

By: BARBARA HENRY - Staff Writer

CARLSBAD ---- A report that looks at how McClellan-Palomar Airport can be a better neighbor is now up for its third and final review. The consultant who produced the report and the airport's neighbors, who have been lobbying for more measures to abate noise, expect the meeting to be contentious. It will be held at 6:30 p.m. Tuesday at the Carlsbad Safety Center.

Deborah Murphy Lagos, a consultant with URS Corp. that is producing the document for the county-owned airport, said she knows people aren't going to be happy because the latest draft continues to list "voluntary" recommendations rather than mandatory ones.

She said the airport isn't noisy enough to meet the standards for federally mandated restrictions on noise abatement.

"They don't want to hear what I've got to say," responded Charles Buckley, a resident of Rancho Vallecitos Mobile Home Estates, as he discussed the report this week.

Buckley's home is several miles from the airport, but planes often fly over the retirement community as they approach Palomar. Buckley said he is tired of low-flying, noisy jets and the air pollution from the planes. This week, he joked that if he won the lottery, he would dedicate the money to his effort to eliminate air traffic over his home.

The process used to create the report's noise information is complicated. Data from regional neighborhood noise-monitoring machines are "weighted" ---- recalculated during the analysis process ---- to reflect whether the noise occurred at night or during the day. Then, it is fed into a mapping program to create contoured drawings showing which areas experience more than 65 decibels. Sixty decibels are roughly equivalent to a loud dishwasher; a vacuum cleaner could reach about 70 decibels.

But, the report's noise contours are averages using data from 24-hour periods, not one-time events. One incident, or even multiple occasions, of having a noisy plane going overhead may not trigger the federal mandatory restriction level, Lagos said.

According to the noise study, Palomar has no homes in the 65-decibel contour, so it does not face the mandatory nighttime ban on takeoffs and landings that San Diego's Lindbergh Field has.

That doesn't mean the airport is a quiet place. Founded in 1957, Palomar averages more than 200,000 departures and arrivals a year, making it one of the busiest single-runway airports in the nation, county officials have said.

The final ruling on whether any new airport noise-control measures might become mandatory is up to the Federal Aviation Administration, which regulates the nation's airports. The agency is expected to begin its 180-

day review of the noise report after Tuesday's public hearing. It can knock out some of the report's voluntary suggestions if it believes they will cause airplane safety issues, Lagos said.

Paid for by the county, the $327,000 study will incorporate comments from Tuesday's meeting into the final draft. The report is expected to be reviewed by the federal agency starting this spring.

Meetings were held in 2003 and 2004 on earlier versions of the report. About 40 people attended each of those meetings, Lagos said.

"(This) will be a little more formal than in previous meetings because, technically it's a public hearing," Lagos said.

Peter Drinkwater, manager of the county's airports, said he is expecting about 75 people to attend. The county Board of Supervisors will later receive a copy of the report, but the board is not expected to vote on the issue, he said.

Part 150 Noise Compatibility Program Meeting

WHEN: 6:30 p.m. Tuesday

WHERE: Carlsbad Safety Center's conference room 1, 2560 Orion Way, off Faraday Avenue east of El Camino Real.

For copies of the report: Visit the Web site, www.sdcounty.ca.gov/dpw/airports;150noise.html

Deadline for written comments: Jan. 31.

Report's recommended measures include:

- encouraging departing pilots to delay making left turns until they are west of Interstate 5;
- encouraging plane owners to phase out use of certain older, noisier jets;
- including all aircraft except emergency flights in the voluntary nighttime quiet period. Currently, jet planes are asked to abide by quiet hour regulations, but other planes are not;
- increasing the size of the noise abatement notification area. That's the region where residents are notified that they live near an airport and could face noise from planes;
- limiting development in the undeveloped regions around the airport. Industrial projects are OK, homes and commercial businesses aren't a good idea, according to the report;
- encouraging real estate sales people to be educated in airport noise regulations;
- updating airport paperwork to show current flight paths and noise contours. Send a brochure to airport area residents;
- installing signs on noise abatement telling pilots of the preferred flight paths;
- putting information on noise abatement on a Web site;
- upgrading airport navigation software and computer hardware.

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

Archives

Last modified Tuesday, January 10, 2006 11:36 PM PST

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Carlsbad airport meeting draws a crowd

By: BARBARA HENRY - Staff Writer

CARLSBAD ---- Some 80 people packed into a Carlsbad conference room Tuesday evening to discuss the latest draft of a noise report on McClellan-Palomar Airport.

Roughly half the crowd consisted of people who live near the airport or under the flight paths. They pleaded for more quiet, saying low-flying aircraft disrupt everything from their nighttime sleep to their daytime phone conversations.

"We're hilly," said Melrose Drive area resident Robert Woelffer, as he described his neighborhood, "and sometimes it feels like (the planes are) coming through our houses."



Rock Swanson, left, and Stephen Keeling, both members of the Palomar Airport Association, look at an aerial photograph of the McClellan-Palomar Airport and the surrounding area, which has the current runway flight paths superimposed on it, just before a public airport noise compatability study meeting at the Carlsbad Safety Center in

Meanwhile, the other half of the crowd ---- primarily pilots ---- asked the community to see the issue from their perspective. One flight instructor said his students have to do some nighttime training in order to receive their licenses, while the president of a helicopter training company said his machines save lives.

Carlsbad on Tuesday night.
Hayne Palmour IV
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"I realize helicopters make noise, but they're there for a purpose," said Civic Helicopters President Chin Tu, adding that people have to live with other noisemakers including garbage trucks and police sirens.

Tu added that in times of need, including during the last year's Hurricane Katrina, people depend on helicopter pilots to get them out of danger.

"We ask for some compassionate consideration, so we can continue that good cause," he said to general applause from the pilot segment of the audience.

Speakers from residents' perspective ranged from San Marcos resident Charles Buckley, who said it was time for a mandatory ban on all nighttime flights at the airport, to Carlsbad resident Maureen Kube, who wanted the airport to put a noise-sensing machine in her neighborhood and to rethink details in the new noise abatement report.

Kube said she knew when she moved in that she would face a noisy place, but said she wanted airport officials to "give" a little bit to make residents' lives more comfortable.

Airport officials noted at the meeting's start that they only would be collecting comments. Responses will be posted on a Web site by late February, a consultant producing the noise report said.

As she has stated in the past, consultant Deborah Murphy Lagos with URS Corp. of Florida stressed that her report does not ask for any mandatory changes at the airport. The place isn't generating enough noise to meet Federal Aviation Administration standards for mandatory measures, she said.

Instead, the $327,000 San Diego County-funded report recommends a lengthy list of "voluntary" suggestions to make the region around Palomar airport quieter. Those recommendations include expanding the voluntary nighttime flight ban and encouraging pilots to delay making left-hand turns until they are west of Interstate 5.

If all the measures are followed, dozens of homes near the airport could see noise levels drop, Lagos said.

All the recommendations will need authorization from the Federal Aviation Agency, which is expected to review the document later this year. For copies of the latest version of the report, visit www.sdcounty.ca.gov/dpw/airports/150noise.html.

Contact staff writer Barbara Henry at (760) 901-4072 or bhenry@nctimes.com. To comment, go to www.nctimes.com.

Comments On This Story

Steveksi wrote on January 12, 2006 7:39 PM:"You are all right. We have the situation and the airport will grow and engines will get quieter. But now we have to figure a way to work with it. We don't complain about the freeway or emergency vehicles. It is just the way it is. Accept it. If it was not for big business and their need for private jets, and the need to take off pre 07:00 to reach meeting on the east coast, we would probable not be living up here, right? A lot of you work for companys who own a jet, or even a small aircraft. What to do, (you won't change the airport) Pilots don't fly at night for the fun of it... And you can not expect a CEO on $400 per hour to delay his day 3 hours just so you can not hear the engine noise for the 10 seconds as they depart. O, and landing is really not a noise issue unless you live on the airport. Insulate you home, Good windows and a brick construction would also help instead of these wood frames. Put up bushes in the garden and fences. You can even get noise cancelling equipment to help. Check out the Palomar Airport Associan or the Palomar Airport Advisory Committee for help dealing with the inconvenience. They might be able to help! Also go down to the airport (you know it is yours too !) Understand the situation and what things are being done to help with the community. They truly are sorry you are disturbed, However it has been here longer than all these houses. The airport or pilots should not be blaimed for the noise. There should never have had houses built close to the airport in the first place. Bressi is a prime example. Why did that happen? You can not get closer to the airport short of standing on the runway!! Money Money Money. Please be realistic. The airport is going to grow and will never close down (any time soon) and the pilots go where the Air Trafic Control

Tower tells them to go, always. Just ask for help, and I am sure we all as a comunity can offer reasonable options to help increase your comfort level. Thanks, Friends of the airport (and the community)"

Steve wrote on January 11, 2006 5:00 PM:"To those of you who don't get it (probably all the pilots who are violating the voluntary guidelines), most of the problem is easily solved by aircraft waiting until the get west of the 5 before making turns. Is that too much to ask at 300 MPH? "

Joyce wrote on January 11, 2006 2:44 PM:"People who RECENTLY moved near the airport shouldn't complain. Those of us who are on the flight path acknowledged SMALL planes would be around when we bought our homes. Years later, the larger commercial aircraft came in and THEN it was too late. Why not get some altitude over the WATER before reaching the neighborhoods?"

Cindy wrote on January 11, 2006 1:59 PM:"I would ask that reasonable quiet hours be observed. I was awoken last month by an aircraft flying over my La Costa home (NOT normally on the flight path) at 4 a.m. Why was a plane off its flight path and landing at Palomar at 4 a.m., anyway?"

Bob wrote on January 11, 2006 12:47 PM:"We signed a waiver from the developer and actually camped out on our lot to listen to the noise which was minimal at that time. Due to commercial and residential development, the mix of planes for business has increased which has included many more flights during quiet hours. FBO's acknowledge that "sure, I will fly someone anywhere anytime if I am getting paid". Homeowners signed the disclosure giving the VNAP departure of 250 degrees and the Quiet Hours. It was assumed that this would be followed, and that is all residents are asking for. SIMPLE COMPLIANCE so we can all live in harmony. We only expect what we agreed to. Ho"

ME wrote on January 11, 2006 9:15 AM:"Can you beleive these people! They buy a home near an airport and have the ba##s to complain about noise! Did they think oh I will buy this house and then ask the airport to close. Talk about stupid. Pretty soon they will want the fire dept. to not use the sirens and lights because it's

too musch noise. WA WA WA "

Kevin wrote on January 11, 2006 8:40 AM:"Didn't these people know they were in the flight path when they purchased their homes? If they built or bought next to the freeway, would they ask to have it shut down at night? The only people who should quite down are the people inconsiderate enough to ask others to be inconvenienced because of their bad decision. If you don't like the way it is, and was when you moved in, then consider relocating."

Volcker wrote on January 11, 2006 7:43 AM:"Here's the downside of all those wonderful, "award-winning" developments in the city of Carlsbad: they're all in the flight path or vicinity of this expanding airport. As I watched these developments go from paper plans to construction, I mused about how long it would be before the residents started complaining about the airport noise about their million-dollar houses. Guess what, folks, this county airport was there when the land your home sits on was farmland, and isn't going anywhere. You bought it, you live with it."

Ross wrote on January 11, 2006 7:37 AM:"I agree with Steve: part of the attraction of businesses to locate in Carlsbad is proximity to a good airport that is not congested like SD or Orange County. Those businesses pay a lot of taxes that help build the infrastructure and make the city and surrounds nice. I've lived in SW Vista for 18 years and heard of complainers on my own block...I can't believe them! Get a hobby! If anything comes out of this, I would hope manufacturers and aircraft owners would do whatever they can to muffle the engines, but that would be an engineering miracle...Somebody should collect all the disclosure/waivers that were signed when people bought homes in the noise zone, and invalidate all of their comments completely. Current mandatory FAA rules can be enforced without a bunch of public hearings."

Ray wrote on January 11, 2006 7:27 AM:"The airport was there long before the homes. Each and every buyer signed a disclosure at the closing of their escrow acknowledging that they were aware of the airport and potential noise. It is irresponsible and unreasonable for them to ask the airport to make changes."

Ted wrote on January 11, 2006 7:11 AM:"I predicted this the day

I say the bulldozers moving dirt. I agree with Steve. What did you think that was over there when you bought the house?"

Steve wrote on January 11, 2006 3:30 AM:"Definition of a moron: someone who moves in next to an airport, then moans, whines, and complains (more loudly than the aircraft) about the noise and traffic at the airport. Their homes should be taken away from them, by eminent domain, they should recieve no compensation, and they should be black-listed from ever buying a home, ever again. The same goes for the developers who built the homes, and especially for the politicians who took the graft to allow the building to go on. "

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Wednesday, January 25, 2006

Last modified Thursday, January 19, 2006 11:29 PM PST

San Marcos seeks airplane noise improvements

By: BARBARA HENRY - Staff Writer

CARLSBAD ---- A San Marcos councilman who is also a professional pilot offered Thursday to help McClellan-Palomar Airport rewrite its voluntary pilot guidelines to help reduce airplane noise complaints.

Even a 10 percent decrease in the number of loud planes flying over the three large mobile-home parks on the western edge of San Marcos would be a welcome change, Councilman Jim Desmond told the Palomar Airport Advisory Committee as he discussed his proposal.

Desmond requested the committee support an effort to revise the voluntary flight path guidelines pilots are asked to follow as they approach the airport. He offered to be a member of the group that drafts the revisions and suggested that the airport's control tower staff also be involved in the effort.

County airport staffers said they were already contemplating revising the guidelines, so his presentation was timely. Members of the advisory committee asked Desmond what changes he might suggest.

"To be honest with you, at this point I'm open to anything," the Delta Airlines pilot responded.

Desmond and other elected officials in San Marcos have been hearing complaints from some of the people who live within the Palomar Estates mobile-home park area. Located east of the airport, the mobile home parks suffer from a hilly geography and thin-walled homes that make the plane noise particularly noticeable, Desmond said.

He stressed that San Marcos bore no ill will toward the county-owned airport, which sits just off Palomar Airport Road in Carlsbad's midsection.

"We're not trying to bad mouth or shut (down) the airport," he said. "We're glad it's there."

To emphasize this, he noted that he was dressed in his Delta pilot's uniform. He couldn't stay for the whole advisory board meeting, he had leave for Los Angeles to do a red-eye flight to Tampa, he said.

County airport officials and advisory board members told him it might take six to 12 months to revise the recommended approach path guidelines. They have recent experience in this subject because they've just revised the recommended departure path information, board Chairwoman Ramona Finnila said.

It also may be difficult to reach a compromise that works for everyone, other committee members said.

Desmond said he'd like some of the approaching planes to veer over a nearby industrial park, rather than going over the mobile homes. Committee member Tom Ricotta said that might push airplanes toward an elementary school.

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

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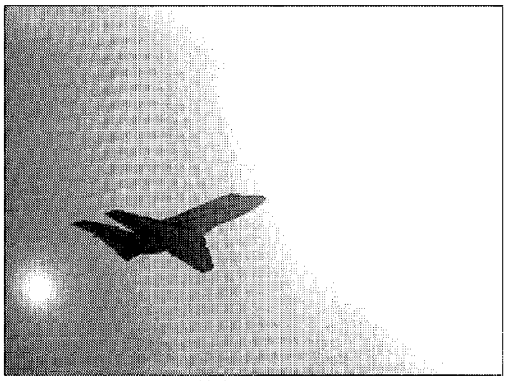
Wednesday, January 25, 2006
Last modified Friday, January 20, 2006 11:25 PM PST

Airport officials want to upgrade noise-monitoring system

By: BARBARA HENRY - Staff Writer



A plane takes off from McClellan-Palomar Airport Friday morning.
Jamie Scott Lytle
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CARLSBAD ---- A new study on airplane noise sought by McClellan-Palomar Airport may help the county obtain a grant to upgrade its noise monitoring system, airport officials said this week.

Paid for by the county and produced by a consultant, the study of plane traffic patterns and noise issues is in its final public comment period before heading to the Federal Aviation Administration for review. Included within its list of proposed improvements is upgrading the airport's computer technology.

"Having it (mentioned) in there is a huge boost," said Olivier "OB" Brackett, assistant manager at Palomar, as he discussed the airport's grant prospects.

Though they are seeking a system upgrade, Palomar airport officials stressed this week that microphones that sense noise work just fine ---- it's the accompanying computer technology that needs improvement.

"There's new (computer equipment out now) that could give you more data .... things that could make it easier for operators," Brackett said.

A representative for the company that maintains the system, Lochard Corp. of Australia, confirmed both points, saying the microphones are of good quality ---- devices that are strictly regulated by the state. The computer system is "an older generation product," and new systems are "more automated, more user-friendly," said Mike Stahl, Lochard's operations manager.

The company manages noise devices for 35 airports in North America, including those in Chicago, Denver, San Diego and Seattle.

Moving the monitors

Having a functioning system to monitor noise is a critical part of establishing what restrictions the Palomar airport faces from federal aviation officials.

Currently, the airport is considered to be a "voluntary" noise abatement facility ---- a place that isn't causing enough noise problems in surrounding neighborhoods to warrant mandatory requirements. In comparison, San Diego's Lindbergh Field is under a full-scale, mandatory ban on late-night flights.

Devices that monitor noise are a key factor in determining an airport's status. Palomar could face restrictions if it

had homes within what is commonly referred to as the 65-decibel noise contour, a region created by using data on noise monitoring averaged over 24-hour periods. Sixty decibels is roughly the sound of a dishwasher on the rinse cycle.

While the county is talking of improving the computer system that handles the noise data, some who live near the airport want the county to move the microphones. They say the microphones might collect more noise if they were in different spots.

People in the San Marcos community of Palomar Estates have said that their noise monitor isn't on the highest hill in the area, while people who live north of Carlsbad's Poinsettia Park want the noise monitor to the south of them moved north so it is closer to their homes.

"Having it that far south excludes the sensitivity of our community," said Maureen Kube, who lives in the Seabright community several blocks north of the noise monitor in Poinsettia Park.

Some planes are "drifting" south over Seabright, but they are not going as far south as Poinsettia Park, she said.

Finding the flight paths

County officials said that no matter where they place the devices, someone will be unhappy. There are currently four microphones, placed in four residential communities based on noise complaints from years ago.

One device is northeast of the airport in the Oceanside neighborhood of Ocean Hills; one is directly east of the airport in the San Marcos mobile-home community of Palomar Estates; and, two are in Carlsbad ---- one at Poinsettia Park southwest of the airport and one southeast of the airport along El Patio Court.

While the Palomar Estates people may be right that their device isn't on the highest spot in the neighborhood, "it certainly is one of the highest points," Brackett said.

"The noise microphone is probably under the flight path ---- whether it's a thousand feet one way or another wouldn't matter a lot," he added.

The Lochard Corp. representative said the devices can distinguish between plane noises and trucks, fireworks or lawn motor noises in a given neighborhood. They only trigger if there is a "noise event" of at least 60 decibels for six seconds or more.

Brackett, who has handled many of the noise complaint issues over the years for the county-owned airport, said the current system only notes that a "significant noise event" happened in a given residential neighborhood. In order to tell which plane might have caused the problem, "I have to manually pull up flight paths (from a different computer system) and compare the data," he said.

Grabbing the grants

The computer problem was evident at a Palomar Airport Advisory Committee meeting Thursday night when San Marcos Councilman Jim Desmond asked the airport to do something to reduce the number of planes flying over the Palomar Estates mobile-home park region. Desmond, a Delta Air Lines pilot, brought along noise data he obtained from the county's system.

It showed there were 38 planes that were noisy enough to trigger the Palomar Estates noise recorder on a Tuesday in September. Those incidents included several that were 80 to 90 decibels ---- roughly the sound of a motorcycle 25 feet away or an automated car wash 20 feet away.

Airport advisory board members asked which planes caused the extreme noise, but Desmond's computer printout didn't have that information. Airport officials said that in order to obtain that, they have to manually calculate which planes might have been involved using flight path data.

Upgrading the computer system will probably take several years, said the airport's manager, Guillermo "Willie" Vasquez. First, the Federal Aviation Administration needs to review the new noise study, then the county will have to hunt for grant money using the study as documentation that it needs to make the improvements.

Even with the support of the Federal Aviation Administration, he added, getting grants may not be easy. The project doesn't fall in the homeland security category ---- a federal priority since the Sept. 11 terrorist attacks on the East Coast ---- and it isn't a disaster repair project, a federal priority since the Gulf Coast hurricanes last fall.

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

C.noise.4.0120.jl.jpg/photo Jamie Scott Lytle/

A plane lands at McClellan-Palomar Airport on Friday morning.

Related link

For information on the Part 150 noise report for McClellan-Palomar Airport, go to: http://www.co.san-diego.ca.us/dpw/airports/150noise.html

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Friday, March 3, 2006

Last modified Wednesday, January 11, 2006 11:11 PM PST

San Marcos suggests ways to reduce airplane noise

By: DAVID STERRETT - Staff Writer SAN MARCOS ---- The city has submitted a letter to consultants for McClellan-Palomar Airport outlining ways to reduce noise created by planes flying over mobile-home parks on the city's western edge, Councilman Jim Desmond said Wednesday.

The consultants are in the process of gathering public comment for a noise report, and Desmond, who is a pilot with Delta Airlines, wrote the letter on behalf of the city.

The letter, submitted Tuesday, asks the consultants to look at having airplanes fly higher above the 1,100 mobile homes in the area and establish a voluntary program in which pilots could opt to avoid flying over the three senior parks.

"These measures would help reduce the aircraft noise over San Marcos," Desmond said. "This is a step in the right direction toward reducing aircraft noise."

The roar of planes can often be heard from inside the mobile homes and often in the middle of the night, said Charles Buckley, a resident of Rancho Vallecitos Mobile Home Estates.

Buckley has led the push to reduce airplane noise for residents of Rancho Vallecitos and the two neighboring parks, Palomar Estates East and West, which sit about three miles east of the Carlsbad airport.

"I'm very pleased the city of San Marcos has gotten involved," Buckley said. "Jim Desmond has taken the lead and has done a fantastic job."

Desmond's letter will be part of the comments the consultants, Florida-based URS Corp., include in the noise report that they are completing for the airport, Olivier Brackett, the assistant airport manager, said Wednesday.

He said the report should be complete before March, and then would be reviewed by the Federal Aviation Administration.

"I know the FAA will take the recommendations very seriously," said Peter Drinkwater, the county's airport director. "Desmond has legitimate concerns and plans to address his concerns."

Desmond recommended planes fly higher over the parks to help reduce the noise because planes currently fly only about 825 feet above the mobile homes sitting on the top of a hillside.

Other airports, such as ones in Las Vegas and San Diego, have planes fly at higher altitudes when coming in for landings, Desmond points out in the letter.

But Drinkwater said that having planes fly at a higher elevation doesn't always lead to a drop in noise on the ground.

Regulators will also want to make sure that having planes fly higher won't make it tougher to land and cause safety problems, Drinkwater said.

In a noise study completed in 1992, the FAA didn't approve a request that planes stay at higher elevations for longer and then descend more quickly to the runaway, said Brackett.

He also said that establishing a voluntary program in which pilots avoid flying over the park could be difficult because it could make it hard for air traffic controllers to provide the necessary separation that planes need to safely land.

But Brackett said the airport has already contacted FAA officials, asking for their assistance to develop such a voluntary program.

"We have submitted a letter to the FAA and are arranging a follow-up meeting," Brackett said. "We understand that residents want airplanes to avoid flying over the community."

Contact staff writer David Sterrett at (760) 761-4411 or dsterrett@nctimes.com. To comment, go to nctimes.com.

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Friday, March 3, 2006

Last modified Tuesday, January 24, 2006 10:12 PM PST

Fatal plane crash incidents in the McClellan-Palomar Airport region

By: Compiled by staff writers Paul Sisson and Barbara Henry - North County Times

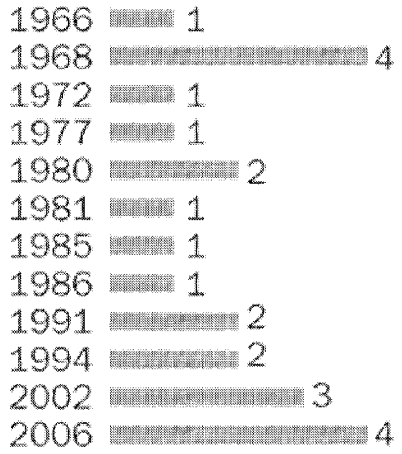
-- Jan. 24, 2006 --- A twin-engine jet plane crashed when it overshot the end of the runway while trying to land early in the morning. Four fatalities.

-- Sept. 17, 2002 --- Early afternoon midair collision between a Mooney M-20E and a Beech BE-76 Duchess about a mile northwest of the airport. Three fatalities.

-- June 15, 1994 --- Pilot declared an emergency about 2 minutes after takeoff, saying he lost power to one of the engines on his Cessna 421C. Plane struck a dirt berm about 1 1/2 miles northeast of the airport. Two people killed, one seriously injured.

-- Feb. 22, 1991 --- Flight instructor and student working on touch-and-go landings in less than ideal weather conditions. The Cessna 150L hit a hill about eight miles southeast of the airport. Two fatalities.

Aircraft fatalities reported near Carlsbad



Source: National Transportation Safety Administration Aviation Accident Database

-- Feb. 17, 1986 --- Cessna 172M making a second approach to the runway at night crashed into a "fog-shrouded ridge" about two miles from the airport. One fatality.

-- Sept. 16, 1985 --- Pitts S-2A participating in filming a movie crashed into the Pacific Ocean. The plane wasn't recovered. One fatality.

-- Sept. 27, 1981 --- Cessna 152 leaving from Compton and heading toward San Diego crashed in Carlsbad. Unprepared pilot with deficient equipment became lost/disoriented, a crash report stated. One fatality.

-- July 6, 1980 ---- Cessna TU206G crashed while approaching the airport about 7:30 a.m. Inexperienced pilot and adverse weather conditions contributed to crash, a crash report found. Two fatalities.

-- Sept. 22, 1977 --- Cessna T210L plane leaving from Carlsbad bound for New Mexico crashed into hilly terrain after an "uncontrolled descent." Inexperience of the pilot contributed to the crash, a report found. One fatality.

-- June 9, 1972 --- Piper J3C-65 crashed while on final approach to the airport, landing on the seaplane base/helicopter facility area. Pilot failed to maintain flying speed, other factors contributed to crash, a report found. One fatality.

-- Feb. 24, 1968 --- Cessna 182F crashed after an uncontrolled descent during ground fog conditions. Adverse weather conditions played a part in the crash, investigators found. Four people killed.

-- Dec. 8, 1966 ---- Piper J-3C "buzzing" the airport "failed to see and avoid objects or obstructions," a crash report states. Plane struck two power cables that crossed 95 feet above a ravine. One person died.

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Thursday, January 26, 2006

Last modified Tuesday, January 24, 2006 10:12 PM PST

Neighbors hope plane crash alters airport policies

By: BARBARA HENRY - Staff Writer

CARLSBAD ---- People who live in homes near McClellan-Palomar Airport said they hope that Tuesday's early morning plane crash leads to a ban on takeoffs and landings prior to 7 a.m., when the control tower opens.

If pilots weren't permitted to use the county-owned airport prior to the tower's opening, the 6:40 a.m. crash that killed four people might not have happened, they said.

"I think this points out the 'quiet hours' issue," said Gail Carroll, a real estate agent who has been leading a campaign to get the airport to be more "friendly" toward its neighbors. "I don't want to make hay over somebody's demise, but it does point to the 'quiet hours' issue."

The "quiet hours" at Palomar stretch from 11 p.m. to 7 a.m. During that period, pilots are encouraged not to take off or land at the airport. It's a voluntary requirement, not mandatory measure. Neighbors would love for that to change.

Airport officials said there is no indication so far that the crash ---- one of the worst in the airport's history of more than 40 years ----- was in any way related to the lack of staffing at the control tower prior to 7 a.m.

"It would not have made any difference whatsoever in the incident we had today," said Bill Polick, a San Diego County spokesman who handles airport issues.

Stressing that the investigation is being handled by the National Transportation Safety Board, Polick said early indications are that the plane was not hampered by the lack of air traffic controllers, nor did weather conditions play a part. Others said the plane was fairly new and "some other factor" must have been at work.

Polick said the airport has navigation equipment allowing it to be used by pilots 24 hours a day. When there are no air traffic controllers on duty, pilots announce on a set radio frequency what position they are at and notify others in the area that they are coming in for a landing.

Even if investigators find that the lack of control tower staffing was a factor in the crash, a Federal Aviation Administration spokesman said it's "extremely highly unlikely" that Palomar's voluntary nighttime operating regulations would change because they are based on a different set of standards relating to noise issues rather than crash data.

Much to the ire of nearby homeowners, the federally established noise guidelines are not mandatory. Unlike San Diego's Lindbergh Field, Palomar isn't considered noisy enough to warrant mandatory requirements.

Carroll, who lives about two miles southwest of the airport in one of a series of housing developments south of Palomar Airport Road, said she usually hears about seven to 10 planes flying over her home during the period of quiet hours. Between 6 a.m. and the crash at 6:40 a.m., she heard three, she said.

Maureen Kube, who lives near Carroll, said she hopes that the crash brings "more attention and sensitivity" to airport issues, but a consultant studying conditions at Palomar said the crash may have no effect on her nearly completed noise study.

Produced by the Florida-based consulting firm URS Corp., the document assesses the airport's impacts on surrounding neighborhoods and recommends changes to the FAA. Paid for by the county, the study is in its final public comment period before going to the federal agency for its review.

Its recommendations include expanding the voluntary nighttime flight ban to include all planes, not just jet traffic. However, the federal agency is free not to accept that recommendation, consultant Deborah Murphy Lagos said.

Tuesday's crash probably will have no effect on the agency's decision on the recommendations because different departments within the agency handle crash issues and noise problems, she added.

"I hate to say it, but they're almost like different companies," she said.

FAA spokesman Mike Fergus confirmed this, saying "they're divorced from each other."

Lagos added that Tuesday's crash won't be mentioned in her new noise report because the document doesn't contain crash statistics. However, if people want their comments incorporated into the report, there is still a week left before the deadline, Lagos said.

Send comments to deborah_murphy@urscorp.com.

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

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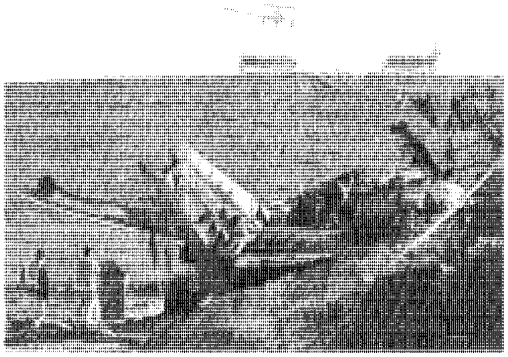
Friday, March 3, 2006

Last modified Wednesday, January 25, 2006 10:07 PM PST

Investigators find 'black box' in Carlsbad plane wreckage

By: JO MORELAND - Staff Writer



A plane flies into McClellan-Palomar Airport in Carlsbad on Wednesday over the site of a Cessna Citation jet crash that claimed four lives a day earlier.
***JAMIE SCOTT LYTLE** Staff Photographer*
Order a copy of this photo
Visit our Photo Gallery

CARLSBAD ---- Federal investigators found a cockpit voice recorder Wednesday with a tape that might have survived the fiery plane crash that killed four people at McClellan-Palomar Airport.

"It appeared to be in good shape," Kurt Anderson, investigator in charge of the National Transportation Safety Board probe, told reporters near the crash site at the north end of Palomar Oaks Way in Carlsbad's business park.

However, despite a lot of recovered material, data and witness information, Anderson said it may be four to six months before an investigation report sheds light on what was happening when the twin-engine Cessna Citation jet from Idaho overshot Runway 24 and crashed Tuesday morning.

"This is a very slow and deliberate step-by-step process," Anderson said, adding that "at this point, we're nowhere near any significant conclusions."

Witnesses reported, he said, that the privately owned business plane touched down about halfway down Runway 24 before smashing through navigation equipment at the end of the runway, cresting a hillside embankment, slamming into a ministorage building and erupting in a fireball.

As relatives of the victims arrived at the crash site Wednesday, Anderson tried to get them as close to the scene as possible for a final look. Parts of the wreckage are to be removed today.

Among the questions remaining after Anderson's briefing were how fast the plane was going, why the landing gear was down and why the thrust reversers, that help slow the plane for a landing, weren't down.

"At this point, it's just a fact," Anderson said about the thrust reversers. "If he was going to go around, he would stow them (put them away)."

In interviews, pilots who use the airport at 2198 Palomar Airport Road said that the 4,600-foot runway, that has another 300 feet for safety, isn't that long.

"It's pretty short, realistically, for midsize and heavier-class jets," said Dave Williams of Salt Lake City, a corporate pilot. "It shouldn't be a problem for a Citation."

A selling point of the Citations, said the 40-year pilot, is that they can land in shorter distances and be used on

shorter runways.

"They're a good airplane," Williams said. "They're safe, dependable, and you can get them in and out of tight places. But if he had it halfway down the runway, he would have been hard-pressed to get it stopped."

Investigators were just starting to get information about the pilot and co-pilot, but Anderson confirmed that they were Idaho residents John C. Francis of Boise and Anthony A. Garrett of the Hailey, Idaho, area.

Sun Valley Aviation in Hailey, where the plane took off two hours before the crash, has identified the passengers as Janet Shafran of Ketchum, Idaho, and Frank Jellinek Jr. of Rye, N.H. Jellinek's family lives in La Jolla.

Still to be analyzed are the plane's voice recorder (also called a "black box"), radar data on the plane's approach, and videotape from airport security cameras, Anderson said. He also said witnesses have to be reinterviewed to confirm their statements.

"I have not seen anything indicating that the crew made any statement indicating they were having any problem," Anderson said at the briefing.

He noted that there didn't appear to be anything abnormal about the plane's engines, which also still have to be fully examined.

The possibility of wind shear during the accident on a clear sunny morning with light, variable winds will also be investigated, Anderson said.

Although the Carlsbad airport control tower is closed between 10 p.m. and 7 a.m. daily, the airport is open around the clock.

It has a navigational instrument for planes to home in on when they approach the airport and an instrument landing system as well, said Mike Fergus, FAA spokesman in Renton, Wash.

"Radar does guide them down to a certain point ... and then the pilot just merely takes over on the instrument landing system," Fergus said.

There is good audiotape of what was said between the regional approach controller and the pilot, and also of what was being said on the radio frequency used by pilots in the area as the plane came into the airport, Anderson said.

"Even though the tower was not open, the pilots at this airport were transmitting what they were doing, so any other pilots would have heard that," he said.

The FAA determines the tower's operation hours at the airport, which is owned by San Diego County. Fergus said the agency determines hours of operation by such things as an air traffic survey.

The county's most recent available traffic operations count for the Carlsbad airport was 207,956 takeoffs and landings in 2004, down from 255,104 in 2000. The airport is used by two commuter airlines, and businesses and professional sports teams, among others.

Fergus said the NTSB would also determine whether there is any connection between the Carlsbad's tower operating hours and Tuesday's crash, 20 minutes before the tower opened.

Witnesses who would like to give additional information to the NTSB can call an American Red Cross number at (800) 951-6601.

Contact staff writer Jo Moreland at jmoreland@nctimes.com or (760) 740-3524. To comment, go to nctimes.com.

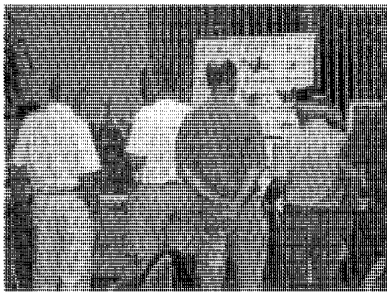
POWERPOINT PRESENTATION

McClellan-Palomar Airport
Part 150 Noise Compatibility Study Update

Final Public Meeting / Public Hearing
January 10, 2006

Welcome to the 3rd Part 150 meeting!

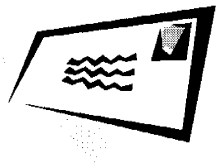
- **Open House begins at 6:30 pm**
- **Presentation will start at 7:00 pm**
- **Comment Period on the Noise Compatibility Program (NCP) begins at 7:30 pm**





Your Comments on the Noise Compatibility Program

- **Tonight**
  - **Verbal – please fill out a Speaker Request Card**
  - **Public Input form**
- **Prior to January 31, 2006:**
  - **Public Input form**
  - **Letter to URS Corporation**
  - **Fax 813-636-2400**
  - **Email deborah_murphy@urscorp.com**
- **Comments and responses will be posted by February 28, 2006 at:**
  http://www.sdcounty.ca.gov/dpw/airports/mcpal.html



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Noise Compatibility Program

A Part 150 Study is a voluntary effort by an airport to achieve the greatest possible compatibility between the airport and its surrounding communities.

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Noise Compatibility Program

Part 150 of the Federal Aviation Regulations requires that an NCP include:

- **A description and analysis of the alternative measures considered in developing the program**
- **A discussion of why each rejected measure was not included in the program**

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Noise Compatibility Program

NCP measures cannot:

- **Reduce the level of aviation safety**
- **Adversely affect the efficient use and management of the Navigable Airspace and Air Traffic Control (ATC) Systems**
- **Conflict with Federal Aviation Administration (FAA) programs, standards, or requirements**

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Noise Compatibility Program

NCP measures must:

- **Reduce noise-sensitive land uses within the CNEL 65 dB**
- **Reduce housing/population within CNEL 65**
- **Prevent /discourage additional noise-sensitive development within CNEL 65**

CNEL = Community Noise Equivalent Level, measured in decibels (dB)

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Noise Exposure Estimates for 2009 No Action Condition

2009 No Action	65 CNEL	60 CNEL
Population	0	413
Housing Units	0	155

- **NO noise-sensitive land uses within 65 CNEL**
- **NO housing/population within 65 CNEL**

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Noise Compatibility Program

The NCP for McClellan-Palomar Airport (CRQ) includes evaluation of:

- 26 Operational Noise Abatement Measures
- 8 Land Use Mitigation Measures
- 21 Program Management Measures

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Noise Compatibility Program

Sources of these measures:

- Those required by Part 150 Regulations,
- PAR 2000 recommendations,
- The 1990 Part 150 Study,
- Suggestions from the public and PAAC

PAR = Palomar Airport Roundtable
PAAC = Palomar Airport Advisory Committee

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Operational Noise Abatement Measures

26 Measures Evaluated

4 Measures Recommended

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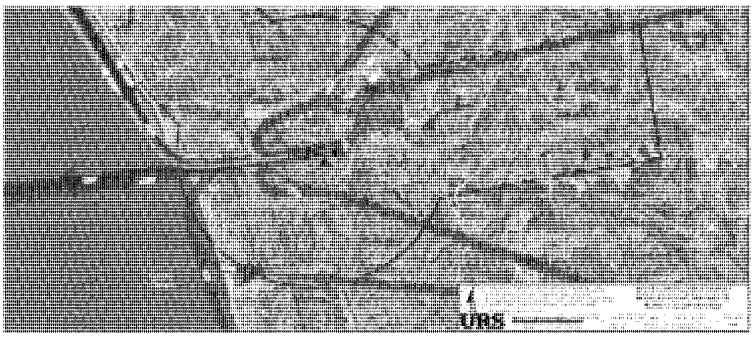
Recommended Operational Measure OM-4 Requires FAA Approval

When traffic volume permits, CRQ ATCT should instruct pilots to delay the left turn from Runway 24 until aircraft are west of I-5.



ATCT = Airport Traffic Control Tower

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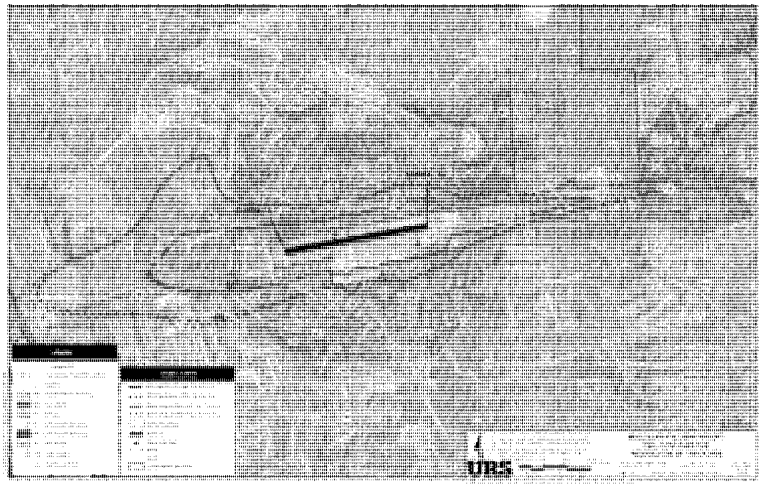
Comparison of CNEL Contours – Reduced Use of Track 24D6



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Noise Exposure Estimates for OM-4

2009 No Action	65 CNEL	60 CNEL
Population	0	413
Housing Units	0	155

2009 OM-4	65 CNEL	60 CNEL
Population	0	406
Housing Units	0	152

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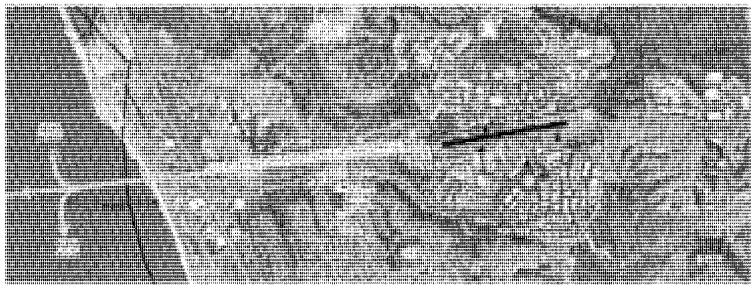
Recommended Operational Measure OM-5 Requires FAA Approval

CRQ should work with FAA to develop a GPS/RNAV departure procedure to emulate the "Alpha Departure" VNAP.



GPS = Global Positioning System; RNAV = Area Navigation;
VNAP = Voluntary Noise Abatement Procedure

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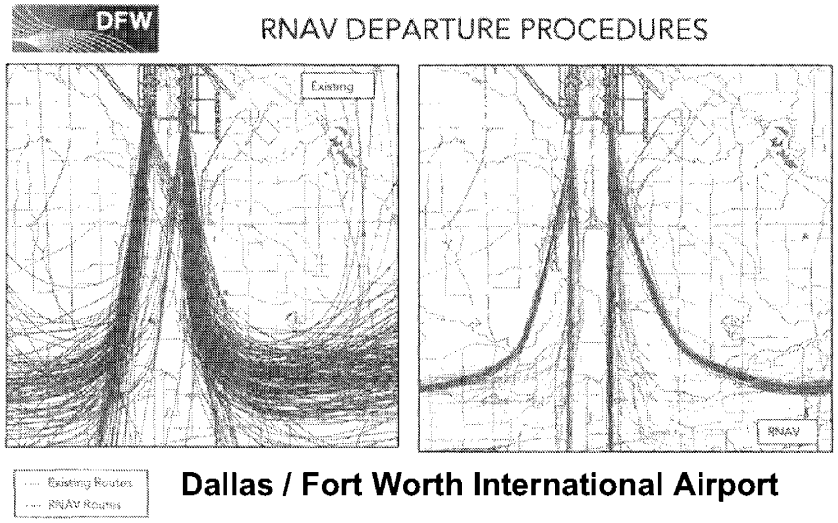
Example of RNAV Implementation at DFW



Dallas / Fort Worth International Airport

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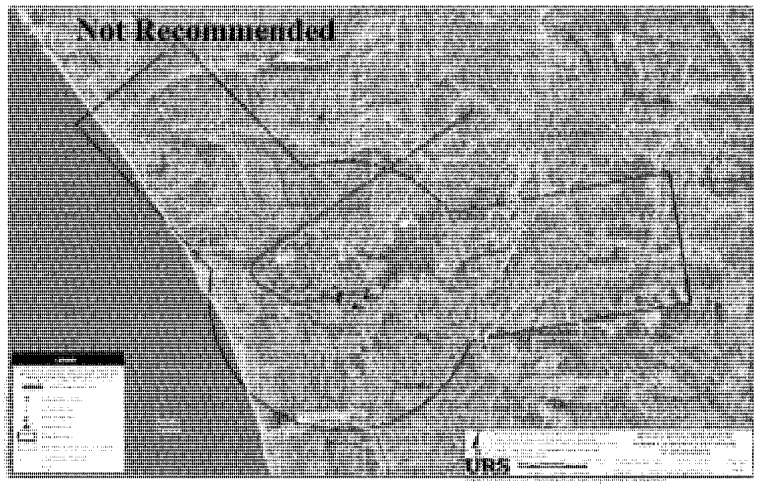
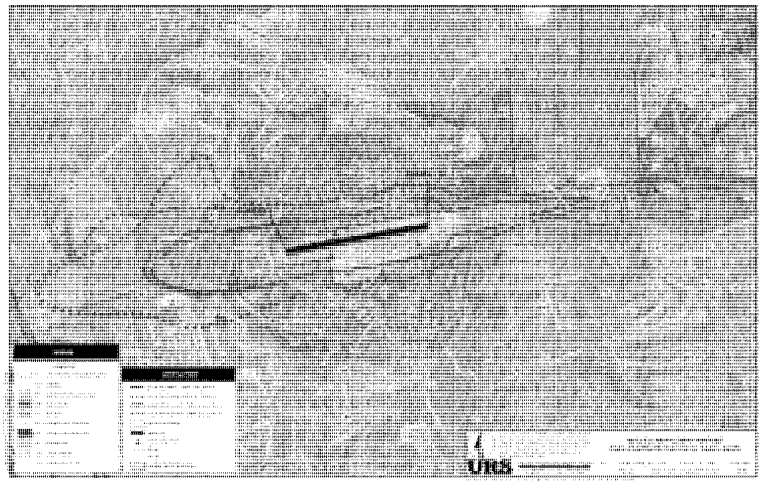
Operational Measure OM-15 Requires FAA Approval



Runway 24 Departure to 285° -
Proposed by PAR 2000; Modified for Operational Safety

URS

CNEL Contour for Use of Track 24DP2



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Noise Exposure Estimates for OM-15 Runway 24 Departure to 285°

2009 No Action	65 CNEL	60 CNEL
Population	0	413
Housing Units	0	155

2009 OM-15	65 CNEL	60 CNEL
Population	0	413
Housing Units	0	155

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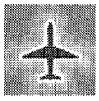
Recommended Operational Measure OM-23 Does Not Require FAA Approval

CRQ should consider joining "Sound Initiative, a Coalition for Quieter Skies."



SOUND INITIATIVE
A Coalition for Quieter Skies.

To encourage retirement of Stage 1 & 2 Business / Corporate Jets

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Recommended Operational Measure OM-24 Requires FAA Approval

CRQ should amend "Quiet Hours" to include all aircraft except emergency flight operations.

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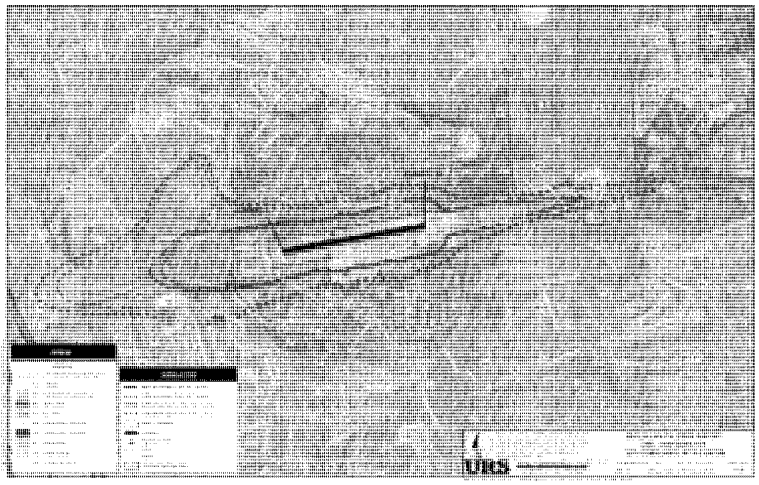
CNEL Contours for 100% Compliance with "Quiet Hours"



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Noise Exposure Estimates for OM-24
100% Compliance with "Quiet Hours"

2009 No Action	65 CNEL	60 CNEL
Population	0	413
Housing Units	0	155

2009 OM-24	65 CNEL	60 CNEL
Population	0	316
Housing Units	0	117

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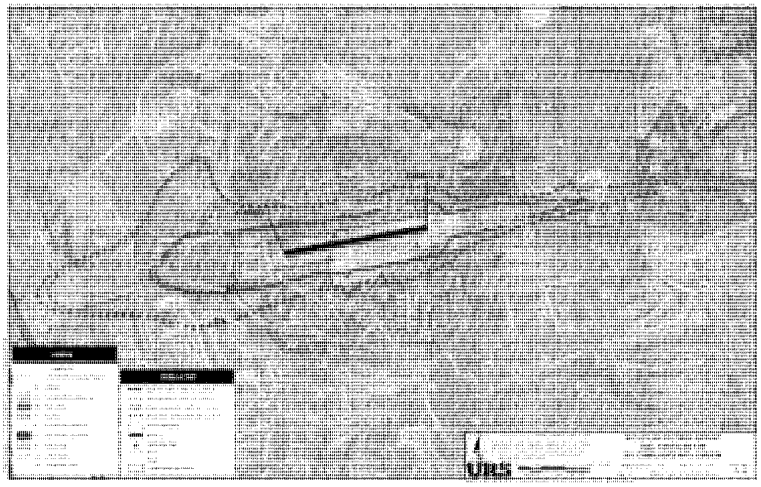
CNEL Contours for
50% Compliance with "Quiet Hours"



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Noise Exposure Estimates for OM-24
50% Compliance with "Quiet Hours"

2009 No Action	65 CNEL	60 CNEL
Population	0	413
Housing Units	0	155

2009 OM-24	65 CNEL	60 CNEL
Population	0	354
Housing Units	0	132

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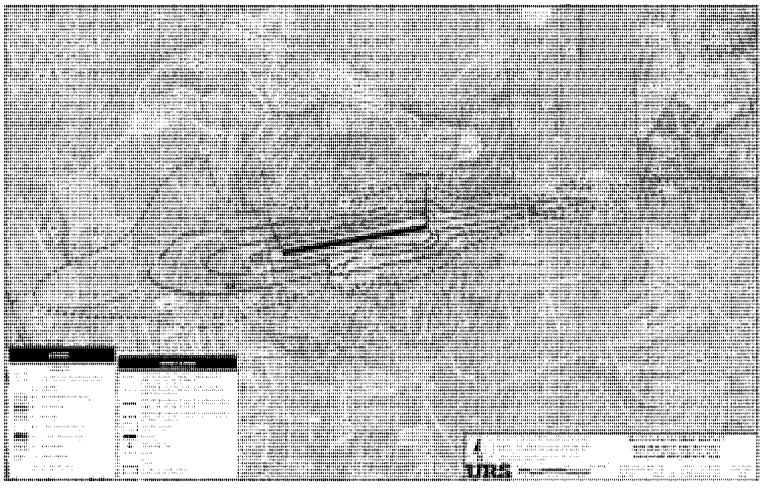
2009 Noise Exposure Map
with and without Program Implementation



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Noise Exposure Estimates for all Recommended Measures

2009 No Action	65 CNEL	60 CNEL
Population	0	413
Housing Units	0	155

2009 Proposed	65 CNEL	60 CNEL
Population	0	350
Housing Units	0	130

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Preventive Land Use Mitigation Measures

8 Measures Evaluated

5 Measures Recommended

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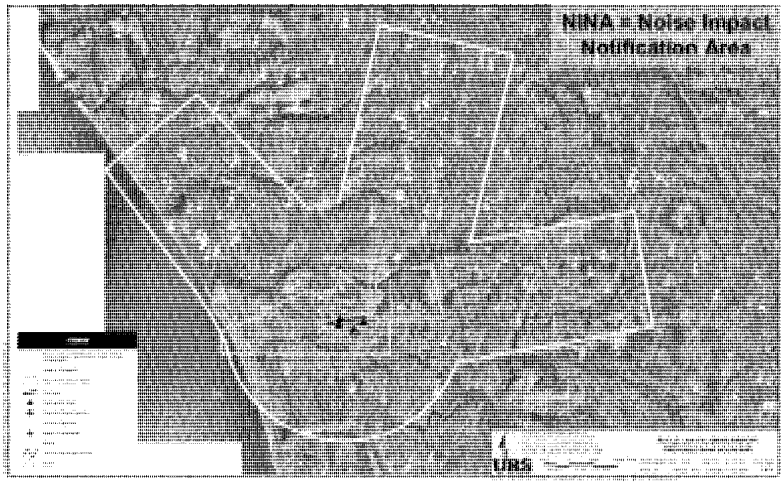
Recommended Land Use Measure LUM-1 Does Not Require FAA Approval



CRQ Proposed NINA Boundary

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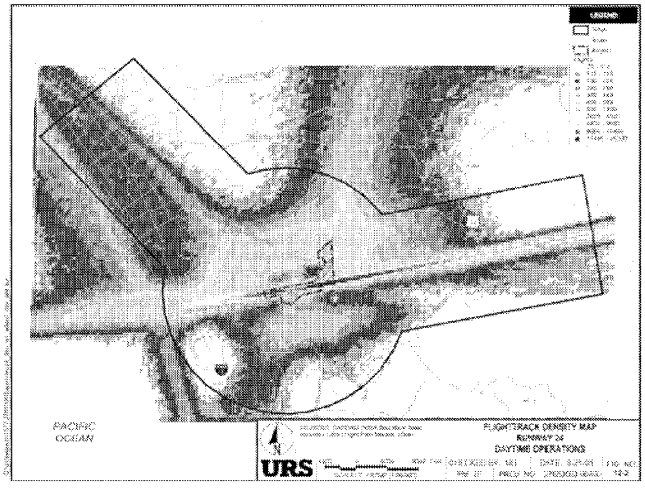
Flight Track Density Map for Runway 24 Daytime Operations



Calendar Year 2002 Aircraft Operations

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Recommended Land Use Measures Do Not Require FAA Approval

- CRQ should provide updated NEMs, AIA, and NINA to SanGIS in electronic format.
- CRQ should encourage San Diego County and the City of Carlsbad to update the Noise Elements of their General Plans using the updated NEMs available through SanGIS.
- The City of Carlsbad should rezone the undeveloped areas designated RD-M, R-1, and E-A within the 60 CNEL to P-M.
- CRQ should encourage the California Board of Realtors, San Diego North County Board, and the Building Industry Association – Sales and Marketing Council, North County Division, to visit the SanGIS website for the most updated NEMs, AIA, and NINA.

  CRQ should work with the aforementioned organization to develop an "Airport Fact Book" for property sales agents.
- CRQ should provide San Diego County Regional Airport Authority (SDCRAA) with copies of their final NEM and NCP documents.

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Program Management Measures

21 Measures Evaluated

13 Measures Recommended

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Recommended Program Management Measures Do Not Require FAA Approval

- Hire a dedicated Noise Abatement Officer
- Update maps identifying the noise-sensitive areas around the airport
- Produce an airport noise information booklet to help educate the community, homeowners associations, real estate officers, media, etc.
- Develop an official Web site to disseminate VNAP and other noise related information
- Request web masters to provide Internet link

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Recommended Program Management Measures Do Not Require FAA Approval

- Coordinate with DPW PIO to disseminate information to news media
- Attend aviation association meetings to expand awareness of VNAP
- Distribute VNAP press releases to aviation media
- Provide VNAP information for distribution to pilots by Fixed Base Operators (FBOs)

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Recommended Program Management Measures Do Not Require FAA Approval

- Erect monument signs along El Camino Real and Palomar Airport Road to inform drivers of the existence and location of the airport
- Produce signs, stickers, etc. with the VNAP logo, and prominently display and utilize them, as appropriate
- Conduct bi-annual VNAP training classes
- Implement "Fly Friendly" Program

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Recommended Program Management Measures Require FAA Approval

If eligible for AIP funding:

- Upgrade Noise & Flight Track Monitoring System (GEMS to ANOMS 8)
- Install two additional NMTs
- When feasible, CRQ ATCT personnel should encourage the use of the VNAP.
- CRQ ATCT should conduct the recommended workload study.

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Next Steps

- Collect additional public comments
- Revise NCP Document to incorporate additional public comments
- Submit NCP document to FAA for formal review and approval
- FAA has 180 days to review
- FAA issues Record of Approval

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McClellan-Palomar Airport Part 150 Noise Compatibility Study Update

Final Public Meeting / Public Hearing
January 10, 2006

McClellan Palomar Airport

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Public Hearing Ground Rules

- **Please fill out a Speaker Request Card.**
- **All comments will be documented by the court reporter.**
- **One person speaks at a time.**
- **Be concise, so everyone gets a chance to speak.**
- **Limit comments to 3 minutes per person.**
- **Express agreement / disagreement with recommendations.**
- **Focus on new input.**
- **Comments must be submitted by January 31, 2006.**
- **Responses will be posted by February 28, 2006 at: http://www.sdcounty.ca.gov/dpw/airports/mcpal.html**

URS

This appendix contains verbal and written comments collected at the public meeting/hearing or submitted via e-mail, regular mail, and fax. Following is the list of information included in this appendix.

- List of Commenters
- Comments and Responses
- Copies of Comments Received

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LIST OF COMMENTERS

LIST OF COMMENTS

Type of Comment	Comment ID	Commenter	Comment Received
Written	1	Elizabeth Regan	January 8, 2006
Written	2	Joyce Roberts	January 9, 2006
Written	3	Joe Capraro	January 10, 2006
Written	4	Gail Carroll	January 11, 2006
Written	5	Amy Houle	January 11, 2006
Written	6	Gordon Nesbitt	January 11, 2006
Written	7	P.J. DeMaris	January 12, 2006
Written	8	Rhondda Dennis	January 12, 2006
Written	9	Sharol Benner	January 14, 2006
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COMMENTS AND RESPONSES

Written Comment #1
Elizabeth Regan (submitted January 8, 2006 via e-mail)

Comment:

There exists a social contract, whether implied or within legal guidelines, between the residents that live near Palomar Airport and the airport itself. When I moved to Shadowridge, it was with the knowledge that I lived near the airport. A certain level of noise was to be expected, hence, the "contract" that I alluded to. I did not delude myself into thinking that this area would be free of air traffic or the noise that ensues. However, jet planes that take off at 11:30 p.m., 1 a.m., 2:30 a.m., or 4 a.m. shatter the public trust. Planes and jetplanes are too many to count and the noise too loud when there is championship golf, tennis matches, and holiday crowds. Again, Palomar Airport breaks the social contract when common sense controls don't prevail.

Response:

See NCP Section 11.3.10 for a description of "Quiet Hours."

Comment:

When I spoke to the Carlsbad City Council regarding this issue, I walked away feeling that pilots, local businesses, and the F.A.A. control the airport without any real input from local residents. I was literally told that the meeting didn't count because the F.A.A. had jurisdiction, not the city council nor the people. It was an exercise in futility. It was meant to be a salve for the angry residents.

I would like mandatory time limits on all pilots: no take-offs or landings before 7 a.m. or after 10 p.m. I think that's fair. It needs to be mandatory because the voluntary approach doesn't work at all. I can vouch for that.

Response:

Compliance with 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions, would be required for mandatory restrictions on aircraft operations at CRQ. See NCP Section 11.3.9.

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Written Comment #2
Joyce Roberts (submitted January 9, 2006 via e-mail)

Comment:

I am a Senior Citizen living in Costa Serena, a senior development, located in Oceanside. We are roughly bounded by Mira Costa College, College Blvd., Ranch del Oro, and Vista Way. Until a few years ago, this place was aptly named. Low-flying aircraft have disturbed the 'serene' atmosphere. I am referring to the large, commercial jets that evidently circle out over the water and then make their way inland.

Please understand I have no complaint as to the route - only to the altitude. Yes, they must climb after takeoff, but is it necessary to do so over residential neighborhoods? Can they not go out a mile or so more and achieve the desired speed and altitude?

Response:

See NCP Section 11.2.3 regarding the circling approach procedure.
See NCP Sections 11.2.4 and 11.2.5 regarding departure procedures.

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Written Comment #3
Joe Capraro (submitted January 10, 2006 at the public hearing)

Comment:

I don't think we should be making noise abatement hours that are more restrictive than Lindberg Field which I think is 5:30 or 6 am to 11 or 12 pm, and San Diego has a lot more density population!

We need to develop a commuter airport for San Diego North County, to LAX and elsewhere. If we don't we will have constant grid lock on the freeways worse than existing.

Response:

Lindberg Field prohibits all take-offs from 11:30 p.m. to 6:30 a.m. and there are no restrictions on aircraft arrivals. Compliance with CRQ's "Quiet Hours" is voluntary. See NCP Section 11.3.10.

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Written Comment #4
Gail Carroll (submitted January 11, 2006 via e-mail)

Comment:

It was nice finally meeting you last night. I am again concerned that there are few recommendations that may have any immediate significant results to reduce noise. It really is all up to the pilot's voluntary cooperation and only some of them give consideration to the VNAP. If they would just follow that we would be happy. I was also distressed at the lack of the attendance by the FAA as well as many pilots or the pilots associations. Here are my comments for addition and exception to the public report.

1. I was distressed that no representative from the FAA or the several pilots organizations, (except one) attended this meeting. It appears to be a reflection of their concern.

Response:

An FAA representative, Pete Ciesla, attended the public hearing. Dave Richter from San Diego Regional Aviation Association made a verbal comment at the public hearing. Several pilots/flight instructors also made verbal comments at the public hearing. Other aviation representatives were in attendance but did not make verbal comments.

2. The recommendation to have pilots turn once West of I-5 seems to diminish the existing rule to turn ½ mile west of the coast. The pilots seem to ignore this VNAP rule a large part of the time. Since it is voluntary, what incentive do they have to follow the new guideline when they ignore the existing ones?

Response:

The recommendation asking pilots to delay the left turn from RW24 until aircraft are west of I-5 would reduce over flights of neighborhoods south of the airport. The recommendation is made with the understanding that pilots who would normally turn left immediately after departure from RW24 are not likely to fly the VNAP 0.5 mile beyond the coastline. If they delay their left turn until they are west of I-5, it would be preferable to the immediate left turn that is currently being flown. See NCP Section11.2.4 for further explanation.

NCP Section 11.2.4 recommends the "Alpha Departure."
NCP Section 11.2.5 recommends the development of a GPS/RNAV departure procedure.

3. The idea to have GPS is a good one and may keep people more mindful of their bearing, but this will not only take 10-15 years to become a standard retrofit in most planes, but it still will only be another reminder of where they should be on a voluntary basis.

Response:

Comment Noted. Thank you for your input.

4. The idea for 100% compliance and expansion of the quiet hours sounds heavenly, but how are you going to get any more compliance than we have now (usually 10-25 planes per day during quiet hours), when pilots and FBO's have the attitude that it is voluntary and that when it comes to business and their (or their client's) need, that will prevail. They have said to my face that if an exec wants to be in New York by 8AM, they will gladly fly him there and take the quiet hour departure. Their convenience takes precedence over that of the community's sleep or quiet or VNAP. You will need more clout to enforce this. It would make residents very happy.

Response:

See NCP Sections 11.3.9 and 11.3.10.
Compliance with 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions, would be required for mandatory restrictions on aircraft operations at CRQ.

5. Why can't the air traffic controllers take a more active roll in encouraging compliance to VNAP and 250 degree departure or even 270 departure? I had access to a radio to the tower for several weeks and listened all day to the tower. It appears to be standard procedure as follows: Pilot calls in and says he is taking off and wants to make a quick left turn to SW and the controller, unless there is an immediate safety issue, says go ahead with your plan, rather than correcting them with a 250 departure and VNAP guidelines. The controllers are way too passive. And, they are just not too busy most of the time. I could hear the conversations and then see the planes take off and turn to the SW, with no correction from the tower. I understand that if the tower tells them where to fly they will because not doing so could lead to a fine. It seems that is the only way to get a better grip on compliance to the existing VNAP. I have also been told by pilots that it is more economical for them to take shortcuts over homes and slower climbing altitudes to save gas.

Response:

See NCP Section 11.2.4 regarding the left turn to the SW.

6. The existing Fly Friendly Program is essentially a plea from homeowners, asking the pilots to comply with the existing VNAP, including 250 departures, staying north of Palomar Airport Rd until ½ mile west of the coast before turning, and also to adhere to the quiet hours of 10PM – 7AM. The PAAC has spent most of its emphasis on trying to educate the community, when the real issue is simply cooperation and compliance to the existing VNAP. Thus, the primary emphasis should be on gaining support of the pilots to cooperate, but meetings, education and signage. More time, money and effort needs to go into this focus.

Response:

NCP Section 13 describes various program management measures to inform pilots and controllers, educate airport users, publish and distribute VNAP to airport users, etc.

7. Who underwrites the funding of your management recommendations? It appears that the county is short on funds and claims to not be able to support some of these ideas.

Response:

Table 14-1 presents the summary of the recommended noise compatibility program measures, implementation responsibility, and estimated cost.

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Written Comment #5
Amy Houle (submitted January 11, 2006 via e-mail)

Comment:

I am a pilot who has been renting planes out of Palomar Airport for 4 years. It is a shame that a group of people, less than 10, are wasting everyone's time by complaining about noise at Palomar Airport. The tighter patterns that the community is suggesting will cause mid air collisions, then the small airport haters group will try to close the Palomar Airport entirely. I really do not see where the noise is that the people are complaining about. This evening (at 8 pm) as I was leaving the Carlsbad Safety Center, which is in the flight path of Palomar Airport, there were several planes coming in for a landing.... and there was an F150 pickup truck leaving the Safety Center where the Part 150 Airport Noise Compatibility Meeting was held. The F150 pickup truck made much more noise leaving the area and speeding to go home than the 3 airplanes in the area, at pattern altitude of 1,500 or lower.

Response:

Comment Noted. Thank you for your input.

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Written Comment #6
Gordon Nesbitt (submitted January 11, 2006 via e-mail)

Comment:

Can you advise how/where I might find a copy of the study and presentation materials from the 10Jan06 Public Meeting #3? (Is there a URL where I can find the draft study in .pdf form? Also same question for .ppt version of presentation given last night?)

Response:

Deborah Murphy Lagos (URS - Tampa) emailed a copy of the presentation and provided URL for the draft study.

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Written Comment #7
P.J. DeMaris (submitted January 12, 2006 via e-mail)

Comment:

I have lived in Vista (approximately 7 miles from the airport) for 19 years and have experienced over the last 4-5 years the gradual influx of single engine and jet aircraft over my house to the point of an average of 20 planes per hour. The noise begins around 5:20 am and continues as late as 1am everyday. Admittedly, not every plane passing overhead will meet the FAA standard for excess noise. However, the persistent whine of aircraft is equally disturbing. It is not unusual on a Saturday when I am working in the yard to hear 2-3 airplanes simultaneously. In fact, 95% of the time, whether inside or out, at least 1 aircraft is audible.

From the meetings and reports I have read from the URS study, no real-life measurements or computer simulations were made of the noise generated over Vista by the aircraft arriving or departing from Palomar Airport. Single engine aircraft heading east out of Palomar are very loud as they as they push their engines to gain altitude and fly directly over my house. The study failed to account for sound physics where approaching sound is louder and hilly topography amplifies the noise.

Response:

14 CFR Part 150 §A150.1 (b) indicates that noise monitoring may be utilized by airport operators for data acquisition and data refinement, but is not required for the development of noise exposure maps or airport noise compatibility programs. URS did utilize data collected by the airport's Global Environmental Management System (GEMS), which has four permanent noise monitors positioned around the airport. See NCP Figure 13.1 for the location of these monitors.

Since the airport is located in a hilly area, local terrain data was used in the Integrated Noise Model to calculate the noise levels. Section 2.5 in the NEM document describes the use of terrain data. The Integrated Noise Model (INM) is the FAA's standard noise modeling program. See NCP Section 10.1 for further details.

Comment:

Jet aircraft approaching from the west barely skim our rooftops in my neighborhood as they descend to land. Perhaps the worst are the late afternoons and weekends when amateur and student pilots use Vista as their flight patterns continuously circle over my house as they practice cycling their engines.

Palomar is now one of the busiest airports in the country and therefore should operate accordingly. Voluntary noise abatement has not and will not be honored. Flight paths need to be varied to avoid the disproportionate negative impact on specific communities. By taking advantage of the airspace over the ocean during takeoff before banking back over land would greatly reduce the noise and subsequent complaints.

My husband and I have decided to move as a result of this problem. This will cause an economic and emotional hardship on us. We purposefully bought this home for the peace and quiet that is now nonexistent. It seems grossly unfair that the citizen on the ground appears to have no rights while those in the air can wreak havoc on the lives of others without concession or consideration.

Response:

See NCP Sections 11.2.4 and 11.2.5.

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Written Comment #8
Rhondda Dennis (Submitted January 12, 2006 via e-mail)

Comment:

As to those of us who bought homes in the area knowing of the airport, I want to remind you that eight years ago when we bought a new home at Seabright Carlsbad, there were no jet planes at Palomar. We work now toward a reasonable solution to a problem that has developed, after the fact.

Lindberg Field in San Diego has night hours. The airport closes at something like 2100. I don't know the morning hours. It is not voluntary. In my opinion, voluntary is not a solution when it is obviously not to the individual's personal advantage.

Other airports throughout the country close their airports to certain noisy aircraft. It could be done at Palomar. In fact, it may become necessary downstream, so why alienate the public by a lengthy postponement of the inevitable?

Response:

14 CFR Part 161, Section 161.3(a), states "This part applies to airports imposing restrictions on Stage 2 aircraft operations proposed after October 1, 1990, and to airports imposing restrictions on Stage 3 aircraft operations that became effective after October 1, 1990.

Lindberg Field's restrictions were in place prior to the date described above. Compliance with 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions, would be required for mandatory restrictions on aircraft operations at CRQ.

See NCP Section 11.3.9.

Comment:

Two or three years ago, Palomar presumably posted a sign near the taxi area asking pilots to take off straight ahead, over Legoland to the ocean. The noise level dropped a bit. I personally did not see the sign and I don't know if it still exists. I thought at the time that this small effort was a rather "lame" effort to a difficult problem.

Response:

There are two signs indicating VNAP at the airport. One is located at an apron area in the airfield. Another is located at the entrance to the airfield.

Comment:

Initially, when jets first arrived at Palomar, a large percentage (75%) of the airplanes that landed here arrived from out of the area. They are not familiar with local rules...judging by the flight pattern (easily viewed from my second story home) some pilots seemed to be fuzzy about exactly where the airport is located. Are you doing anything to advice pilots arriving from other areas of the control issues that are operational, abet "voluntary."

Response:

NCP Section 13 describes various program management measures to inform pilots and controllers, educate airport users, publish, and distribute the VNAP to airport users, etc.

Appendix K includes published flight procedures.

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Written Comment #9
Sharol Benner (dated January 14, 2006, received January 18, 2006)

Comment:

Enclosed is a copy of a letter I submitted to the North County Times regarding the Palomar Airport.

I am sick to death of all the big to do about the airport, noise, blah, blah, blah!!!!!!!

I for one am glad it's there, I knew it was there when I moved in (as I had to sign documents to that effect) and thought you would like some positive feedback from someone who lives directly in the flight path and who obviously uses that airport.

P.S.: The cars driving down the streets within the mobile home park make more noise than the airplanes do!!!!

Several months ago, I sent a "Letter to the Editor" (which I have never done). "DA PLANES DA PLANES." I wrote this articles out of sheer frustration and with the hopes that one individual who professes he represents the rest of us will get a life or focus on something a bit more realistic that attempting to change progress!!!'

I too live in "Vallecitos Estates"--------right in the middle of the flight path. When I stand outside these planes fly directly overhead. The statistics I am reading about that are comparing the noise levels to that of a vacumn cleaner or dishwasher are spot on. I have done my own research. If you really concentrate on the planes coming in (which is hard to do) if you have a life, the noise lasts approximately 16 seconds!!!

Mr. Buckley, seemingly self appointed to campaign against progress is absurd and ludicrous. Everytime I read an article in the paper where he is being quoted as the representative of the masses of Vallecitos Estates, I get even more determined to make rest of the community aware that we-----though Sr. citizens are not a bunch of doting, drooling, non thinking people.

Let's talk about the airport. It's been there almost 50 years. It didn't just spring out of the ground and have someone roll out the Tarmack. Let's talk about purchasing a mobile home in "Vallecitos Estates". The buyer, at close of escrow has to sign documentation that they are aware the purchase is within that flight path!!!!!!! I am 60 years old, am a partner in a small business here in San Marcos and no, I do not own an airplane hangared in Carlsbad.

Let's talk about the time saved due to that airport. Book a flight out of San Diego. The drive is approximately 1 hour if traffic is flowing smoothly. Find a place to park, which if you don't intend to pay $20 per day now means you have to take a shuttle to the airport itself-------another half hour. Go through the frustration at the airport of security checks, standing around, praying that your

flight is on time after investing at least 3 hours of your time, as remember, you must get to the airport at least one hour prior to take off. Now, you get to do the exact same thing when you get back.

Book the same flight out of Carlsbad. From "Vallecitos Estates," the drive time is approximately 15 minutes. You get out of your vehicle, walk through the front door without the crowds and huge terminal chaos, check in and go to the plane!!!!!!! DUH Who, in their right mind, that does any traveling at all wants to see that change. I am aware that this issue is supposedly all about noise. WHAT NOISE?? 15 seconds worth??? What's the trade off? Get rid of the Jets? Restrict flying times, GOOD GRIEF, this is progress and I for one am delighted it's there!!!!!!!!!
No one has ever knocked on my front door and asked me what I thought about the airport, the flight path or anything about the noise. My suggestion to Mr. Buckley (who in the last article was quoted as saying that if he won the lottery, he would dedicate the money to eliminating the air traffic) is, sell your mobile home and move somewhere else!!!!!!!!!! That airport was there when you moved in, it will be there when you move out----------and this is PROGRESS!!!!!

Response:

Comment Noted. Thank you for your input.

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Written Comment #10
Jim & Jane Marmack (Submitted January 15, 2006 via e-mail)

Comment:

Our house is 3.4 miles from the east end of the Palomar - McClellan Airport runway. We have lived here for 27 years. As with everything else, much has changed in the operations at Palomar Airport. In conducting your study, I would hope you would not focus on the take-off issues alone, but also look at the overall operations of the airport, including the approach areas. As mentioned earlier, we live 3.4 miles from the end of the runway and our property is situated so that all straight in approaches fly over our home. We have lived with these changes, but feel that certain restrictions need to be placed on the airport to keep from further eroding our quality of life. Some of the main issues are:

1. Night Curfew: Currently there is an advisory curfew. I am not sure if this is take-offs only, or landings and take-offs. Either way, we are awakened on a regular basis between midnight and 6:00 a.m. by helicopters, jets and other noisy aircraft flying over our home. The only way to curtail this is to have a mandatory curfew for all take-offs and landings, except for emergencies and emergency aircraft (police, fire, etc). Military training missions are not emergencies.

Response:

Compliance with 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions, would be required for mandatory restrictions on aircraft operations at CRQ. See NCP Section 11.3.9.

2. Limit the type of aircraft that can take off and land: Some aircraft are noisier than others. Then there are the really noisy aircraft. Some of these heavy jets, heavy helicopters, and fixed wing planes that make a lot of noise should not be able to use this airport. We can hear and feel these planes coming from miles away and our windows rattle as they fly over. Some of these planes stay in the pattern and fly over multiple times.

Response:

Compliance with 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions, would be required for mandatory restrictions on aircraft operations at CRQ. See NCP Section 11.3.9.

3. Limit the number of take-offs and landings: There is a saying in the community that Palomar Airport is one of the busiest one runway airports in the United States. One website lists 357 aircraft operating a day from the airport. On the weekends there is a constant flow of air traffic over our home. They fly over in all shapes and sizes, from World War II vintage planes to sleek new jets. They fly at all altitudes and with a variety of levels of noise. By limiting the number of take-offs and landings, maybe the student pilots and recreational pilots will go to another airport to practice landings and take-offs that don't impact residential areas.

Response:

Compliance with 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions, would be required for mandatory restrictions on aircraft operations at CRQ. See NCP Section 11.3.9.

4. Approach pattern: The current approach pattern needs to be re-evaluated to see if aircraft can be safely diverted away from residential areas, to fly over industrial areas. There is an upscale housing project being built on the southeast corner of Palomar Airport Road and El Camino Real. Currently, planes from the south fly a left downwind and left final approach over this area. Planes should not be diverted around this residential area to the east, for a straight-in approach. In doing so, the problem would be moved from their area to our residential area.

Response:

See NCP Section 11.3.4 for further information regarding the south pattern for arrivals.

5. Approach altitude: Airplanes fly over our house at all altitudes. The approach altitude should be raised for planes coming in from the east. I have Eucalyptus trees on my property that are 100 feet tall, and on occasion, it appears planes might be only two or three hundred feet above them. Also, jets fly over at all altitudes and of course, the lower they fly, the noisier they are. Planes should fly at a higher altitude until crossing Business Park Drive before starting their descent. That is approximately three miles from the end of the runway.

Response:

Aircraft utilizing the Published Instrument Landing System Procedure when landing on Runway 24 begin their constant rate descent from an altitude no lower than 2,300 feet above mean sea level (AMSL) approximately 5 nautical miles from the approach end of the runway. As directed by the procedure, aircraft descend along a 3.2° glide path. For aircraft operational and safety considerations, pilots cannot alter the prescribed approach procedure or rate of descent as suggested. It is estimated that when utilizing the Procedure, aircraft arriving to Runway 24 are approximately 720 +/- feet above the

ground when crossing Business Park Drive. The prescribed Published Instrument Landing System Procedure for Runway 24 can be found in Appendix K of this document.

In conclusion, I feel the airport issue has not been dealt with adequately, if at all. It is a County run airport in the City of Carlsbad. The approach is over the City of San Marcos. I would hope you take the concerns and well-being of the local residents into account when evaluating Palomar-McClellan Airport.

Response:

Comment Noted. Thank you for your input.

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Written Comment #11
Charles Buckley (Submitted January 16, 2006 via fax)

Comment:

While the graphs, charts and maps that were used at the meeting looked nice, I neither saw nor heard any proposed plans for the relief of the citizens of San Marcos. Aircraft that trigger a noise monitor decibel over 80 should not be allowed across the San Marcos area. Aircraft flying visual approach from north and east should be directed to fly over industrial area on the north side of the city. From the south, they should not be directed any further east than the 3 mile mark. (Business Park Rd. - S. Mo City limit). Emergency only approaches after 11pm.

Response:

See NCP Section 11.4.1 for further explanation of proposed change to flight operations over the City of San Marcos.

See NCP Section 11.3.10 for description of "Quiet Hours."

Compliance with 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions, would be required for mandatory restrictions on aircraft operations at CRQ. See NCP Section 11.3.9.

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Written Comment #12
Hank Talbot (Submitted January 16, 2006 via e-mail)

Comment:

The "hot pilot" who liked to announce his presence to those friends and/or enemies on the ground below by gunning his engine, or flattening out his prop, when he flew over our area, seems to have responded to the criticism expressed by people like me.

My condo is located about 2 miles closer (to the airport) than the point where 'planes are supposed to turn from the base leg onto the final approach to the airport. There are a lot of 'planes which turn from the south at least 2 miles closer to the airport than the authorized point (Palomar Airport Road and Business Park). That brings them right over the development in which I live.

Response:

See NCP Sections 11.3.4 and 11.4.1 for further explanation of arrival procedures at CRQ.

Written Comment #13
John Bertoldi (Submitted January 17, 2006 via e-mail)

Comment:

I participated in the Palomar Citizens Action Group PAR2000 Roundtable representing Evans Point HOA, which is located just north of the airport. I had submitted several recommendations regarding north east VFR departure overflights some of which is a clear violation of the airport noise abatement procedure.

Response:

See NCP Section 11.3.1 for the analysis of the recommendations regarding northeast VFR departure overflights.

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Written Comment #14
Stacey Field (Submitted January 25, 2006 via e-mail)

Comment:

I too, am saddened by the tragedy of this crash – but it has brought another important issue to my mind that was not mentioned in the articles I've read.

Yes, airport noise will always be a hot issue. However, this crash brings another critical issue to light. FLIGHT PATH. I hope I never read a headline about one of these small planes taking a "short-cut" off the flight path and crashing into a residential area. This would result in not only the tragic deaths of those in the plane, but also the deaths of innocent civilians as well as significant property damage.

I happen to live in a development near Lake Calavera, in Calavera Hills. To the best of my knowledge, I am NOT supposed to be in the flight path of Palomar Airport. I can verify that in the past 18 months I have lived here, NUMEROUS small planes have flown not only over Lake Calavera, but directly overhead (over my backyard).

Response:

The Lake Calavera is located approximately 3 miles north of the airport. As shown in Figure 11-12, the aircraft approaching from northwest to Runway 24 would fly over the Calavera Hills. See track ID 24A9. In addition, helicopter traffic between CRQ and the Tri-City Hospital would fly over the area. See track ID H12A1 on Figure 11-12.

The airport's Global Environmental Management System (GEMS) records the position as a function of time of most aircraft as they fly in the vicinity of the airport. With built-in algorithms, GEMS determines the type of operation (departure, arrival, training, flyover, or unknown) and the runway (06, 24, or unknown), and Create a map of flight density. Appendix D in the NEM document presents flight operations density maps for 29 scenarios. Flight tracks used in the modeling were based on these density maps obtained from GEMS in 2002.

Comment:

My husband and I joke that "they must be taking the scenic route over Lake Calavera". But it's not funny, it's a noise nuisance, and any deviation from proper flight paths is dangerous. I would imagine that pilots of small planes might be less experienced than commercial pilots, their planes may not be subject to as many maintenance checks, and there is less control tower supervision. As a nearby resident, this crash has heightened my concerns.

It is my hope that officials at Palomar Airport and the FAA take a hard look at these smaller airports in residential areas – to ensure noise and flight path rules are being followed precisely, and if not, steep penalties must be enforced.

Response:

FAA Order 7110.65P, Section 2-1-1 describes that the primary purpose of the ATC system is to prevent a collision between aircraft operating in the system and to organize and expedite the flow of traffic. Therefore, safety is the primary consideration of air traffic controllers.

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Written Comment #15
David Farris (Submitted January 29, 2006 via e-mail)

Comment:

As a homeowner in the community of Shadowridge in Vista, I live directly under the flight path of incoming aircraft to McClellan-Palomar Airport. I am concerned not only with noise issues but also with the health and safety of my family and others.

Often I hear aircraft noise after 10:00pm and before 7:00am which is a nuisance and causes loss of sleep. I strongly believe that there should be mandatory noise abatement policy and procedures not voluntary as is the case now.

I am concerned with the health and safety of my family especially with the recent fatal plane crash at McClellan-Palomar Airport on 1/24/06 and it's history of 11 fatal crashes. I am also concerned about the safety of the over 3,000 students at Rancho Buena Vista High School being directly under the flight path of incoming aircraft

Has URS Corporation conducted any noise and safety monitoring in the City of Vista in areas that are directly impacted by being directly under the flight path to this airport? If not, maybe it is time to conduct one.

Response:

Compliance with 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions, would be required for mandatory restrictions on aircraft operations at CRQ. See NCP Section 11.3.9.

Rancho Buena Vista High School is not located within the 65 CNEL. According to the 14 CFR Part 150, Appendix A, Table 1, schools outside of the 65 CNEL are considered compatible.

14 CFR Part 150 §A150.1(b) indicates that noise monitoring may be utilized by airport operators for data acquisition and data refinement, but is not required for the development of noise exposure maps or airport noise compatibility purposes. URS did utilize data collected by the airport's GEMS which has four permanent noise monitors positioned around the airport. See NCP Figure 13.1.

RETURN TO LIST OF COMMENTS

Written Comment #16
Celestino & Christine Gaeta (Submitted January 30, 2006 via fax)

Comment:

We recommend that there should be mandatory flight plans that go north of Palomar Airport Rd., thus avoiding the private homes located south of the road. The pilots can turn right or left at the coast, which is only a few miles away which would keep them from zig zagging over our homes. It would also be great if they can keep flights between 7am and 11pm.

Response:

See NCP Sections 11.2.4 and 11.2.5 for VNAP Departure Procedures.

See NCP Section 11.3.10 for the "Quiet Hours."

RETURN TO LIST OF COMMENTS

Written Comment #17
Art Rosa (Submitted January 30, 2006 via e-mail)

Comment:

We have lived in the flight path for the past 6 years, and struggled mightely to put up with the noise created by the pilots that will not respect the voluntary flight path to stay North of Palomar Airport Road on a 250 heading...The noise study was flawed, in that it did not place the sound monitors closer to Palomar Airport Road. Numerous times over the years planes have flied directly over our houses located in the Salt Aire tract of 60 homes and have negatively affected our house valuations and sales...a fact verified by real estate agents in the area.... We feel the only real solution to the problem is the establishment of Mandatory Flight Rules which would require FAA approval....many of the flights over our properties are well below the 2000' level, and I am sure well above the 64db level....the recent crash was only 2 blocks from our property, and of course has raised serious concerns about continuing with the voluntary rules which have not worked over the past 6 year period...your help in changing things for the better will be greatly appreciated by all concerned residents in close proximity to the airport.

Response:

See NCP Section 10.1 for an explanation of noise contour development utilizing the FAA's Integrated Noise Model.

Compliance with 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions, would be required for mandatory restrictions on aircraft operations at CRQ. See NCP Section 11.3.9.

See NCP Section 11.2.4. It describes the ATCT's concerns regarding the VNAP departure.

RETURN TO LIST OF COMMENTS

Written Comment #18
Tracy Siddall (Submitted January 30, 2006 via e-mail)

Comment:

I live near Palomar Airport in a home that we paid $735,000 for. It's a wonderful place to live except for the airport noise at Palomar Airport.

Is there any chance that planes could cease flying into/out of Palomar Airport between 12am-6am? Also, could they turn over the ocean instead of our homes?

The noise is unbearable with some planes.

Response:

Compliance with 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions, would be required for mandatory restrictions on aircraft operations at CRQ. See NCP Section 11.3.9.

See NCP Section 11.3.10 for a description of "Quiet Hours."

See NCP Sections 11.2.4 and 11.2.5 regarding departure procedures over the ocean.

RETURN TO LIST OF COMMENTS

Written Comment #19
Barbara Thurman (Submitted January 30, 2006 via e-mail)

Comment:

Our worst fears were realized January 24 when a private jet crashed and killed four people while attempting to land at the airport. This occurred during "Quiet Hours" (10 p.m. -7 a.m.) when there is a voluntary flight restriction for jet aircraft and no air traffic controllers are on duty in the airport tower. Other jet aircraft took off prior to that time. If the aircraft had attempted to land when the tower was manned it is possible that the tower would have had a visual as well as radar contact with the aircraft, cautioned the pilot and perhaps the accident could have been avoided.

It seems that many pilots/owners purposely do not honor the "Quiet Hours" restriction. Sunday morning a jet took off at 4:50 a.m. Every morning between 4-7 a.m. jet aircraft regularly leave from this airport. It has been reported that many of the pilots claim that the airport and they were in residence first and people should not have purchased homes in the flight zone.

These pilots/owners are not willing to be good neighbors and refuse to honor the quiet hours often fly and turn over nearby neighborhoods. It seems that whenever there is a golf tournament in town the golfers take off at all hours of the night without a thought to the airport's neighbors. The noise from these jets (especially some of the older aircraft) is deafening and thousands of people are awaken when they fly over. We are entitled to our privacy and peaceful night's sleep.

Response:

See NCP Section 11.3.10. The "Quiet Hours" is a voluntary noise abatement measure.

RETURN TO LIST OF COMMENTS

Written Comment #20
Tom (Submitted January 30, 2006 via e-mail)

Comment:

I'm sick and tired of hearing the whining from "concerned neighbors and homeowners" who buy, build and live on an airport approach! If the lack of common sense is such that these individuals willingly purchased these lemming palaces plastered along an airport property which has been IN OPERATION FOR 40 YEARS---TOO BAD!

Next will be calls for compensation or "noise abatement relief". And "then taxpayer sponsored buyouts" of "distressed homeowners". IGNORE THEM!

As a former North County resident, I wholeheartedly endorse 24 hour operation, and see absolutely no point in any type of restrictions, or discussions of any type with these ignorant individuals! Since housing is encroaching on an established port of commerce, perhaps a moratorium on residential development is in order! By keeping this airport operating without restrictions, the FAA will ensure that there is no interference with the free flow of goods---also known as Interstate Commerce!

I would wholeheartedly endorse that the rather confused residents of these little bedroom communities that are encroaching on the Palomar Airport budget for earplugs! And stop your whining---it's pathetic!

Response:

Comment Noted. Thank you for your input.

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Written Comment #21
Greg Chornak (Submitted January 31, 2006 via e-mail)

Comment:

I spoke at the last meeting on January 10th. Just wanted to confirm that URS noted my concerns and will address them. In particular is the noise issue over our community primarily from helicopters flying directly over our homes instead in accordance with the airport's own noise abatement guidelines as follows:

Helos: Remain above 1000' MSL and over major roads until entering the airport traffic pattern.

I would hope URS would again review some recent traffic patterns of helicopters over my home and this area. It is blatantly obvious there is a total disregard of the noise abatement plan. It's constant helo traffic many directly over my house all day long...and we live on a quiet cul-de-sac...away from any major road.

We also have a panoramic view of these helicopter pilots flying for miles directly over homes and not over major roads as they are supposed to be flying over. It's one thing if it's an occasional helicopter but nearly all of them fly wherever they want without any FAA or airport restrictions even though these guidelines are in place.

Response:

As directed by information published in the Airport Facility Directory, helicopter pilots are instructed to remain 1,003 feet Above Mean Sea Level (MSL [672 feet above ground level] while operating within the Airport Traffic Pattern. This altitude applies to the straight and level potion of the Airport Traffic Pattern and does not reflect altitudes during take-offs or landings. The County's Web Site offers the McClellan-Palomar Airport Noise Abatement Procedures that further states that helicopter pilots must remain above 1,000 MSL and over major roads until entering the Airport Traffic Pattern.

The requirement to remain over major roads follows the recommendations of several professional helicopter organizations throughout the United States. While voluntary, the concept recognizes that, by their nature of design and operations, helicopters produce unique and distinct operational noises. The recommendation to operate helicopters over major roadways ("Noise Corridors") has been proven to be effective in reducing helicopter overflight and noise intrusion over noise-sensitive areas. It should be noted however, that the safe operation of helicopters is the sole responsibility of each helicopter pilot. That said, during certain critical phases of helicopter operation, (arrivals and departures) the use of such flight paths may not be feasible or prudent from a safety or operational standpoint.

Comment:

It was my understanding that the purpose of the noise study was to assess and make recommendations on how to reduce NOISE, especially noting unnecessary and noisy aircraft and flight patterns and adherence to existing noise abatement guidelines. However, it appears this Part 150 study will bring little improvement. It appears to be nothing more than a good-ole boy relationship with the county hiring a consultant to put together a study to facilitate its owner's (FAA) best interest...and naturally at the full expense of taxpayer's that get nothing in return.

Response:

NCP Section 10 describes the roles and responsibilities of each party involved in the Part 150 Study.

Comment:

Actually, the FAA has no business being in charge of regulating their own noise in the first place. Frankly, your noise study should illustrate that the EPA needs to again be put in place of control of NOISE regulations and policy, not the FAA. It's ludicrous that the FAA is allowed to regulate and conduct their own noise studies. It's obvious they have no intent to reduce noise by their implementation of "voluntary" guidelines...essentially no guidelines at all.

If this study was to be conducted fairly and with meaningful purpose, it would have provided adequate funding to non-aviation community members to hire their own consultants and conduct their own noise measurements and validate the "results" of the county's consultants (URS). Instead it's a totally unilateral study in the best interest of the FAA, county, airport and aviation community.

Response:

The Aviation Safety and Noise Abatement Act (ASNA) was established by Congress in 1979 as a means to address the impact of aircraft noise on communities, to provide assistance and to assure continued safety in aviation. Under ASNA, the Secretary of Transportation was charged with the responsibility to establish a single system of measuring noise at airports, determine noise exposure, and identify compatible land uses. Thus, in 1981, the Federal Aviation Administration (FAA) established Federal Aviation Regulation (FAR) Part 150 Airport Noise Compatibility Planning.

Through the ASNA, airport operators voluntarily prepare airport Noise Exposure Maps (NEM) and Noise Compatibility Programs (NCP) and submit these materials to the FAA for approval. Federal funding is available to the Airport Sponsor to conduct this work. The NEM is a graphic depiction of noise exposure around an airport in current and future operational conditions. Based on the NEM, an NCP is prepared that sets forth the measures an airport operator proposes to take in order to reduce existing noncompatible land uses and minimize additional noncompatible land uses on and around the airport.

FAR Part 150 implements the provisions in the ASNA for airport noise compatibility planning. In addition to minimizing aviation noise impacts, this regulation sets forth the following:

- The community noise equivalent level, abbreviated as CNEL, for measuring noise exposure in California;
- The Integrated Noise Model (INM) as the standard noise modeling methodology; and
- The voluntary development of NEMs and NCPs by airport operators.

The FAR Part 150 program provides a comprehensive approach to both prevention and mitigation of airport noise in a community, seeks recommendations from interested parties throughout the development of the program, and provides for funding of eligible items through the Federal Airport Improvement Program (AIP). Furthermore, the NCP is primarily conducted to benefit the areas surrounding an airport.

Comment:

In closing I have also attached a copy of my original 11 issues sent to URS to be addressed in this study. As I mentioned at the last meeting I am very interested in knowing how URS addressed these particular issues in accordance with FAA, DOT, 14 CFR Ch. 1, General Provisions, NCP Section 150.23, paragraph E (7).

Response:

The referenced paragraph states, "(e) Each noise compatibility program submitted to the FAA must contain at least the following: (7) A summary of the comments at any public hearing on the program and a copy of all written material submitted to the operator under paragraphs (c) and (d) of this section, together with the operator's response and disposition of those comments and materials to demonstrate the program is feasible and reasonably consistent with obtaining the objectives of airport noise compatibility planning under this part."

The 11 issues were originally submitted via fax on April 14, 2004, in response to the request for public input during Public Meeting #2. The document was included in Volume 2, Appendix I of the NEM document. The NEM document was submitted to the FAA on September 13, 2004.

The original 11 issues are listed below, with responses. These will be included in the documentation of the public hearing, which will be an appendix of the NCP document.

The purpose of a noise compatibility program is provided in FAA, DOT, 14 CFR Part 150, Appendix B, §B150.1, paragraph (b).

Comment:

P.S.- As a community we are frustrated by these constant incidents like the one that just occurred as a twin engine jet flew directly over my house making a short dive into the airport at 3:19 PM on 1/31/06. I'm sure there was plenty of time for the tower to route it high, out and into a long approach into the airport over the commercial area of Carlsbad, instead it strafes over our homes to make a quick dive into the airport. This is the type of unnecessary noise this Study needs to address. Not rubber-stamping the way we've always done it.

Response:

A review of arrival flight tracks to Runway 24 indicates that aircraft are transitioning from a downwind leg to a left-hand base leg, turning to a final approach that is at least 4,800 feet from the end of the runway. These operations are consistent with prescribed approach procedures to Runway 24 as directed by the Airport Traffic Control Tower. Aircraft of this type (twin-engine jets) require wider downwind leg patterns and longer straight-in approaches than smaller, light, single-and multi-engined, piston aircraft. See NCP Section 11.3.4 for further discussion of the south pattern for Runway 24 arrivals.

Comment:

The people of the community purchased beautiful, quiet and expensive homes off to the side of the airport based on the airport runway configuration and noise abatement guidelines regulating noise and traffic patterns of the aircraft using it. However, the FAA and airport allows the pilots do essentially do whatever they decide. Consequently, a single recreational pilot in a inexpensive and loud plane, wanting to fly around in circles over everyone's home, can do it and ruin the peace and quite of everyone below because he's a pilot and he's within his rights...what about our right to not have some idiot flying circles over our homes when we're wanting some peaceful time with our families.

The FAA, county, airport authority and URS, owe it to the community to conduct this noise study fairly, honestly with the intent to reduce noise. Much of the noise is from recreational, training or vintage aircraft and inconsiderate pilots. It's time to start regulating aircraft and flights like other recreational and personal vehicles such as motorcycles, boats and off-road vehicles. Recreational aircraft are the least regulated and generate the most noise. And the FAA does nothing.

Response:

FAA-licensed pilots are required to operate in accordance with 14 CFR Part 91, General Operating and Flight Rules, Subchapter F, Air Traffic and General Operating Rules. See NCP Section 11.4.1.2 for description of required minimum safe altitudes.

Comment:

1. Recommend implementation of mandatory noise abatement procedures for all types of aircraft. Existing voluntary noise abatement procedures are futile since there is no dedicated enforcement of non-compliance or penalties to violators. Safety should be the only exception to the mandatory noise abatement policy. Mandatory requirements must include penalties for violators of any noise abatement guidelines with more substantial penalties for violations during "Quiet Hours".

Response:

Compliance with 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions, would be required for mandatory restrictions on aircraft operations at CRQ. See NCP Sections 11.3.9 and 11.3.10.

2. Recommend elimination or relocation of touch-and-go training flight patterns (possibly over the ocean). URS data indicates touch-and-go flights equate to 40 percent of GA VFR flights. This represents a large number and significant percentage of total flights and NOISE at McClellan-Palomar airport. Training flights are of no value to the community but are a very significant source of noise.

Response:

Compliance with 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions, would be required for mandatory restrictions on aircraft operations at CRQ. See NCP Section 11.3.9.

Touch-and-go activities are conducted for the purpose of take-off and landing practice. See NCP Section 11.4.1.1 for further explanation of touch-and-go operations.

3. Recommend minimum altitude requirements for planes within 2 miles of airport. Terrain in area within 2 miles of airport has many areas with bluffs and hilltops. Consequently, homes on top are subject to excessive noise from planes flying lower due to lack of altitude requirements during short approaches into the airport. In addition, scenic tour flights like those done by Barnstorming Adventures generate excessive noise due to age of planes and constant use of short approaches to the airport from the south.

Response:

See NCP Sections 11.3.4 and 11.4.1.2 for description of minimum safe altitudes.

4. Recommend some Part 150 funding of the $250,000.00 be allocated to a Committee of Community Members to hire their our own independent Noise Specialist(s) to review, compare and validate URS and Palomar Airport Staff's noise exposure data. Community should be afforded equal rights to test accuracy and monitor noise microphones in various areas around the airport to compare with Noise Exposure results provided by URS and Airport Officials.

Response:

The Airport Improvement Program (AIP) is authorized by Title 49 of the United States Code (U.S.C.), which is referred to as the "Act." The Act authorizes funds for noise compatibility planning and to carry out noise compatibility programs as set forth in the Aviation Safety and Noise Abatement Act of 1979 (P.L. 96-143). Eligibility to receive funds under the AIP for noise compatibility planning is limited to public agencies owning public-use airports and private airport owners of public-use airports.

5. Recommend banning or implementing mandatory flight restrictions of all helicopters in and out of the airport to maintain a minimum altitude of at least 1500-2000' over major roads until entering 1.5 miles of airport. Only exceptions are flights responding directly to emergency Police of Life Flight flights. Large percentage of existing helicopter flights in and out of airport fly too low directly over our homes 2 miles southeast of the runway.

Response:

As directed by information published in the Airport Facility Directory, helicopter pilots are instructed to remain 1,003 feet Above Mean Sea Level (MSL [672 feet above ground level] while operating within the Airport Traffic Pattern. This altitude applies to the straight and level potion of the Airport Traffic Pattern and does not reflect altitudes during take-offs or landings. The County's Web Site offers the McClellan-Palomar Airport Noise Abatement Procedures that further states that helicopter pilots must remain above 1,000 MSL and over major roads until entering the Airport Traffic Pattern.

The requirement to remain over major roads follows the recommendations of several professional helicopter organizations throughout the United States. While voluntary, the concept recognizes that, by their nature of design and operations, helicopters produce unique and distinct operational noises. The recommendation to operate helicopters over major roadways ("Noise Corridors") has been proven to be effective in reducing helicopter overflight and noise intrusion over noise-sensitive areas. It should be noted however, that the safe operation of helicopters is the sole responsibility of each helicopter pilot. That said, during certain critical phases of helicopter operation, (arrivals and departures) the use of such flight paths may not be feasible or prudent from a safety or operational standpoint.

6. Recommend implementation of comprehensive noise abatement program with annual requirements to phase out older, louder planes by requiring them to install hush kits or retire noisy aircraft. Many vintage, experimental, acrobatic and other recreational aircraft are excessively noisy. Stage 3 requirement deadline was in 1999. Time to establish some new, quieter requirements.

Response:

Compliance with 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions, would be required for mandatory restrictions on aircraft operations at CRQ. See NCP Section 11.3.9.

7. Recommend mandatory flight patterns using the north approach and departure, minimum altitudes within 2 miles of the airport for recreational, experimental and vintage aircraft. Every other recreational vehicle has restrictions on areas of usage, recreational aircraft should also have designated areas away from residential areas.

Response:

See NCP Section 11.2.3 for an explanation of the southern approach procedure.

See NCP Sections 11.2.4, 11.2.5, and 11.3.1 for an explanation of departure procedures.

8. Recommend flight restrictions, quieter planes or higher airport fees for companies such as Barnstorming Adventures Ltd. These sightseeing flights in loud, low-flying vintage aircraft need to be better regulated for noise. Types of planes, high frequency of flights and routine low-flying flight patterns of these flights is disruptive to our communities. Control Tower should require majority of these flights to use north flight patterns instead of allowing them to continually approach airport from south.

Response:

Compliance with 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions, would be required for mandatory restrictions on aircraft operations at CRQ. See NCP Section 11.3.9.

See NCP Sections 11.2.3 and 11.3.4 for further explanation of approach procedures.

9. Recommend changing daily morning scheduled commercial departures of America West flight that departs at 6:45 am to after 7 am and change departure of United Flight 6031 that uses 06 (east) runway to runway 24 (west) departure. In accordance with "Voluntary" Noise abatement procedures.

Response:

The airlines have been requested to schedule operations outside the 'Quiet Hours.' However, the airlines need to transport passengers to their hub airport in time to connect with morning flights to their final destinations. This may preclude rescheduling early morning departures.

Departure runway is determined by the ATCT based on weather condition.

10. Recommend the FAA consider airports having Citizen Advisory Committees to provide equitable representation regarding airport issues. Community currently has no representation on issues pertaining to the airport. Palomar Airport Advisory Committee is comprised only of airport proponents appointed by Supervisor Horn.

Response:

The County of San Diego designated the Palomar Airport Advisory Committee (PAAC) as the citizens review committee for this study. The PAAC meets the third Thursday of every month and the public is encouraged to attend. See NCP Section 15.2 and Appendix N for documentation of PAAC meetings.

11. Recommend FAA use its political lobby pressure to push through Congress the Bill to reestablish the Office of Noise Abatement and Control in the Environmental Protection Agency. Acting as a self-governing agency, with obvious conflicts of interest, the FAA is unable to conduct fair, unbiased Part 150 Noise studies. As FAA spokesman Mike Fergus was quoted in the Seattle Times last year, "If they (aircraft) are not doing anything that violates safety, there's nothing we can do". Consequently, why is the FAA conducting and spending millions of taxpayer dollars on Part 150 Noise studies?

Response:

See NCP Section 10 for an explanation of the Part 150 process, and the associated roles and responsibilities of those involved in the Part 150 Study.

RETURN TO LIST OF COMMENTS

Written Comment #22
Michael and Tracy Kosowan (Submitted January 31, 2006 via fax)

Comment:

Please no take-offs/landings from midnight to 6 am.
Noise from some planes is incredibly loud (shakes glassware in cupboards).
Can you turn over the ocean instead of our homes?

Response:

See NCP Section 11.3.10 for the recommendation of the "Quiet Hours."

See NCP Sections 11.2.4 and 11.2.5 for an explanation of departure procedures.

RETURN TO LIST OF COMMENTS

Written Comment #23
Jeanne Shea (Submitted January 31, 2006 via fax)

Comment:

The last 'Part 150' was in 1990 (16 years ago). Since then, has there been a comparison of noise impact when planes fly the "suggested" path (Palomar Airport Rd. North) vs. the odd flight path now utilized over homes. This would only be a real study if in fact this 'control' (suggested path) was utilized.

Response:

NCP Sections 11.2, 12.2, and 13.2 describe the review of previous 1992 NCP recommended measures.

NCP Section 11.2.4 describes VNAP departure procedure.

Comment:

If the reason planes flying over various neighborhoods is the cost of gas - this is a private airport. If those owning these planes want others to pay-the-price in order to pinch pennies a "Good Neighbor" policy must be put in place. In order to maintain compatibility between both parties, the public should not be held captive to the whim of a private plane owner.

Response:

See NCP Section 11.2.4 regarding VNAP departure procedure.

Comment:

I understand that certain planes may land without air traffic controllers in place at the airport; however a time constant of 6:30 am would be preferable. The 2, 4, and 5 am arrival/departures are a bit overboard. However, in light of the fact that these arrivals and departures may be for the betterment of the plane owner's business; it would be fine if they followed the 'suggested path' only at these times. It is a bit too much to ask of people in the community to ignore the sound of aircraft movement at 4am. People have jobs to go to as well, not to mention children who constantly wake due to the planes.

It is costly for the public to endure the noise as well. Lack of sleep impacts productivity both in the work place and at home. Sixteen years is a long time to talk about anything, if we must coexist some compromise must be reached.

Response:

See NCP Section 11.3.10 regarding "Quiet Hours."

Appendix C in the NEM document presents "Noise and Its Effects on People."

RETURN TO LIST OF COMMENTS

Written Comment #24
Tracy Siddall (Submitted January 31, 2006 via e-mail)

Comment:

[First part skipped because it is regarding clarification of faxed comment # 18] There are some days that planes fly at 2am and they are really, really loud because everything else is quiet. It always wakes up the kids. We all live in homes worth $800,000 to $1.6 million and use this airport. You'd think everyone would want to co-operate and reduce unnecessary noise. We all knew that an airport was nearby, but we all assumed there would be no noise late at night and early in the morning.

Response:

See NCP Section 11.3.10 regarding "Quiet Hours."

RETURN TO LIST OF COMMENTS

Written Comment #25
Linda Sounart (Submitted January 31, 2006 via e-mail)

Comment:

I live in Carlsbad & am a neighbor to Palomar Airport. I, my family & my neighbors are all affected by everything that happens at the airport. This being the case I would like to make some recommendations to abate some of the noise problem.

1. If the pilots would fly between Palomar Airport & Cannons Roads they would not bother any of the residents of Carlsbad. They should fly all the way to the ocean before they make their turns. Those pilots that are gracious enough to do this are greatly appreciated. It is very disconcerting to have planes buzzing your home when you are trying to sleep or enjoy your backyard.

Response:

See NCP Sections 11.2.4 and 11.2.5 regarding departure procedures.

2. The noise monitors that are in Poinsettia Park should be moved closer to Palomar Airport Road & Hidden Valley. You would get a much more accurate reading as to what the homes in the area experience.

Response:

See NCP Section 13.2.1 regarding proposed locations for additional noise monitors.

3. Maintain & encourage the more northern departure route of 270 degrees.

Response:

See NCP Sections 11.2.4 and 11.2.5 for a description of the recommended departure route.

4. Don't allow planes to land or take off if unless the tower was open. (perhaps the jet crash could have been avoided if the tower had been open.)

Response:

Compliance with 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions, would be required for mandatory restrictions on aircraft operations at CRQ. See NCP Sections 11.3.9 and 11.3.10.

5. Pilots should at least be censured (if not fined) if they disregard guidelines set forth by the airport.

Response:

See NCP Sections 13.3.7 and 13.3.8.

6. There is an inherent danger to the planes flying over the homes & schools in the neighborhoods. We have recently seen the crash of an airplane at the airport. Thankfully it did not hit any homes or school, but this could happen in the foreseeable future. Many of the planes are old & sputter as they fly overhead. There needs to be more defined rules of where these planes can fly after takeoff & before landing.

Response:

FAA Order 7110.65P, Section 2-1-1 describes that the primary purpose of the ATC system is to prevent a collision between aircraft operating in the system and to organize and expedite the flow of traffic. Therefore, safety is the primary consideration of air traffic controllers.

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Written Comment #26
David & Cami Surrey (Submitted January 31, 2006 via e-mail)

Comment:

It should be known to all that the voluntary noise abatement procedures in place at Palomar Airport are treated with absolute disregard by most if not all of the pilots that takeoff jets. Every jet I've seen crosses far South of Palomar Airport Road, some even heading south directly over the many homes on their way to presumably San Diego. Some of these jets are extremely LOUD and should not take this path.
My recommendation is for 3 things:

1. Make the 250 degree departure route mandatory with enforcement, not just voluntary.

Response:

See NCP Sections 11.2.4 and 11.2.5 regarding departure procedures.

2. No turns allowed until ¼ mile out over the ocean.

Response:

See NCP Sections 11.2.4 and 11.2.5 regarding departure procedures.

3. Stop all jet flights between 12 midnight and 6am.

Response:

See NCP Section 11.3.10 regarding "Quiet Hours."

Comment:

Implementing these 3 items as mandatory flight restrictions and not just voluntary measures no one pays attention to would harm no one and go a long way towards preserving a peaceful, undisturbed and friendly Carlsbad community.

Response:

Compliance with 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions, would be required for mandatory restrictions on aircraft operations at CRQ. See NCP Section 11.3.9.

RETURN TO LIST OF COMMENTS

Written Comment #27
Robert Woelffer (Submitted January 31, 2006 via e-mail)

Comment:

I am writing about noise abatement issues at McClellan-Palomar Airport in Carlsbad, California. I live in Rancho Carrillo an HOA community of 1543 homes plus apartments located east of the airport and south of Palomar Airport Road centered around Melrose Drive. Our community is outside of the 3 mile noise abatement cone for jet traffic east of the airport. The 3 mile distance from the airport ends approximately 1000 feet or more east of our eastern boundary. We have called many times about jets coming from the south cutting across our community turning towards a westbound flight path to the airport. Because of the hills, they are often quite low when they pass over our homes. Sometimes it seems that they are coming through out house and not over it. Those jets are not abiding by the 3 mile noise abatement cone, but could do so if they went just a little further east before they turn into the west heading to the airport.

Response:

See NCP Section 11.4.1 regarding the arrival traffic pattern east of the airport.

Comment:

We have been informed by the airport management that the FAA air controllers are the ones who direct or give permission for the jets to turn into the flight path for landing. Because there is a noise abatement program at McClellan-Palomar Airport, one would expect that the FAA should be promoting compliance with that program. It appears that the FAA is either not aware of the noise abatement program or it just does not care if planes fly low across residential communities.

We were told by the airport management that it may be that the FAA directs the jets to turn before the 3 mile limit to accommodate with other airplane traffic. However, I have personally observed that jets have cut across our community with no other planes in the approach to the airport for at least another 10 minutes. So that is not always the reason the planes are allowed to cut across our community.

Response:

See NCP Section 11.3.4 regarding the southern approach to the airport.

Comment:

I have also experienced a United Express flight from LAX to Carlsbad that was directed to continue east until we crossed I-15 before we were allowed to turn to a west heading to land at McClellan-Palomar Airport. I expect that the reason we went an additional 10 miles east before

turning west was because of air traffic approaching the airport. Jets coming out of the south to land at McClellan-Palomar Airport can be directed by the FAA controllers to do likewise if there is other traffic in the flight pattern, not cut across a residential community to take a shortcut.

What we ask is that more effort be made by the airport management, the jet companies and pilots utilizing the airport, and especially the FAA controllers to abide by the 3 mile noise abatement program. It may take additional notification to jet companies and pilots as well as new and clearer procedures for the FAA controllers managing the air space. It can, and should be done.

Response:

NCP Section 13 describes various program management measures to inform pilots and controllers, educate airport users, publish, and distribute the VNAP to airport users, etc.

RETURN TO LIST OF COMMENTS

Written Comment #28
Pat and R.J. Bauer (Submitted February 1, 2006 via e-mail)

Comment:

Until some higher power decides to make things MANDATORY at Palomar the rules are of no use. Pilots do not use good sense when flying over homes and sometimes drop very low around our pool and golf course. They also go under clouds very low over our houses. Many, many flights are done when the Tower isn't open and I am sure many are on visual and not instruments. Much of this report is about the Take Off's, which I understand is louder, but not much concern is given to the landing.

Response:

Take-off issues are described in NCP Sections 11.2.4, 11.2.5, 11.3.1, and 11.3.3.

Arrival issues are described in NCP Sections 11.2.2, 11.2.3, 11.2.7, 11.3.2, and 11.3.4.

RETURN TO LIST OF COMMENTS

Written Comment #29
Rick Baker (Submitted February 3, 2006 via e-mail)

Comment:

Members of our Land Use Committee attended the URS Jan-10 public meeting. We would ask that URS consider our recommendations below to modify the URS draft by withdrawing OM-14 and changing PM-2.

OM-14—Amending "Quiet Hours" to include all aircraft except emergency flight operations Implementing OM-14 would be counter-productive. Our current Quiet Hours language is already problematic, creating unrealistic residential expectations. If OM-14 is implemented it will increase expectations and give those who sell homes next to our busy airport more words they can use to downplay noise concerns. The draft assumes 50% of pilots will comply with this new noise abatement request—this assumption is wrong. We surveyed over 300 airport users and received over 70 responses indicating pilots cannot support this change because they already only fly at night when necessary. Withdraw OM-14. Remove the "Quiet Hours" from all airport literature.

Response:

See NCP Section 11.3.10. The "Quiet Hours" is very important to the community even as a voluntary measure.

Comment:

PM-2—Dedicated Full-Time Noise Abatement Officer (NAO) Implementing this function would be counter-productive. In our view it will contribute to public misunderstanding and be a waste of taxpayers' money ($80K/yr +).

Unfortunately it 1) formalizes a "Complaint Department" with the appearance of lessening noise, yet there will be little if anything this function could do to "Abate" noise; and 2) does not include engagement in the "community-planning" process. Developers continue to accelerate irresponsible development near CRQ—with the City's support. Many neighbors continue to be misinformed about the facts of airport operations and believe incorrectly that CRQ operations can be changed. Indeed, at your meeting, residents continued to characterize pilots not using a voluntary procedure as "rogue". We feel the County and City probably won't institutionalize much—if any—significant Part 150 recommendations that would improve public health/welfare/harmony with the airport because these organizations seem lead by developer interests who seek to downplay airport impacts to maximize revenue from inappropriate development near CRQ. Recall their support of Calavera Hills, Bressi Ranch and other high-density residential developments underneath traffic areas. Recall they ignored recommendations from their own PAR2000/PAAC for disclosures, easements and zoning.

Instead of a reactive "Complaint Department", we recommend CRQ implement a pro-active "Community Planning and Relations Officer" (CPRO)—with duties similar to California military airports' Community Planning and Liaison Officer (CPLO)—note: this is NOT the same as the County Airport's Public Communications Officer. The main function of CRQ's CPRO would be to educate locals/organizations with facts about CRQ, provide suggestions to organizations/potential residents to help prevent bad decisions, and provide practical information to noise sensitive people on how to cope with noise, e.g. notifying the public about CRQ being a "24/7 operation and getting busier"; complaints being public record and a material defect disclosure item during home sales; how to take action against deceptive home sales; monitor/report misleading statements including misleading sales activities at real-estate sales offices in areas of expected complaints to the CA Department of Real Estate and BBB; provide thorough disclosures/helpful-hints/pamphlets/web-pages based on experienced airport-users and operator's point-of-view; monitor and provide critical input on proposed development near CRQ, etc. Replace the NAO with the CPRO.

Response:

The County of San Diego has taken this comment under advisement.

RETURN TO LIST OF COMMENTS

Written Comment #30
Michael Grim, Senior Planner, City of Carlsbad
(dated January 25, 2006, submitted January 26, 2006 via e-mail and submitted via U.S. Mail)

Comment:

The NCP addresses the reduction in noise sensitive land uses and housing/population within the 65 dBA CNEL. The land use mitigation measures recommended for the City of Carlsbad, contained in Section 14.3.2 of the NCP deal with lands outside of the 65dBA but within the 60dBA CNEL. Given the purpose and objectives of the NCP, the City asserts that it is inappropriate to recommend any land use changes outside of the 65dBA CNEL noise contour. That being said, the existing zoning and land use designation for two of the three parcels identified in Section 14.3.2 are incorrectly described. The correct zoning and land use designations are described below and shown on the attached exhibits. [See original document for attachments].

Response:

The airport agrees that the identified parcels are outside the 65 CNEL for 2009. However, as shown in Section 7 of the Noise Exposure Maps document, the 65 CNEL contour is expected to expand in the future. In anticipation of this expansion, the airport is taking a proactive position in requesting the City of Carlsbad to rezone parcels that have potential to be developed into non-compatible (noise sensitive) land uses.

Comment:

212-040-50 The current zoning designations are O-S and R-1-10 (One Family Residential). The current land use designations are OS and RL (Open Space and Residential Low Density). The undeveloped portion referred to in the NCP is covered with open space zoning and land use designation, not R-1-10. This comment was made previously (please see 11/7/05 email correspondence)

Response:

At the time URS began working on the NCP, parcel APN 212-040-50 was vacant, and was zoned LC (Limited Control). In Late 2005, the City of Carlsbad informed URS that a Property Zone Change split the parcel into two areas, one being zoned OS (Open Space) and the other being zoned R-1-10 (One Family Residential). A General Plan Map Change resulted in most of the area that was formerly designated RL (Low Density Residential) changing to OS (Open Space). The areas formerly designated RLM and OS are now RL. The City of Carlsbad recently informed URS that the area zoned R-1-10 and designated RL is in the process of being developed with 14 single family homes, which were

approved in late 2004, when the Property Zone Change and General Plan Map Change were approved. Therefore, no further action is warranted.

Comment:

212-040-66 The current zoning designations are O-S and P-M-Q (Open Space and Planned Industrial with Qualified Development Overlay). The current land use designations are OS and PI (Open Space and Planned Industrial). The NCP Recommends changing the zoning of this parcel to P-M however, as shown, this is already the current zoning designation. Therefore, no zoning or land use change should be required for noise compatibility.

Response:

Regarding APN 212-040-66 (See NCP Section 12.2.3, page 12-13, 3rd paragraph from the bottom), the paragraph will be modified to read:

"There is one undeveloped area that is designated RD-M located within the 60 CNEL. The land use is designated "OS - Open Space." It is located west of Hidden Valley Road and south of Palomar Airport Road. It is identified as Assessor's Parcel Number (APN) 212-040-66. The City of Carlsbad has changed the zoning code to P-M-Q/OS. (See Comments from Mike Grim, City of Carlsbad, January 25, 2006, included in Appendix P-2). This Zoning Change reduces the potential for noise-sensitive development in the future, therefore, no further action is warranted."

RETURN TO LIST OF COMMENTS

Written Comment #31
Jim Desmond, Council Member, City of San Marcos
(submitted January 10, 2006 by hand delivery)

Comment:

The city of San Marcos has three requests to be included in the McClellan-Palomar Part 150 Noise Compatibility Study.
1. The City of San Marcos requests the determination of noise equivalent lines be from actual available traffic pattern flight path data, not aircraft modeling traffic pattern data. The current noise equivalent lines in the Part 150 study are referenced from a tight (textbook style) traffic pattern using aircraft modeling data instead of actual available flight path data. Actual flight path tracking data (Attachment A) is currently available from CRQ's airport manager's office. The modeling information does not reflect actual flight paths in and out of CRQ. The city of San Marcos respectfully requests the noise study to incorporate actual available flight path data for establishing actual noise equivalence parameters.

Response:

Flight tracks used to generate noise contours were developed from actual available flight path data. The airport's Global Environmental Management System (GEMS) records the position as a function of time of most aircraft as they fly in the vicinity of the airport. With inherent algorithms, GEMS determines the type of operation (departure, arrival training, flyover, or unknown) and the runway (06, 24, or unknown). As the flight passes over a set of user-defined grid area, GEMS counts the number of passes for each grid point in a user-defined gridded area. Knowing the total number of flights for each grid point allows a map of flight density to be created. Appendix D in the Noise Exposure Map Document presents flight operations density maps for 29 scenarios. Flight tracks used in the modeling to generate noise contours were based on the density maps obtained from GEMS in 2002.

Comment:

2. The City of San Marcos requests support from FAA CRQ Control Tower Manager to establish an arrival VNAP. The City of San Marcos with the cooperation of San Diego County Department of Airports and the Palomar Airport Advisory Panel, wishes to establish an arrival VNAP at CRQ. The city feels it is crucial that the CRQ tower manager be an active participant in creating the VNAP. Beginning in Spring of 2006, the City of San Marcos requests the CRQ tower manager to be an active panelist in creating an arrival VNAP.

Response:

See NCP Sections 11.2.2, 11.2.6, 11.2.7, 11.3.2, and 11.3.4. These sections reviewed potential arrival procedures to reduce noise impacts.

Comment:

3. The City of San Marcos requests raising the VASI and ILS glide slope angles. San Marcos has a densely populated senior mobile home park community with over 1100 mobile homes 3.5 miles from and directly under the Runway 24 final approach course. Aircraft on the Runway 24 ILS glide slope and aircraft visually on the VASI when directly overhead the San Marcos mobile home parks are at 1500 ft MSL. The mobile home parks sit at 675 ft MSL. This puts aircraft on a 3.5 mile final on glide slope and on VASI at 825 ft AGL, directly over 1100 mobile homes.

Response:

See NCP Section 11.2.2 for further explanation regarding raising the ILS glide slope and VASI angle.

See NCP Section 11.4.1 for further explanation regarding the request from the City of San Marcos.

Comment:

To reduce noise, the City of San Marcos requests raising the VASI and ILS glide slopes such that aircraft are higher over the mobile home parks. Attachment B is a one-week picture of noise events over 60dB recorded at a county noise monitor located at the San Marcos mobile home parks. Standardization: With rising terrain to the east of CRQ, a standard glide slope of 3 degrees is not feasible. The current 3.2 degrees glide slope allow aircraft on a 3.5 mile final to get as low as 825 ft AGL. Aircraft operate safely at higher glide slope angles. The glide slope at San Diego Lindberg ILS runway 9 is 3.22 degrees and the glide slope to runway 1L at Las Vegas, Nevada is 3.4 degrees.
Yes, the airport was there first. Both the airport and community have both grown and we must work together to peacefully coexist.

Response:

See NCP Section 11.2.2 for further explanation regarding raising the ILS glide slope and VASI angle. The Landing Distance Available (LDA) for CRQ Runway 24 is 4,600 feet. The LDA for LAS Runway 01L is 8,402 feet. The LDA for SAN Runway 09 is 8,700 feet. LDA is a key factor in determining the feasibility of a higher glide slope / VASI angle.

RETURN TO LIST OF COMMENTS

Verbal Comment #1
Charles Buckley
Rancho Vallecitos HOA

Comment:

Voluntary Noise Abatement Procedures should be Mandatory Noise Abatement Procedures. Is 100% quiet time just for departures or approaches too? The Noise monitor is located in Palomar West but the comments are sent out of the county to be evaluated. We should set something up so we can track comments within 24 hours. I live on the West side, as planes go over my house they are only 800-900 feet above, like the FAA says. The P-180 (there are four) are extremely noisy. You can hear them from Escondido. Neighbors say that in a house with windows closed it can take two minutes for the noise to pass. URS and the Airport staff know of other concerns.

Response:

Compliance with 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions, would be required for mandatory restrictions on aircraft operations at CRQ. See NCP Section 11.3.9.

"Quiet Hours" apply to both departures and arrivals. See NCP Section 11.3.10 for additional explanation of "Quiet Hours."

San Diego County developed an Airport Noise Reporting Form which is on their website at http://www.sdcdpw.org/noise/.

See NCP Section 11.4.1.2 for a description of required minimum safe altitudes.

The Piaggio P.180 Avanti is a twin-engine business aircraft produced by Piaggio Aero. The Avanti has turboprop engines in a pusher configuration, placed on a mid-fuselage, high aspect ratio wing. Maximum gross takeoff weight is 11,601 lb. According to FAA Advisory Circular 36-1H, the P.180 produces a noise level of approximately 82 dBA. The noise certification limit for propeller driven small airplanes weighing over 3,300 lbs. is 85 dBA.

RETURN TO LIST OF COMMENTS

Verbal Comment #2
A. "Jack" Ekland

Comment:

Friends from Arizona say they have quiet hours at their airport. There are no flights between 10 p.m. and 7 a.m. Could such regulations be implemented here, in Carlsbad?

Response:

See NCP Section 11.3.10 for a description of "Quiet Hours."

Compliance with 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions, would be required for mandatory restrictions on aircraft operations at CRQ. See NCP Section 11.3.9.

RETURN TO LIST OF COMMENTS

Verbal Comment #3
Joanne Grueskin
Resident in Rancho Corillo

Comment:

The recommendations look good. The tighter track (of the Dallas Airport) was very appealing. We understand approaching flights should be north of Palomar Airport Road but we are concerned about small aircraft that fly during the weekends. They are noisy.

Response:

See NCP Section 11.2.5 for a description of the recommended GPS/RNAV departure procedure.

See NCP Section 11.3.4 for a description of approach routes to Runway 24.

RETURN TO LIST OF COMMENTS

Verbal Comment #4
Maureen Kube
Seabright GRG Management

Comment:

Could we possibly have flights go south before Hidden Valley Road? Barbra Henry's article encouraged airports to phase out noisy jets. Is there anything to back up her article? There are noise monitors at Poinsettia Park, can we get a noise monitor closer to our house? We have kids and pre-schools close by. We're annoyed with noise even though we know we signed papers about the airport being close. We understand there is give and take to living close to the airport but we are asking the airport to be more concerned with the neighboring community.

Response:

Departure track 24D6 makes a left turn before Hidden Valley Road.

See NCP Section 11.3.9 regarding phase out of noisy jets.

NCP Section 13.2.1 recommends two additional monitors close to the airport under the flight paths.

RETURN TO LIST OF COMMENTS

Verbal Comment #5
Yvonne Barcelona
Resident and Realtor

Comment:

San Marcos Laurel area has a hill with homes behind it. Planes have come within 500 feet of the house and helicopters come across the corridor underneath rooflines. Inbound and landing should be curtailed so that noise before 7 a.m. is prohibited. Neighbors don't want to wake up early on Saturday and Sunday. Jet noise comes in more often south of Palomar Airport Road. I have called the tower to complain about planes flying so low, I could see passengers. I believe 100% noise abatement should be required not voluntary.

Response:

See NCP Section 11.4.1 regarding traffic pattern altitudes in the vicinity of San Marcos.

Compliance with 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions, would be required for mandatory restrictions on aircraft operations at CRQ. See NCP Section 11.3.9.

RETURN TO LIST OF COMMENTS

Verbal Comment #6
Gregory Chornak
Ponderosa HOA

Comment:

I think the study should take another look at recreational training flights that come over homes. Helicopter flight regulations say pilots should fly over roads, but they don't. Part 150 FAA guidelines say that prior to submission of draft airport operations the general public should be allowed to submit views. I don't think we had the opportunity to comment. I requested a copy earlier but don't think I had adequate time to review it. I haven't seen information regarding other regulations noted in study.

Response:

Since the completion of the 1992 NCP, the traffic pattern altitude for small aircraft was raised by 300 feet. Currently, the published traffic pattern altitude for small aircraft is 1,503 feet above mean sea level. See NCP Section 11.2.1.

Published noise abatement procedures for helicopters at CRQ states "Remain above 1000' MSL and over major roads until entering the airport traffic pattern."

There were two public workshops for the Noise Exposure Map (NEM) and one public hearing for the Noise Compatibility Program (NCP). Each of these provided the opportunity for the public to submit their views. In addition, the Palomar Airport Advisory Committee meets every month and the public is invited to attend and given opportunity to provide comments. Section 8 in the NEM document and Section 15 in the NCP document describe the public involvement for this study.

RETURN TO LIST OF COMMENTS

Verbal Comment #7
Chin Tu
Civic Helicopters

Comment:

Helicopter pilots learned how to fly at an airport. Those pilots have training done work for the Army, National Guard, Police Department, etc. Helicopters make noise but not as much as other jets. Trash trucks wake you up too, but neighbors don't complain about those. Helicopters are there for a good purpose. Victims of Hurricane Katrina and other people appreciate helicopters. We ask for consideration of helicopters. Sorry about noise.

Response:

Comment Noted. Thank you for your input.

RETURN TO LIST OF COMMENTS

Verbal Comment #8
George McJimsey
Pinnacle Aviation Academy

Comment:

I fly a training aircraft, was a member of the PAR 2000 committee and worked voluntarily on the NAP. I have posted signs and had instructor meetings to discuss the noise, but as far as recommendations from tonight's study are concerned, private pilots require 3 hours of night training. We'll try to keep noise down.

Response:

Comment Noted. Thank you for your input.

RETURN TO LIST OF COMMENTS

Verbal Comment #9
Tom Frieder
Pilot

Comment:

I'm a pilot and have 10,000 hours of experience flying. I've become mindful of the community and take care to comply with VNAP. If pilots would join and follow VNAP to include alpha departure, to take off 24, that would be nice. I agree that pilots should be mindful of altitude requirements, which is 1,500 feet. I applaud Palomar Airport for making public meetings possible.

Response:

Comment Noted. Thank you for your input.

RETURN TO LIST OF COMMENTS

Verbal Comment #10
Dave Richter
President of the San Diego Regional Aviation Association

Comment:

I stand behind the recommendations made tonight. The SDRAA's mission is to educate the public and pilots. Some pilots don't know people are sleeping close to the airport. It's important that the airport has been pro-active. I encourage people to visit sdraa.org.

Response:

Comment Noted. Thank you for your input.

NCP Section 13 presents a number of recommendations regarding VNAP publication and pilot education.

RETURN TO LIST OF COMMENTS

Verbal Comment #11
Gail Carroll
FFP Shore Point

Comment:

I was part of the group that made the Friendly Flyer program happen. I appreciate PAAC and am encouraging pilots and the hospital to follow VNAP. In regards to the study, one recommendation asked pilots not to turn until they are past Interstate-5 that seems to be an example of reduced VNAP compliance. The study also recommends 100% quiet hour compliance; right now there are 10- 25 planes that follow quiet hours. The biggest concern of Fly Friendly is to follow existing compliance regulations. Implementing a GPS would help clear up the problem if pilots don't comply with existing voluntary regulations.

Response:

The Citizens for Palomar Airport Noise Reduction made a presentation to the PAAC in November 2004. The "Fly Friendly" program was adopted by the PAAC in April 2005. NCP Appendix N includes the presentation.

The recommendation asking pilots to delay the left turn from RW24 until aircraft are west of I-5 would reduce over flights of neighborhoods south of the airport. The recommendation is made with the understanding that pilots who would normally turn left immediately after departure from RW24 are not likely to fly the VNAP 0.5 mile beyond the coastline. If they delay their left turn until they are west of I-5, it would be preferable to the immediate left turn that is currently being flown. See NCP Section11.2.4 for further explanation.

See NCP Section 11.3.10 for a description of "Quiet Hours."

See NCP Section 11.2.5 for a description of the recommended GPS/RNAV departure procedure.

RETURN TO LIST OF COMMENTS

Verbal Comment #12
Robert Woelffer

Comment:

I live east of Melrose. Jets aren't following the three mile rule. I've called the airport to complain and the response was that the FAA says when to turn. If the FAA is part of this program, the control tower should have jets come from the south, go three miles, then enter through the noise abatement area. Planes are low and it feels like they are coming through your house.

Response:

The distance from the Runway 24 end to the corner of Palomar Airport Road and Melrose Drive is approximately 1.5 miles. Thus, the "Minimum altitude 2000' AGL until 3 miles from the field" does not apply around Melrose Drive.

See NCP Section 11.4.1.2 for a description of required minimum safe altitudes.

RETURN TO LIST OF COMMENTS

Verbal Comment #13
John Earle
Pilot

Comment:

I'm a pilot. My pilot friends and I try to follow VNAP. Carlsbad is a nice community and we (pilots) need to consider this. if there is an attempt to compress air travel space, there could be in-air collisions. The airport was here first. I have to look up to see when planes are coming too but don't understand where complaints are coming from.

Response:

Comment Noted. Thank you for your input.

RETURN TO LIST OF COMMENTS

COPIES OF COMMENTS RECEIVED



Beth
<sunkist1@adelphia.net>
01/08/2006 05:07 PM

To deborah_murphy@urscorp.com
cc
bcc
Subject McClellan-Palomar Airport Noise Compatibility Program

Dear Ms. Murphy,

There exists a social contract, whether implied or within legal guidelines, between the residents that live near Palomar Airport and the airport itself. When I moved to Shadowridge, it was with the knowledge that I lived near the airport. A certain level of noise was to be expected, hence, the "contract" that I alluded to. I did not delude myself into thinking that this area would be free of air traffic or the noise that ensues. However, jet planes that take off at 11:30 p.m., 1 a.m., 2:30 a.m., or 4 a.m. shatter the public trust. Planes and jet planes are too many to count and the noise too loud when there is championship golf, tennis matches, and holiday crowds. Again, Palomar Airport breaks the social contract when common sense controls don't prevail.

When I spoke to the Carlsbad City Council regarding this issue, I walked away feeling that pilots, local businesses, and the F.A.A. control the airport without any real input from local residents. I was literally told that the meeting didn't count because the F.A.A. had jurisdiction, not the city council nor the people. It was an exercise in futility. It was meant to be a salve for the angry residents.

I would like mandatory time limits on all pilots: no take-offs or landings before 7 a.m. or after 10 p.m. I think that's fair. It needs to be mandatory because the voluntary approach doesn't work at all. I can vouch for that.

Respectfully,
Elizabeth Regan
2679 Seacrest Court
Vista, CA 92081
760-310-3551



"Joyce Roberts"
<the_blonde_1@hotmail.com
>

01/09/2006 01:59 PM

To Deborah_Murphy@URSCorp.com

cc

bcc

Subject Palomar Airport

Dear Ms. Murphy:

I will be unable to make it to the hearing tomorrow, January 9, 2006. I would, however, like to have my concerns be made part of the record.

I am a Senior Citizen living in Costa Serena, a senior development, located in Oceanside. We are roughly bounded by Mira Costa College, College Blvd, Ranch del Oro, and Vista Way. Until a few years ago, this place was aptly named. Low-flying aircraft have disturbed the 'serene' atmosphere. I am referring to the large, commercial jets that evidently circle out over the water and then make their way inland.

Please understand I have no complaint as to the ROUTE - only to the ALTITUDE. Yes, they must climb after takeoff, but is it necessary to do so over residential neighborhoods? Can they not go out a mile or so more and achieve the desired speed and altitude?

Thank you for your consideration.

Joyce L. Roberts

McClellan- Palomar Airport
Part 150 Airport Noise Compatibility Study
Public Meeting # 3
January 10, 2006
Public Input Form

Please record your comments concerning the McClellan-Palomar Airport Part 150 Noise Compatibility Study on this form. Please include your name, address and telephone number. You may submit this form by:

1) placing it in the comment box at tonight's meeting
2) mailing it to Deborah Murphy Lagos
URS Corporation
7650 W. Courtney Campbell Causeway
Tampa, FL 33607-1462
3) faxing it to (813) 636-2400
4) e-mailing Deborah_Murphy@urscorp.com

All comments must be received no later than January 31, 2006.

Name: JOE CAPRARO

Address: 1091 OCEANIC DR

E-mail: joecapraro@mindspring.com

Phone: 760 436 5465

Comments: #1 I DON'T THINK WE SHOULD BE MAKING NOISE ABATEMENT HOURS THAT ARE MORE RESTRITIVE THAN LINBERG FIELD WHICH I THINK IS 530 OR 6 AM TO 11 OR 12 PM, AND SAN DIEGO HAS A LOT MORE DENSITY POPULATION!!! #2 WE NEED TO DEVELOP A COMMUTER AIRPORT FOR SAN DIEGO NORT COUNTY, TO LAX AND ELSEWARE. IF WE DON'T WE WILL HAVE CONSTANT GRID LOCK ON THE FREEWAYS WORSE THAN EXISTING.

You may use the back of this sheet to record additional comments or attach additional paper.



"Gail Carroll"
<gncarroll@sbcglobal.net>
01/11/2006 08:05 PM

To <deborah_murphy@urscorp.com>

cc '"maureenkube" <maureenkube@adelphia.net>, <peter.drinkwater@sdcounty.ca.gov>, '"Rath, Philip P."' <Philip.Rath@sdcounty.ca.gov>, '"Brackett, Olivier"' <Olivier.Brackett@sdcounty.ca.gov>

bcc

Subject Part 150 public input form

Hello Deborah,
It was nice finally meeting you last night. I am again concerned that there are few recommendations that may have any immediate significant results to reduce noise. It really is all up to the pilot's voluntary cooperation and only some of them give consideration to the VNAP. If they would just follow that we would be happy. I was also distressed at the lack of the attendance by the FAA as well as many pilots or the pilots associations.

Here are my comments for addition and exception to the public report.

Gail Carroll, 1254 Mariposa Rd, Carlsbad, CA 92011 gncarroll@sbcglobal.net ph 760-438-7747
Comments:

1. I was distressed that no representative from the FAA or the several pilots organizations, (except one) attended this meeting. It appears to be a reflection of their concern.
2. The recommendation to have pilots turn once West of I-5 seems to diminish the existing rule to turn ½ mile west of the coast. The pilots seem to ignore this VNAP rule a large part of the time. Since it is voluntary, what incentive do they have to follow the new guideline when they ignore the existing ones?
3. The idea to have GPS is a good one and may keep people more mindful of their bearing, but this will not only take 10-15 years to become a standard retrofit in most planes, but it still will only be another reminder of where they should be on a voluntary basis.
4. The idea for 100% compliance and expansion of the quiet hours sounds heavenly, but how are you going to get any more compliance than we have now (usually 10-25 planes per day during quiet hours), when pilots and FBO's have the attitude that it is voluntary and that when it comes to business and their (or their client's) need, that will prevail. They have said to my face that if an exec wants to be in New York by 8AM, they will gladly fly him there and take the quiet hour departure. Their convenience takes precedence over that of the community's sleep or quiet or VNAP. You will need more clout to enforce this. It would make residents very happy.
5. Why can't the air traffic controllers take a more active roll in encouraging compliance to VNAP and 250 degree departure or even 270 departure? I had access to a radio to the tower for several weeks and listened all day to the tower. It appears to be standard procedure as follows: Pilot calls in and says he is taking off and wants to make a quick left turn to SW and the controller, unless there is an immediate safety issue, says go ahead with your plan, rather than correcting them with a 250 departure and VNAP guidelines. The controllers are way too passive. And, they are just not too busy most of the time. I could hear the conversations and then see the planes take off and turn to the SW, with no correction from the tower. I understand that if the tower tells them where to fly they will because not doing so could lead to a fine. It seems that is the only way to get a better grip on compliance to the existing VNAP. I have also been told by pilots that is more economical for them to take shortcuts over homes and slower climbing altitudes to save gas.
6. The existing Fly Friendly Program is essentially a plea from homeowners, asking the pilots to comply with the existing VNAP, including 250 departures, staying north of Palomar Airport Rd until ½ mile west of the coast before turning, and also to adhere to the quiet hours of 10PM – 7AM. The PAAC has spent most of it's emphasis on trying to educate the community, when the real issue is simply cooperation and compliance to the existing VNAP. Thus, the primary emphasis should be on gaining support of the pilots to cooperate, but meetings, education and

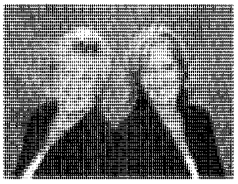
signage. More time, money and effort needs to go into this focus.

7. Who underwrites the funding of your management recommendations? It appears that the county is short on funds and claims to not be able to support some of these ideas.

Thank you again for your time and response.

Best Regards,

Gail Carroll
Prestige Properties
Real Estate Marketing & Acquisitions
Fine Coastal Homes..Outrageous Service
Referrals are how we earn our living. Yours is most appreciated.
Phone: 760-438-7747 Fax: 760-438-7737





"Amy Jim"
<jimxamy@hotmail.com>
01/11/2006 12:08 PM

To Deborah_Murphy@urscorp.com
cc
bcc
Subject McClellan-Palomar Airport Part 150 Airport Noise Compatibility Study

Amy Houlc
Windsor Rd, Cardiff, CA
jimxamy@hotmail.com
760 942 5736

I am a pilot who has been renting planes out of Palomar Airport for 4 years. It is a shame that a group of people, less than 10, are wasting everyone's time by complaining about nosie at Palomar Airport. The tighter patterns that the community is suggesting will cause mid air collisions, then the small airport haters group will try to close the Palomar Airport entirely.
I really do not see where the noise is that the people are complaining about. This evening (at 8 PM) as I was leaving the Carlsbad Safety Center, which is in the flight path of Palomar Airport, there were several planes coming in for a landing..... and there was an F150 pickup truck leaving the Safety Center where the Part 150 Airport Nosie Compatibilty Meeting was held. The F150 pickup truck made much more noise leaving the area and speeding to go home than the 3 airplanes in the area, at pattern altitude 1,500 or lower.
Thank you for your time.
Amy



Deborah Murphy/Tampa/URSCorp
01/11/2006 10:18 PM

To Gordon A Nesbitt II <ganesbitt@Raytheon.com>
cc
bcc
Subject Re: Public Comments on CRQ Part 150 Study

Hello Mr. Nesbitt,

A copy of the draft study is available in pdf format at the following url:

http://www.sdcounty.ca.gov/dpw/airports/mcpal.html

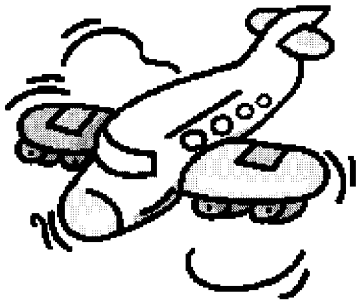
I am attaching a copy of the power point presentation in pdf format.

Best Regards,
Deborah



Presentation 1-10-06.pdf

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



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.

Gordon A Nesbitt II <ganesbitt@Raytheon.com>



Gordon A Nesbitt II <ganesbitt@Raytheon.com>
01/11/2006 02:11 PM

To deborah_murphy@urscorp.com
cc
Subject Re: Public Comments on CRQ Part 150 Study

Re: McClellan - Palomar Airport part 150 Noise Compatibility Study, Public

Inputs

Deborah:

Can you advise how / where I might find a copy of the study and presentation materials from the 10Jan06 Public Meeting #3 ??? (Is there a URL where I can find the draft study in .pdf form? Also same question for .ppt version of presentation given last night?)

v/r,
Gordon Nesbitt
(Pilot living under CRQ approach)
6624 Grulla St.
Carlsbad, CA 92009

Office: 858-522-4303



"DeMaris, P.J."
<pdemaris@palomar.edu>
01/12/2006 01:06 PM

To <Deborah_murphy@urscorp.com>
cc
bcc
Subject Palomar airport Noise abatement study

I have lived in Vista (approximately 7 miles from the airport) for 19 years and have experienced over the last 4-5 years the gradual influx of single engine and jet aircraft over my house to the point of an average of 20 planes per hour. The noise begins around 5:20 am and continues as late as 1am everyday. Admittedly, not every plane passing overhead will meet the FAA standard for excess noise. However, the persistent whine of aircraft is equally disturbing. It is not unusual on a Saturday when I am working in the yard to hear 2-3 airplanes simultaneously. In fact, 95% of the time, whether inside or out, at least 1 aircraft is audible.

From the meetings and reports I have read from the URS study, no real-life measurements or computer simulations were made of the noise generated over Vista by the aircraft arriving or departing from Palomar Airport. Single engine aircraft heading east out of Palomar are very loud as they as they push their engines to gain altitude and fly directly over my house. The study failed to account for sound physics where approaching sound is louder and hilly topography amplifies the noise. Jet aircraft approaching from the west barely skim our rooftops in my neighborhood as they descend to land. Perhaps the worst are the late afternoons and weekends when amateur and student pilots use Vista as their flight patterns continuously circle over my house as they practice cycling their engines.

Palomar is now one of the busiest airports in the country and therefore should operate accordingly. Voluntary noise abatement has not and will not be honored. Flight paths need to be varied to avoid the disproportionate negative impact on specific communities. By taking advantage of the airspace over the ocean during takeoff before banking back over land would greatly reduce the noise and subsequent complaints.

My husband and I have decided to move as a result of this problem. This will cause and economic and emotional hardship on us. We purposefully bought this home for the peace and quiet that is now nonexistent. It seems grossly unfair that the citizen on the ground appears to have no rights while those in the air can wreak havoc on the lives of others without concession or consideration.

P.J. DeMaris
Counselor/Professor
Palomar College



"Rhondda Dennis"
<rhondda@adelphia.net>
01/12/2006 02:10 PM

To <Deborah_murphy@URSCorp.com>
cc "bhenry" <bhenry@nctimes.com>, "Greg Chornak" <gr656NAK@yahoo.com>
bcc
Subject Mc-Clellan-Palomar Airport

I attended the meeting on Tuesday, January 10 at Carlsbad, CA Community Center.

I didn't speak to the meeting on Wednesday. The following day, when the plane came over my home (Seabright, adjacent to Poinsettia Park) at 0645 it encouraged me to comment in an email to you.

As to those of us who bought homes in the area knowing of the airport, I want to remind you that eight years ago when we bought a new home at Seabright Carlsbad, there were no jet planes at Palomar. We work now toward a reasonable solution to a problem that has developed, after the fact.

Lindberg Field in San Diego has night hours. The airport closes at something like 2100. I don't know the morning hours. It is not voluntary. In my opinion, voluntary is not a solution when it is obviously not to the individual's personal advantage.

Other airports throughout the country close their airports to certain noisy aircraft. It could be done at Palomar. In fact, it may become necessary downstream, so why alienate the public by a lengthy postponement of the inevitable?

Two or three years ago, Palomar presumably posted a sign near the taxi area asking pilots to take off straight ahead, over Legoland to the ocean. The noise level dropped a bit. I personally did not see the sign and I don't know if it still exists. I thought at the time that this small effort was a rather "lame" effort to a difficult problem.

Initially, when jets first arrived at Palomar, a large percentage (75%) of the airplanes that landed here arrived from out of the area. They are not familiar with local rules...judging by the flight pattern (easily viewed from my second story home) some pilots seemed to be fuzzy about exactly where the airport is located. Are you doing anything to advise pilots arriving from other areas of the control issues that are operational, abet "voluntary."

Mrs. Rhondda Dennis, Carlsbad, California

RECEIVED

JAN 18 2005

Gillespie Field

JANUARY 14,2006

THE ENCLOSED IS A COPY OF A LETTER I SUBMITTED TO THE NORTH COUNTY TIMES REGARDING THE PALOMAR AIRPORT.

I AM SICK TO DEATH OF ALL THE BIG TO DO ABOUT THE AIRPORT, NOISE, BLAH,BLAH,BLAH!!!!!!!!!!

I FOR ONE AM GLAD IT'S THERE, I KNEW IT WAS THERE WHEN I MOVED IN (AS I HAD TO SIGN DOCUMENTS TO THAT EFFECT) AND THOUGHT YOU WOULD LIKE SOME POSITIVE FEEDBACK FROM SOMEONE WHO LIVES DIRECTLY IN THE FLIGHT PATH AND WHO OBVIOUSLY USES THAT AIRPORT.

P.S.: THE CARS DRIVING DOWN THE STREETS WITHIN THE MOBILE HOME PARK MAKE MORE NOISE THAN THE AIRPLANES DO!!!!

SINCERELY,

SHAROL BENNER
3535 LINDA VISTA DRIVE SPACE 167
SAN MARCOS,CALIF 92078
760-908-4170

Dear Ms. Henry:

Several months ago, I sent a "Letter to the Editor" (which I have never done). "DA PLANES,DA PLANES". I wrote this articles out of sheer frustration and with the hopes that one individual who professes he represents the rest of us will get a life or focus on something a bit more realistic that attempting to change progress!!!!!!!!

I too live in "Vallecitos Estates"----------right in the middle of the flight path. When I stand outside, these planes fly directly overhead. The statistics I am reading about that are comparing the noise levels to that of a vacumn cleaner or dishwasher are spot on. I have done my own research. If you really concentrate on the planes coming in (which is hard to do) if you have a life, the noise lasts approximately 16 seconds!!!

Mr. Buckley, seemingly self appointed to campaign against progress is absurd and ludicrous. Everytime I read an article in the paper where he is being quoted as the representative of the masses of Vallecitos Estates ,I get even more determined to make rest of the community aware that we-----though Sr. citizens are not a bunch of doting,drooling,non thinking people.

Let's talk about the airport. It's been there almost 50 years. It didn't just spring out of the ground and have someone roll out the Tarmack. Let's talk about purchasing a mobile home in "Vallecitos Estates". The buyer, at close of escrow has to sign documentation that they are aware the purchase is within that flight path!!!!!!! I am 60 years old, am a partner in a small business here in San Marcos and no, I do not own an airplane hangared in Carlsbad. Let's talk about the time saved due to that airport. Book a flight out of San Diego. The drive is approximately 1 hour,if traffic is flowing smoothly. Find a place to park ,which if you don't intend to pay $20 per day now means you have to take a shuttle to the airport itself----------another half hour. Go through the frustration at the airport of security checks, standing around, praying that your flight is on time after investing at least 3 hours of your time, as remember, you must get to the airport at least one hour prior to take off. Now, you get to do the exact same thing when you get back.

Book the same flight out of Carlsbad. From "Vallecitos Estates", the drive time is approximately 15 minutes. You get out of your vehicle, walk through the front door without the crowds and huge terminal chaos, check in and go to the plane!!!!!!!!!!!! DUH, Who in their right mind, that does any traveling at all wants to see that change. I am aware that this issue is supposedly all about noise. WHAT NOISE?? 15 seconds worth??? What's the trade off? Get rid of the Jets? Restrict flying times, GOOD GRIEF, this is progress and I for one am delighted it's there!!!!!!!!

No one has ever knocked on my front door and asked me what I thought about the airport, the flight path or Anything about the noise. My suggestion to Mr. Buckley (who in the last article was quoted as saying that if he won the lottery, he would dedicate the money to eliminating the air traffic) is, sell your mobile home and move somewhere else!!!!!!!!!! That airport was there when you moved in, it will be there when you move out----------and this is PROGRESS!!!!!!!!!!!!

Sharol Benner
3535 Linda Vista # 167 (smack dab in the middle of the flight path) 760-908-4170





"Jimmy" <redman7@cox.net>
01/15/2006 12:02 AM

To <deborah_murphy@URSCORP.com>
cc
bcc
Subject

Dear Ms Murphy,

My wife and I live at 3265 Linda Vista Drive, San Marcos, California. Our house is 3.4 miles from the east end of the Palomar - McClellan Airport runway. We have lived here for 27 years. As with everything else, much has changed in the operations at Palomar Airport.

In conducting your study, I would hope you would not focus on the take-off issues alone, but also look at the overall operations of the airport, including the approach areas. As mentioned earlier, we live 3.4 miles from the end of the runway and our property is situated so that all straight in approaches fly over our home. We have lived with these changes, but feel that certain restrictions need to be placed on the airport to keep from further eroding our quality of life. Some of the main issues are:

1. **Night Curfew:** Currently there is an advisory curfew. I am not sure if this is take-offs only, or landings and take-offs. Either way, we are awakened on a regular basis between midnight and 6:00 a.m. by helicopters, jets and other noisy aircraft flying over our home. The only way to curtail this is to have a mandatory curfew for all take-offs and landings, except for emergencies and emergency aircraft (police, fire, etc). Military training missions are not emergencies.
2. **Limit the type of aircraft that can take off and land:** Some aircraft are noisier than others. Then there are the really noisy aircraft. Some of these heavy jets, heavy helicopters, and fixed wing planes that make a lot of noise should not be able to use this airport. We can hear and feel these planes coming from miles away and our windows rattle as they fly over. Some of these planes stay in the pattern and fly over multiple times.
3. **Limit the number of take-offs and landings:** There is a saying in the community that Palomar Airport is one of the busiest one runway airports in the United States. One website lists 357 aircraft operating a day from the airport. On the weekends there is a constant flow of air traffic over our home. They fly over in all shapes and sizes, from World War II vintage planes to sleek new jets. They fly at all altitudes and with a variety of levels of noise. By limiting the number of take-offs and landings, maybe the student pilots and recreational pilots will go to another airport to practice landings and take-offs that don't impact residential areas.

4. **Approach pattern:** The current approach pattern needs to be re-evaluated to see if aircraft can be safely diverted away from residential areas, to fly over industrial areas. There is an upscale housing project being build on the southeast corner of Palomar Airport Road and El Camino Real. Currently, planes from the south fly a left downwind and left final approach over this area. Planes should not be diverted around this residential area to the east, for a straight-in approach. In doing so,the problem would be moved from their area to our residential area.
5. **Approach altitude:** Airplanes fly over our house at all altitudes. The approach altitude should be raised for planes coming in from the east. I have Eucalyptus trees on my property that are 100 feet tall, and on occasion, it appears planes might be only two or three hundred feet above them. Also, jets fly over at all altitudes and of course, the lower they fly, the noisier they are. Planes should fly at a higher altitude until crossing Business Park Drive before starting their descent. That is approximately three miles from the end of the runway.

In conclusion, I feel the airport issue has not been dealt with adequately, if at all. It is a County run airport in the City of Carlsbad. The approach is over the City of San Marcos. I would hope you take the concerns and well-being of the local residents into account when evaluating Palomar-McClellan Airport.

Thank you,
Jim and Jane Marmack
3265 Linda Vista Drive
San Marcos, CA 92078

(760) 727-3204
redman7@cox.net

McClellan- Palomar Airport
Part 150 Airport Noise Compatibility Study
Public Meeting # 3
January 10, 2006
Public Input Form

Please record your comments concerning the McClellan-Palomar Airport Part 150 Noise Compatibility Study on this form. Please include your name, address and telephone number. You may submit this form by:

1) placing it in the comment box at tonight's meeting
2) mailing it to Deborah Murphy Lagos
URS Corporation
7650 W. Courtney Campbell Causeway
Tampa, FL 33607-1462
3) faxing it to (813) 636-2400
4) e-mailing Deborah_Murphy@urscorp.com

All comments must be received no later than January 31, 2006.

Name: Charles Buckley

Address: 3535 Linda Vista Dr. San Marcos, Ca 92078

E-mail: Cbbudman@aol.com

Phone: 760-597-1818

Comments: While the graphs, charts and maps that were used at the meeting looked nice, I neither saw nor heard any proposed plans for the relief of the citizens of San Marcos. Aircraft that trigger a noise monitor decibel over 80 should not be allowed across the San Marcos area. Aircraft flying visual approach from north and east should be directed to fly over industrial area on the north side of city. From the south, they should not be directed any further east than the 3 mile mark. (Business Park Rd. - S. Mr City Limit Emergency only approaches after 11 PM.

You may use the back of this sheet to record additional comments or attach additional paper.



Hank Talbot
<gpasport@juno.com>
01/16/2006 09:13 PM

To Deborah_Murphy@urscorp.com
cc
bcc
Subject Airport Noise

I am Hank Talbot. My address is 6120 Citracado Cir., Carlsbad, Ca. 92009. My e-mail address is gpasport@juno.com. My 'phone number is 760-476-0627.

The "hot pilot" who liked to announce his presence to those friends and/or enemies on the ground below by gunning his engine, or flattening out his prop, when he flew over our area, seems to have responded to the criticism expressed by people like me.

My condo is located about 2 miles closer (to the airport) than the point where 'planes are supposed to turn from the base leg onto the final approach to the airport. There are a lot of 'planes which turn from the south at least 2 miles closer to the airport than the authorized point (Palomar Airport Road and Business Park). That brings then right over the development in which I live.

Hank Talbot.
gpasport@juno.com



JOHN B BERTOLDI
<jbbert@sbcglobal.net>
01/17/2006 10:37 PM

To deborah_murphy@urscorp.com
cc
bcc
Subject McClellan-Palomar Airport Part 150 Noise Study

Please include "John Bertoldi" on subject noise meeting list. I participated in the Palomar Citizens Action Group PAR 2000 Roundtable representing Evans Point HOA, which is located just north of the airport. I had submitted several recomendations regarding north east VFR departure overflights some of which is a clear violation of the airport noise abatement procedure. I will appreciate your acknowledgement of this request. John Bertoldi, e-mail: jbbert@sbcglobal.net 760-9299759



"Stacey Field"
<staceyfield@sbcglobal.net>
01/25/2006 04:48 PM

To <deborah_murphy@URSCorp.com>, <bhenry@nctimes.com>, <mwalker@nctimes.com>
cc
bcc
Subject Airport crash at Palomar

I too, am saddened by the tragedy of this crash – but it has brought another important issue to my mind that was not mentioned in the articles I've read.

Yes, airport noise will always be a hot issue. However, this crash brings another critical issue to light. FLIGHT PATH. I hope I never read a headline about one of these small planes taking a "short-cut" off the flight path and crashing into a residential area. This would result in not only the tragic deaths of those in the plane, but also *the deaths of innocent civilians* as well as significant property damage.

I happen to live in a development near Lake Calavera, in Calavera Hills. To the best of my knowledge, I am NOT supposed to be in the flight path of Palomar Airport. I can verify that in the past 18 months I have lived here, NUMEROUS small planes have flown not only over Lake Calavera, but directly overhead (over my backyard).

My husband and I joke that "they must be taking the scenic route over Lake Calavera". But it's not funny, it's a noise nuisance, and any deviation from proper flight paths is dangerous. I would imagine that pilots of small planes might be less experienced than commercial pilots, their planes may not be subject to as many maintenance checks, and there is less control tower supervision. As a nearby resident, this crash has heightened my concerns.

It is my hope that officials at Palomar Airport and the FAA take a hard look at these smaller airports in residential areas – to ensure noise and flight path rules are being followed precisely, and if not, steep penalties must be enforced.

Respectfully Yours,

Stacey Field
Calavera Hills Resident, Carlsbad

January 29, 2006

URS Corporation
600 Montgomery St.
26th Floor
San Francisco, CA 94111-2728

Re: Noise and safety concerns McClellan-Palomar Airport

As a homeowner in the community of Shadowridge in Vista, I live directly under the flight path of incoming aircraft to McClellan-Palomar Airport. I am concerned not only with noise issues but also with the health and safety of my family and others.

Often I hear aircraft noise after 10:00pm and before 7:00am which is a nuisance and causes loss of sleep. I strongly believe that there should be mandatory noise abatement policy and procedures not voluntary as is the case now.

I am concerned with the health and safety of my family especially with the recent fatal plane crash at McClellan-Palomar Airport on 1/24/06 and it's history of 11 fatal crashes. I am also concerned about the safety of the over 3,000 students at Rancho Buena Vista High School being directly under the flight path of incoming aircraft

Has URS Corporation conducted any noise and safety monitoring in the City of Vista in areas that are directly impacted by being directly under the flight path to this airport? If not, maybe it is time to conduct one.

Sincerely,

David M. Farris
1524 Mallorca Dr.
Vista, CA 92081

Cc. City of Vista
City of Carlsbad
County of San Diego
FAA

McClellan- Palomar Airport
Part 150 Airport Noise Compatibility Study
Public Meeting # 3
January 10, 2006
Public Input Form

Please record your comments concerning the McClellan-Palomar Airport Part 150 Noise Compatibility Study on this form. Please include your name, address and telephone number. You may submit this form by:

1) placing it in the comment box at tonight's meeting
2) mailing it to Deborah Murphy Lagos
URS Corporation
7650 W. Courtney Campbell Causeway
Tampa, FL 33607-1462
3) faxing it to (813) 636-2400
4) e-mailing Deborah_Murphy@urscorp.com

All comments must be received no later than January 31, 2006.

Name: Celestino & Christine Gaeta

Address: 6401 Ebb Tide St. Carlsbad, Ca 92011

E-mail: Cgaeta@adelphia.net

Phone: (760) 602-0510

Comments: We recommend that there should be mandatory flight plans that go north of Palomar Airport Rd, thus Avoiding the private homes located south of the road. The pilots can turn right or left at the coast, which is only a few miles away which would keep them from zig zagging over our homes. It would also be great if they can keep flights between 7AM and 11 P.M.

Thank you for your help...

Celestino Gaeta

1-30-06

You may use the back of this sheet to record additional comments or attach additional paper.



"Art Rosa"
<arthookup@adelphia.net>
01/30/2006 05:28 PM

To <Deborah_Murphy@urscorp.com>
cc <floyd.best@sdcounty.ca.gov>, <Dave.kessler@faa.gov>, <bill.horn@sdcounty.ca.gov>
bcc
Subject Part 150 study

Deborah...we have lived in the flight path for the past 6 years, and struggled mightely to put up with the noise created by the pilots that will not respect the voluntary flight path to stay North of Palomar Airport Road on a 250 heading...The noise study was flawed, in that it did not place the sound monitors closer to Palomar Airport Road..
Numerous times over the years planes have flyed directly over our houses located in the Salt Aire tract of 60 homes..
and have negatively affected our house valuations and sales...a fact verified by real estate agents in the area....
We feel the only real solution to the problem is the establishment of Mandatory Flight Rules..which would require FAA approval....many of the flights over our properties are well below the 2000' level, and I am sure well above the 64db level....the recent crash was only 2 blocks from our property, and of course has raised serious concerns about continuing with the voluntary rules which have not worked over the past 6 year period...your help in changing things for the better will be greatly appreciated
by all concerned residents in close proximity to the airport..Sincerely, Arthur L. & Cecilia C. Rosa

6378 Topmast Drive
Carlsbad, CA 92011
(760) 602-0936



"Tracy Siddall"
<tksiddall@adelphia.net>

01/30/2006 01:19 PM

To <peter.drinkwater@sdcounty.ca.gov>,
<floyd.best@sdcounty.ca.gov>,
<bill.horn@sdcounty.ca.gov>,
<lawrence.watt@sdcounty.ca.gov>,
<dave.kessler@faa.gov>,
<deborah_murphy@URSCorp.com>

cc

bcc

Subject Palomar Airport Noise Study

Hello – I live near Palomar Airport in a home that we paid $735,000 for. It's a wonderful place to live, except for the airport noise at Palomar Airport.

Is there any chance that planes could cease flying into/out of Palomar Airport between 12 am-6 am ? Also, could they turn over the ocean instead of our homes?

The noise is unbearable with some planes.

Tracy Siddall

Southern CA

760-431-2615

"Barbara Thurman"
<barbarathurman@msn.com>

01/30/2006 07:27 PM

To peter.drinkwater@sdcounty.ca.gov, floyd.best@sdcounty.ca.gov, bill.horn@sdcounty.ca.gov, lawrence.watt@sdcounty.ca.gov, deborah_murphy@URSCorp.com, Dave.kessler@faa.gov

cc

bcc

Subject MCCLELLAN/PALOMAR AIRPORT

Our worst fears were realized January 24 when a private jet crashed and killed four people while attempting to land at the airport. This occurred during "Quite Hours" (10 p.m. -7 a.m.) when their is a voluntary flight restriction for jet aircraft and no air traffic controllers are on duty in the airport tower. Other jet aircraft took off prior to that time. If the aircraft had attempted to land when the tower was manned, it is possible that the tower would have had a visual as well as radar contact with the aircraft, cautioned the pilot and perhaps the accident could have been avoided.

It seems that many pilots/owners purposely do not honor the "Quiet Hours" restriction. Sunday morning a jet took off at 4:50 a.m. Every morning between 4-7 a.m., jet aircraft regularly leave from this airport. It has been reported that many of the pilots claim that the airport and they were in residence first and people should not have purchased homes in the flight zone. These pilots/owners are not willing to be good neighbors and refuse to honor the quiet hours, often fly and turn over nearby neighborhoods. It seems that whenever there is a golf tournament in town, the golfers take off at all hours of the night without a thought to the airport's neighbors. The noise from these jets (especially some of the older aircraft) is deafening and thousands of people are awaken when they fly over. We are entitled to our privacy and peaceful night's sleep.

Public recommendations are:
1. Aircraft fly north of Palomar Airport Road on takeoff.
2. Aircraft fly all the way to the ocean before making a turn. No left or right turns immediately after takeoff.
3. Move noise monitors from Poinsettia Park to housing developments close to Palomar Airport Road and Hidden Valley Road, for more accurate readings.
4. Maintain and encourage the more northern departure route of 270 degrees (currently voluntary).
5. Institute mandatory quiet hours for all jet aircraft between 10 p.m. and 7 a.m. Violators should be fined for flights inside those hours.
6. Protect the privacy of area homeowners.

Thank you for listening and hopefully action can be taken to improve the noise situation.

Barbara M. Thurman
barbarathurman@msn.com



tom <namrelle@yahoo.com>
01/30/2006 03:43 AM

To deborah_murphy@urscorp.com, bhenry@nctimes.com
cc
bcc
Subject Palomar Airport Restrictions

I'm sick and tired of hearing the whining from "concerned neighbors and homeowners" who buy, build and live on an airport approach! If the lack of common sense is such that these individuals willingly purchased these lemming palaces plastered along an airport property which has been IN OPERATION FOR 40 YEARS---TOO BAD!

Next will be calls for compensation or "noise abatement relief". And then "taxpayer sponsored buyouts" of "distressed homeowners". IGNORE THEM!

As a former North County resident, I wholeheartedly endorse 24 hour operation, and see absolutely no point in any type of restrictions, or discussions of any type with these ignorant individuals! Since housing is encroaching on an established port of commerce, perhaps a moratorium on residential development is in order!&nb! sp; By keeping this airport operating without restrictions, the FAA will ensure that there is no interference with the free flow of goods---also known as Interstate Commerce!

I would wholeheartedly endorse that the rather confused residents of these little bedroom communities that are encroaching on the Palomar Airport budget for earplugs! And stop your whining---it's pathetic!



"Mr. C"
<gr656nak@yahoo.com>
01/31/2006 08:20 PM

To deborah_murphy@urscorp.com
cc
bcc
Subject Palomar Part 150 Noise Study

Dear Ms. Murphy,

I spoke at the last meeting meeting on January 10th. Just wanted to confirm that URS noted my concerns and will address them. In particular is the noise issue over our community primarily from helicopters flying directly over our homes instead in accordance with the airport's own noise abatement guidelines as follows:

Helos: Remain above 1000' MSL and over major roads until entering the airport traffic pattern.

I would hope URS would again review some recent traffic patterns of helicopters over my home and this area. It is blatantly obvious there is a total disregard of the noise abatement plan. It's constant helo traffic many directly over my house all day long...and we live on a quiet cul-de-sac...away from any major road.

We also have a panoramic view of these helicopter pilots flying for miles directly over homes and not over major roads as they are supposed to be flying over. It's one thing if it's an occasional helicopter but nearly all of them fly wherever they want without any FAA or airport restrictions even though these guidelines are in place.

It was my understanding that the purpose of the noise study was to assess and make recommendations on how to reduce NOISE, especially noting unnecessary and noisy aircraft and flight patterns and adherence to existing noise abatement guidelines. However, it appears this Part 150 study will bring little improvement. It appears to be nothing more than a good-ole boy relationship with the county hiring a consultant to put together a study to facilitate it! s owner's (FAA) best interest...and naturally at the full expense of taxpayer's that get nothing in return.

Actually, the FAA has no business being in charge of regulating their own noise in the first place. Frankly, your noise study should illustrate that the EPA needs to again be put in place of control of NOISE regulations and policy, not the FAA. It's ludicrous that the FAA is allowed to regulate and conduct their own noise studies. It's obvious they have no intent to reduce noise by their implementation of "voluntary" guidelines...essentially no guidelines at all.

If this study was to be conducted fairly and with meaningful purpose, it would have provided adequate funding to non-aviation community members to hire their own consultants and conduct their own noise measurements and validate the "results" of the county's consultants (URS). Instead it's a totally unilateral study in the best interest of the FAA, county, airport and aviation community.

In closing I have also attached **a copy of my original 11 issues sent to URS to be addressed in this study. As I mentioned at the last meeting I am very interested in knowing how URS addressed these particular issues in accordance with FAA, DOT, 14 CFR Ch. 1, General Provisions, Section 150.23, paragraph E (7).**

Regards,

Greg

Greg Chornak
6400 El Pato Court
Carlsbad, CA 92009-4309

P.S.- As a community we are frustrated by these constant incidents like the one that just occurred as a twin engine jet flew directly over my house making a short dive into the airport at 3:19 PM on 1/31/! 06. I'm sure there was plenty of time for the tower to route it high, out and into a long approach into the airport over the commercial area of Carlsbad, instead it strafes over our homes to make a quick dive into the airport. This is the type of unnecessary noise this Study needs to address. Not rubber-stamping the way we've always done it.

The people of the community purchased beautiful, quiet and expensive homes off to the side of the airport based on the airport runway configuration and noise abatement guidelines regulating noise and traffic patterns of the aircraft using it. However, the FAA and airport allows the pilots do essentially do whatever they decide. Consequently, a single recreational pilot in a inexpensive and loud plane, wanting to fly around in circles over everyone's home, can do it and ruin the peace and quite of everyone below because he! 's a pilot and he's within his rights...what about our right to not have some idiot flying circles over our homes when we're wanting some peaceful time with our families.

The FAA, county, airport authority and URS, owe it to the community to conduct this noise study fairly, honestly with the intent to reduce noise.Much of the noise is from recreational, training or vintage aircraft and inconsiderate pilots. It's time to start regulating aircraft and flights like other recreational and personal vehicles such as motorcycles, boats and off-road vehicles. Recreational aircraft are the least regulated and generate the most noise. And the FAA does nothing.

Yahoo! Autos. Looking for a sweet ride? Get pricing, reviews, & more on new and used cars.



McClellan_rev1.doc

McClellan - Palomar Airport
Part 150 Airport Noise Compatibility Study
Public Meeting #2
Public Input Form

Please record your comments concerning the McClellan-Palomar Airport Part 150 Noise Compatibility Study on this form. Please include your name, address and telephone number. You may submit this form by:

1) placing it in the comment box at tonight's meeting
2) mailing it to Jeff Fuller, Manager, Noise and Vibration, URS Corporation
   1615 Murray Canyon Road, Ste. 1000
   San Diego, CA 92108
3) faxing it to (619) 293-7920
4) e-mailing sdo@urscorp.com

All comments must be received no later than April 14, 2004

Name: Greg Chornak

Address: 6400 El Pato Court, Carlsbad, CA 92009

Email: gr656nak@yahoo.com

Phone: (760) 586-3466

Comments:

1. Recommend implementation of mandatory noise abatement procedures for all types of aircraft. Existing voluntary noise abatement procedures are futile since there is no dedicated enforcement of non-compliance or penalties to violators. Safety should be the only exception to the mandatory noise abatement policy. Mandatory requirements must include penalties for violators of any noise abatement guidelines with more substantial penalties for violations during "Quiet Hours".

2. Recommend elimination or relocation of touch-and-go training flight patterns (possibly over the ocean). URS data indicates touch-and-go flights equate to 40 percent of GA VFR flights. This represents a large number and significant percentage of total flights and NOISE at McClellan-Palomar airport. Training flights are of no value to the community but are a very significant source of noise.

3. Recommend minimum altitude requirements for planes within 2 miles of airport. Terrain in area within 2 miles of airport has many areas with bluffs and hilltops. Consequently, homes on top are subject to excessive noise from planes flying lower due to lack of altitude requirements during short approaches into the airport. In addition, scenic tour flights like those done by Barnstorming Adventures generate excessive noise due to age of planes and constant use of short approaches to the airport from the south.

4. Recommend some Part 150 funding of the $250,000.00 be allocated to a Committee of Community Members to hire their our own independent Noise Specialist(s) to review, compare and validate URS and Palomar Airport Staff's noise exposure data. Community should be afforded equal rights to test accuracy and monitor noise microphones in various areas around the airport to compare with Noise Exposure results provided by URS and Airport Officials.

5. Recommend banning or implementing mandatory flight restrictions of all helicopters in and out of the airport to maintain a minimum altitude of at least 1500-2000' over major roads until entering 1.5 miles of airport. Only exceptions are flights responding directly to emergency Police of Life Flight flights. Large percentage of existing helicopter flights in and out of airport fly too low directly over our homes 2 miles southeast of the runway.

6. Recommend implementation of comprehensive noise abatement program with annual requirements to phase out older, louder planes by requiring them to install hush kits or retire noisy aircraft. Many vintage, experimental, acrobatic and other recreational aircraft are excessively noisy. Stage 3 requirement deadline was in 1999. Time to establish some new, quieter requirements.

7. Recommend mandatory flight patterns using the north approach and departure, minimum altitudes within 2 miles of the airport for recreational, experimental and vintage aircraft. Every other recreational vehicle has restrictions on areas of usage, recreational aircraft should also have designated areas away from residential areas.

8. Recommend flight restrictions, quieter planes or higher airport fees for companies such as Barnstorming Adventures Ltd. These sightseeing flights in loud, low-flying vintage aircraft need to be better regulated for noise. Types of planes, high frequency of flights and routine low-flying flight patterns of these flights is disruptive to our communities. Control Tower should require majority of these flights to use north flight patterns instead of allowing them to continually approach airport from south.

9. Recommend changing daily morning scheduled commercial departures of America West flight that departs at 6:45 am to after 7 am and change departure of United Flight 6031 that uses 06 (east) runway to runway 24 (west) departure. In accordance with "Voluntary" Noise abatement procedures.

10. Recommend the FAA consider airports having Citizen Advisory Committees to provide equitable representation regarding airport issues. Community currently has no representation on issues pertaining to the airport. Palomar Airport Advisory Committee is comprised only of airport proponents appointed by Supervisor Horn.

11. Recommend FAA use its political lobby pressure to push through Congress the Bill to reestablish the Office of Noise Abatement and Control in the Environmental Protection Agency. Acting as a self-governing agency, with obvious conflicts of interest, the FAA is unable to conduct fair, unbiased Part 150 Noise studies. As FAA spokesman Mike Fergus was quoted in the Seattle Times last year, "If they (aircraft) are not doing anything that violates safety, there's nothing we can do". Consequently, why is the FAA conducting and spending millions of taxpayer dollars on Part 150 Noise studies?

McClellan- Palomar Airport
Part 150 Airport Noise Compatibility Study
Public Meeting # 3
January 10, 2006
Public Input Form

Please record your comments concerning the McClellan-Palomar Airport Part 150 Noise Compatibility Study on this form. Please include your name, address and telephone number. You may submit this form by:

1) placing it in the comment box at tonight's meeting
2) mailing it to Deborah Murphy Lagos
URS Corporation
7650 W. Courtney Campbell Causeway
Tampa, FL 33607-1462
3) faxing it to (813) 636-2400
4) e-mailing Deborah_Murphy@urscorp.com

All comments must be received no later than January 31, 2006.

Name: Michael and Tracy Kesawan

Address: 6401 Topmast Dr. Carlsbad 92011

E-mail: tksiddall@adelphia.net

Phone: 760 431-2615

Comments:

(1) Please NO take-offs/landings from midnight to 6AM.

(2) Noise from some planes is incredibly loud (shakes glassware in cupboards)

(3) Can you turn over the ocean instead of our homes?

You may use the back of this sheet to record additional comments or attach additional paper.

pg. 142 →

McClellan- Palomar Airport
Part 150 Airport Noise Compatibility Study
Public Meeting # 3
January 10, 2006
Public Input Form

Please record your comments concerning the McClellan-Palomar Airport Part 150 Noise Compatibility Study on this form. Please include your name, address and telephone number. You may submit this form by:

1) placing it in the comment box at tonight's meeting
2) mailing it to Deborah Murphy Lagos
URS Corporation
7650 W. Courtney Campbell Causeway
Tampa, FL 33607-1462
3) faxing it to (813) 636-2400
4) e-mailing Deborah_Murphy@urscorp.com

All comments must be received no later than January 31, 2006.

Name: JEANNE Shea

Address: 6402 Tamarest Drive Carlsbad, CA 92011

E-mail: SHEACAL13@adelphia.NET

Phone: 760 438 2994

Comments: The last 'Part 150' was in 1990 (16 yrs. ago). Since then, has there been a comparison of noise impact when planes fly the "suggested" path (Palomar Airport Rd N.) vs. the odd flight path now utilized over homes. This would only be a real study if in fact this 'control' (suggested path) was utilized.

If the reason planes are flying over various neighborhoods is the cost of 92S - this is a private airport. If those owning these planes won't abide & pay-the-price in order to pinch pennies a "Good Neighbor" policy must be put in place. IN order to maintain Compatibility between both parties, the public should not be held captive to the whim of a private plane owner.

You may use the back of this sheet to record additional comments or attach additional paper.

I understand that certain planes may land without air traffic controllers in place @ the airport; however a time constraint of 6:30 am would be reasonable. The

Pg. 2 of 3

... 2, 4 & 5 Av arrival/departures are a bit overboard. However, in light of the fact that these arrivals & departures may be for the betterment of the plane owners business; it would be fine if the followed the 'suggested path' only @ these times. It is a bit too much to ask of people in the community to ignore the sound &/or movement of them. People have jobs to go to as well, not to mention children who constantly wake due to the planes.

It is costly for the public to endure the noise as well. Lack of sleep impacts productivity both in the work place & @ home. Sixteen years is a long time to talk about anything, if we must coexist some compromise must be reached.

Thank You for your time & attention to this matter.

Sincerely,

Jeanne Sheet



"Tracy Siddall"
<tksiddall@adelphia.net>
01/31/2006 03:40 PM

To <Deborah_Murphy@URSCorp.com>
cc
bcc
Subject RE: Fax Received

Oops, I gave the original back to them. But I would assume they were saying the early 2, 4 & 5am flights are a bit overboard. There are some days that planes fly at 2am and they are really, really loud because everything else is quiet. It always wakes up the kids. We all live in homes worth $800, 000 to $1.6 million and use this airport. You'd think everyone would want to co-operate and reduce unnecessary noise. We all knew that an airport was nearby, but we all assumed there would be no noise late at night and early in the morning.

Tracy Siddall
Southern CA
760-431-2615

-----Original Message-----
From: Deborah_Murphy@URSCorp.com [mailto:Deborah_Murphy@URSCorp.com]
Sent: Tuesday, January 31, 2006 12:31 PM
To: Tracy Siddall
Subject: RE: Fax Received

Tracy,

I did receive a fax from them. Can you clarify the sentence at the bottom
of the first page / top of second page?

I see "I understand that certain planes may land without air traffic controllers in place @ the airport; however a time constraint of 630 am would be preferable. The_____ 2, 4 & 5 am arrival departures are a bit overboard."

THANKS!
Deborah
(Embedded image moved to file: pic21547.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.



<lssounart@msn.com>
01/31/2006 06:25 PM

To <Deborah_Murphy@urscorp.com>
cc <peter.drinkwater@sdcounty.ca.gov>, <floydbest@sdcounty.ca.gov>, <bill.horn@sdcounty.ca.gov>, <lawrence.watt@sdcounty.ca.gov>, <Dave.kessler@faa.gov>
bcc
Subject Palomar Airport Meeting

I live in Carlsbad & am a neighbor to Palomar Airport. I, my family & my neighbors are all affected by everything that happens at the airport. This being the case I would like to make some recommendations to abate some of the noise problem.

1. If the pilots would fly between Palomar Airport & Cannons Roads they would not bother any of the residents of Carlsbad. They should fly all the way to the ocean before they make their turns. Those pilots that are gracious enough to do this are greatly appreciated. It is very disconcerting to have planes buzzing your home when you are trying to sleep or enjoy your backyard.

2. The noise monitors that are in Poinsettia Park should be moved closer to Palomar Airport Road & Hidden Valley. You would get a much more accurate reading as to what the homes in the area experience.

3. Maintain & encourage the more northern departure route of 270 degrees.

4. Don't allow planes to land or take off if unless the tower was open. (perhaps the jet crash could have been avoided if the tower had been open.

5. Pilots should at least be censured (if not fined) if they disregard guidelines set forth by the airport.

6. There is an inherent danger to the planes flying over the homes & schools in the neighborhoods. We have recently seen the crash of an airplane at the airport. Thankfully it did not hit any homes or school, but this could happen in the foreseeable future. Many of the planes are old & sputter as they fly overhead. There needs to be more defined rules of where these planes can fly after takeoff & before landing.

Thank you so much for your attention to our problems

Linda Sounart
6417 Topmast Dr.
Carlsbad, CA 92011
760-602-9175
lssounart@msn.com



"David Surrey"
<davidncami@adelphia.net>

01/31/2006 01:20 AM

To <deborah_murphy@urscorp.com>

cc <peter.drinkwater@sdcounty.ca.gov>, <floyd.best@sdcounty.ca.gov>, <billhorn@sdcounty.ca.gov>, <lawrence.watt@sdcounty.ca.gov>, <dave.kessler@faa.gov>, "Michael Kosowan & Tracy Siddall" <tksiddall@adelphia.net>

bcc

Subject McClellan-Palomar Airport Part 150 Airport Noise Compatibility Study Public Meeting #3

It should be known to all that the voluntary noise abatement procedures in place at Palomar Airport are treated with absolute disregard by most if not all of the pilots that takeoff jets. Every jet I've seen crosses far South of Palomar Airport Road, some even heading south directly over the many homes on their way to presumably San Diego. Some of these jets are extremely LOUD and should not take this path.

My recommendation is for 3 things:

1. Make the 250 degree departure route mandatory with enforcement, not just voluntary.
2. No turns allowed until ¼ mile out over the ocean.
3. Stop all jet flights between 12 midnight and 6am.

Implementing these 3 items as mandatory flight restrictions and not just voluntary measures no one pays attention to would harm no one and go a long way towards preserving a peaceful, undisturbed and friendly Carlsbad community.

Our thanks for your consideration.

David & Cami Surrey
6397 Topmast Drive
Carlsbad, CA 92011
760.602.9337



Robert Woelffer
<rwoelffer@yahoo.com>
01/31/2006 03:06 PM

To Deborah_Murphy@URSCORP.COM
cc
bcc
Subject McClellan-Palomar Airport Noise Compatibility Plan

I am writing about noise abatement issues at McClellan-Palomar Airport in Carlsbad, California. I live in Rancho Carrillo an HOA community of 1543 homes plus apartments located east of the airport and south of Palomar Airport Road centered around Melrose Drive. Our community is outside of the 3 mile noise abatement cone for jet tra! ffic east of the airport. The 3 mile distance from the airport ends approximately 1000 feet or more east of our eastern boundary. We have called many times about jets coming from the south cutting across our community turning towards a westbound flight path to the airport. Because of the hills, they are often quite low when they pass over our homes. Sometimes it seems that they are coming through out house and not over it. Those jets are not abiding by the 3 mile noise abatement cone, but could do so if they went just a little further east before they turn into the west heading to the airport. We have been informed by the airport management that the FAA air controllers are the ones who direct or give permi! ssion for the jets to turn into the flight path for landing. Because there is a noise abatement program at McClellan-Palomar Airport, one would expect that the FAA should be promoting compliance with that program. It appears that the FAA is either not aware of the noise abatement program or it just does not care if planes fly low across residential communities.

We were told by the airport management that it may be th! at the FAA directs the jets to turn before the 3 mile limit to accommodate with other airplane traffic. However, I have personally observed that jets have cut across our community with no other planes in the approach to the airport for at least another 10 minutes. So that is not always the reason the planes are allowed to cut across our community. I have also experienced a United Express flight from LAX to Carlsbad that was directed to continue east until we crossed I-15 before we were allowed to turn to a west heading to land at McClellan-Palomar Airport. I expect that the reason we went an additional 10 miles east before turning west was because of air traffic approaching the airport. Jets coming out of the south to land at McClellan-Palomar Airport can be directed by the FAA controllers to do likewise if there is other traffic in the flight pattern, not cut across a residential community to take a shortcut.

What we ask is that more effort be made by the airport management, the jet companies and pilots utilizing the airport, and especially the FAA controllers to abide by the 3 mile noise abatement program. It may take additional notifica! tion to jet companies and pilots as well as new and clearer procedures for the FAA controllers managing the air space. It can, and should be done.

Sincerely,

Robert E. Woelffer, Delegate, Rancho Carrillo HOA
6138 Paseo Monona
Carlsbad, CA 92009
T: 760 804 0875
rwoelffer@sbcglobal.net



"Pat" <pjbee@cox.net>
02/01/2006 02:23 PM

To <Deborah_murphy@urscorp.com>
cc
bcc
Subject Palomar Airport

Until some higher power decides to make things MANDATORY at Palomar the rules are of no use. Pilots do not use good sense when flying over homes and sometimes drop very low around our pool and golf course. They also go under clouds very low over our houses. Many, many flights are done when the Tower isn't open and I am sure many are on visual and not instruments. Much of this report is about the Take Off's, which I understand is louder, but not much concern is given to the landing -

Pat and R.J. Bauer
Ocean Hills Country Club
Oceanside, CA
(760) 940-9431

Airport Advocacy - Safety - Education
P. O. Box 130476, Carlsbad, CA 92013
Tel/Fax. (760) 650-4111, www.PalomarAirportAssociation.com
A Chapter of California Pilots Association (501c3)

February 3, 2006

Ms. Deborah Murphy Lagos, Sr. Project Manager
URS Corporation
7650 W. Courtney Campbell Causeway
Tampa, FL 33607-1462
FAX: (813) 636-2400
Re: Public comment on Part 150 Noise Study meeting Jan-10-2006, for Palomar Airport (CRQ)

Dear Ms. Logos,

Members of our Land Use Committee attended the URS Jan-10 public meeting. We would ask that URS consider our recommendations below to modify the URS draft by withdrawing OM-14 and changing PM-2.

OM-14—Amending "Quiet Hours" to include all aircraft except emergency flight operations
Implementing OM-14 would be counter-productive. Our current Quiet Hours language is already problematic, creating unrealistic residential expectations. If OM-14 is implemented it will increase expectations and give those who sell homes next to our busy airport more words they can use to downplay noise concerns. The draft assumes 50% of pilots will comply with this new noise abatement request—this assumption is wrong. We surveyed over 300 airport users and received over 70 responses indicating pilots cannot support this change because they already only fly at night when necessary. **Withdraw OM-14. Remove the "Quiet Hours" from all airport literature.**

PM-2—Dedicated Full-Time Noise Abatement Officer (NAO)
Implementing this function would be counter-productive. In our view it will contribute to public misunderstanding and be a waste of taxpayers' money ($80K/yr +). Unfortunately it 1) formalizes a "Complaint Department" with the appearance of lessening noise, yet there will be little if anything this function could do to "Abate" noise; and 2) does not include engagement in the "community-planning" process. Developers continue to accelerate irresponsible development near CRQ—with the City's support. Many neighbors continue to be misinformed about the facts of airport operations and believe incorrectly that CRQ operations can be changed. Indeed, at your meeting, residents continued to characterize pilots not using a voluntary procedure as "rogue". We feel the County and City probably won't institutionalize much—if any—significant Part 150 recommendations that would improve public health/welfare/harmony with the airport because these organizations seem lead by developer interests who seek to downplay airport impacts to maximize revenue from inappropriate development near CRQ. Recall their support of Calavera Hills, Bressi Ranch and other high-density residential developments underneath traffic areas. Recall they ignored recommendations from their own PAR2000/PAAC for disclosures, easements and zoning. Instead of a reactive "Complaint Department", we recommend CRQ implement a pro-active "**Community Planning and Relations Officer" (CPRO)**—with duties similar to California military airports' Community Planning and Liaison Officer (CPLO)—note: this is NOT the same as the County Airport's Public Communications Officer. The main function of CRQ's CPRO would be to educate locals/organizations with facts about CRQ, provide suggestions to organizations/potential residents to help prevent bad decisions, and provide practical information to noise sensitive people on how to cope with noise, e.g. notifying the public about CRQ being a "24/7 operation and getting busier"; complaints being public record and a material defect disclosure item during home sales; how to take action against deceptive home sales; monitor/report misleading statements including misleading sales activities at real-estate sales offices in areas of expected complaints to the CA Department of Real Estate and BBB; provide thorough disclosures/helpful-hints/pamphlets/web-pages based on experienced airport-users and operator's point-of-view; monitor and provide critical input on proposed development near CRQ, etc. **Replace the NAO with the CPRO.**

Sincerely,

Rick Baker
President, Palomar Airport Association
Email: rbaker@PalomarAirportAssociation.com
cc: California Pilots Association, AOPA, SDAAC, and CRQ Airport Management

City of Carlsbad
Planning Department

January 25, 2006

Deborah Murphy
URS
Suite 1000
1615 Murphy Canyon Rd
San Diego CA 92108-4314

SUBJECT: DRAFT NOISE COMPATIBILITY PROGRAM – COMMENTS ON LAND USE MITIGATION MEASURES

Dear Deborah:

Thank you for the opportunity to comment on the Draft Noise Compatibility Program (NCP) for McClellan-Palomar Airport. As stated in the document, and as reiterated at the recent public workshop on January 10, 2006, the NCP addresses the reduction in noise sensitive land uses and housing/population within the 65 dBA CNEL. The land use mitigation measures recommended for the City of Carlsbad, contained in Section 14.3.2 of the NCP deal with lands outside of the 65dBA but within the 60dBA CNEL. Given the purpose and objectives of the NCP, the City asserts that it is inappropriate to recommend any land use changes outside of the 65dBA CNEL noise contour.

That being said, the existing zoning and land use designation for two of the three parcels identified in Section 14.3.2 are incorrectly described. The correct zoning and land use designations are described below and shown on the attached exhibits.

212-040-50 The current zoning designations are O-S and R-1-10 (One Family Residential). The current land use designations are OS and RL (Open Space and Residential Low Density). The undeveloped portion referred to in the NCP is covered with open space zoning and land use designation, not R-1-10. This comment was made previously (please see 11/7/05 e-mail correspondence). Therefore, no zoning or land use designation change should be required for noise compatibility.

212-040-66 The current zoning designations are O-S and P-M-Q (Open Space and Planned Industrial with Qualified Development Overlay). The current land use designations are OS and PI (Open Space and Planned Industrial). The NCP recommends changing the zoning of this parcel to P-M however, as shown, this is already the current zoning designation. Therefore, no zoning or land use 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

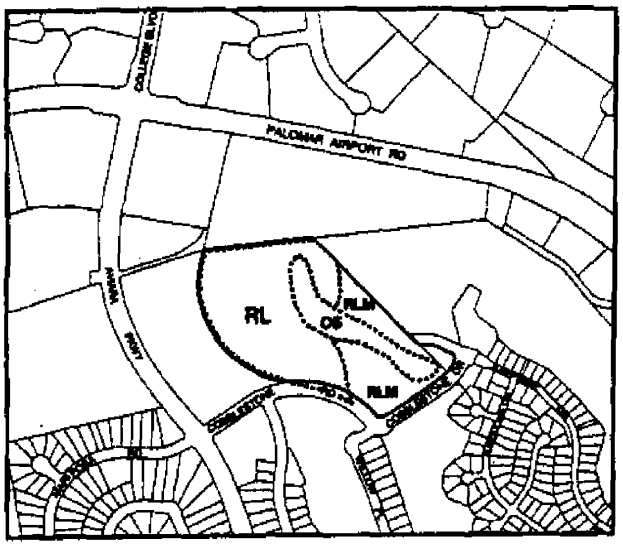
Attachments

C: Don Neu
Chris DeCerbo
File Copy

GENERAL PLAN MAP CHANGE

GPA: 03-05

draft ☒ final ☐



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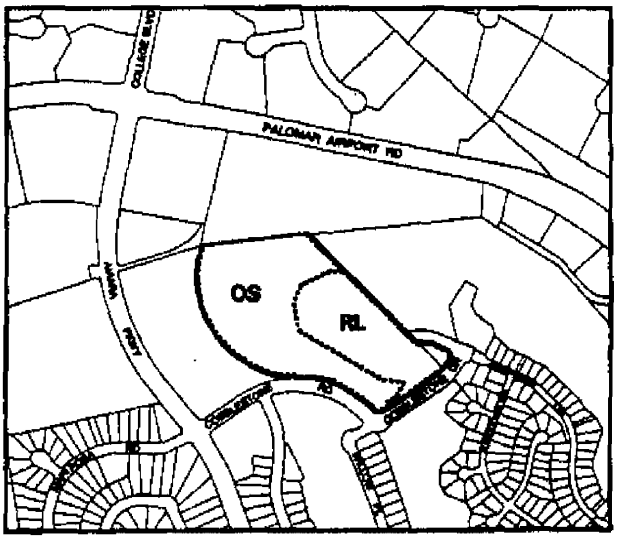


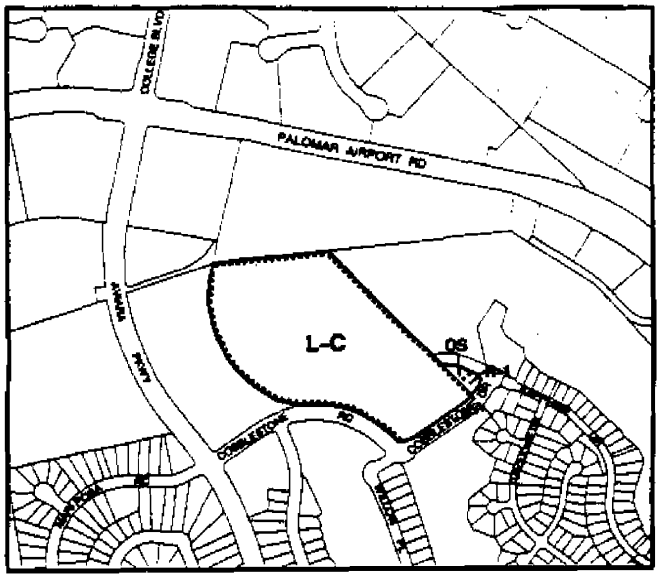
PROPOSED

Project Name: Emerald Pointe Estates	Related Case File No(s):
Property/Legal Description(s): Parcel 1: All that portion of that parcel of land designated as "description No. 5, 103.54 acres as shown and delineated on Record of Survey Map No. 5715, filed in the office of the County Recorder of San Diego County, December 19, 1960. Excepting therefrom portions of Parcel 1 of Parcel Map 15661 as described in official records. Parcel 2: Lot 115 of Carlsbad Tract No. 84-32(A), Unit No. 1 (Cobblestone Sea Village) in the City of	**LCPA 02-02/ZC 02-02/CT 02-07/CDP 02-07/HDP 02-02**

PROPERTY ZONE CHANGE

ZC: 02-02

draft ☒ final ☐



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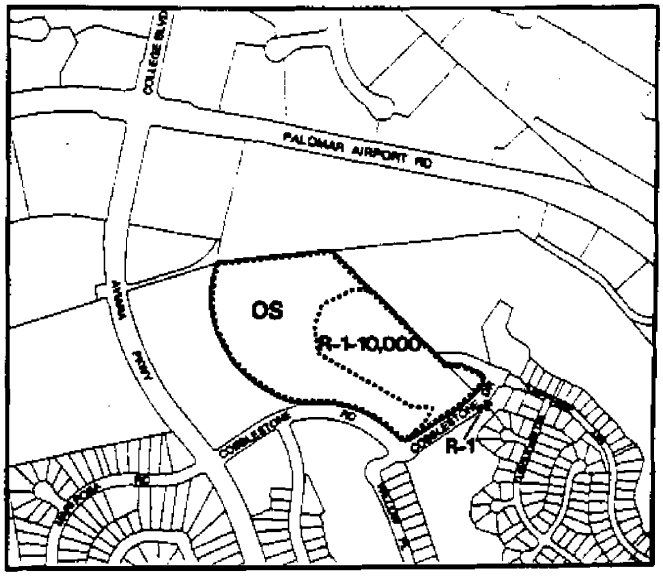

PROPOSED

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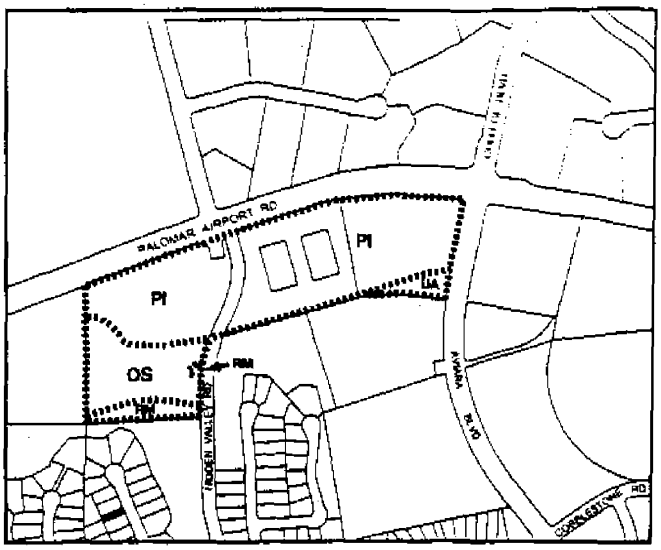
GPA 04-09 – Kelly Corporate Center GPA/ZC

January 5, 2005



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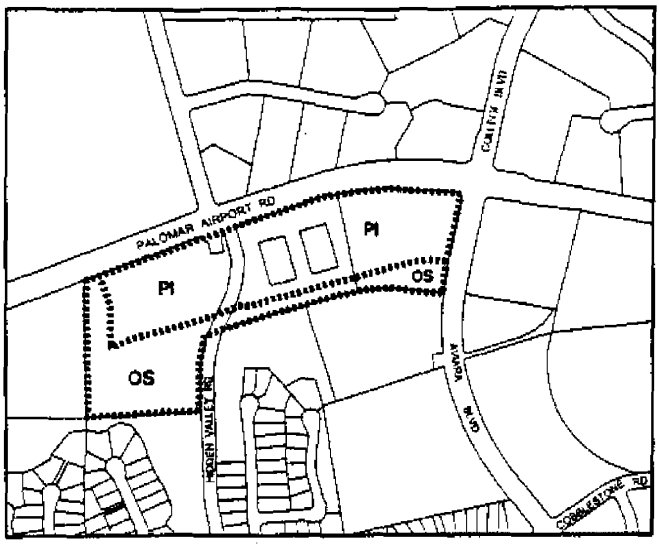
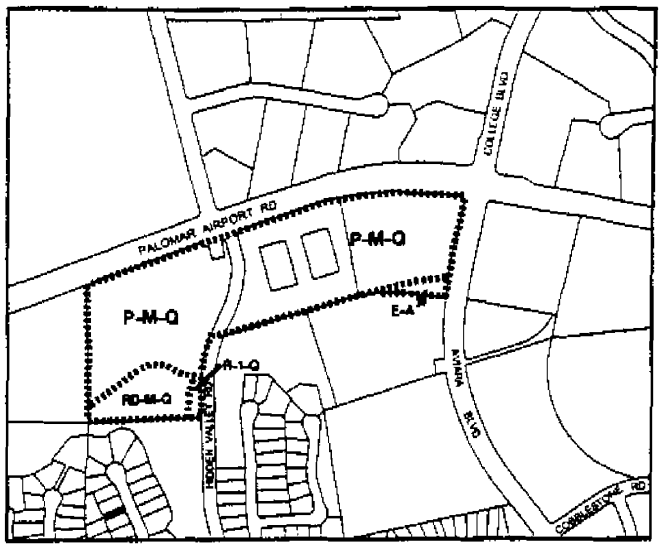


PROPOSED

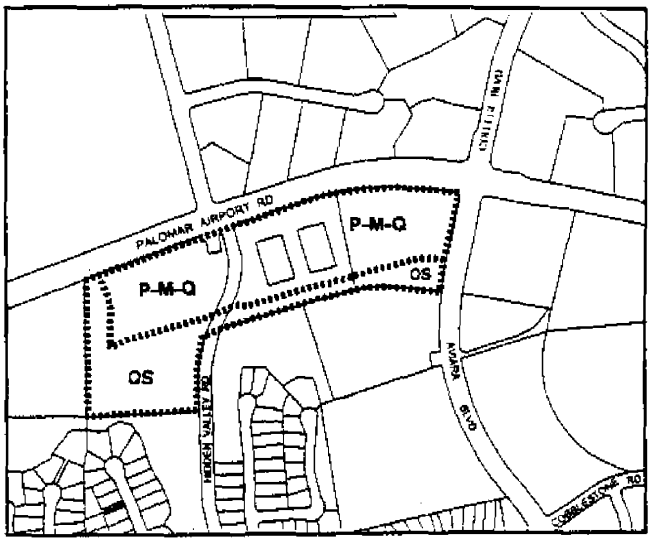
Related Case File No(s): ZC 04-05/ LCPA 04-08		
G.P. Map Designation Change		
Property	From:	To:
A. 212-040-66-00	PI/RM/OS	PI/OS
B. 212-040-67-00	PI	PI/OS
C. 212-040-70-00	PI/UA	PI/OS

ZC 04-05 – Kelly Corporate Center GPA/ZC

January 5, 2005



EXISTING



PROPOSED

Related Case File No(s): GPA 04-09 /LCPA 04-08		
Zoning Map Designation Change		
Property	From:	To:
A. 212-040-66-00	P-M-Q/R-1-Q/RD-M-Q	P-M-Q/OS
B. 212-040-67-00	P-M-Q	P-M-Q/OS
C. 212-040-70-00	P-M-Q/E-A	P-M-Q/OS

1 Civic Center Drive
San Marcos, CA 92069-2918

Telephone
(760)744-1050

January 10, 2006

Deborah Murphy Lagos
URS Corporation
7650 W. Courtney Campbell Causeway
Tampa, FL 33067-1462

Dear Ms. Lagos:

The city of San Marcos has three (3) requests to be included in the McClellan-Palomar Part 150 Noise Compatibility Study.

1. **The City of San Marcos requests the determination of noise equivalent lines be from actual available traffic pattern flight path data, not aircraft modeling traffic pattern data.**

   The current noise equivalent lines in the Part 150 study are referenced from a tight (textbook style) traffic pattern using aircraft modeling data *instead* of actual available flight path data. Actual flight path tracking data (Attachment A) is currently available from CRQ's airport manager's office. The modeling information does not reflect actual flight paths in and out of CRQ. The City of San Marcos respectfully requests the noise study to incorporate actual available flight path data for establishing actual noise equivalence parameters.

2. **The City of San Marcos requests support from FAA CRQ Control Tower Manager to establish an arrival VNAP.**

   The City of San Marcos with the cooperation of San Diego County of Airports and the Palomar Airport Advisory Panel, wishes to establish an arrival VNAP at CRQ. The city feels it is crucial that the CRQ tower manager be an active participant in creating the VNAP. Beginning in Spring of 2006, the City of San Marcos requests the CRQ tower manager to be an active panelist in creating an arrival VNAP.

3. **The City of San Marcos requests raising the VASI and ILS glide slope angles.**

   San Marcos has a densely populated senior mobile home park community with over 1100 mobile homes 3.5 miles from and directly under the Runway

24 final approach course. Aircraft on the Runway 24 ILS glides slope and aircraft visually on the VASI when directly overhead the San Marcos mobile home parks are at 1500 ft. MSL. The mobile home parks sit at 675 ft. MSL. This puts aircraft on a 3.5 mile final on glide slope and on VASI at 825 ft. AGL, directly over 1100 mobile homes.

To reduce noise, the City of San Marcos requests raising the VASI and ILS glide slopes such that aircraft are higher over the mobile home parks. Attachment B is a one-week picture of noise events over 60db recorded at a county noise monitor located at the San Marcos mobile home parks.

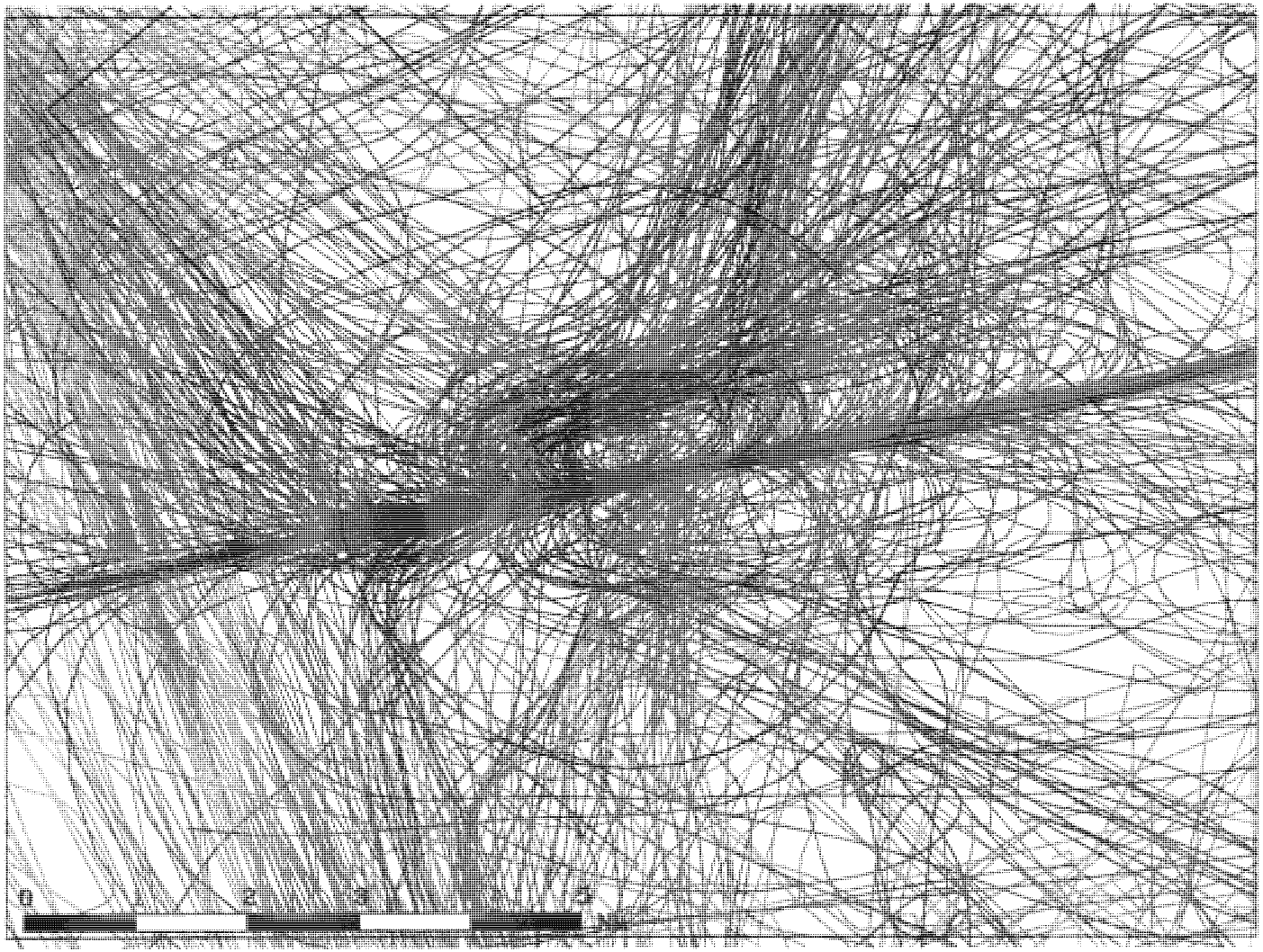
Standardization: With rising terrain to the east of CRQ, a standard glide slope of 3 degrees is not feasible. The current 3.2 degrees glide slope allow aircraft on a 3.5 mile final to get as low as 825 ft. AGL. Aircraft operate safely at higher glide slope angles. The glide slope at San Diego Lindberg ILS runway 9 is 3.22 degrees and the glide slope to runway 1L at Las Vegas, Nevada is 3.4 degrees.

Yes, the airport was there first. Both the airport and community have both grown and we must work together to peacefully coexist.

Respectfully submitted,

Jim Desmond
San Marcos City Council Member

Palomar Airport



Jan 30, 2005
Between 0600 - 2200

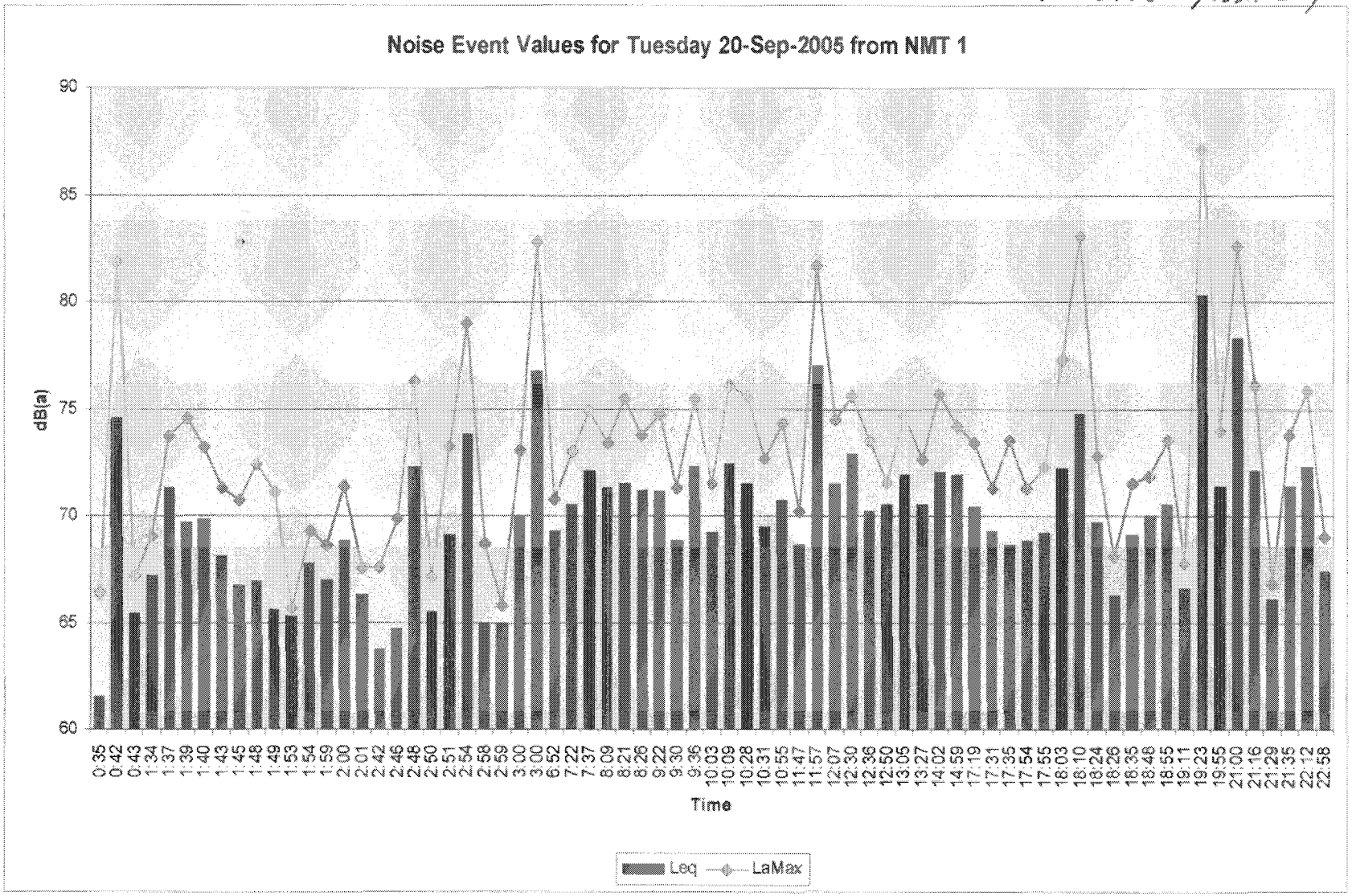
Flights by Operation
- Arrival
- Departure
- Fly over
- Training
- Overshoots
- General

- Region

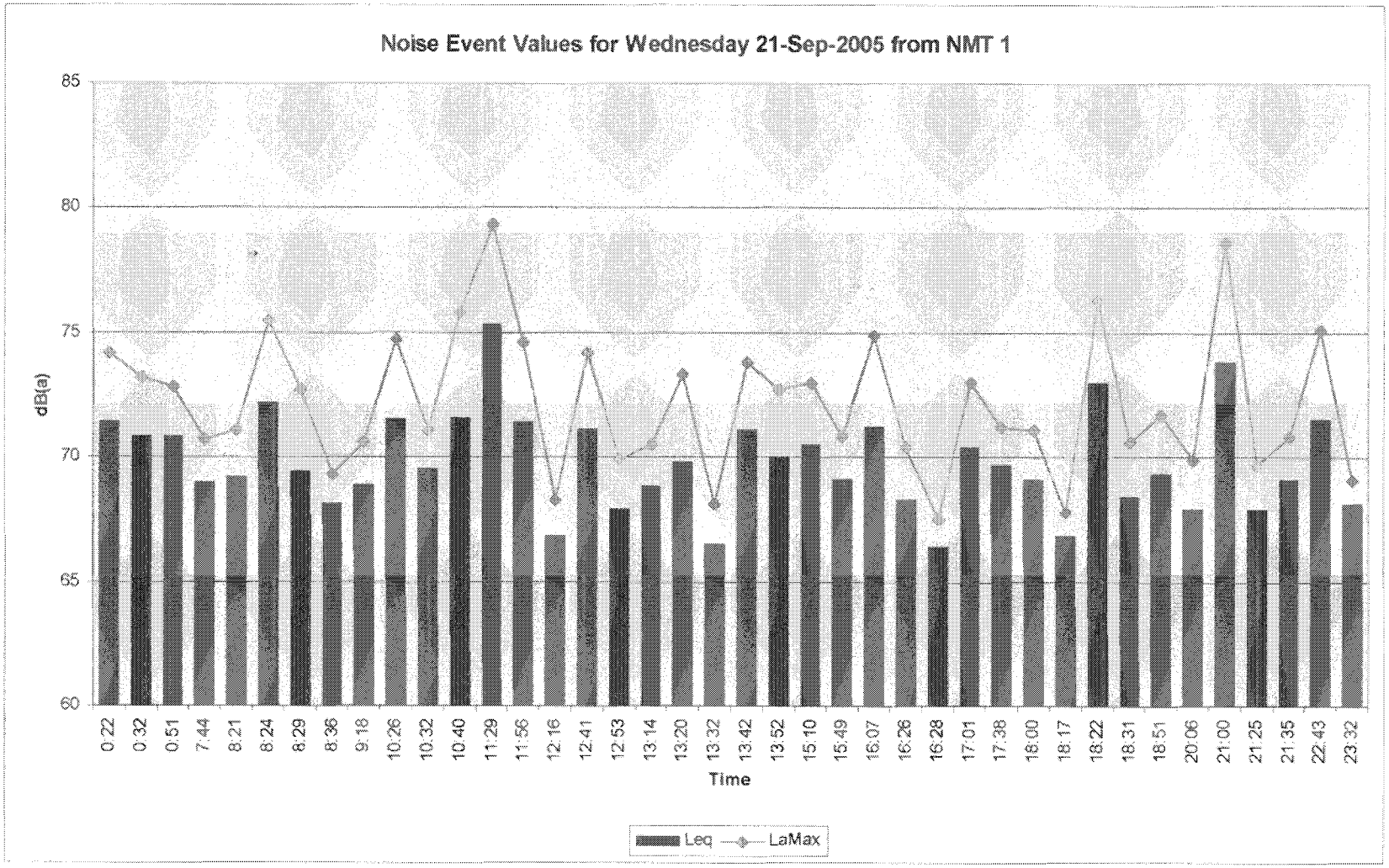
Wed Feb 2 09:18:41 PST 2005

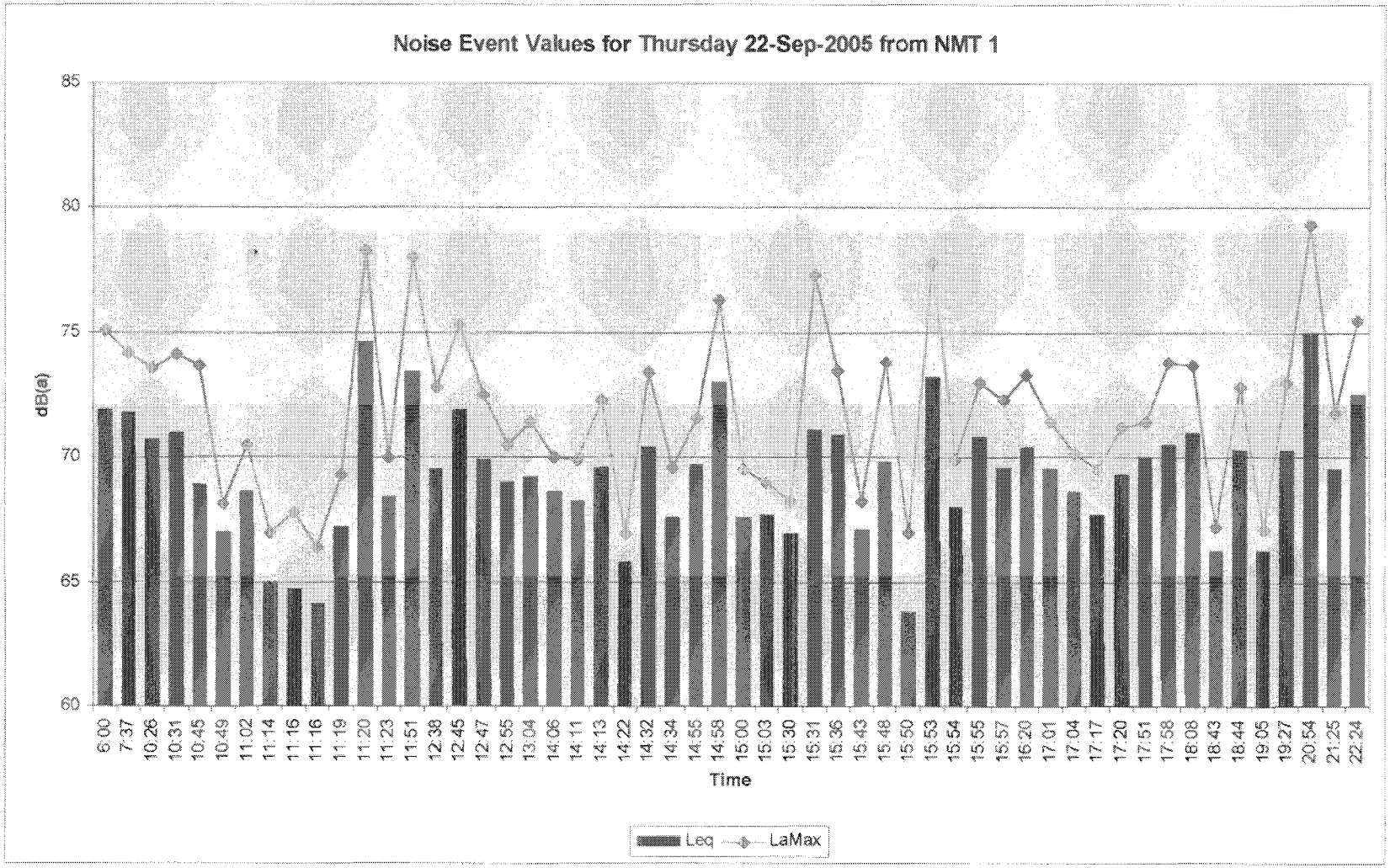
ATTACHMENT A

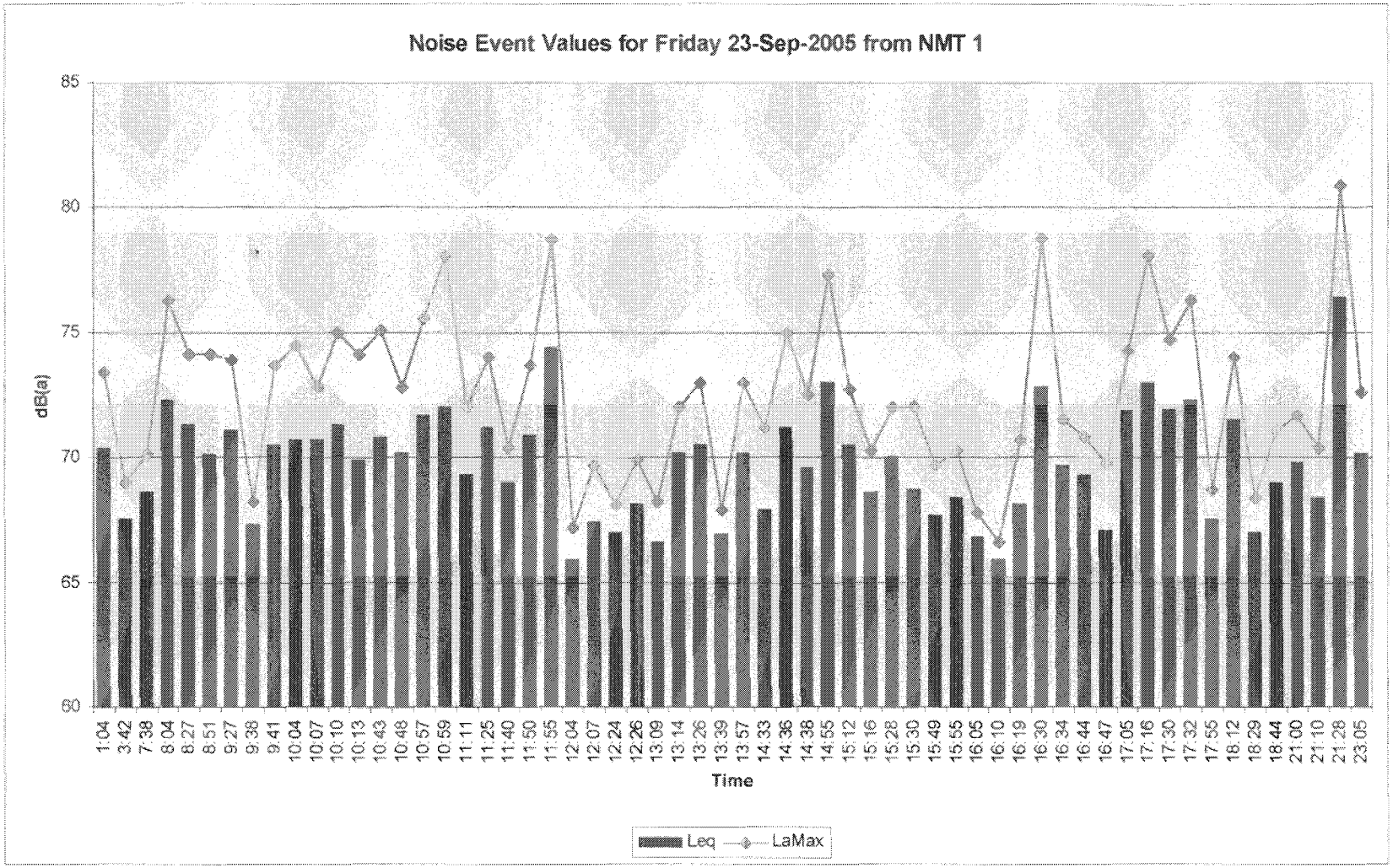
SAN DIEGO COUNTY NOISE MONITOR DATA LOCATED AT SAN MARCOS MOBILE HOME PARK.



ATTACHMENT B
(PAGE 1 OF 7)


Noise Event Values for Wednesday 21-Sep-2005 from NMT 1
dB(a)
85
80
75
70
65
60
0:22
0:32
0:51
7:44
8:21
8:24
8:29
8:36
9:18
10:26
10:32
10:40
11:29
11:56
12:16
12:41
12:53
13:14
13:20
13:32
13:42
13:52
15:10
15:49
16:07
16:26
16:28
17:01
17:38
18:00
18:17
18:22
18:31
18:51
20:06
21:00
21:25
21:35
22:43
23:32
Time
Leq
LaMax


Noise Event Values for Thursday 22-Sep-2005 from NMT 1
dB(a)
85
80
75
70
65
60
6:00
7:37
10:26
10:31
10:45
10:49
11:02
11:14
11:16
11:16
11:19
11:20
11:23
11:51
12:38
12:45
12:47
12:55
13:04
14:06
14:11
14:13
14:22
14:32
14:34
14:55
14:58
15:00
15:03
15:30
15:31
15:36
15:43
15:48
15:50
15:53
15:54
15:55
15:57
16:20
17:01
17:04
17:17
17:20
17:51
17:58
18:08
18:43
18:44
19:05
19:27
20:54
21:25
22:24
Time
Leq
LaMax


Noise Event Values for Friday 23-Sep-2005 from NMT 1
dB(a)
85
80
75
70
65
60
1:04
3:42
7:38
8:04
8:27
8:51
9:27
9:38
9:41
10:04
10:07
10:10
10:13
10:43
10:48
10:57
10:59
11:11
11:25
11:40
11:50
11:55
12:04
12:07
12:24
12:26
13:09
13:14
13:26
13:39
13:57
14:33
14:36
14:38
14:55
15:12
15:16
15:28
15:30
15:49
15:55
16:05
16:10
16:19
16:30
16:34
16:44
16:47
17:05
17:16
17:30
17:32
17:55
18:12
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18:44
21:00
21:10
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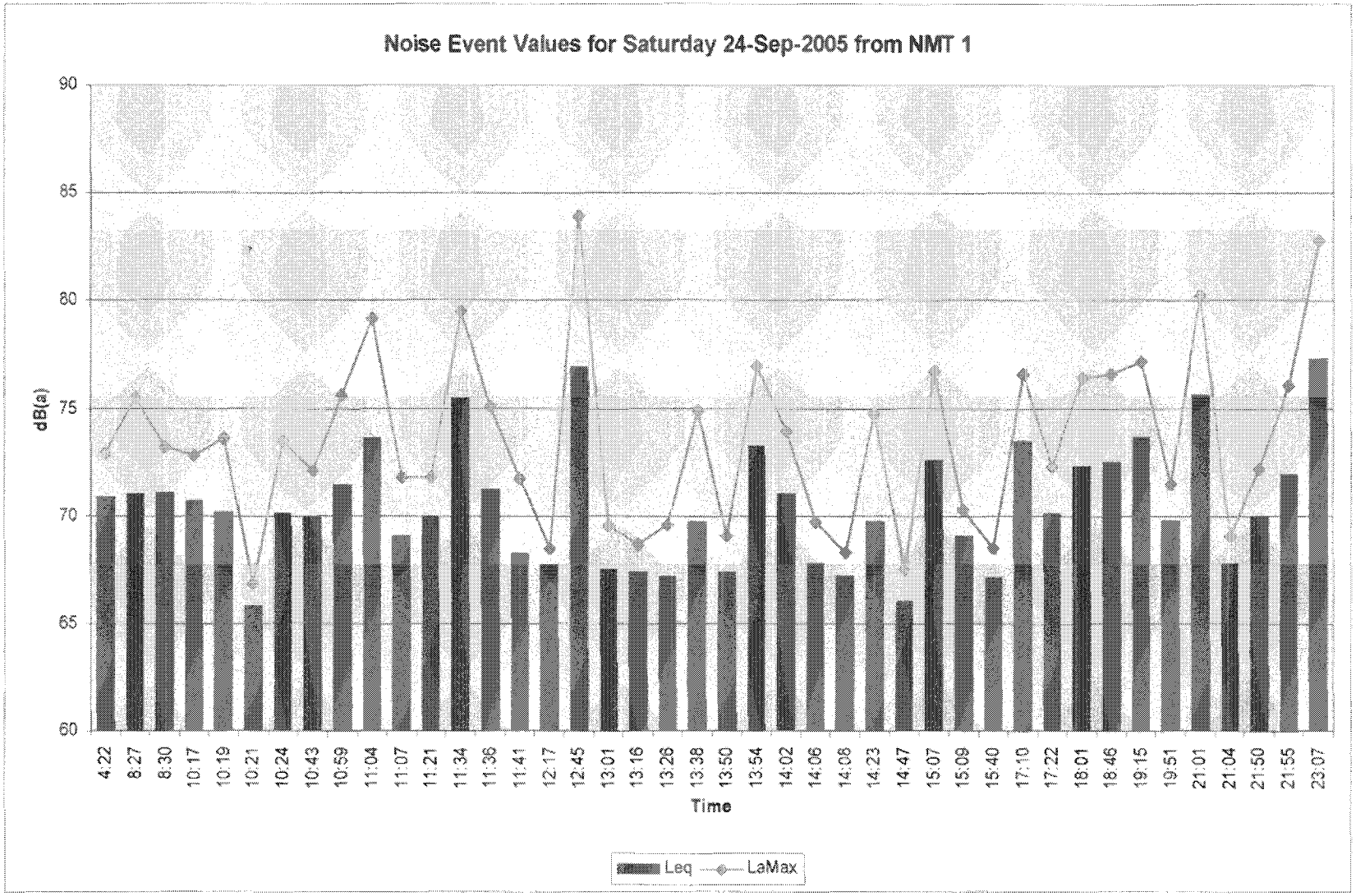
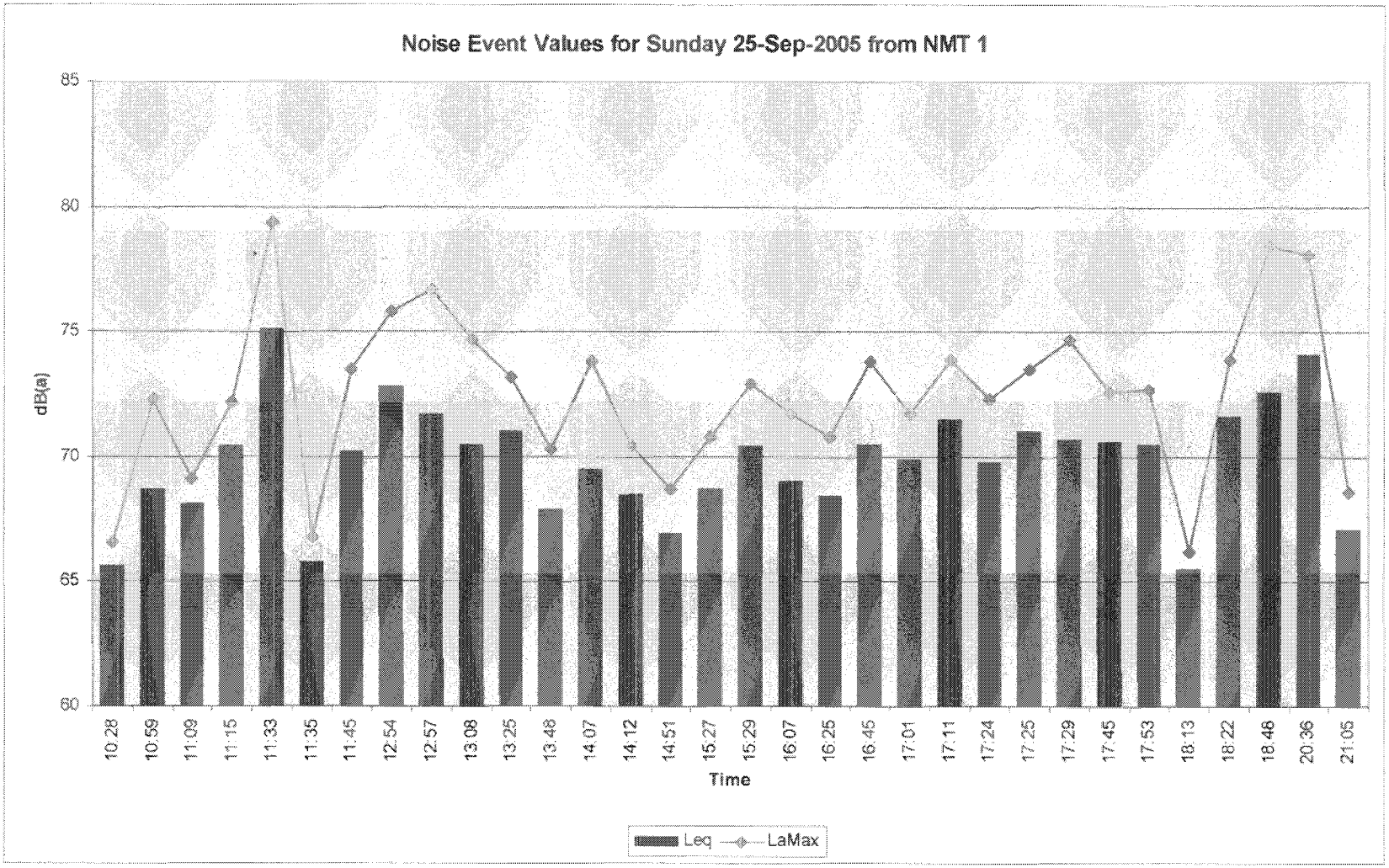
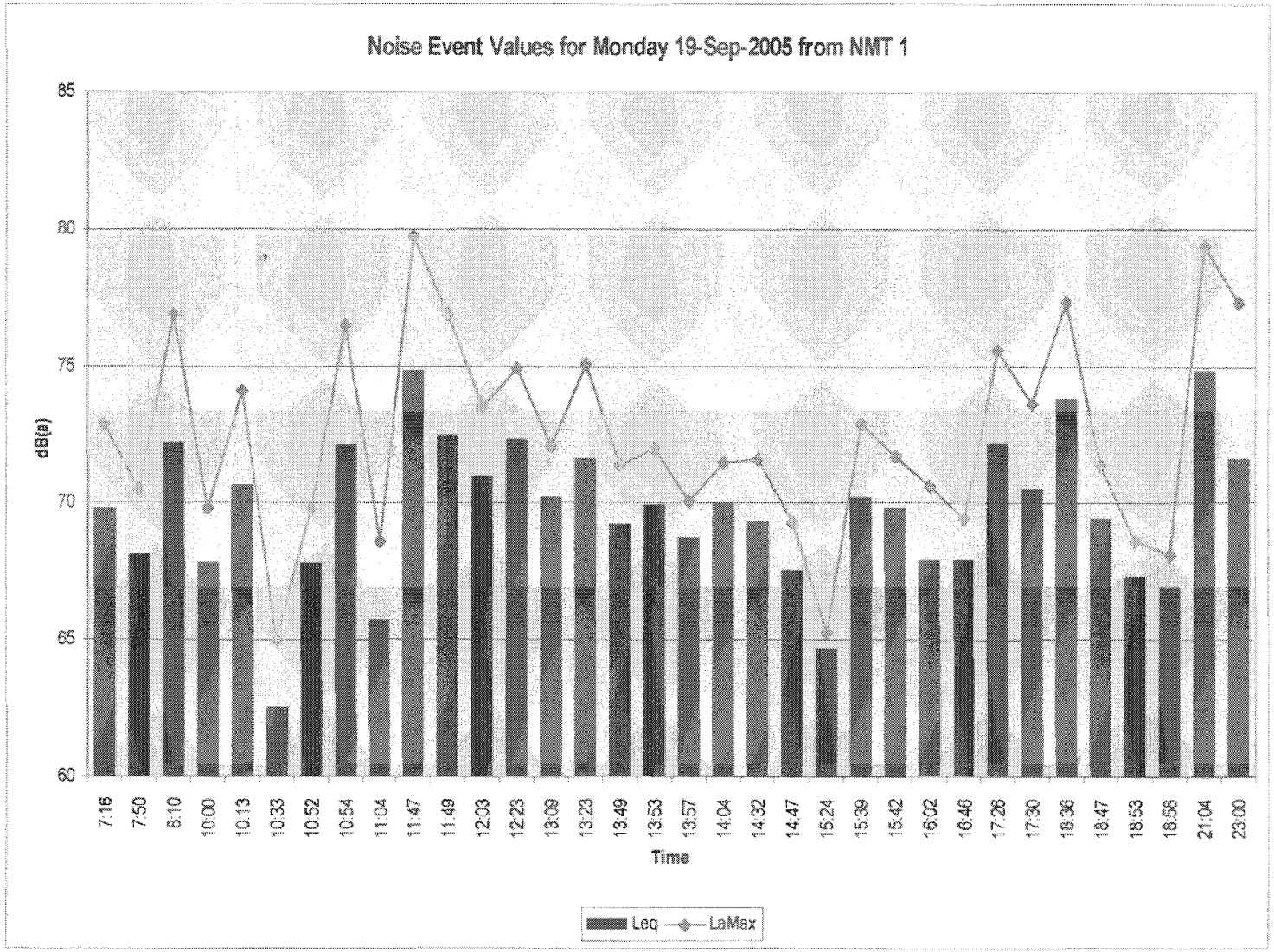
23:05
Time
Leq
LaMax


Noise Event Values for Saturday 24-Sep-2005 from NMT 1
dB(a)
90
85
80
75
70
65
60
4:22
8:27
8:30
10:17
10:19
10:21
10:24
10:43
10:59
11:04
11:07
11:21
11:34
11:36
11:41
12:17
12:45
13:01
13:16
13:26
13:38
13:50
13:54
14:02
14:06
14:08
14:23
14:47
15:07
15:09
15:40
17:10
17:22
18:01
18:46
19:15
19:51
21:01
21:04
21:50
21:55
23:07
Time
Leq
LaMax


Noise Event Values for Sunday 25-Sep-2005 from NMT 1
dB(a)
85
80
75
70
65
60
10.28
10.59
11.09
11.15
11.33
11.35
11.45
12.54
12.57
13.08
13.25
13.48
14.07
14.12
14.51
15.27
15.29
16.07
16.25
16.45
17.01
17.11
17.24
17.25
17.29
17.45
17.53
18.13
18.22
18.46
20.36
21.05
Time
Leq
LaMax


Noise Event Values for Monday 19-Sep-2005 from NMT 1
dB(a)
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80
75
70
65
60
7:16
7:50
8:10
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10:13
10:33
10:52
10:54
11:04
11:47
11:49
12:03
12:23
13:09
13:23
13:49
13:53
13:57
14:04
14:32
14:47
15:24
15:39
15:42
16:02
16:46
17:26
17:30
18:36
18:47
18:53
18:58
21:04
23:00
Time
Leq
LaMax

Verbal Comments collected at the meeting

Speaker	Name, organization represented, if any	Comment
1.	Charles Buckley, Rancho Vallecitos HOA	Voluntary Noise Abatement Procedures should be Mandatory Noise Abatement Procedures. Is 100% quiet time just for departures or approaches too? The Noise monitor is located in Palomar West but the comments are sent out of the county to be evaluated. We should set something up so we can track comments within 24 hours. I live on the West side, as planes go over my house they are only 800-900 feet above, like the FAA says. The p-180 (there are four) are extremely noisy. You can hear them from Escondido. Neighbors say that in a house with windows closed it can take two minutes for the noise to pass. URS and the Airport staff know of other concerns.
2.	A. "Jack" Ekland	Friends from Arizona say they have quiet hours at their airport. There are no flights between 10 p.m. and 7 a.m. Could such regulations be implemented here, in Carlsbad?
3.	Joanne Grueskin, lives in Rancho Corillo but was not an official representative	The recommendations look good. The tighter track (of the Dallas Airport) was very appealing. We understand approaching flights should be north of Palomar Airport Road but we are concerned about small crafts that fly during the weekends. They are noisy.
4.	Maureen Kube, Seabright GRG Mgmt	Could we possibly have flights go south before Hidden Valley Road? Barbra Henry's article encouraged airports to phase out noisy jets. Is there anything to back up her article? There are noise monitors at Poinsettia Park, can we get a noise monitor closer to our house? We have kids and pre-schools close by. We're annoyed with noise even though we know we signed papers about the airport being close. We understand there is give and take to living close to the airport but we are asking the airport to be more concerned with the neighboring community.
5.	Yvonne Barcelona	Is a resident and Realtor. San Marcos Laurel area has a hill with homes behind it. Planes have come within 500 feet of the house and helicopters come across the corridor underneath rooflines. Inbound and landing should be curtailed so that noise before 7 a.m. is prohibited. Neighbors don't want to wake up early on Saturday and Sunday. Jet noise comes in more often south of Palomar Airport Road. I have called the tower to complain about planes flying so low, I could see passengers. I believe 100% noise abatement should be required not voluntary.
6.	Gregory Chornak, Ponderosa HOA	I think the study should take another look at recreational training flights that come over homes. Helicopter flight regulations say pilots should fly over roads, but they don't. Part 150 FAA guidelines say that prior to submission of draft airport operations the general public should be allowed to submit views. I don't think we had the opportunity to comment. I requested a copy earlier but don't think I had adequate time to review it. I haven't seen information regarding other regulations noted in study.

Speaker	Name, organization represented, if any	Comment
7.	Chin Tu	Helicopter pilots learned how to fly at an airport. Those pilots have training done work for the Army, National Guard, Police Department, etc. Helicopters make noise but not as much as other jets. Trash trucks wake you up too, but neighbors don't complain about those. Helicopters are there for a good purpose. Victims of Hurricane Katrina and other people appreciate helicopters. We ask for consideration of helicopters. Sorry about noise.
8.	George McJimsey	I fly a training aircraft, was a member of the PAR 200 committee and worked voluntarily on the NAP. I have posted signs and had instructor meetings to discuss the noise, but as far as recommendations from tonight's study are concerned, private pilots require 3 hours of night training. We'll try to keep noise down.
9.	Tom Frieder	I'm a pilot and have 10,000 hours of experience flying. I've become mindful of the community and take care to comply with VNAP. If pilots would join me and follow VNAP to include alpha departure, that would be nice. I agree that pilots should be mindful of altitude requirements, which is 1,500 feet. I applaud Palomar Airport for making public meetings possible.
10.	Dave Richter, San Diego Regional Aviation Association	I stand behind the recommendations made tonight. The SDRAA's mission is to educate the public and pilots. Some pilots don't know people are sleeping close to the airport. It is important that the airport has been pro-active. I encourages people to visit sdraa.org
11.	Gail Carroll, FFP Shore Point	I was part of the group that made the Friendly Flyer program happen. I appreciate PAAC and am encouraging pilots and the hospital to follow VNAP. In regards to the study, one recommendation asked pilots not to turn until they are past Interstate-5, that seems to be an example of reduced VNAP compliance. The study also recommends 100% quiet hour compliance; right now there are 10- 25 planes that follow quiet hours. The biggest concern of Fly Friendly is to follow existing compliance regulations. Implementing a GPS would help clear up the problem if pilots don't comply with existing voluntary regulations.
12.	Robert Woelffer	I live east of Melrose. Jets aren't following the three mile rule. I've called the airport to complain and the response was that the FAA says when to turn. If the FAA is part of this program, the control tower should have jets come from the south, go three miles, then enter through the noise abatement area. Planes are low and it feels like they are coming through your house.
13.	John Earle	I'm a pilot. My pilot friends and I try to follow VNAP. Carlsbad is a nice community and we (pilots) need to consider this. If there is an attempt to compress air travel space, there could be mid-air collisions. The airport was here first. I have to look up to see when planes are coming too but I don't understand where complaints are coming from.
14.	Joe Capraro	Filled out a Speaker Request form but did not speak, he wrote his opinion on a Public Input form. It is attached to this report.

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County of San Diego

DEPARTMENT OF PUBLIC WORKS
County Airports

Peter Drinkwater
AIRPORTS DIRECTOR

1960 Joe Crosson Drive, El Cajon, CA 92020
(619) 956-4800 FAX: (619) 956-4801
Web Site: sdcdpw.org

March 24, 2006

Mark McClardy
Division Manager, Airports Division AWP-600
Federal Aviation Administration
Western-Pacific Region
15000 Aviation Blvd.
Lawndale, CA 90261

RE: SUBMITTAL OF 14 CFR PART 150 NOISE COMPATIBILITY PROGRAM FOR FORMAL REVIEW AND APPROVAL

Dear Mr. McClardy:

Enclosed are ten (10) hard copies and one CD containing the Noise Compatibility Program (NCP), Volumes I and II, for McClellan-Palomar Airport. The NCP is submitted under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (ASNA) and 14 CFR Part 150. This NCP addresses your comments of July 27, 2005.

The County of San Diego, as owner and operator of McClellan-Palomar Airport, is submitting this NCP for appropriate Federal Aviation Administration (FAA) determinations.

Should you have any questions regarding the enclosed document, please do not hesitate to contact me at (619) 956-4839. We appreciate your assistance in this matter.

Sincerely,

Peter Drinkwater

PETER DRINKWATER
Airports Director

PD:jk

Enclosures

U.S Department
of Transportation

**Federal Aviation
Administration**

Western-Pacific Region
Airports Division

P.O. Box 92007
Los Angeles, CA 90009

June 22, 2006

Mr. Peter Drinkwater
Airports Director
Department of Public Works, County Airports
County of San Diego
1960 Joe Crosson Drive, El Cajon, CA 92020
El Cajon, CA 92020

Dear Mr. Drinkwater:

McClellan-Palomar Airport
FAR Part 150 Noise Compatibility Program
180-day Review Period

This letter acknowledges receipt of your submittal dated March 24, 2006, of the Federal Aviation Regulation (FAR) Part 150 Noise Compatibility Program (NCP) for McClellan-Palomar Airport.

The Federal Aviation Administration (FAA) completed its initial review of the NCP and is now initiating the formal 180-day review period for the NCP at McClellan-Palomar Airport. The proposed NCP will be approved or disapproved by the FAA on or before December 17, 2006. The effective date of the start of FAA's review of the NCP is June 20, 2006. The public comment period will end on August 21 2006. This information will be published in the *Federal Register*. If you wish, you may make an announcement locally, however you are not required to do so.

Please call Mr. Pete Ciesla at (310) 725-3633 if you have any questions concerning this matter.

Sincerely,

John Milligan
Supervisor, California Standards Section

cc: AWP-600

RECEIVED
JUN 26 2006
Gillespie Field

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Receipt of Noise Compatibility Program and Request for Review

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces that it is reviewing a proposed noise compatibility program that was submitted for McClellan-Palomar Airport under the provisions of 49 U.S.C. 47501 *et seq.* (the Aviation Safety and Noise Abatement Act, hereinafter referred to as "the Act") and 14 CFR Part 150 by the County of San Diego. This program was submitted subsequent to a determination by FAA that associated noise exposure maps submitted under 14 CFR Part 150 for McClellan-Palomar Airport were in compliance with applicable requirements, effective April 26, 2005, which was published in the **Federal Register**, Volume 70, No. 89, page 24671, on May 10, 2005. The proposed noise compatibility program will be approved or disapproved on or before December 17, 2006.

EFFECTIVE DATE: The effective date of the start of FAA's review of the noise compatibility program is June 20, 2006. The public comment period ends August 21, 2006.

FOR FURTHER INFORMATION CONTACT: Peter Ciesla, Federal Aviation Administration, Western-Pacific Region, Airports Division, P.O. Box 92007, Los Angeles, California, 90009–2007, Telephone: (310) 725–3633. Comments on the proposed noise compatibility program should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA is reviewing a proposed noise compatibility program for McClellan-Palomar Airport, which will be approved or disapproved on or before December 17, 2006. This notice also announces the availability of this program for public review and comment.

An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) part 150, promulgated pursuant to the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has formally received the noise compatibility program for McClellan-Palomar Airport, effective on June 20, 2006. The airport operator has requested that the FAA review this material and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under section 47504 of the Act. Preliminary review of the submitted material indicates that it conforms to FAR Part 150 requirements for the submittal of noise compatibility programs, but that further review will be necessary prior to approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before December 17, 2006.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR Part 150, section 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety or create an undue burden on interstate or foreign commerce, and whether they are reasonably consistent with obtaining the goal of reducing existing non-compatible land uses and preventing the introduction of additional non-compatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments relating to these factors, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the noise exposure maps and the proposed noise compatibility program are available for examination at the following locations:

Federal Aviation Administration, Western-Pacific Region, Airports Division, Room 3024, 15000 Aviation Boulevard, Hawthorne, California 90261.

Mr. Peter Drinkwater, Airports Director, Department of Public Works, County Airports, 1960 Joe Crosson Drive, El Cajon, California 92020.

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT.**

Issued in Hawthorne, California, on June 20, 2006.

Mark A. McClardy,

Manager, Airports Division, AWP–600, Western-Pacific Region.

[FR Doc. 06–5925 Filed 6–29–06; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2006–24508]

Final General Conformity Determination for Proposed Operations of Southwest Airlines Co. at Denver International Airport, Denver, CO

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Notice of Availability of Final General Conformity Determination.

SUMMARY: Pursuant to Section 176(c) of the Clean Air Act Amendments of 1990, the FAA announces the availability of the Final General Conformity Determination for Operations of Southwest Airlines Co. (Southwest) at Denver International Airport (DEN). FAA has determined that emissions from Southwest's operations at DEN conform to the Colorado State Implementation Plan (SIP).

In accordance with the requirements of 40 CFR 93.156 (b), the Draft Conformity Determination, Proposed Operations of Southwest Airlines Co. at Denver International Airport, Denver, CO was made available for public review beginning April 21, 2006. Notice of the draft determination was published in the Rocky Mountain News, Denver, Colorado on April 21, 2006, and copies of the draft determination were made available at DEN. The Notice of Draft General Conformity Determination was published in the **Federal 1Register** on April 27, 2006 (71 FR 24903).

No comments were submitted during the public comment period, which ended on May 30, 2006. Consequently, the Final General Conformity Determination consists of the Draft General Conformity Determination, with the following typographical corrections. The corrections are needed to clarify terms describing aircraft operations and to correct the reference to the maximum foreseeable aircraft activity used to predict aircraft emissions, as documented in Table 1.

1. Page 24903, last sentence on this page under **SUPPLEMENTARY INFORMATION** shall be revised to read: "At that time Southwest indicated an interest in increasing service to as many as 50 or 60 daily landing/take-off cycles (LTOs) at DEN, but agreed to maintain * * *"

2. Page 24904, second sentence of the last paragraph under **SUPPLEMENTARY INFORMATION** shall be revised to read: "This General Conformity Determination addresses FAA's proposed Federal action to amend

U.S Department
of Transportation
Federal Aviation
Administration

Western-Pacific Region
Airports Division

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

Mr. Peter Drinkwater
Airports Director
Department of Public Works
San Diego County
1960 Joe Crosson Drive
El Cajon, California 92020

Dear Mr. Drinkwater:

McClellan Palomar Airport
FAR Part 150 Noise Compatibility Program

The Federal Aviation Administration (FAA) has evaluated the Noise Compatibility Program (NCP), for the above referenced airport, contained in the Title 14, Code of Federal Regulations (CFR) Part 150 Study and related documents submitted to this office under the provisions of Section 104(a) of the Aviation Safety and Noise Abatement Act of 1979, as amended. The recommended NCP proposed by the County of San Diego is described in Section 14 of the Study. I am pleased to inform you that the Manager of the Airports Division, Western-Pacific Region has approved seven of the ten Noise Abatement measures, all six Land Use Planning elements, and 13 of 16 Program Management measures. The specific FAA action for each NCP element is set forth in the enclosed Record of Approval. The effective date of this approval is December 5, 2006. All of the approval actions are more fully described in the Record of Approval.

Each Airport NCP developed in accordance with 14 CFR Part 150 is a local program and not a Federal program. The FAA does not substitute its judgment for that of the airport sponsor with respect to which measures should be recommended for action. The FAA's approval, disapproval or no action taken of 14 CFR Part 150 program recommendations is measured according to the standards expressed in 14 CFR Part 150 and the Aviation Safety and Noise Abatement Act of 1979, and is limited to the following determinations:

a. The Noise Compatibility Program was developed in accordance with the provisions and procedures of 14 CFR Part 150;

b. Program measures are reasonably consistent with achieving the goals of reducing existing noncompatible land uses around the airport and preventing the introduction of new incompatible land uses;

c. Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of airport grant agreements, or intrude into areas preempted by the Federal government;

RECEIVED
DEC 15 2006
Gillespie Field

d. Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of the navigable airspace and air traffic control responsibilities of the Administrator prescribed by law.

Specific limitations with respect to FAA's approval of an Airport Noise Compatibility Program are delineated in 14 CFR Part 150, Section 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, State or local law. Approval does not, by itself, constitute a FAA implementation action. A request for Federal action or approval to implement specific Noise Compatibility Measures may be required. An FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA under the Airport and Airway Improvement Act of 1982, as amended. Where Federal funding is sought, requests for project grants must be submitted to the FAA Airports District Office in Hawthorne, California.

The FAA will publish a notice in the *Federal Register* announcing the approval of this Noise Compatibility Program. You are not required to give local official notice, however, you may do so if you wish.

Thank you for your continued interest in noise compatibility planning. If you have questions concerning this matter, please contact Mr. Victor Globa at 310/725-3637.

Sincerely,

Brian Armstrong
Manager, Airports District Office

Enclosure

cc: APP-400, ANW-600

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

RECORD OF APPROVAL

14 CFR PART 150

NOISE COMPATIBILITY PROGRAM

McCLELLAN-PALOMAR AIRPORT

CARLSBAD, CALIFORNIA

Regional Counsel, AWP-7 — Date: 29 Nov 2006 — CONCUR: ✓ — NONCONCUR:

Manager, Airports Division, AWP-600 — Date: 12/5/06 — APPROVED: ✓ — DISAPPROVED:

Record of Approval
McClellan-Palomar Airport
Noise Compatibility Program

INTRODUCTION

The McClellan-Palomar Airport (CRQ) Noise Compatibility Program (NCP) describes the current and future noncompatible land uses based on the parameters as established in Title 14, Code of Federal Regulations, Part 150, *Airport Noise Compatibility Planning*. The noise compatibility program includes ten noise abatement operational measures, six land use management measures, and sixteen program management measures. These measures are summarized in Table 14-1 on pages 14-15 to 14-20 of the NCP.

The approvals listed herein include approval of actions that the airport recommends be taken by the Federal Aviation Administration (FAA). It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of 14 CFR Part 150. The approvals do not constitute decisions to implement the proposed actions or a commitment by the FAA to provide federal financial assistance for these actions. Later decisions concerning possible implementation of these actions may be subject to applicable environmental or other procedures or requirements.

The recommendations below summarize, as closely as possible, the airport operator's recommendations in the noise compatibility program and are cross-referenced to the program. The statements contained within the summarized recommendations and before the indicated FAA approval, disapproval or other determination do not represent the opinions or decisions of the FAA.

NOISE ABATEMENT MEASURES

Operational Measures

1. Continue the existing published air traffic pattern altitudes.

Description: This measure to raise the traffic pattern altitude was originally proposed by the airport sponsor in the 1992 NCP as Noise Abatement Operational Measure No. 1 and the FAA recommended no action at that time since there was insufficient information to make a determination on the benefits of the measure. The proposed higher Airport Traffic Pattern altitudes have been established subsequent to the 1992 NCP and are listed in the U.S. Department of Transportation (DOT), FAA Airport/Facility Directory, Southwest U.S. The Directory lists the minimum McClellan Palomar Airport [three letter identifier code is (CRQ)] Airport Traffic Pattern altitudes are 1,003 feet MSL for helicopters, 1,503 feet MSL for small aircraft and 2,003 feet MSL for large aircraft. This Measure seeks continuation of an existing FAA published air traffic pattern altitude. (NCP Measure OM-1, Page 11-4, Table 14-1)

FAA Action: Approved. The individual benefits of this operational measure were not quantified; rather the benefits were calculated for operational measures as a group. They benefit twenty-five residences and sixty-three people. (See table 11-8 Summary of Noise Exposure Estimates). This measure reflects a practice that is already in effect at the airport and listed in the Airport/Facility Directory, Southwest U.S.

2. Continue the existing published "Alpha Departure" VNAP.

Description: The "Alpha Departure" is published on the airport's website as a voluntary noise abatement procedure (VNAP). It instructs jets to fly a 250-degree ground track at the best rate of climb until approximately ½ mile offshore. National Business Aircraft Association (NBAA) standard noise abatement departure procedures are recommended. It instructs piston aircraft to hold turns until reaching 800 feet MSL, with the "Alpha North" pattern preferred. On the downwind leg, climb to at least 1,000 feet AGL prior to initiating a turn to the desired course. This

procedure is illustrated in Figure 14-2 in the NCP. This is continuation of an existing Noise Abatement Measure No. 4 that was approved by the FAA as a voluntary measure in the 1992 NCP. A slightly modified form of the procedure was implemented following the 1992 NCP Record of Approval. (NCP Measure OM-4 (1), Pages 11-6 to 11-17, Figure 11-4 and 11-5 and Table 11-3 and 14-1)

FAA Action: Approved as a voluntary measure subject to weather, air traffic safety and efficiency. Table 11-3 notes that this operational measure will benefit three residences and seven people.

3. Continue the existing VNAP, as published on the airport website.

Description: The following Voluntary Noise Abatement Procedures (VNAP) are published on the airport's website: "Maintain a cruise aircraft configuration (gear and flaps retracted; RPM no higher than cruise) until as close to the airport as possible." and "Jets: Request ILS approach. Fly a slightly high approach in VMC. Delay gear and flaps transition consistent with safety." This is a continuation of an existing Noise Abatement Measure No. 6 that was approved by the FAA as a voluntary measure in the 1992 NCP. A slightly modified form of the procedure was implemented following FAA's 1992 NCP Record of Approval. (NCP Measure OM-6, Pages 11-18 to 11-19 and Table 11-8 and 14-1).

FAA Action: Approved as a voluntary measure subject to weather, air traffic safety and efficiency. The individual benefits of this operational measure were not quantified; rather the benefits were calculated for operational measures as a group. They benefit twenty-five residences and sixty-three people. (See table 11-8 Summary of Noise Exposure Estimates.) This measure reflects a previously approved practice that is in affect at the airport.

4. Continue the existing designation of Runway 24 as the calm wind runway as published in the Airport/Facility Directory.

Description: The U.S. DOT FAA Airport/Facility Directory, Southwest U.S. designates CRQ Runway 24 as the calm wind runway. This is a continuation of an existing Noise Abatement Measure No. 8 that was approved by the FAA as a voluntary measure in the 1992 NCP and implemented subsequent to the 1992 NCP. (NCP Measure OM-8, Page 11-19 to 11-20 and Table 11-8 and 14-1)

FAA Action: Approved as a voluntary measure subject to weather, air traffic safety and efficiency. The individual benefits of this operational measure were not quantified; rather the benefits were calculated for operational measures as a group. They benefit twenty-five residences and sixty-three people. (See table 11-8 Summary of Noise Exposure Estimates) This measure reflects a previously approved practice that is in effect at the airport.

5. Continue the existing policy discouraging jet aircraft training due to noise abatement and traffic congestion as published in the Airport/Facility Directory.

Description: The U.S. DOT FAA Airport/Facility Directory, Southwest U.S. for CRQ indicates that "No jet aircraft training due to noise abatement and traffic congestion." Through voluntary compliance, this measure has been supported by the fixed base operators and other airport tenants. This is a continuation of an existing Noise Abatement Measure No. 13 that was approved by the FAA as a voluntary measure in the 1992 NCP and implemented subsequent to the 1992 NCP. (NCP Measure OM-13, Page 11-22 and Table 11-8 and 14-1)

FAA Action: Approved as a voluntary measure subject to weather, air traffic safety and efficiency. The individual benefits of this operational measure were not quantified; rather the benefits were calculated for operational measures as a group. They benefit twenty-five residences and sixty-three people. (See table 11-8 Summary of Noise Exposure Estimates) This measure reflects a previously approved practice that is in affect at the airport.

6. Continue the existing VNAP, as published on the airport's website.

Description: The following voluntary noise abatement procedure (VNAP) is published on the airport's website: "General: Voluntary procedures 2200-0700 (local)" and "Jet take-off and landing "Quiet Hours." This is a continuation of an existing Noise Abatement Measure No. 14 that was approved by the FAA as a voluntary measure in the 1992 NCP. (NCP Measure OM-14, Page 11-22 to 11-23 and Table 11-8 and 14-1)

FAA Action: Approved as a voluntary measure subject to weather, air traffic safety and efficiency. The individual benefits of this operational measure were not quantified; rather the benefits were calculated for operational measures as a group. They benefit twenty-five residences and sixty-three people. (See table 11-8 Summary of Noise Exposure Estimates) This measure reflects a previously approved practice that is in effect at the airport. Any attempt to make this measure mandatory would be subject to analysis and review under the Aviation Noise and Capacity Act (ANCA) of 1990, as amended, and its implementing regulations found at Title 14 Code of Federal Regulations (CFR) Part 161.

7. When traffic volume permits, CRQ ATCT should instruct pilots to delay the left turn from Runway 24 until aircraft are west of I-5.

Description: An analysis of Runway 24 departures was conducted to examine the potential for reducing use of departure track 24D6, (see Figure 11-4 in the NCP). Track 24D6 begins at the departure end of Runway 24, continues for a distance of one nautical mile beyond the runway along the extended runway centerline, then transitions to the left to a compass heading of 076 degrees. The track passes over residential areas located adjacent to and southwest of the airport. The analysis showed that increased use of the departure track 24D11, which follows the "Alpha Departure" and delays the left hand turn until reaching the coast, would reduce the number of residences in the CNEL 60 dB(A) and greater noise contour. The proposed corridor would serve to congregate all Runway 24 departures along a single straight-out path with initial turns to the north or south commencing only after the passing west of the coastline. While technically feasible from a safety and air traffic routing perspective, the consolidation of all Runway 24 departures along a single route imposes operational air traffic handling restrictions while also degrading runway peak hour and annual service volume capacity. These operational requirements and restrictions may impose severe operational and capacity restrictions such as imposed departure holds, departure delays, departure speed restrictions, increased ground movement fuel burn, adverse air quality impacts, and reductions in runway capacity and peak hour throughput. This is a new measure that has been modified from Noise Abatement Measure No. 4 from the 1992 NCP that was approved by the FAA as a voluntary measure. (NCP Measure OM-4 (2), Pages 11-6 to 11-17 and Table 14-1)

FAA Action: Disapproved. This measure adversely impacts the efficiency of navigable airspace at CRQ. Consolidating all of Runway 24 departures along a single route would impose operational air traffic handling restrictions while degrading runway peak hour and annual service volume capacity. Additionally, this measure would require aircraft departing under Instrument Flight Rules (IFR) to deviate from published Take-Off Minimums and (Obstacle) Departure Procedures routes. These routes ensure Instrument Flight Rule (IFR) aircraft are protected from known obstacles. Deviation from protected routes place IFR aircraft at risk.

8. Work with FAA to develop a GPS/RNAV departure procedure to emulate the "Alpha Departure" VNAP.

Description: This is a new measure that has been modified from Noise Abatement Measure No. 5 in the 1992 NCP. The application of this noise abatement procedure would serve to provide positive course guidance while channeling all departures using this GPS/RNAV procedure along a narrow geographically limited departure path to the coastline. (NCP Measure OM-5, Pages 11-17 to 11-18 and Table 14-1)

FAA Action: Disapproved pending submission of additional information to make an informed analysis. The NCP does not quantify its benefits. Additional information is needed to determine the extent to which this recommendation would provide a measurable benefit utilizing GPS and RNAV departure procedures.

9. Consider joining Sound Initiative, A Coalition for Quieter Skies.

Description: Sound Initiative's goal is to end the use of Stage 1 and 2 aircraft weighing less than 75,000 pounds. The coalition will work to encourage Congress to phase out Stage 1 and Stage 2 aircraft under 75,000 pounds just as the requirements found in the 1990 Airport Noise and Capacity Act did for aircraft over 75,000 pounds. It is their belief that the best way to encourage congressional action is to show broad-based interest in and support for an issue. (NCP Measure OM-23, Pages 11-39 to 11-41 and Table 14-1)

FAA Action: No action required. FAA action on this measure would conflict with anti-lobbying restrictions on Federal agencies. This does not prohibit the airport sponsor from contacting local, state, and Federal representatives to lobby Congress in support of legislation to amend the Airport Noise and Capacity Act (ANCA) of 1990, as amended.

10. Amend "Quiet Hours" to include all aircraft except emergency flight operations.

Description: The current VNAP applies to all aircraft, while the quiet hours (2200-0700 local time) apply only to jet aircraft and flight training operations. The Palomar Airport Roundtable (PAR)2000 recommended that all voluntary guidelines be applied across the board to all types of aircraft utilizing the airport and standard quiet hours be applied to all flight operations, emergency flight operations excepted. The analysis of the noise exposure benefit is shown in Table 11-6. The table shows reductions in the number of persons and housing units at the greater than or equal to 60 dBA CNEL level with compliance with this measure at the 50% and 100% levels. (NCP Measure OM-24, Pages 11-41 to 11-43 and Table 14-1)

FAA Action: Approved as a voluntary measure only.

LAND USE MANAGEMENT MEASURES

1. Provide the recommended NINA boundary to SanGIS [San Diego Geographic Information Source] in both electronic and hard copy formats.

Description: The Noise Impact Notification Area (NINA) is the area most impacted by aircraft operations to and from CRQ. Physically, the NINA is composed of a three-mile radius around the airport, as well as the VOR and ILS corridors to the west and the east, respectively, and extends both horizontally and vertically due to terrain consideration. The current NINA is shown in Figure 12-1. All new residential projects located within the NINA are required to record a notice concerning aircraft environmental impacts, clarifying that the property is subject to aircraft over flight, and the sight and sound of aircraft from CRQ. Figure 12-2 illustrates the flight track density maps for all operations at CRQ with the current NINA superimposed. Based on this information, the NINA should be amended to include the area northeast of the airport where significant flight operations occur. Figure 12-3 illustrates the proposed boundary of the amended NINA. This is a modification of an FAA approved Preventive Measure No. 1 from the 1992 NCP. (NCP Measure LUM-1, Page 12-2 to 12-4 and Table 14-1)

FAA Action: Approved. This measure is considered to be within the authority of the County of San Diego to implement.

2. Provide the updated Noise Exposure Maps to SanGIS in electronic format, notify San Diego County and the City of Carlsbad that updated NEMs are available through SanGIS, and encourage their use in updating the Noise Elements of their General Plans.

Description: San Diego County revised the Noise Element of their General Plan in 1980. The major issues addressed within the Noise Element include the County's role in enforcing the California Airport Noise Standards, the need for an integrated land use and transportation planning program, and the importance of acoustical insulation techniques in urban development policies. Carlsbad adopted their current General Plan in 1994. The Noise Element states that, "in general, land in the immediate vicinity of the airport or under the take off or landing approach is subject to noise levels which are unsuitable for residential development, schools, hospitals, or other similar noise sensitive uses." Land Use Policy C-5, within the Noise Element, recommends 60 CNEL as the exterior noise level to which all residential units should be mitigated. The 65 CNEL is the maximum noise level to which residential units subject to noise from CRQ should be permitted. Additional disclosure actions (easements, deed restrictions, recorded notices, etc.) may be required of developers/sellers of noise impacted residential units. This is a modification of an FAA approved Preventive Measure No. 2 from the 1992 NCP. (NCP Measure LUM-2, Page 12-4 to 12-13 and Table 14-1)

FAA Action: Approved. This measure is considered to be within the authority of the County of San Diego and the City of Carlsbad.

3. Rezone the undeveloped area designated E-A (APN 212-040-56) within the 60 CNEL to "P-M Planned Industrial" zone. (Defined as Manufacturing and Production in Table 4-3 of the NEM)

Description: The County of San Diego and the McClellan-Palomar Airport desire to be proactive in the prevention of noise-sensitive land uses in areas that could be subject to higher noise levels in the future. This area is illustrated in Figure 12-4 and 14-3. In the "L-C Limited Control" zone, the only permitted uses are those permitted by City of Carlsbad Municipal Code, Title 21 Zoning, Section 21.07.020 for the "E-A Exclusive Agricultural" zone. These uses include small family day care homes and large family day care homes. In addition, the following are permitted as accessory uses: farmhouse, guesthouse, home occupation, and mobile homes. This is a modification of an FAA approved Preventive Measure No. 3 from the 1992 NCP. (NCP Measure LUM-3. Pages 12-13 to 12-17 and Table 14-1)

FAA Action: Approved. This measure is considered to be within the authority of the City of Carlsbad. This measure would reduce the potential for the introduction of noise sensitive land uses in the vicinity of the airport.

4. Real estate disclosure within the CRQ's established Airport Influence Area (AIA) should continue.

Description: The 1992 NCP Preventive Measure No. 5, recommended that the City of Carlsbad should ensure that for all properties in areas of CNEL 65 or greater, the aircraft noise levels are included in the fair disclosure statement, as required by the State of California. California Assembly Bill (AB) 2776, Chapter 496 of the Statutes of 2002, revised the Real Estate Transfer Disclosure Statement to require that statement to advise the prospective purchaser of other disclosures required by law, including the Natural Hazard Disclosure Report/Statement that may include airport annoyances, earthquake, fire, flood, or special assessment information, that have or will be made in connection with the transfer. California AB 920, Chapter 66 of the Statutes of 2004, also provides that on or after January 1, 2005, if a city or county adopts a different or additional disclosure form regarding the proximity or effects of an airport, the form would be required to contain specified information regarding annoyances or inconveniences including annoyances associated with airport operations. This is a modification of an FAA approved Preventive Measure No. 5 from the 1992 NCP. (NCP Measure LUM-5, Page 12-8 and Table 14-1)

FAA Action: Approved. This measure updates the airport's disclosure policy to be consistent with current state law. It is considered to be within the authority of the City of Carlsbad.

5. **Provide the updated NEMs, AIA, and NINA to SanGis in electronic format, encourage the California Board of Realtors, San Diego North County Board, and the Building Industry Association – Sales and Marketing Council, North County Division to visit SanGIS website for the most updated NEMs, AIA, and NINA, and work with the aforementioned organizations to develop an "Airport Fact Book" for property sales agents.**

Description: PAR2000 concluded that current observations indicate that while real estate companies may disclose NINA/AIA information to prospective home buyers, the information is only presented at the closing phase of the real estate purchase and is primarily a written statement similar to the sample form as depicted in the CLUP - Appendix G, which does not include graphic identification of the NINA and AIA with respect to the transaction's specific location. (NCP Measure LUM-7, Pages 12-21 to 12-22, and Table 14-1)

FAA Action: Approved. This measure is considered to be within the authority of the County of San Diego to work with these groups and provide the information described in this NCP. This measure would help identify the location of the airport to potential new residents of the area.

6. **Provide SDCRAA with copies of final NEM and NCP documents.**

Description: The San Diego County Regional Airport Authority (SDCRAA), as the region's Airport Land Use Commission (ALUC), is currently preparing an update of the CRQ Comprehensive Land Use Plan (CLUP). The intent is "to provide for the orderly growth of each public airport and...[to] safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general" (Section 21675, Public Utility Code). The CLUP reflects the anticipated growth of CRQ for the next 20 years. CRQ has provided a copy of their FAA-approved forecast of future airport and aircraft operations, as well as their FAA-accepted Noise Exposure Maps to the San Diego County Regional Airport Authority. A copy of the NCP will be provided to SDCRAA following FAA approval. (NCP Measure LUM-8, Page 12-22 to 12-23 and Table 14-1)

FAA Action: Approved. This measure is considered within the authority of the County of San Diego.

PROGRAM MANAGEMENT MEASURES

1. **Upgrade GEMS software to ANOMS8 and upgrade computer hardware as necessary to support operations of ANOMS 8. If eligible for AIP funding, hardware should be upgraded at existing NMTs and two addition NMTs should be installed at CRQ.**

Description: The 1992 NCP recommended the acquisition and installation of a permanent noise monitoring system to validate the effectiveness of the noise abatement procedures and to quantify noise problems in surrounding neighborhoods in the future. The FAA approved this measure in the 1992 NCP. For purposes of aviation safety, this approval did not extend to the use of monitoring equipment for enforcement purposes by in situ measurement of any pre-set noise thresholds. The existing noise monitoring equipment Global Environmental Monitoring System (GEMS) was installed in 1994 and the software is no longer being upgraded, and the latest version of the Airport Noise and Operations Monitoring System (ANOMS) 8 is available for installation at CRQ. Installation of additional Noise Monitoring Terminals (NMT's) was also considered in this NCP. Currently, four NMTs are operated around the airport. Figure 13-1 shows the location of each of these NMT's. None of the existing NMTs are within the 2004 existing condition or the 2009 future condition CNEL 60 contours. In order to collect meaningful aircraft noise data, NMTs need to be located within CNEL 60, under major flight paths, and/or in close proximity to noncompatible land uses. Two proposed NMT locations are also shown on Figure 13-1. The four existing NMTs have been in place since 1994. The airport has two additional sets of NMT hardware, which they use for spare parts while equipment is out for repair. The end of the useful life of this hardware is rapidly approaching. If eligible for AIP funding, it would be prudent to upgrade the hardware at the NMTs. This is a modification of an existing FAA approved Management Measure 15 from the 1992 NCP. (NCP Measure PM-1, Pages 13-1 to 13-2 and Table 14-1)

FAA Action: Disapproved for purposes of Part 150 with respect to Airport Improvement Plan (AIP) funding. Section 189 of Public Law 108-176, Vision 100-Century Of Aviation Reauthorization Act, December 12, 2003, specifically prohibits FAA approval of Part 150 program measures that require AIP funding to mitigate aircraft noise outside DNL (CNEL) 65 (through Fiscal Year 2007).

2. Hire a dedicated Noise Abatement Officer/Appoint a Permanent Environmental Noise Specialist.

Description: The 1992 NCP included a recommendation to designate a noise abatement officer to administer the approved NCP. The FAA approved this measure in the 1992 NCP. The County of San Diego hired a dedicated noise officer at the end of 1999. Currently, the position is open, and another member of the airport staff is fulfilling the duties. The County is actively engaged in final contract negotiations with a contractor to fill the Noise Abatement Officer position. PAR2000 recognized that in order to properly manage environmental noise policies and regulations at CRQ, a full-time, professional staff is required to plan, implement, monitor, and communicate aircraft noise-related tasks. PAR2000 recommended funding and filling a position at CRQ for a full-time Environmental Noise Specialist to serve as a liaison between the community and the airport and be an ombudsman in the resolution of noise-related issues. This is a modification (combining) of an existing FAA approved Management Measure 16 from the 1992 NCP and NCP measures PM-2 and PM-13. (Pages 13-1 to 13-3, 13-17 to 13-18 and Table 14-1.)

FAA Action: Approved. Implementation of this measure is considered to be within the authority of the County of San Diego. Approval of this measure does not commit the FAA to providing Federal funding assistance for this position.

3. The Palomar Airport Advisory Committee (PAAC) should continue to act as a forum for discussion of noise abatement actions.

Description: This is a continuation of an existing FAA approved Management Measure 17 from the 1992 NCP, to have the PAAC continue to act as a forum for discussion of noise abatement actions. (NCP Measure PM-3, Page 13-5 and Table 14-1)

FAA Action: Approved. Implementation of this measure is considered to be within the authority of the County of San Diego.

4. Update Maps identifying the noise-sensitive areas around the airport.

Description: CRQ should update maps identifying the noise-sensitive areas around the airport, formatted such that they can readily be inserted into a Jeppesen Airway Manual 7-ring binder. They should be produced on glossy 80-pound paper, and have an overall size of 8½" in height by 11" in width, folded to 8½" in height by 5½" in width, with text and color graphics on both sides. This is a part of a noise abatement program distributed to pilots. This is a modification of an existing FAA approved Management Measure 18 from the 1992 NCP. (NCP Measure PM-4, Page 13-6 and Table 14-1)

FAA Action: Approved. Implementation of this measure is considered to be within the authority of the County of San Diego.

5. Produce an Airport Noise Information Booklet.

Description: The PAR2000 concluded there was a lack of airport information for residents living in the vicinity of McClellan-Palomar Airport. The PAR2000 recommended development of an airport noise information booklet to educate community, homeowners associations, real estate officers, media, and others that would be produced by the County of San Diego. (NCP Measure PM-5, Page 13-12 and Tables 13-2 and 14-1; also see Land Use measure 5, above)

FAA Action: Approved. Implementation of this measure is considered to be within the authority of the County of San Diego.

6. Develop an Official Web Site to disseminate VNAP and other noise-related information.

Description: The PAR2000 recommended development of an "official" web site, managed and maintained by CRQ airport noise abatement staff, to disseminate VNAP and other noise related information, including a list of "frequently asked questions" and answers. (NCP Measure PM-6, Page 13-12, and Tables 13-2 and 14-1)

FAA Action: Approved. Implementation of this measure is considered to be within the authority of the County of San Diego.

7. Continue to coordinate with the Department of Public Works (DPW) Public Information Officer (PIO) to disseminate information to the news media.

Description: PAR2000 recommended developing a balanced public relations strategy to disseminate information to the news media that integrates all sides of the complex noise issues and the efforts to manage them more effectively. (NCP Measure PM-7, Page 13-14, and Tables 13-2 and 14-1)

FAA Action: Approved. Implementation of this measure is considered to be within the authority of the County of San Diego.

8. Continue attending and/or participating in aviation association meetings to expand awareness of VNAP and other noise related issues.

Description: PAR2000 recommended that the Environmental Noise Specialist assist in expanding awareness of the VNAP and other noise-related issues surrounding CRQ Class D airspace by attending and/or otherwise participating in aviation association meetings and briefings. NCP Measure PM-8, Page 13-14, and Tables 13-2 and 14-1)

FAA Action: Approved. Implementation of this measure is considered to be within the authority of the County of San Diego.

9. Coordinate with the DPW PIO to periodically distribute VNAP press releases to aviation media.

Description: PAR2000 recognized that communicating with pilots arriving and departing from CRQ regarding VNAP is crucial. As the majority of the airport's traffic consists of aircraft not based on the airport, the difficulty in communicating with itinerant pilots is exacerbated by the very nature and benefit of airports and aviation – they often arrive from long distances at irregular intervals and odd hours. There are many existing publications to advise pilots about the airport and its operations, including the importance of the VNAP. PAR2000 recommended contacting the editors of pilot-oriented publications and providing them with periodic press releases on CRQ's VNAP. The press releases should also contain information directing pilots to access an "official" Internet address for current airport information. (NCP Measure PM-9, Page 13-15 and Tables 13-2 and 14-1; also see Program Management measure 6, above)

FAA Action: Approved. Implementation of this measure is considered to be within the authority of the County of San Diego.

10. **Periodically provide updated VNAP information for distribution by FBO's.**

Description: PAR2000 recognized that many aircraft owners/operators who patronize the FBOs at CRQ arrive/depart the area without being informed of the latest information regarding VNAP because such information is not readily available. PAR2000 recommended that VNAP information be provided to the FBOs on a regular basis by best means of distribution. (NCP Measure PM-10, Page 13-16 and Tables 13-2 and 14-1)

FAA Action: Approved. Implementation of this measure is considered to be within the authority of the County of San Diego.

11. **When feasible, CRQ ATCT should encourage the use of the VNAP.**

Description: The PAR2000 recommended that the FAA should develop procedures to increase disclosure of VNAP to pilots while on the ground or airborne. As practical, ATCT personnel indicate/advise when pilot requests are in conflict with VNAP. Issuing information regarding noise abatement procedures or noise sensitive areas around the airport is not their primary responsibility. When traffic in not congested, it may be feasible to deliver such information. (NCP Measure PM-15, Page 13-18, and Tables 13-2 and 14-1)

FAA Action: Disapproved. Implementation of this measure by the ATCT would adversely impact air traffic workload and efficiency. It is noted the NCP makes several other recommendations on how to advise pilots of noise abatement and noise sensitivity around the airport.

12. **Conduct the recommended workload study.**

Description: PAR2000 recognized that as the busiest airport in the County of San Diego, workload of the Airport Traffic Control Tower (ATCT) at CRQ is the highest in the entire county. While the safety record of this facility and staff has been extraordinary, the extra work burden implied in certain of the recommendations made in PAR2000 shall fall ever more heavily on these same personnel. PAR2000 recommended that the FAA undertake a workload study to; evaluate the present tower design, operator workload, and overall effectiveness of the ATCT operations; make recommendations to improve overall effectiveness in order to support noise abatement recommendations as adopted by the County Board of Supervisors in support of this report; evaluate ATCT radio communications to determine their present effectiveness and to recommend improvements to accommodate additional frequency capacity for future operational growth; and preserve the continuing safety and efficiency of operations while promoting noise abatement procedures at CRQ. (NCP Measure PM-16, Page 13-20, and Tables 13-2 and 14-1)

FAA Action: Disapproved. The workload study proposed by this recommendation is outside the scope of the Part 150 regulation. It is also noted that the two recommendations in this NCP update that are described herein and which could have increased ATCT workload have been disapproved in this ROA.

13. **Erect monument signs on airport property along El Camino Real and Palomar Airport Road to inform drivers of the existence and location of the airport**

Description: The PAR2000 concluded that present and future Carlsbad residents may not know that the city has an airport or where it is located. The airport may not be obvious to people driving past it. The PAR2000 recommended that monument signs be strategically located, on airport property, to inform drivers of the existence and the location of the airport. (NCP Measure PM-18, Page 13-21, and Tables 13-2 and 1-1)

FAA Action: Approved. Implementation of this measure is considered to be within the authority of the County of San Diego. This measure would help to identify the existence and location of CRQ to current and potential new residents of the area.

14. Produce signs, stickers, etc. using VNAP logo and prominently display and utilize as appropriate.

Description: PAR2000 recognized that many aircraft owners/operators either based or transiting CRQ may or may not be aware of VNAP information as updated and distributed via publications, web sites, distributions, mailings, or other means. PAR2000 recommended development and prominent display of graphic VNAP signage depicting landmarks and other operational data. (NCP Measure PM-19, Page 13-22, and Table 13-2 and 14-1)

FAA Action: Approved. Implementation of this measure is considered to be within the authority of the County of San Diego. This measure would help increase community awareness of the airport and of the County's efforts to reduce airport impacts on the surrounding communities.

15. Conduct bi-annual VNAP training classes.

Description: Conducting VNAP training classes for local pilots would help familiarize them with the noise issues around the airport. The classes should be held by the County of San Diego bi-annually. (NCP Measure PM-20, Page 13-22, and Tables 13-3 and 14-1)

FAA Action: Approved. Implementation of this measure is considered to be within the authority of the County of San Diego. This measure is intended to help increase voluntary usage of the VNAP by pilots operating aircraft at McClellan-Palomar Airport.

16. Implement the recently adopted "Fly Friendly" Program.

Description: The proposed "Fly Friendly" program seeks to improve compliance with the existing VNAP, including the "Alpha Departure" procedure and "Quiet Hours," and have pilots take responsibility for their own compliance. The "Fly Friendly" program includes suggestions that are similar to many of the recommendation included in this NCP relative to pilot and community outreach and education. The PAAC adopted the "Fly Friendly" program at their April 21, 2005 meeting. (NCP Measure PM-21, Page 13-23, Tables 13-3, 14-1, and Appendix N).

FAA Action: Approved. Implementation of this measure is considered to be within the authority of the County of San Diego.

Electronic Comments

- Use the Commission's Internet comment form *http://www.sec.gov/rules/sro.shtml;* or
- Send an e-mail to *rule-comments@sec.gov.* Please include File No. SR–Phlx–2006–81 on the subject line.

Paper Comments

- Send paper comments in triplicate to Nancy M. Morris, Secretary, Securities and Exchange Commission, 100 F Street, NE., Washington, DC 20549–1090.

All submissions should refer to File No. SR–Phlx–2006–81. This file number should be included on the subject line if e-mail is used. To help the Commission process and review your comments more efficiently, please use only one method. The Commission will post all comments on the Commission's Internet Web site at *http://www.sec.gov/rules/sro.shtml.* Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for inspection and copying in the Commission's Public Reference Room. Copies of such filing also will be available for inspection and copying at the principal office of the Exchange. All comments received will be posted without change; the Commission does not edit personal identifying information from submissions. You should submit only information that you wish to make available publicly. All submissions should refer to File No. SR–Phlx–2006–81 and should be submitted on or before January 8, 2007.

For the Commission, by the Division of Market Regulation, pursuant to delegated authority.[11]

Florence E. Harmon,

Deputy Secretary.

[FR Doc. E6–21449 Filed 12–15–06; 8:45 am]

BILLING CODE 8011–01–P

SOCIAL SECURITY ADMINISTRATION

[Docket No. SSA 2006–0104]

Rescission of Social Security Ruling 88–10c, Bowen v. Galbreath

AGENCY: Social Security Administration.

ACTION: Notice of Rescission of Social Security Ruling.

SUMMARY: In accordance with 20 CFR 402.35(b)(1), the Commissioner of Social Security gives notice of the rescission of Social Security Ruling SSR 88–10c.

EFFECTIVE DATE: December 18, 2006.

FOR FURTHER INFORMATION CONTACT: Marg Handel, Social Security Administration, 6401 Security Boulevard, Baltimore, MD 21235–6401, (410) 965–4639 or TTY 410–966–5609, for information about this notice. For information on eligibility or filing for benefits, call our national toll-free number, 1–800–772–1213 or TTY 1–800–325–0778, or visit our Internet site, Social Security Online, at *http://www.socialsecurity.gov.*

SUPPLEMENTARY INFORMATION: Social Security Rulings make available to the public precedential decisions relating to the Federal old-age, survivors, disability and supplemental security income programs. Social Security Rulings may be based on case decisions made at all administrative levels of adjudication, Federal court decisions, Commissioner's decisions, opinions of the Office of the General Counsel, and other policy interpretations of the law and regulations.

On June 23, 1988 we issued SSR 88–10(c) to reflect the Supreme Court's decision in *Galbreath* v. *Bowen,* 485 U.S. 74 (1988), in which the Court held that the relevant statutes did not permit withholding past-due Supplemental Security Income benefits for attorney's fees in title XVI cases. As the Court noted at the end of its decision, the earlier Congressional decision not to extend attorney fee withholding to title XVI would stand "[u]ntil Congress [saw] fit to override its original decision, by amending Title XVI in a way that manifests an intent to allow withholding."

In the Social Security Protection Act of 2004 (SSPA), Public Law 108–203, Congress enacted such legislation. Section 302 of the SSPA amended section 1631(d)(2) of the Social Security Act to extend the attorney fee withholding and direct payment procedures to claims under title XVI. We began paying fees directly to attorneys in title XVI cases effectuated on or after February 28, 2005, the date the amendments made by section 302 took effect. While this provision will only be effective for 5 years, we believe that SSR 88–10(c) should be rescinded for this period and we will later determine if there is a need to reinstate it.

(Catalog of Federal Domestic Assistance Programs No. 96.006, Supplemental Security Income)

Dated: December 12, 2006.

Jo Anne B. Barnhart,

Commissioner of Social Security.

[FR Doc. E6–21484 Filed 12–15–06; 8:45 am]

BILLING CODE 4191–02–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Approval of Noise Compatibility Program for McClellan Palomar Airport, Carlsbad, CA

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by San Diego County, California under the provisions of Title I of the Aviation Safety and Noise Abatement Act, as amended, (Public Law96–193) (hereinafter referred to as "the Act") and 14 CFR Part 150. These findings are made in recognition of the description of Federal and nonfederal responsibilities in Senate Report No. 96–52 (1980). On April 26, 2005, the FAA determined that the noise exposure maps submitted by San Diego County under Part 150 were in compliance with applicable requirements.

EFFECTIVE DATE: The effective date of the FAA's approval of the Noise Compatibility Program for McClellan Palomar Airport is December 5, 2006.

FOR FURTHER INFORMATION CONTACT: Victor Globa, Environmental Protection Specialist, Los Angeles Airports District Office, Airport Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Hawthorne, California, 90261, Mailing Address: P.O. Box 92007, Los Angeles, California 90009–2007. Telephone: 310/725–3637. Documents reflecting this FAA action may be reviewed at this same location.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA has given its overall approval to the Noise Compatibility Program for McClellan Palomar Airport, effective April 7, 2004. Under section 104(a) of the Aviation Safety and Noise Abatement Act of 1979, as amended (herein after referred to as the "Act") [recodified as 49 U.S.C. § 47504], an airport operator who has previously submitted a Noise Exposure Map may submit to the FAA a Noise

[11] 17 CFR 200.30–3(a)(12).

Compatibility Program which sets forth the measures taken or proposed by the airport operator for the reduction of existing non-compatible land uses and prevention of additional non-compatible land uses within the area covered by the Noise Exposure Maps. The Act requires such programs to be developed in consultation with interested and affected parties including local communities, government agencies, airport users, and FAA personnel.

Each airport noise compatibility program developed in accordance with Federal Aviation Regulations (FAR) Part 150 is a local program, not a Federal program. The FAA does not substitute its judgement for that of the airport proprietor with respect to which measures should be recommended for action. The FAA's approval or disapproval of 14 CFR Part 150 program recommendations is measured according to the standards expressed in Part 150 and the Act and is limited to the following determinations:

a. The Noise Compatibility Program was developed in accordance with the provisions and procedures of FAR Part 150;

b. Program measures are reasonably consistent with achieving the goals of reducing existing non-compatible land uses around the airport and preventing the introduction of additional non-compatible land uses;

c. Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of aeronautical uses, violate the terms of airport grant agreements, or intrude into areas preempted by the Federal Government; and

d. Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of the navigable airspace and air traffic control systems, or adversely affecting other powers and responsibilities of the Administrator prescribed by law.

Specific limitations with respect to FAA's approval of an airport noise compatibility program are delineated in FAR part 150, section 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, State, or local law. Approval does not by itself constitute an FAA implementing action. A request for Federal action or approval to implement specific noise compatibility measures may be required, and an FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA under the Airport and Airway Improvement Act of 1982, as amended. Where Federal funding is sought, requests for project grants must be submitted to the FAA Airports District Office in Hawthorne, California.

San Diego County submitted to the FAA on September 13, 2004, the Noise Exposure Maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from December 1, 2002 through March 24, 2006. The McClellan Palomar Airport Noise Exposure Maps were determined by FAA to be in compliance with applicable requirements on April 26, 2005. Notice of this determination was published in the **Federal Register** on May 10, 2005 (70 FR 24671).

The McClellan Palomar Airport study contains a proposed noise compatibility program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from (2004 to beyond the year 2009). It was requested that the FAA evaluate and approve this material as a Noise Compatibility Program as described in 49 U.S.C. § 47504 (formerly section 104(b) of the Act). The FAA began its review of the program on June 20, 2006, and was required by a provision of the Act to approve or disapprove the program within 180 days (other than the use of new or modified flight procedures for noise control). Failure to approve or disapprove such program within the 180-day period shall be deemed to be an approval of such program.

The submitted program contained thirty-two (32) proposed actions for noise abatement, land use management and program management on and off the airport. The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR part 150 have been satisfied. The overall program was approved, by the Manager of the Airports Division, Western-Pacific Region, effective December 5, 2006.

Outright approval was granted for seven (7) of the 10 noise abatement measures, all six (6) land use management measures and twelve (12) program management measures. The approved measures included such items as: Continue the existing published air traffic pattern altitudes; Continue the existing published "Alpha Departure" voluntary noise abatement procedure (VNAP); Continue the existing VNAP, as published on the airport Web site; Continue the existing designation of Runway 24 as the calm wind runway as published in the Airport/Facility Directory; Continue the existing policy discouraging jet aircraft training due to noise abatement and traffic congestion as published in the Airport/Facility Directory; Continue the existing VNAP, as published on the airport's Web site; Amend "Quiet Hours" to include all aircraft except emergency flight operations. Approved Land Use Management Measures include: Provide the recommended Noise Information Notification Area (NINA) boundary to San Diego Geographic Information Source (SanGIS) in both electronic and hard copy formats; Provide the updated Noise Exposure Maps to SanGIS in electronic format, notify San Diego County and the City of Carlsbad that updated Noise Exposure Maps are available through SanGIS and encourage their use in updating the Noise Elements fo their General Plans; Rezone the undeveloped area designated E–A (APN 212–040–56) within the 60 CNEL to "P–M Planned Industrial" zone; Real estate disclosure within the CRQ's established Airport Influence Area should continue; Provide the updated NEMs, AIA, and NINA to SanGIS in electronic format, encourage the California Board of Realtors, San Diego North County Board, and the Building Industry Association—Sales and Marketing Council, North County Division to visit SanGIS Web site for the most updated NEMs, AIA and NINA and work with the aforementioned organizations to develop an "Airport Fact Book" for property sales agents; Provide San Diego County Regional Airport Authority (SDCRAA) with copies of the Final NEM and NCP documents.

Approved Program Management measures include: Hire a dedicated Noise Abatement Officer/Appoint a Permanent Environmental Noise Specialist; The Palomar Airport Advisory Committee should continue to act as a forum for discussion of noise abatement actions; update Maps identifying the noise-sensitive areas around the airport; Produce an Airport Noise Information Booklet; Develop an Official Web site to disseminate VNAP and other noise-related information; Continue to coordinate with the Department of Public Works Public Information Officer to disseminate information to the news media; Continue attending and/or participating in aviation association meetings to expand awareness of VNAP and other noise related issues; Coordinate with the

Department of Public Works Public Information officer to periodically distribute VNAP press releases to aviation media; Periodically provide updated VNAP information for distribution by Fixed Base Operators; Erect monument signs on airport property along El Camino Real and Palomar Airport Road to inform drivers of the existence and location of the airport; Produce signs, stickers, etc., using VNAP logo and prominently display and utilize as appropriate; Conduct biannual VNAP training classes and Implement the recently adopted "Fly Friendly Program."

FAA disapproved the following Noise Abatement measures: When traffic volume permits, CRQ ATCT should instruct pilots to delay the left turn from Runway 24 until aircraft is west of I–5. This measure would adversely impact the efficiency of navigable airspace at CRQ, further deviation from protected routes would place IFR aircraft at risk. Work with FAA to develop a GPS/RNAV departure procedure to emulate the "Alpha Departure" VNAP. This measure was disapproved pending submission of additional information to make an informed decision. The NCP did not quantify this measure's noise reduction benefits.

FAA took no action on the following Noise Abatement Measure: Consider joining Sound Initiative, A Coalition for Quieter Skies. FAA action on this measure would conflict with anti-lobbying restrictions on Federal agencies.

FAA disapproved the following Program Management Measures: Upgrade GEMS software to ANOMS8 and upgrade computer hardware as necessary to support operations of ANOMS8. If eligible for AIP funding, hardware should be upgraded at existing NMTs and two additional NMTs should be installed at CRQ. This measure was disapproved for the purposes of part 150 with respect to Airport Improvement Program funding. Section 189 of Public Law 108–176, Vision 100-Century of Reauthorization Act of 2003 specifically prohibits FAA approval of part 150 program measures that require AIP funding to mitigate aircraft noise outside of DNL (CNEL) 65 through Fiscally Year 2007; When Feasible, CRQ ATCT should encourage the use of the VNAP. This measure was disapproved because implementation of this measure by the ATCT would adversely affect air traffic workload and efficiency; Conduct the recommended workload study. This measure was disapproved because it is outside of the scope of 14 CFR part 150.

These determinations are set forth, in detail, in the Record of Approval signed by the Manager of the Airports Division, Western-Pacific Region, on December 5, 2006. The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA office listed above and at the administrative offices of the San Diego County Public Works Department. The Record of Approval will be available on-line at: *http://www.faa.gov/airports_airtraffic/airports/environmental/airport_noise/part_150/states/.*

Issued in Hawthorne, California on December 11, 2006.

Mark A. McClardy,

Manager, Airports Division, Western-Pacific Region, AWP–600.

[FR Doc. 06–9740 Filed 12–15–06; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice: Receipt of Noise Compatibility Program and Request for Review

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by Saint Louis County for Spirit of St. Louis Airport under the provisions of 49 U.S.C. 47501 et. seq (Aviation Safety and Noise Abatement Act) and 14 CFR Part 150 are in compliance with applicable requirements. The FAA also announces that it is reviewing a proposed noise compatibility program that was submitted for Spirit of St. Louis Airport under Part 150 in conjunction with the noise exposure map, and that this program will be approved or disapproved on or before June 10, 2007

DATES: The effective date of the FAA's determination on the noise exposure maps and of the start of its review of the associated noise compatibility program is December 12, 2006. The public comment period ends February 10, 2007.

FOR FURTHER INFORMATION CONTACT: Mark H. Schenkelberg, 901 Locust, Kansas City, MO 64106, 816–329–2645. Comments on the proposed noise compatibility program should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the noise exposure maps submitted for Spirit of St. Louis Airport are in compliance with applicable requirements of Part 150, effective December 12, 2006. Further, FAA is reviewing a proposed noise compatibility program for that airport which will be approved or disapproved on or before June 10, 2007. This notice also announces the availability of this program for public review and comment.

Under 49 U.S.C., section 47503 (the Aviation Safety and Noise Abatement Act, hereinafter referred to as "the Act"), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict non-compatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport.

An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) Part 150, promulgated pursuant to the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

St. Louis County submitted to the FAA on November 6, 2006, noise exposure maps, descriptions and other documentation that were produced during the FAR Part 150 Airport Noise Compatibility Study. It was requested that the FAA review this material as the noise exposure maps, as described in section 47503 of the Act, and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under section 47504 of the Act.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by St. Louis County. The specific documentation determined to constitute the noise exposure maps includes:

1. Existing Noise Exposure Map (2001).

2. Future Noise Exposure Map (2009).

The FAA has determined that these maps for Spirit of St. Louis Airport are in compliance with applicable requirements. This determination is effective on December 12, 2006. FAA's