



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;

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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

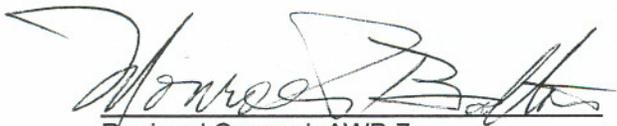
Enclosure

cc: APP-400, AWP-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

29 Nov 2006 ✓
Date CONCUR

NONCONCUR


Manager, Airports Division, AWP-600

12/5/06 ✓
Date 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 is 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.