

PAAC-FAA Issues

Gary Greening – Spyglass HOA and Dom Betro- Solamar HOA

7-21-22

1. The PAAC require the County to implement a **comprehensive noise monitoring/evaluation program** adding noise monitors in critical locations of the VNAP and a best practice evidenced based evaluation process, including community involvement. (Gary)

**Actions:**

***A) PAAC/Airport Operations to conduct an updated Noise Study to established best practices for locating noise monitors, and the PAAC, with Community input to prioritize preferred actions.***

***B) Engage companies/programs/applications via an RFQ/P Process that are leading/cutting edge in this area and implement a model program at Palomar Airport, and a selection committee of Airport Staff/PAAC members/Community Representatives be appointed as the selection committee.***

2. The PAAC **hire a full time Noise/Community Complaint Liaison** (Mark Reiner hired in the position as of 7/1/22)...someone who acts as a public advocate for the community, providing meaningful proactive monitoring/reports, information responsive to community concerns rather than reactive, requiring citizens tracking/reporting. **Include monthly posting of all VNAP violations**, and follow up actions taking by Airport Operations. Ex: CPUC Regulation 21669 Noise enforcement (Gary)

**Action:**

***Airport Operations publish a monthly list of the violators/violations to flight path/altitude/noise, retroactive to 1/1/22 and going forward, vs the public having to struggle to identify such violations. (Note: Airport Operations/FAA have access to much more sophisticated and comprehensive tracking programs the public-i.e. Webtrack)***

3. **Clarify how D-III Aircraft use Palomar/Military Helicopter Disregard for Community Impact/ Commercial Airline Services Plans** (Dom)

***DIII Aircraft Examples (Palomar is 4897ft): Bombardier Challenger 600-(needs a runway length of 5700 feet), , Gulfstream 5's (rated for 5,900 feet), Canadair Challenger (5640 feet) and the worst offender was a Gulfstream 650 (needs a runway***

*length of 6,250 feet)...* and explain what consequences and penalties result to pilot, aircraft/company/corporation, and Palomar Airport as a result.

Reports of increased Commercial Aircraft Use

Military Helicopter overflights exceeding noise levels 7/16-17/22

***Actions:***

***A) Airport Operations should not violate the commitment of the County to the community, published County Airport Rules and Regulations and FAA Regulations; to maintain and operate as a designated B II airport by allowing aircraft rated for DIII airports to operate at Palomar. (Note: Limiting fuel and other manipulations of conditions are not acceptable)***

***B) Airport Operations to publish a monthly accounting of all such uses, retroactive to 1/1/22 and going forward on a monthly basis as well violations of CPUC Code 21407-Reckless Operation.***

4. **The PAAC and Airport Operations should support community interest in promoting Quiet Hours (10PM-7AM), and FAA requirements notwithstanding, should actively support this condition in whatever way possible. (Ex: discourage/impede flights, except for emergency landings during such hours.) (Dom)**

***Action:***

**The PAAC to write a letter of support to the FAA, promoting the implementation of Quiet Hours-10PM-7AM**

**5. PAAC/Airport Operations to facilitate meeting with the FAA Liaison**

Tentatively scheduled for Sept 15, 2022 PAAC Meeting-

***Action:***

***A) Schedule a pre-meeting with the FAA, so this “public” meeting is as constructive as possible.***

***B) Clearly identify/Detail the Agenda and FAA, PAAC, Airport Staff Roles and contributions to the Meeting.***