

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

MEETING SUMMARY



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

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

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

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



THE POSTCARD MAILING LIST

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: Superintendent
Carlsbad Unified School District
3556 Monroe Street
Carlsbad, CA 92008

Attention: Principal
Capri Elementary School
941 Capri Road
Encinitas, CA 92024

Attention: Robert Pat, Resident
2770 Sunny Creek Road
Carlsbad, CA 92008

Attention: Principal
Carrillo Elementary School
2875 Pointsettia Avenue
Carlsbad, CA 92008

Attention: Principal
Diegueno Junior High School
2150 Village Park Way
Encinitas, CA 92024

Attention: Terence A. Davies, Resident
1021 Goldeneye View
Carlsbad, CA 92009

Attention: Principal
Hope Elementary School
3010 Tamarack Avenue
Carlsbad, CA 92008

Attention: Superintendent
Encinitas School District
101 S. Rancho Santa Fe Road
Encinitas, CA 92024

Attention: James R. Wright
Ocean Hills Country Club
6017 Piros Way
Oceanside, CA 92056-7266

Attention: Principal
Jefferson Elementary School
3743 Jefferson Street
Carlsbad, CA 92008

Attention: Principal
Oak Crest Junior High School
675 Balour Drive
Encinitas, CA 92024

Attention: Lee Baldrige, Resident
1139 Cabot Court
Vista, CA 92083

Attention: Principal
Kelly Elementary School
4885 Kelly Drive
Carlsbad, CA 92008

Attention: Principal
Pacific View Elementary School
608 3rd Street
Encinitas, CA 92024

Attention: Principal
Aviara Oaks Elementary School
6900 Ambrosia Lane
Carlsbad, CA 92008

Attention: Principal
La Costa Heights Elementary School
3035 Levante Street
Carlsbad, CA 92008

Attention: Principal
Park Dale Lane Elementary School
2050 Park Dale Lane
Encinitas, CA 92024

Attention: Principal
Aviara Oaks Middle School
6880 Ambrosia Lane
Carlsbad, CA 92008

Attention: Principal
Magnolia Elementary School
1905 Magnolia Avenue
Carlsbad, CA 92008

Attention: Principal
Paul Ecke Central Elementary School
185 Union Street
Encinitas, CA 92024

Attention: Principal
Buena Vista Elementary School
1330 Buena Vista Way
Carlsbad, CA 92008

Attention: Principal
Pacific Rim Elementary School
1100 Camino De Las Ondas
Carlsbad, CA 92008

Attention: Principal
San Dieguito High School
800 Santa Fe Drive
Encinitas, CA 92024

Attention: Principal
Carlsbad High School
3557 Monroe St.
Carlsbad, CA 92008

Attention: Principal
Pine Elementary School
3333 Harding Street
Carlsbad, CA 92008

Attention: Superintendent
San Dieguito School District
710 Encinitas Blvd.
Encinitas, CA 92024

Attention: Superintendent
Carlsbad School District
801 Pine Avenue
Carlsbad, CA 92008

Attention: Principal
Valley Middle School
1645 Magnolia Avenue
Carlsbad, CA 92008

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
Lake Elementary School
4950 Lake Blvd.
Oceanside, CA 92057

Attention: Principal
Ocean Shores High School
3131 Oceanside Blvd
Oceanside, CA 92057

Attention: Principal
Del Rio Elementary School
5207 E Parker Street
Oceanside, CA 92057

Attention: Principal
Laurel Elementary School
1410 Laurel Street
Oceanside, CA 92057

Attention: Principal
Oceanside High School
100 S. Horne Street
Oceanside, CA 92057

Attention: Principal
Ditmar Elementary School
1125 S Ditmar Street
Oceanside, CA 92057

Attention: Principal
Libby Elementary School
423 W. Redondo Drive
Oceanside, CA 92057

Attention: Superintendent
Oceanside Unified School District
2111 Mission Avenue
Oceanside, CA 92057

Attention: Principal
E. G. Garrison Elementary School
333 Garrison Street
Oceanside, CA 92057

Attention: Principal
Lincoln Middle School
2000 California Street
Oceanside, CA 92057

Attention: Superintendent
Oceanside Unified School District
2070 Mission Avenue
Oceanside, CA 92057

Attention: Principal
El Camino High School
400 Rancho Del Oro Drive
Oceanside, CA 92057

Attention: Principal
Madison Middle School
4930 Lake Blvd.
Oceanside, CA 92057

Attention: Principal
Pacific View Charter School
3355 Mission Avenue, #139
Oceanside, CA 92057

Attention: Principal
Empresa Elementary School
4850 Avenida Empresa
Oceanside, CA 92057

Attention: Principal
Mary Fay Pendleton Elementary School
110 Marine Drive
Oceanside, CA 92057

Attention: Principal
Pacifica Elementary School
4991 Macario Drive
Oceanside, CA 92057

Attention: Principal
Futures Tutoring
2204 S El Camino Real, #310
Oceanside, CA 92057

Attention: Principal
Mc Auliffe Elementary School
3701 Kelton Drive
Oceanside, CA 92057

Attention: Principal
Palmquist Elementary School
1999 California Street
Oceanside, CA 92057

Attention: Principal
Ivey Ranch Elementary School
4275 Via Rancho Road
Oceanside, CA 92057

Attention: Principal
Mission Elementary School
2100 Mission Avenue
Oceanside, CA 92057

Attention: Principal
Reynolds Elementary School
4575 Douglas Drive
Oceanside, CA 92057

Attention: Principal
Jefferson Middle School
823 Acacia Avenue
Oceanside, CA 92057

Attention: Principal
Mission Meadows Elementary School
5657 Spur Avenue
Oceanside, CA 92057

Attention: Principal
Roosevelt Middle School
850 Sagewood Drive
Oceanside, CA 92057

Attention: Principal
King Middle School
1290 Ivey Ranch Road
Oceanside, CA 92057

Attention: Principal
North Terrace Elementary School
940 Capistrano 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. Home 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: Library Manager
Encinitas Public Library
540 Cornish Drive
Encinitas, CA 92024

Attention: Doris Calvo
Secretary to the City Council
City of Vista
P.O. Box 1988
Vista, CA 92085

Attention: Principal
Sierra Vista High School
325 E. Bobier Drive
Vista, CA 92084

Attention: Library Manager
Vista Library
700 Eucalyptus Ave.
Vista, CA 92084

Attention: Judy Ritter
City Council
City of Vista
P.O. Box 1988
Vista, CA 92085

Attention: Principal
Vista High School
1 Panther Way
Vista, CA 92084

Federal Aviation Administration
San Diego Flight Services
Manager, Rose L. Sardisco
4302 Ponderosa Avenue
San Diego, CA 92123

Attention: Stephen Gronke
City Council
City of Vista
P.O. Box 1988
Vista, CA 92085

Attention: Superintendent
Vista Unified School District
1234 Arcadia Avenue
Vista, CA 92084

Attention: Betsy Eskridge
Department of Transportation
Division of Aeronautics, MS #40
P.O. Box 942874
Sacramento, CA 94274-0001

Attention: Robin Putnam
Director of Community Development
City of Vista
P.O. Box 1988
Vista, CA 92085

Attention: Principal
Washington Middle School
740 Olive Avenue
Vista, CA 92084

Palomar Airport Liaison Representative
5859 Box Canyon Road
La Jolla, CA 92037

Attention: Claude A. "Bud" Lewis
Mayor
City of Carlsbad
1200 Carlsbad Village Drive
Carlsbad, CA 92008-7314

Attention: Library Manager
Carlsbad City Library
1775 Dove Lane
Carlsbad, CA 92009

Palomar Auxiliary Airport Liaison
Representative
4347 Country Trails
Bonita, CA 91902

Attention: Matt Hall
Mayor Pro Tempore
City of Carlsbad
1200 Carlsbad Village Drive
Carlsbad, CA 92008-7314

Attention: Library Manager
Carlsbad Library
3333 Harding St., #11
Carlsbad, CA 92009

Attention: Ramona Finnila
Palomar Airport Advisory Committee
2198 Palomar Airport Road, MS N137
Carlsbad, CA 92008-4814

Attention: Norine Sigafoose
Council Member
City of Carlsbad
1200 Carlsbad Village Drive
Carlsbad, CA 92008-7314

Attention: Library Manager
Oceanside Mission Branch Library
3861 Mission Ave., #B1
Oceanside, CA 92054

Attention: F.H. "Corky" Smith
Mayor
City of San Marcos
1 Civic Center Drive
San Marcos, CA 92069

Attention: Ann J. Kulchin
Council Member
City of Carlsbad
1200 Carlsbad Village Drive
Carlsbad, CA 92008-7314

Attention: Library Manager
Oceanside City Library
321 N. Nevada St.
Oceanside, CA 92054

Attention: Pia Harris-Ebert
Vice-Mayor
City of San Marcos
1 Civic Center Drive
San Marcos, CA 92069

Attention: Mark Packard
Council Member
City of Carlsbad
1200 Carlsbad Village Drive
Carlsbad, CA 92008-7314

Attention: Library Manager
Oceanside Public Library
330 N. Coast Highway
Oceanside, CA 92054

Attention: Hal Martin
Council Member
City of San Marcos
1 Civic Center Drive
San Marcos, CA 92069

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 Compatibility 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@imi-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	rcgrq@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 Gueskin	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@raltheon.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 Gueskin	6182 Paseo Palero	760-929-9755	Jgrue@yahoo.com	Rancho Carrillo	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 Gnn	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 Temporal San Diego				
Pete Ciesla	15000 Aviation Blvd.	725-3633			
Peter Drinkwater	Airport	619-778-3759			

**McClellan-Palomar Airport
Part 150 Noise Compatibility 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 Wheelbler	1250 Mariposa Rd. Carlsbad				
Wayne Thomas	2198 Palomar 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

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
 "Deborah Street" dstreet@pplinc.com
 "Gerry Filteau" gfilteau@adelphia.net
 "Timothy Hutter" timhutter@sbcglobal.net b
 "Tim Hutter" thutter@mac.com
 "John Hubbard" jhubbard@mailaka.net
 "Kurt Mihalco" mihalco@pacbell.net
 "Barry Bardack" barry.gpa@cox.net
 "Dan Burkhart" dburkhart@NBAA.org
 "Henry Schubach" henry@schubachaviation.com
info@pacificcoastflyers.org
land@palomarairportassociation.com
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 "Robin Gartman" rgartorth@cs.com
 "Robin Gartman" RGartman@sandiego.gov
safety@oceansideairport.org
 "Diane Martin" rdcmartin@yahoo.com
 "Anita Dwyer" anita11@cox.net
 "Peggy Thompson" peggythompson@novocon.net
 "Robert Gates" rcgrg@aol.com
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 "Karen & Pat Kelly" kranch@pacbell.net
 "Robert Woelffer" rwoelffer@aol.com b
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 "Gordon Duffin" TheDuffins@adelphia.net b
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 "Marilyn D. Knutson" marilyndel@aol.com b
 "Hildegard S. Smith" hildegardWGM78@aol.com
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 "David Lowther" davidl@wwdb.org
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 "Ron Sea" rgsea@aol.com b
 "Gordon Sieler" gmsieler@cox.net b
 "James R. Wright" irwright@adnc.com
 "Hala Aryan" hala.aryan@uniontrib.com b

Palomar Pilot's ASSO
 Oceanside Airport ASSO
 Gail Carroll

~~CO200~~

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

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 Vallecitos MHP

Speaker Request

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): _____

Speaker Request

3

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 Grueskin

1 mile + there
is no
way to

Speaker Request

4

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): Sunbright Community

Speaker Request

5

McClellan-Palomar Airport
Part 150 Noise Compatibility Study
Final Public Meeting/Public Hearing
January 10, 2006

Name: Yvonne Panchona

Address: 2021 Sequoia St
San Marcos, CA 92078

Organization/ Constituency Represented (if any): _____

Speaker Request

6

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.
CARUBA, 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: 1901 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: ~~10~~ 2008 PALOMAR AIRPORT RD

PRESIDENT

Organization/ Constituency Represented (if any): SAN DIEGO REGIONAL AVIATION ASSOC.

Speaker Request

(11) ~~12~~
12

McClellan-Palomar Airport
Part 150 Noise Compatibility Study
Final Public Meeting/Public Hearing
January 10, 2006

Name: Paul Carroll

Address: 1254 Manresa Blvd

Organization/ Constituency Represented (if any): FFP Shore Bank

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

~~13~~

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

Organization/ Constituency Represented (if any):

COPY OF NEWS RELEASE



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

###

NEWSPAPER ADVERTISEMENTS

**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.

McCLELLAN-PALOMAR AIRPORT NOISE COMPATIBILITY PROGRAM FINAL PUBLIC MEETING / PUBLIC HEARING



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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.

PROOF OF PUBLICATION

Affidavit of Publication

OLIVIER BRACKETT

2198 PALOMAR AIRPORT RD.

CARLSBAD, CA 92011

ATTN: OLIVIER

STATE OF CALIFORNIA} ss.
County of San Diego}

The Undersigned, declares under penalty of perjury under the laws of the State of California: That...She is a resident of the County of San Diego. THAT...She is and at all times herein mentioned was a citizen of the United States, over the age of twenty-one years, and thatShe is not a party to, nor interested in the above entitled matter; thatShe is..... Chief Clerk for the publisher of

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a newspaper of general circulation, printed and published daily in the City of San Diego, County of San Diego, and which newspaper is published for the dissemination of local news and intelligence of a general character, and which newspaper at all the times herein mentioned had and still has a bona fide subscription list of paying subscribers, and which newspaper has been established, printed and published at regular intervals in the said City of San Diego, County of San Diego, for a period exceeding one year next preceding the date of publication of the notice hereinafter referred to, and which newspaper is not devoted to nor published for the interests, entertainment or instruction of a particular class, profession, trade, calling, race, or denomination, or any number of same; that the notice of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following date, to-wit:

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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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County of San Diego

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North County Times

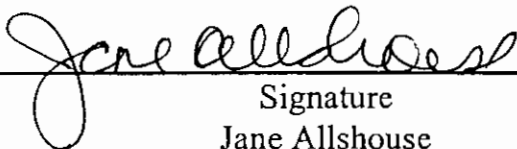
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December 12th, 2005

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at SAN MARCOS California

This 12th Day of December, 2005



Signature
Jane Allshouse
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NOISE COMPATIBILITY PROGRAM
FINAL PUBLIC MEETING / PUBLIC HEARING**

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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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CLASSIFIED	[B6]



Planes sit on the tarmac Friday at McClellan-Palomar Airport in Carlsbad.
Michael J. Kacmarcik | mike@tlnews.net

Is Palomar Airport too noisy?

Public meeting to address noise, land-use issues

By Janet Ryan | janetr@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 information 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 not compatible with residential uses, known as the Community Noise Equivalent Level," Murphy explained. "It takes into account that people are more annoyed in certain times of the day."

For example, between 7 a.m. and 7

p.m., the level is 1; between 7 and 10 p.m., the level is 3 (more of a nuisance) and between 10 p.m. and 7 a.m., the level is the highest at 10.

Those levels are then averaged over a 24-hour period, Murphy said.

"We look at noise that's generated from the aircraft that are taking off and landing at the airport and the areas around the airport that are subject to the high noise levels and try to see if there's any way we can make changes," she said.

The second step is to look at what areas 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 county's Web site, www.sdcounty.ca.gov/dpw/airports/150noise.html.

Recommendations 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 Jaimy Lee | jaimy@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 Sun Diego Charter Company bus stayed upright as it slid down a backside embankment of the Four Seasons Aviara Resort less than

200 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 49 passengers, who are all employees of Thomson Scientific and Healthcare, 16 were transported to local hospitals for treatment of minor to moderate injuries. All were released except for one passenger who was still hospitalized Friday evening.

The driver, Lawrence

Durbin 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 Thomson. "One passenger took the wheel, which kept it from further accident, and another colleague, an M.D., administered CPR to the bus driver. ... And the driver who told [the passengers] that everyone had to have a seat."



The chartered bus that slid down an embankment at the Four Seasons Aviara Resort is towed away Friday. Michael J. Kacmarcik | mike@tlnews.net

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. "Had that not been the case, the injuries would have been more significant."

It was also a passenger who called the Carlsbad Police Department at 7:01 p.m. from a cell phone when the accident occurred.

No 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

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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.

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Thursday, January 26, 2006

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Archives

Last modified Tuesday, January 10, 2006 11:36 PM PST



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 compatibility 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.

"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.

*Carlsbad on Tuesday night.
Hayne Palmour IV
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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 blamed 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 community 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 they 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 believe 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 much 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 receive 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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[Print Page](#)**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.

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

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.



A plane takes off from McClellan-Palomar Airport Friday morning.

Jamie Scott Lytle

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"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.sandiego.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 runway, 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.

-- 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.

Aircraft fatalities reported near Carlsbad



Source: National Transportation Safety Administration Aviation Accident Database

-- 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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[Print Page](#)**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.

Investigators find 'black box' in Carlsbad plane wreckage

By: JO MORELAND - Staff Writer

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.



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

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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

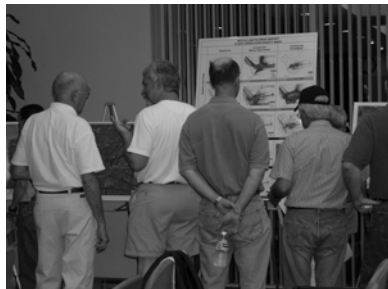


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Welcome to the 3rd Part 150 meeting!

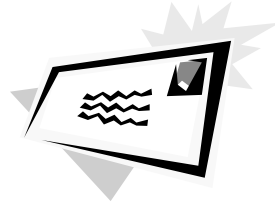
- **Open House begins at 6:30 pm**
- **Presentation will start at 7:00 pm**
- **Comment Period on the Noise Compatibility Program (NCP) begins at 7:30 pm**



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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

<u>2009 No Action</u>	<u>65 CNEL</u>	<u>60 CNEL</u>
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



Recommended Operational Measure OM-4 Requires FAA Approval

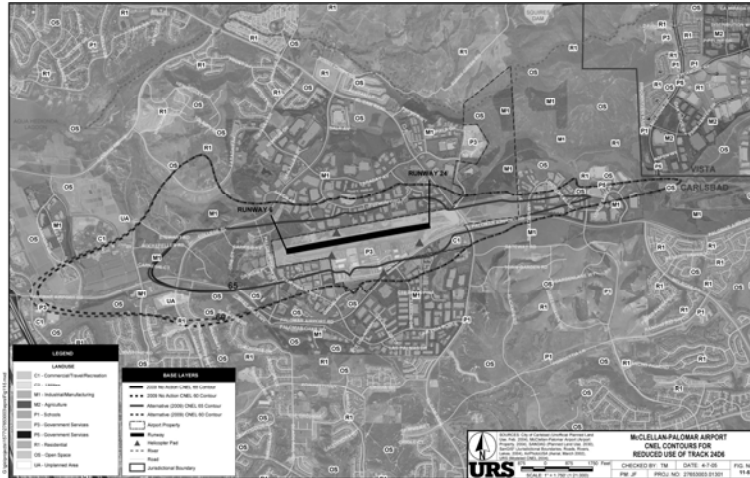
When traffic volume permits, CRQ ATCT should instruct pilots to delay the left turn from Runway 24 until aircraft are west of I-5.



ATCT = Airport Traffic Control Tower



Comparison of CNEL Contours – Reduced Use of Track 24D6



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Noise Exposure Estimates for OM-4

<u>2009 No Action</u>	<u>65 CNEL</u>	<u>60 CNEL</u>
Population	0	413
Housing Units	0	155

<u>2009 OM-4</u>	<u>65 CNEL</u>	<u>60 CNEL</u>
Population	0	406
Housing Units	0	152

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Recommended Operational Measure OM-5 Requires FAA Approval

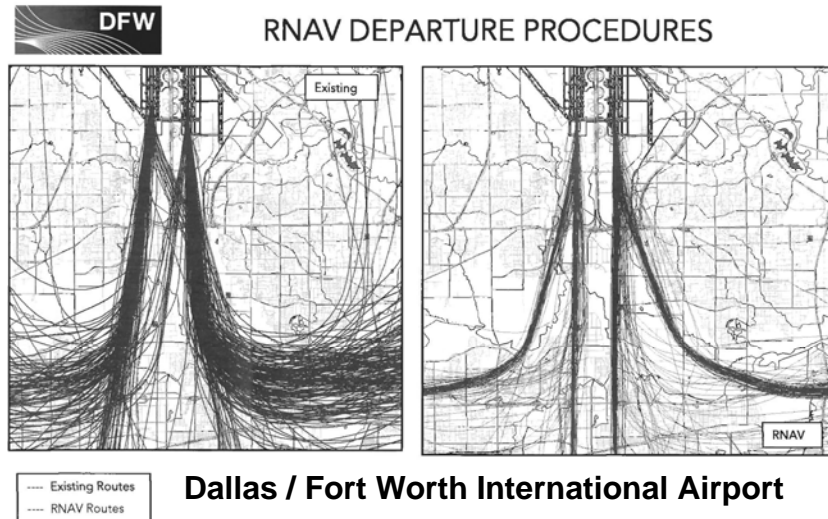
**CRQ should work with FAA to develop a
GPS/RNAV departure procedure to
emulate the “Alpha Departure” VNAP.**



GPS = Global Positioning System; RNAV = Area Navigation;
VNAP = Voluntary Noise Abatement Procedure

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Example of RNAV Implementation at DFW



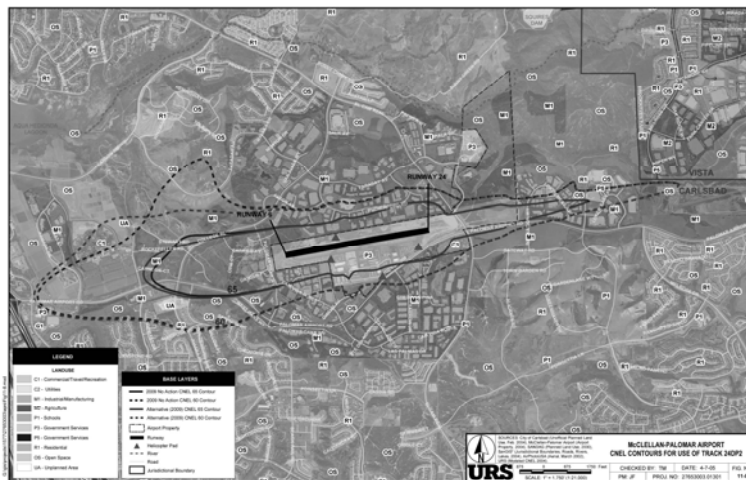
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Operational Measure OM-15 Requires FAA Approval



**Runway 24 Departure to 285° -
Proposed by PAR 2000; Modified for Operational Safety** **URS**

CNEL Contour for Use of Track 24DP2



**Noise Exposure Estimates for OM-15
Runway 24 Departure to 285°**

<u>2009 No Action</u>	<u>65 CNEL</u>	<u>60 CNEL</u>
Population	0	413
Housing Units	0	155

<u>2009 OM-15</u>	<u>65 CNEL</u>	<u>60 CNEL</u>
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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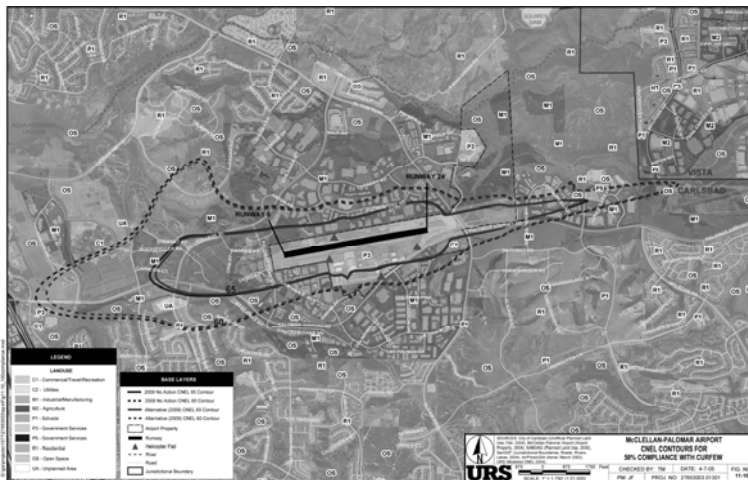
Noise Exposure Estimates for OM-24 100% Compliance with “Quiet Hours”

<u>2009 No Action</u>	<u>65 CNEL</u>	<u>60 CNEL</u>
Population	0	413
Housing Units	0	155

<u>2009 OM-24</u>	<u>65 CNEL</u>	<u>60 CNEL</u>
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 all
Recommended Measures**

<u>2009 No Action</u>	<u>65 CNEL</u>	<u>60 CNEL</u>
Population	0	413
Housing Units	0	155

<u>2009 Proposed</u>	<u>65 CNEL</u>	<u>60 CNEL</u>
Population	0	350
Housing Units	0	130

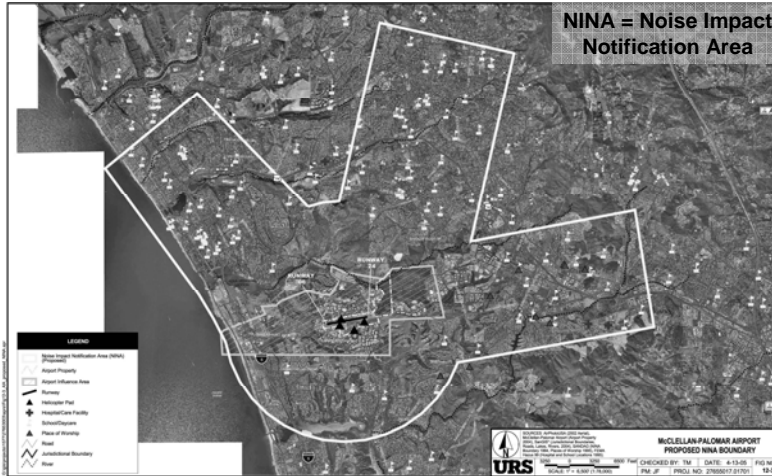
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**Preventive Land Use Mitigation
Measures**

**8 Measures Evaluated
5 Measures Recommended**

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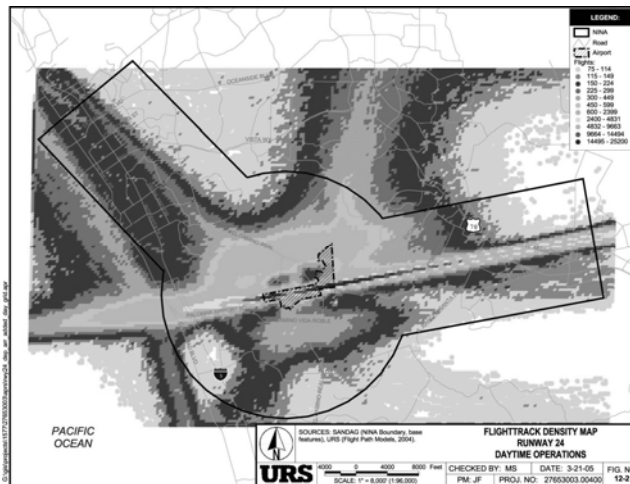
Recommended Land Use Measure LUM-1 Does Not Require FAA Approval



CRQ Proposed NINA Boundary



Flight Track Density Map for Runway 24 Daytime Operations



Calendar Year 2002 Aircraft Operations



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



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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>**

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