

PALOMAR AIRPORT
SUMMARY REPORT
JANUARY, 1979

A public meeting has been scheduled by Fifth District Supervisor Paul Eckert to receive public opinion and comment on Palomar Airport issues. The meeting will be Thursday, February 1, 1979 at 7:00 p.m. in the Carlsbad City Council Chambers at 1200 Elm Avenue in Carlsbad. Supervisor Eckert encourages all interested parties to attend.

The meeting format will be structured to offer a mix of pro and con testimony on airport issues. The objective of the session is to provide Supervisor Eckert with public opinion on which to base his recommendations to the full Board of Supervisors.

Supervisor Eckert will conduct the meeting trying to minimize repetitive testimony so as many people as possible can speak. He will urge individuals testifying later in the evening to offer only new information or evidence.

The meeting will be structured as follows:

- County Airports Division..... 30 minutes
- Citizens Against Palomar Airport Expansion..... 30 minutes
- Rebuttal, County Staff..... 5 minutes
- Rebuttal, Citizens Against Palomar Airport Expansion.. 5 minutes
- Individuals - Pro 3 minutes each for 15 minutes
- Individuals - Con 3 minutes each for 15 minutes, etc.

Individuals wishing to testify must arrive and fill out a request to speak prior to 7:00 p.m.

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GENERAL INFORMATION

Palomar is one of eight County-operated general aviation airports in San Diego County. As owner and operator, the County provides and maintains airfield facilities but has no direct control over aircraft in flight. The Federal Aviation Administration (FAA) is the agency responsible for the control and regulation of air traffic, including enforcement of regulations. Effective December 29, 1978 Palomar Airport was formally annexed to the City of Carlsbad, which will have final authority on any airfield expansion plans. It is currently estimated that Palomar Airport operations contribute approximately \$4 million annually to the North County economy.

PROBLEM

A general increase in aviation traffic, accelerated by the 1977 installation of an Instrumental Landing System (ILS) at Palomar has resulted in many noise complaints from residential areas. The ILS has attracted traffic from Los Angeles/Orange County airfields, including jet training aircraft which produce noise levels substantially greater than normal for Palomar.

Concern over increased noise has in turn led to protest of the proposed Palomar Airport Master Plan, which calls for addition of a second runway. A citizens committee against airport expansion has formed and petitioned the Board of Supervisors for a hearing.

ARGUMENTS

Opponents of expansion are against more aircraft and more noise. Many feel they did not have adequate opportunity to participate when the airport master plan was developed and approved. Their concerns with increased flight activity include greater danger of accidents in residential areas and potential use of the expanded airfield by even larger and noisier airplanes.

Proponents of the master plan argue that a second runway will actually reduce the size of the airfield landing pattern and decrease the amount of residential overflight. A second runway would improve the safety of Palomar operations, proponents say: (1) by

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separation of slower and faster aircraft and (2) with better capability to handle emergencies since the airfield would not have to shut down entirely if one runway was temporarily out of commission.

MASTER PLAN

Palomar Airport experienced steady growth during the 1960's. A consultant was employed in 1973 and 1974 to prepare a master plan and environmental impact report for the airfield. The master plan established the Practical Annual Capacity (PANCAP) for Palomar at 230,000 aircraft movements. The Practical Annual Capacity for an airport is calculated to indicate the maximum number of take-off and landing operations which the airport can reasonably accommodate without undue delay. The Master Plan recommended a second runway for reasons of safety based on a projected demand for 400,000 annual movements by 1990.

The master plan was prepared in cooperation with County staff and local agencies. Public hearings were held on the master plan, which was accepted by the Board of Supervisors on June 8, 1976.

Principal elements of the Master Plan:

- 1) Addition of a 3,600' runway parallel to and 700' north of existing runway
- 2) A 400' extension of the existing runway (from 4,700' to 5,100')
- 3) Acquisition of 130 acres of land required for the second runway and additional aviation business area
- 4) Addition of improved lighting and approach aids, including an Instrument Landing System (ILS)

STATUS

Since adoption of the Master Plan, preliminary steps for land acquisition have been taken but no final agreements have been reached with property owners. Federal and State grants from special aviation fuel and airline ticket taxes will cover up to 90% of land acquisition and construction costs.

The zoning of land in the immediate vicinity of Palomar Airport is not residential and affords good protection against uses incompatible with aviation activity.

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Noise standards governing operation of airports are established by the State of California. The acceptable level of noise is the Community Noise Equivalent Level (CNEL) value of 65 decibels. The County is responsible for enforcing noise regulations. Current 65 CNEL noise contours and projected 1990 contours have been calculated and monitoring to date supports their general accuracy. No residences are located within those contours.

In the interest of noise abatement at Palomar the following actions have been taken:

- 1) The County is revising the Airport Rules and Regulations to restrict the use of County airports for training purposes by aircraft which produce unacceptable noise levels. Pending adoption of the revised rules, the County has obtained a voluntary halt to Palomar Airport training by Orange County-based Lear jets
- 2) The County has requested FAA to seek a location for training facilities away from urban areas
- 3) FAA is currently reviewing the instrument approach procedures at Palomar to determine if certain altitude revisions and improved equipment can be utilized to reduce noise impact.

POSSIBLE OPTIONS FOR THE COUNTY

- 1) Reaffirm and implement the Palomar Airport Master Plan
- 2) Reopen the Master Plan process for additional public input and environmental review
- 3) Designate Palomar as a "noise problem" airport, which would require extensive and costly noise monitoring similar to Lindbergh Field in San Diego
- 4) Increase noise level monitoring efforts for an established test period, or at random, to substantiate the CNEL contours and actual sound impacts in noise complaint areas; and
- 5) Proceed with implementation of the Palomar Airport Master Plan, but direct that a County objective in the project be to work diligently with FAA, airport management and businesses, pilots and local residents in developing procedures to reduce noise impacts around all County airports. This action could include creation of a standing ad hoc committee on Palomar Airport noise to include membership representing citizens, Fixed Based Operators, and others.