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From: gober2c@aol.com
Sent: Tuesday, February 13, 2024 1:06 PM
To: City Clerk
Subject: 02/13/2024 Carlsbad City Council Meeting - Agenda Item No. 8 - McClellan Palomar Airport - Comments

Honorable Council Members,

Thank you very much for following up on the very important matters included in agenda item number 8 - McClellan Palomar Airport Noise Abatement Advisory Letters Follow-up.

The continuous loud piston-prop multi-small plane flyovers over our home and Evans Point neighborhood are horrendous almost every day that it doesn't rain...every few minutes...and the small planes fly way below 3,000 feet...ridiculous... See a sampling as we write this commentary at 11:10am (very low and loud), 11:12am (very low and loud), 11:13am (very low and loud), 11:14am (very low and loud), 11:17am (very low and loud), 11:18am (very low and loud), 11:19am (very low and loud), 11:20am (very low and loud), 11:22am (very low and loud), 11:27am (very low and loud), 11:29am (very low and loud) and 11:30am (very low and loud). Multiple loud low whining back-to-back piston-prop small planes flying continuously over our home and Evans Point neighborhood.

We complain almost daily to the airport's noise abatement personnel asking them to contact all flight schools and to use the airport's WebTrak system to identify the non-compliant pilots in real-time and address our noise complaints on a proactive basis so we do not have to complain daily. Our complaints appear to be ignored.

We also inquire almost daily when the last time was that the airport's noise compliance agreement with the FAA was updated. We have not received a response, and it needs to be done right away. The very loud small piston-propeller plane noise from the continuous small plane touch-and-go activities at the airport has also become increasing horrendous over time, with no effective airport controls.

We also continually remind airport personnel to obtain and re-read the airport's noise compliance agreement with the FAA, implement effective noise abatement policies and procedures, and stop these multiple continuous loud low whining piston-prop planes from flying continuous unabated back to back to back loud, low flyovers over our home and neighborhood. Additionally, we continually remind airport personnel to advise these pilots that they pilots must fly to the coast, and attain a proper altitude before hard turning...and then avoid all residential neighborhoods. We also ask airport personnel to continuously and proactively address these horrible significant negative environmental impacts on a daily basis, so these significant negative impacts will cease.

Finally, we also regularly communicate helpful suggestions to the airport staff for reducing noise such as installing taxiway signs reminding pilots to "fly to the coast before turning" and "avoid flying over all residential neighborhoods", and offer simple solutions to the airport's airport noise abatement responsibilities, as follows: 1) Review the current Noise Compliance Agreement and Voluntary Noise Abatement Agreement and related procedures (VNAPs) agreed to with the FAA, 2) Discuss the current VNAPs with flight schools, student pilots and other private pilots using the airport for touch-and-go flying, 3) Discuss recommended flight paths, altitudes, and touch-and-go activities with them, 4) Discuss the need

to avoid continuously flying touch-and-go patterns over residential neighborhoods, and 5) Update the VNAPs right away, and the Noise Compliance Agreement with the FAA.

The significant negative environmental impact caused by these flyovers significantly negatively impacts everyone. Thank you again. Sincerely,

Giovanni and Anne Bertussi

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