



# AGENDA REPORT

- CITY COUNCIL
- COMMUNITY DEVELOPMENT COMMISSION
- SUCCESSOR AGENCY
- BUENA SANITATION DISTRICT
- JOINT POWERS FINANCING AUTHORITY

Department: City Manager

Item No: D5

Prepared by: Imelda M. Huerta, Assistant City Manager

Meeting Date: October 22, 2024

Approved by: John Conley, City Manager

Agenda Location: Discussion

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**SUBJECT: COMMERCIAL FLIGHTS AT MCCLELLAN-PALOMAR AIRPORT - OPPOSING RESOLUTION**

**RECOMMENDATION:** Discuss proposed City Council Resolution No. 2024- , opposing the acceptance of any commercial flights in and out of McClellan-Palomar Airport, and provide direction to staff.

**PRIOR ACTION:** None.

**STATEMENT ON THE SUBJECT:** Councilmember O'Donnell requested the City Manager place an item on an upcoming agenda to discuss a Resolution opposing commercial flights in and out of McClellan-Palomar Airport. Commercial airline service through American Airlines is scheduled to return to McClellan-Palomar Airport in February 2025. This commercial service will have at least two daily commercial flights in and out of McClellan-Palomar Airport to Phoenix. The Palomar Airport Advisory Committee (PAAC) approved this item on September 19, 2024 (with a vote of 5-4) and it is scheduled to go before the San Diego County Board of Supervisors for final consideration on December 11, 2024.

**FISCAL IMPACT:** No direct fiscal impact with this recommendation.

**EXHIBITS:**

1. City Council Resolution No. 2024- , opposing the acceptance of any commercial flights in and out of McClellan-Palomar Airport

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**ACTION:**

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*Clerk/Secretary*

**RESOLUTION NO. 2024-**

**A RESOLUTION OF THE CITY COUNCIL OF THE CHARTERED CITY OF  
VISTA, CALIFORNIA, OPPOSING THE ACCEPTANCE OF ANY  
COMMERCIAL FLIGHTS IN AND OUT OF MCCLELLAN-PALOMAR AIRPORT**

**The City Council of the City of Vista does resolve as follows:**

**1. Findings.** The City Council hereby finds and declares the following:

- A. No commercial flights currently operate out of the McClellan-Palomar Airport.
- B. Commercial airline service through American Airlines is scheduled to return to McClellan-Palomar Airport in February 2025. This commercial service will have at least two daily commercial flights in and out of McClellan-Palomar Airport.
- C. Commercial flights will depart McClellan-Palomar Airport as early as 6:15 a.m. on a daily basis. This would be a direct violation of the current Voluntary Noise Abatement Plan (VNAP) period. Per VNAP, no jets may depart between the hours of 10 p.m. to 7 a.m. Moreover, that departing 6:15 a.m. aircraft presumably would need to arrive into McClellan-Palomar Airport the evening prior to departure which would particularly impacting the residents of the City of Vista, as the City of Vista lies directly beneath the landing approach for arriving aircraft landing at McClellan-Palomar Airport.
- D. The San Diego County Board of Supervisors' approval of a commercial flight contract with American Airlines would be in direct opposition to the County-owned McClellan Palomar Airport Voluntary Noise Abatement Plan (VNAP).
- E. American Airlines would presumably use the Embraer E-175 or similar size jet for service into and out of McClellan-Palomar Airport. The Embraer E-175 holds 76 passengers. As this jet is substantially larger than the aircraft currently using the airport, four tie-downs at the airport will be removed to make room for the E-175, indicating the need for more space to facilitate the E-175.
- F. The Embraer E-175 Design Group Classification is C-III (wingspan between 79 feet and 118 feet) and the runway at McClellan-Palomar Airport is designed for B-II Design Group Classification aircraft (wingspan between 49 feet and 79 feet.)
- G. The stated takeoff field length needed for the Embraer E-175 at medium take-off weight is 5,656 feet. The McClellan-Palomar Airport runway length is currently 4,897 feet, or 759 too short.
- H. While private aircraft have been using this airport with larger planes (C-III and D-III) at pilot discretion and against FAA recommendations, the County allowing American Airlines to use Embraer E-175 or similar size aircraft overlooks certain safety standards put in place by the Federal Aviation Administration ("FAA") designed to protect the public. At the same time, the County would be also be creating their own safety issue, providing a *de facto* reason for the County to justify airport runway expansion to meet the FAA criteria of a C-III airport.

**2. Action.**

A. The Vista City Council opposes any commercial flights into and out of McClellan-Palomar Airport and implores the San Diego County Board of Supervisors to 1) support City of Vista residents and the City of Vista and surrounding communities by declining to sign any commercial flight contracts; 2) request that the San Diego County Board of Supervisors affirmatively show support of its existing VNAP policy; and 3) have the San Diego County Board of Supervisors affirm its stated goal to reduce GHG emissions to zero by 2035, by retaining the current smaller McClellan-Palomar Airport runway, designed to safely facilitate B-II aircraft, as it is today.

**Adoption.** PASSED AND ADOPTED at a meeting of the City Council of the City of Vista held on October 22, 2024, by the following vote:

AYES:

NOES:

ABSTAIN:

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JOHN B. FRANKLIN, MAYOR

APPROVED AS TO FORM:  
WALTER CHUNG, CITY ATTORNEY

ATTEST:  
KATHY VALDEZ, CITY CLERK

By:\_\_\_\_\_

By:\_\_\_\_\_