

Miramar Community Leaders Forum, Report for July 2007

The July meeting was held in the Commanding Officers Conference room at MCAS Miramar.

Members were briefed on the controlled airspace that overlays San Diego County and typical traffic volumes experienced in the route structure.

For aircraft based at MCAS Miramar, there has definitely been a decrease in air activity since 911. For instance, total air operations for Miramar in 2002 exceeded 120,000 (an air operation includes a take-off or a landing). In 2006, total operations were slightly over 82,000. Residents living and/or working under the Miramar flight paths can expect an increase in overflights once the Iraq operations are complete.

Noise complaints remain consistently low. Of the 5847 route operations last month, there were only 27 noise complaints (one from Rancho Bernardo).

During the period 11 July to 18 August, Miramar functions as Air Operations Carrier Divert Alert. That means it is possible there may be an approach and landing from an aircraft diverted from carrier ops off shore. This may happen outside normal field operating hours.

You may have noticed some strange looking aircraft in the Miramar flight pattern recently. During 18-19 July, the three MV-22 Osprey aircraft were conducting a site survey at Miramar. This "tilt rotor" aircraft, which will eventually replace the helicopters at Miramar, flies faster than the helicopters, but slower than the jets. They are looking at flight tracks most suitable for this aircraft that do not conflict with other aircraft.

Our next meeting will be interesting. There will be no meeting in August, but the September meeting will be two hours long and will occur on 6 September. CLF members will be invited to observe water survival training that all pilots are required to complete on a recurrent basis. Having been through this training many times as a Navy Fighter Pilot, I am looking forward to seeing present day training first hand.

Respectfully submitted,

Jeffrey C. Frederick