

Miramar Community Leaders Forum
June 18, 2009

The monthly CLF meeting was held in the CO's conference room June 18 at 5:30 p.m.

The main speaker this month was Ms. Sandi Sawa from the San Diego County Regional Airport Authority. Her presentation was about the Airport Land Use Compatibility Plan Process. Ms. Sawa provided the CLF members with the following information concerning land use around airports:

The San Diego County Regional Airport Authority, in its role as the Airport Land use Commission for airports in San Diego County, is required by law to adopt Airport Land Use Compatibility Plans from the county's 16 public-use and military airports.

The purpose of this is to protect the safety of people, property and aircraft on the ground and in the air within the vicinity of the airports, and to protect the ability of airports to operate now and in the future. Marine Corps Air Station El Toro is an example of what can happen when development is allowed to encroach too far into the land immediately surrounding an airport. Building and occupant safety becomes threatened by aircraft operations and subsequently the airport gets closed down.

This is not a good situation for anyone. The safety of the people surrounding the airport must be maintained and the airfield must be able to safely operate. Controlling the development in the Airport Influence Area is the only way to accomplish this. The Airport Influence Area boundary is based on an airport's size, current and future airport operations, and is separated into noise, safety, airspace protection and over flight factors.

Community planning documents must conform to the applicable Airport Land Use Compatibility Plans. However, if a local agency makes special findings in accordance with state law, it can override the Airport Land Use Compatibility Plans with a two-thirds vote.

Obviously, there is a lot of politics involved here. The operators of the airport want to keep the airspace safe and be assured the airport's future is maintained. Developers often prize the land near an airport. To help sort all of this out, there is a group of people called the ***Airport Land Use Compatibility Plan Technical Advisory Group*** which is made up of representatives of local cities, San Diego County, other government agencies, airport operators, the military, private property owners, pilot groups, economic development organizations, community planning groups and professional land use associations. This group has worked through many complex issues and has reached consensus on a number of major issues.

Regarding air operations at Miramar: Total fixed wing and helicopter operations for the month of May were little changed from May of last year. Operations for May 2008 were 5,371, while the same period this year yielded 5,155 operations. Total noise complaints

were 30 for May last year and 33 for May this year. The I-15 Helicopter route and the Julian North Jet route and the two flight tracks that impact Rancho Bernardo. Rancho Bernardo filed zero (0) complaints for either route in May.

We have had some low overflights this month (June) caused by Cobra Helicopters out of Camp Pendleton. I have filed a couple of reports to base operations concerning these low overflights. It is possible these may be aircraft on temporary duty here from another base and the pilots are not fully aware of all the flight route restrictions. Mr. Guinn, Miramar's assistant Air Operations Officer is researching this.

The next CLF meeting will occur on July 16th. We will be visiting the Marine Martial Arts Center on base.

Respectfully submitted,

Jeffrey C Frederick