

Q8. Is the F-35 louder than the F/A-18?

The sound levels of the two aircraft are similar overall when comparing the different phases of flight. However, the F-35 will sound different than the F/A-18, which the local community is accustomed to hearing. MCAS Miramar uses the Air Installations Compatible Use Zones (AICUZ) program to notify the surrounding area of the noise levels and to provide land use recommendations in certain areas. MCAS Miramar's AICUZ and Airport Land Use Compatibility Plan (ALUCP) use the Community Noise Equivalent Level (CNEL) metric, which is the standard noise metric used in the State of California. CNEL noise studies generate noise contours which show the average noise level over an entire year, with nighttime operations being weighted heavier. The noise contours in the AICUZ update with the F-35 data are projected to be very similar to the current 2005 MCAS Miramar AICUZ with the F/A-18 data.



Q9. Why do the aircraft sometimes fly outside of their normal routes?


The airspace over San Diego County is some of the most complex and congested in the country. Operational safety considerations must override noise abatement recommendations, and occasionally lead departures, arrivals, or other operations at MCAS Miramar to make full use of the Class B air space established around it. Miramar operations primarily follow longstanding approach and departure corridors; however, the flight characteristics of some cargo aircraft and large passenger jets require a more gradual ascent and turn that takes them outside the typical airspace. Other times, air traffic safety or mission requirements will result in a path outside the norm.

For more information go to:

- <https://www.miramar.marines.mil/>
- <https://www.miramar.marines.mil/Resources/Encroachment/AICUZ/>
- <https://www.miramar.marines.mil/Resources/Community-Resources/Terminal-Instrument-Procedures/>
- <https://www.miramar.marines.mil/Resources/StoweTrail/>
- <https://www.miramar.marines.mil/Arriving/Housing-Information/>

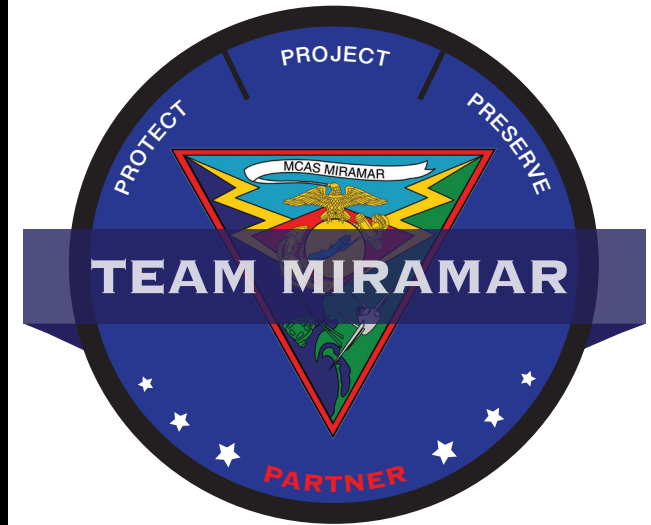


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Frequently Asked Questions



Miramar Air Operations



Q1. What are the operating hours of the airfield?

MCAS Miramar is a 24/7 facility. We limit nighttime operations to the greatest extent practicable in an effort to be a good neighbor. However, mission objectives and training requirements often require the airfield to be open for nighttime operations.

Q2. Why do the aircraft have to fly at night?

There are many different qualifications and training benchmarks that pilots must accomplish. Nighttime training is critical for aviators to achieve readiness and operational capability, regardless of time of day.

Q3. Why are the aircraft doing “touch and go’s”?

Aircraft at MCAS Miramar are regularly seen performing Field Carrier Landing Practices (FCLP’s). These constitute a significant portion of training qualifications that pilots are required to meet prior to deployment. This training prepares and qualifies pilots to conduct carrier landings at sea.

Q4. Why do the jets need to operate in a large metropolitan area?

MCAS Miramar’s location within the City of San Diego places it in close proximity to open water and desert training areas, giving more training capability to the aviation community. The southwestern region of the U.S. has 67% of the military airspace in the United States and 85% of the Marine Corps’ live fire ranges, making Miramar a critical asset for the Marine Corps and entire Department of Defense. Miramar has been a military airfield since the 1940’s and the value of its location at the gateway to the Pacific has arguably only increased over time.

Q5. What types of aircraft operate at Miramar?

F/A-18 tactical jets, MV-22 tilt-rotor aircraft, CH-53 heavy lift helicopters, and KC-130’s are currently based at MCAS Miramar. The first F-35 squadron will be arriving early 2020, which will begin the transition from F/A-18 squadrons over approximately the next 10 years.



Q6. Have the environmental impacts of air operations at Miramar been studied?

Yes. As a military installation, the National Environmental Policy Act applies to the Federal government. Each type of aircraft that is based at Miramar has been studied for environmental impacts. The process for the basing of the aircraft involved a public comment period prior to the issuance of a Record of Decision from the Department of Navy. The F-35 Environmental Impact Statement was completed in 2010 and involved public open houses and a public comment period.

Q7. When is the F-35 coming to Miramar?

Early 2020 is when the first F-35 squadron will be based at Miramar, but F-35’s have already operated out of MCAS Miramar as transient aircraft since 2017. MCAS Miramar will ultimately have a mix of F-35B and F-35C squadrons.