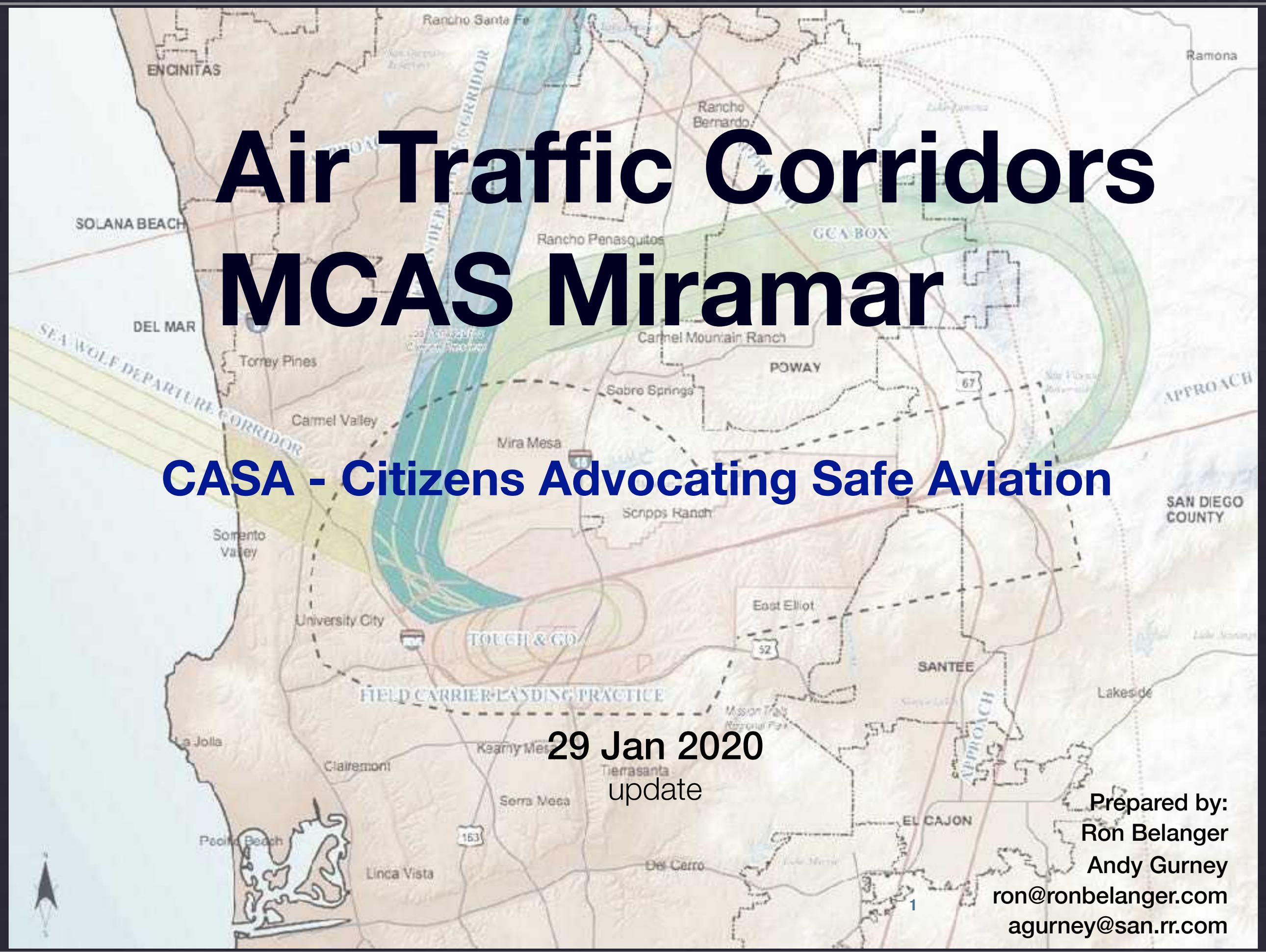


# Air Traffic Corridors MCAS Miramar

**CASA - Citizens Advocating Safe Aviation**

29 Jan 2020  
update

Prepared by:  
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Andy Gurney  
ron@ronbelanger.com  
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# SOCAL / Baja Major Airports

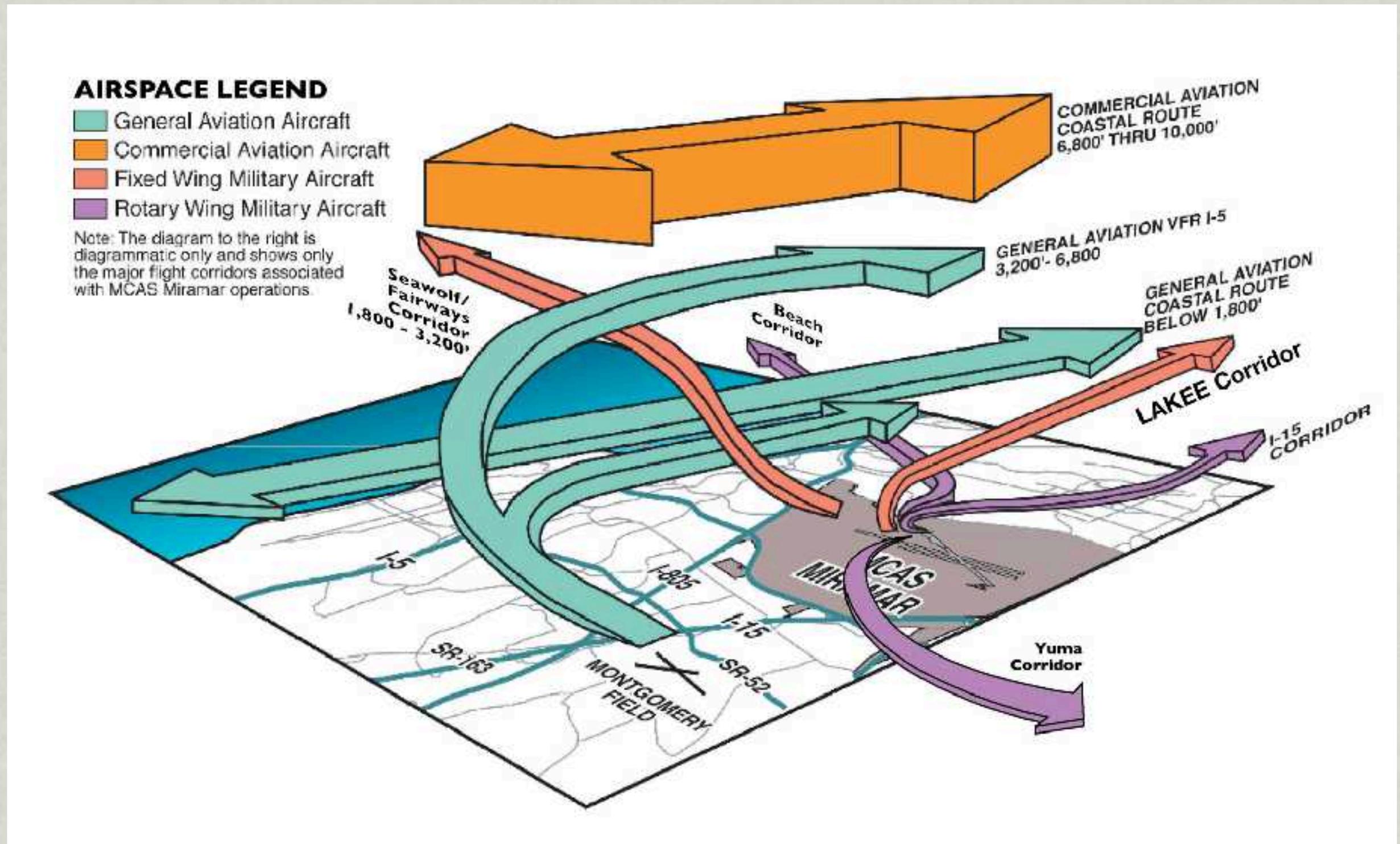


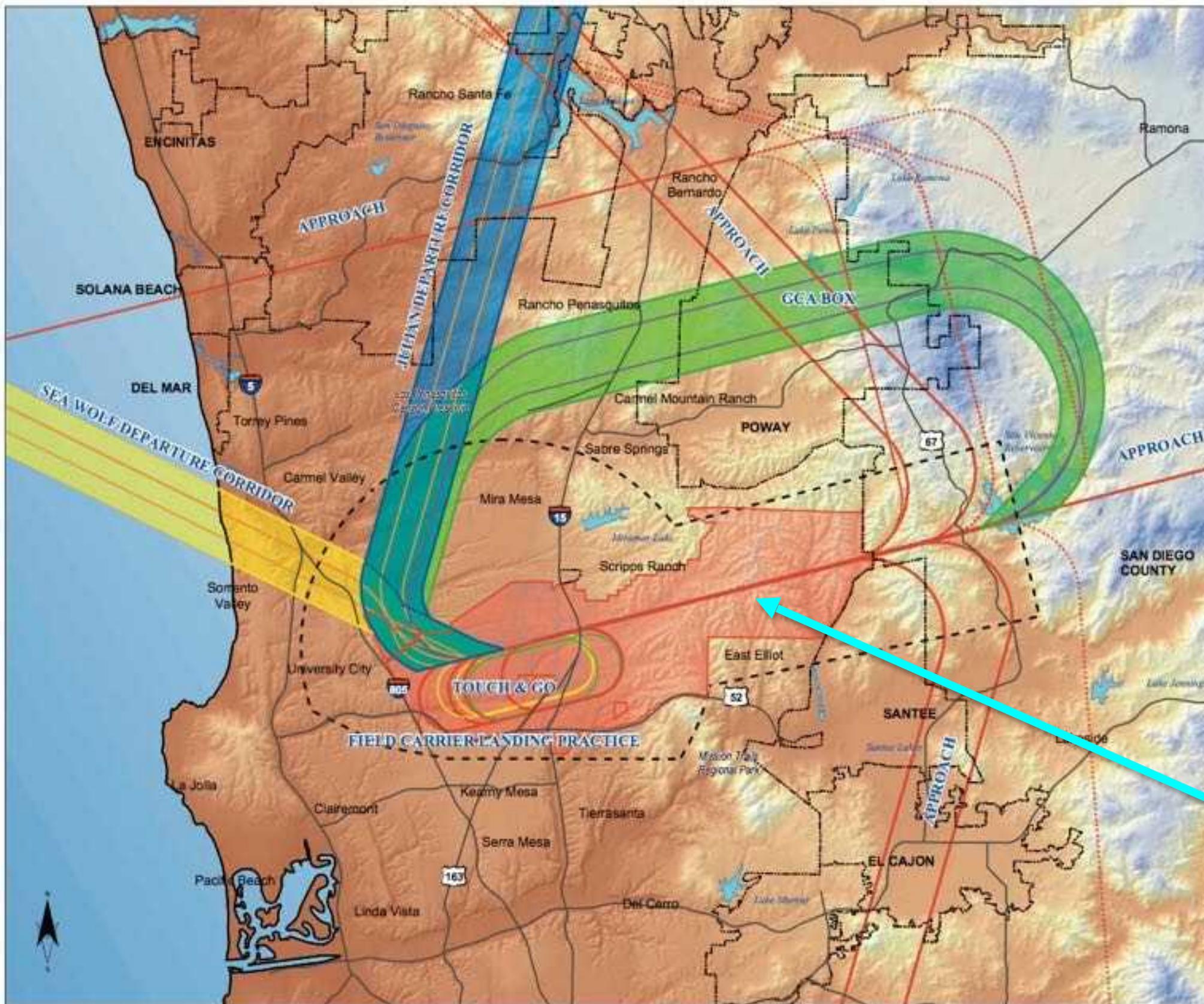
# FAA / DoD Specified Approach / Departure Procedures

- FAA / DoD specify Approach and Departure procedures for all MCAS Miramar air traffic. Fixed wing aircraft are under Instrument Flight Rules with radar monitoring and control by FAA's San Diego TRACON (Terminal Radar Approach Control) at all times.
- All Miramar Departures Procedures go Northwest or North. A/C takeoff on west runway then:
  - SEAWOLF & TINNY departure: Turn immediately NNW, stay east of I-805 until Carroll Canyon Rd (near 5/805 split) then turn west to cross coast at Torrey Pines
  - LAKEE departure: Turn immediately North then climb towards Julian
- Helos are allowed to fly on their own / Visual Flight Rules (under tower control) but are required to use specific arrival and departure corridors and low altitudes designed to ensure safety and minimize noise footprint. Most of those are over freeways.
- None of the Departure or Approach Procedures go over UC or LJ. Population too dense. Routing is designed to avoid populated areas, many schools, 3 major hospitals, UCSD and UTC Mall area... primarily for safety then to reduce noise impact.
- **All approaches from every direction are from east of Miramar and stay at high altitude till A/C turn west toward Miramar to land - even during Santa Ana winds when runways are reversed.** They descend and approach to land over the designated crash zone bought by DoD east of Miramar. There is no designated crash zone to the west of Miramar in UC or LJ
- Departing A/C have a 220 knot speed limit for the initial part of the departures then 250 knots till above 10,000' - All departing A/C must follow a specified 3D path (not a corridor).

# SD has Very Complicated Airspace

This graphic from the MCAS Miramar AICUZ document illustrates the need for disciplined pilots who follow regulations - failure to do that results in mid-air collisions





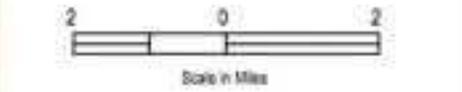
**MCAS MIRAMAR**

**Figure 2-3**  
**MCAS Miramar Fixed Wing Flight Corridors**

- Airport Traffic Area
- Julian Corridor
- GCA Box Corridor
- Seawolf Corridor
- ARRIVAL
- DEPARTURE
- FCLP
- GCA
- TOUCH AND GO

Note: Flight Tracks are provided in the Final Noise Survey for MCAS Miramar. This figure represents flight corridors only. Approximately 80 percent of all operations occur within these corridors.

Designated Crash Zone shown in red



Source: MCAS Miramar 2005 AICUZ document currently being revised for arrival of F-35

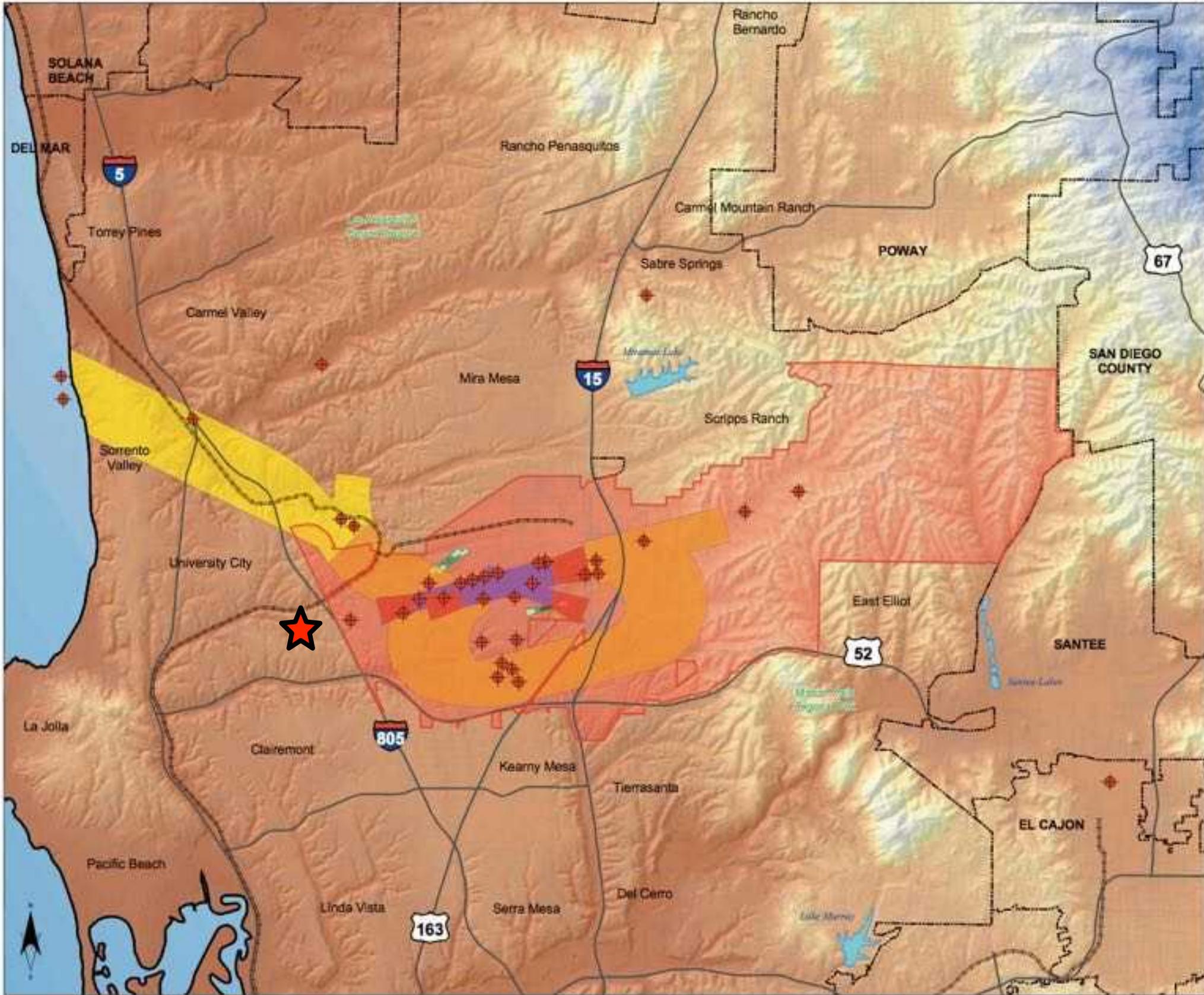
# Departure Procedures

- ♦ Aircraft from Miramar, under USMC command and FAA radar monitoring and control, sometimes ignore DoD / FAA Departure Procedures which specify routing, altitudes and speed limits.
- ♦ When this happens, residents of University City are in danger from midair collisions with the many other aircraft operating in the skies above us. UC stretches from Hwy 52 north to the 5/805 split between the I-5 and I-805, aptly named the Golden Triangle.
- ♦ Most aircraft which ignore procedures are visiting military aircraft and DoD contracted aircraft operating as transients at Miramar. They aren't used to tightly controlled Class-B airspace and may neglect to study the departure procedures and course rules for Miramar. These are published in the DoD Flight Information Publication, FLIP, which pilots are required to consult and understand before they operate into a DoD aviation facility.

# University City & La Jolla schools

- Many schools in UC & LJ so low-altitude flight over area is not permitted
- When a distressed aircraft is uncertain about reaching MCAS Miramar, pilot must not ignore established procedures and fly in over UC
- Pilot can eject and land in someone's backyard but A/C will impact homes or schools. On 12 Dec 2008 this F-18 missed UCHS by 2-3 seconds then crashed in UC killing 4 of our neighbors





**MCAS MIRAMAR**

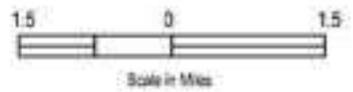
**Figure 4-1**  
**MCAS Miramar APZs and Aircraft Mishap History**

- MCAS Boundary
- Accident Potential Zone II
- Accident Potential Zone I
- Clear Zone
- Primary Surface
- Helipad APZ I
- Clear Zone
- Primary Surface
- Crash Sites

**F-18 2008 UC**  
**4 dead**

Note: This map was generated by developing APZs based on OPNAVINST 11010.30B. They were based on proposed flight tracks obtained from the 1995 Wyle Noise Study. In several cases, the APZs were extended based on historic accident data, airspace constraints and operational conditions from 1972-2004. APZs were created based on the following flight tracks which have over 5,000 annual operations: 4RS1, 4RS2, 4R2, LF1, LT2 and E2OH.

**Crashes**  
**1972 - 2004**

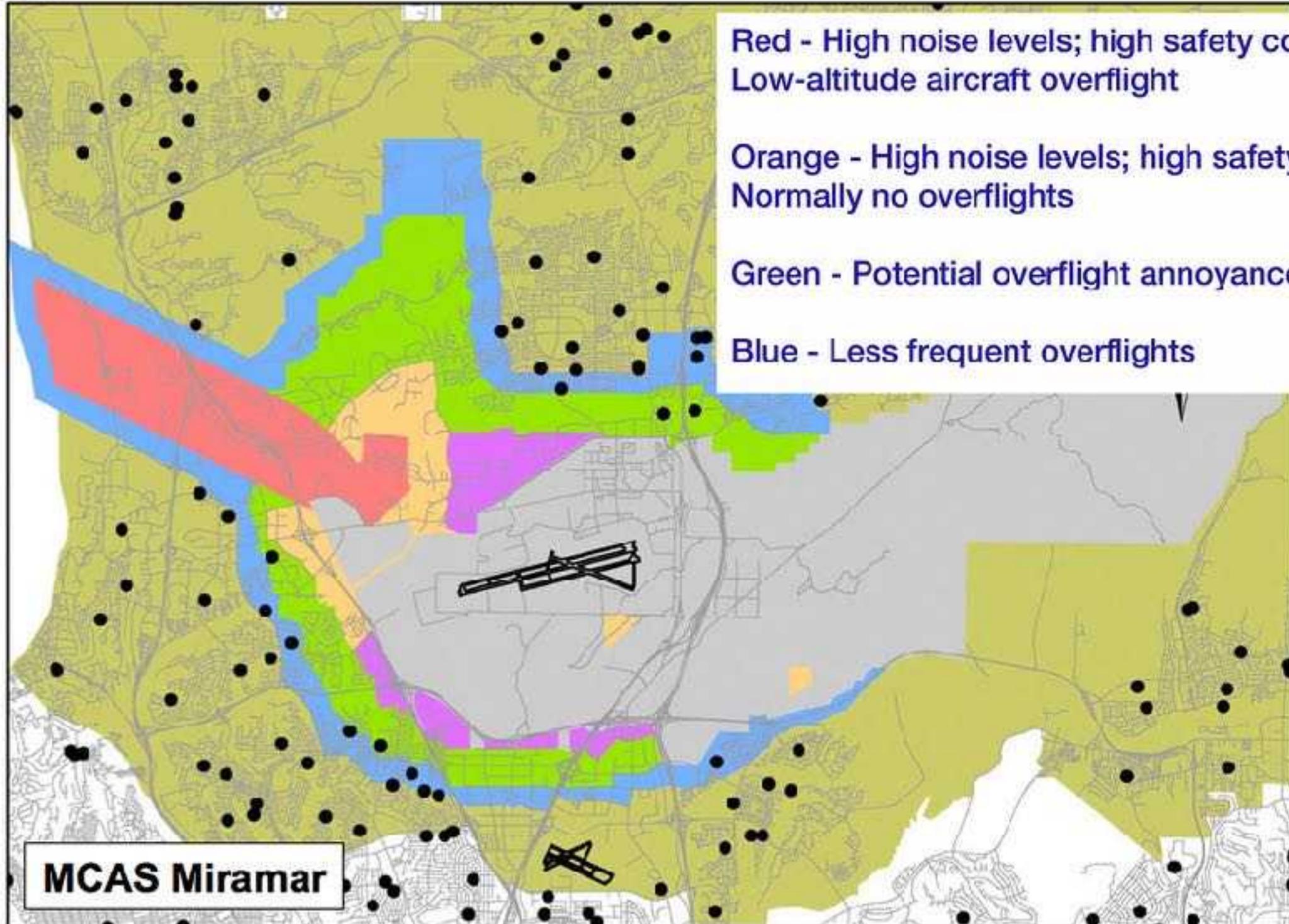


Source: MCAS Miramar 2005 AICUZ document currently being revised for arrival of F-35



# School Locations and Draft ALUCP Compatibility Zones

Source: 2011 San Diego County ALUCP document for Miramar



- Red - High noise levels; high safety concerns; Low-altitude aircraft overflight
- Orange - High noise levels; high safety concerns; Normally no overflights
- Green - Potential overflight annoyance concerns
- Blue - Less frequent overflights

# **Citizens Advocating Safe Aviation (CASA)**

**Q: What does our community watchdog group want?**

**A: We encourage all of our elected officials to:**

- ♦ **Join us in advocating for safe aviation in San Diego County.**
- ♦ **Speak on our behalf to MCAS Miramar command and to FAA SoCal to demand adherence to published approach and departure procedures at all airports.**

Jul 15 2015  
9:52:15 AM

SHLTR03  
Flight Id: SHLTR03  
Airports: NKX →  
Aircraft Type: F18  
Altitude: 22 900 ft

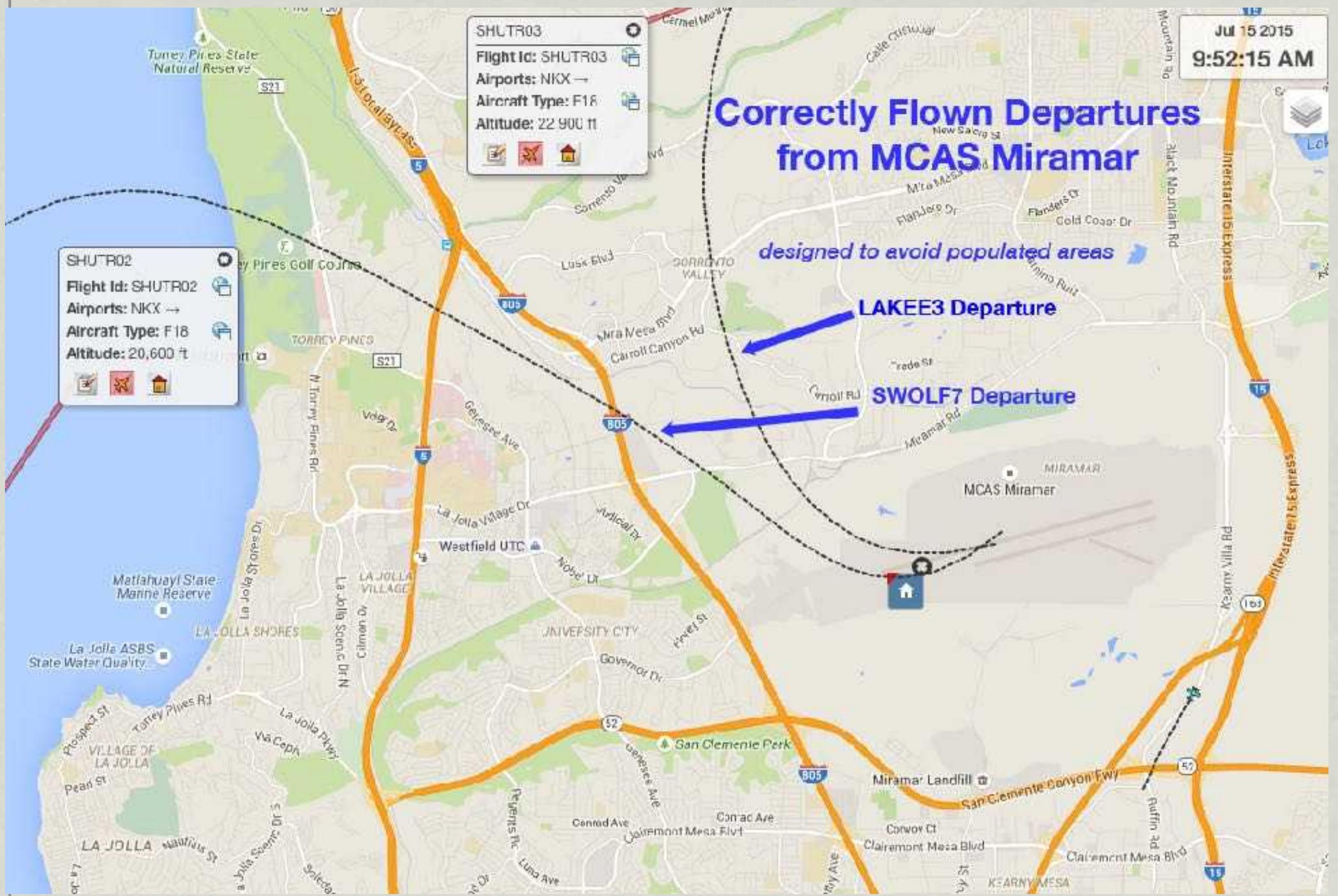
SHUTR02  
Flight Id: SHUTR02  
Airports: NKX →  
Aircraft Type: F18  
Altitude: 20,600 ft

# Correctly Flown Departures from MCAS Miramar

*designed to avoid populated areas*

**LAKEE3 Departure**

**SWOLF7 Departure**



## References related to MCAS Miramar and San Diego Aviation

1. AirNav: KNKX – MCAS Miramar (Joe Foss Field) Airport. For complete aeronautical information about MCAS Miramar including flight operations, cautions and warnings. Also includes instrument approach and departure procedures in updated PDF format <http://airnav.com/airport/NKX>
2. San Diego International Airport: <https://www.sandiego.gov/airports>
3. Air Nav: KSAN – San Diego International Airport: <https://www.airnav.com/airport/SAN>
4. San Diego Regional Airport Authority: <https://www.san.org/Airport-Authority>
5. Contact the FAA through email or phone call to the FAA's San Diego Flight Standards District Office at [7-AWP-SAN-FSDO@faa.gov](mailto:7-AWP-SAN-FSDO@faa.gov) or 858-502-9882
6. Meet with an FAA representative. Visit their website for more info at [https://www.faa.gov/about/office\\_org/field\\_offices/fsdo/san/](https://www.faa.gov/about/office_org/field_offices/fsdo/san/)
7. Current airfield and flight operations, including questions, noise complaints and other concerns about operations at MCAS Miramar, contact Operations Duty Officer (ODO) by phone at 858-307-4277 and provide details about the incident including date, time, location and type of aircraft. They file all reports, but normally take no action.
8. File noise and operations complaints and concerns electronically by email at [miramarmcas.odo@usmc.mil](mailto:miramarmcas.odo@usmc.mil)
9. Current photos and news from MCAS Miramar (with links to Facebook, YouTube, Twitter, and DVIDS), visit <https://www.miramar.marines.mil/>
10. Current press releases from MCAS Miramar, visit <https://www.miramar.marines.mil/News/Press-Releases/>
11. Community Plans & Liaison Office inquiries, contact Kristin Camper at MCAS Miramar 858-307-6609 or email [kristin.camper@usmc.mil](mailto:kristin.camper@usmc.mil)
12. To file a safety or noise complaint at other area airports, including Montgomery Field, visit <http://www.sandiego.gov/airports/noise/>
13. UCCA website page for CASA: <http://www.universitycitynews.org/c-a-s-a-citizens-advocating-safe-aviation/>



**Photo from SD Union Tribune showing:**

**UCHS, smoke at 2008 F-18 crash site and runways at MCAS Miramar**