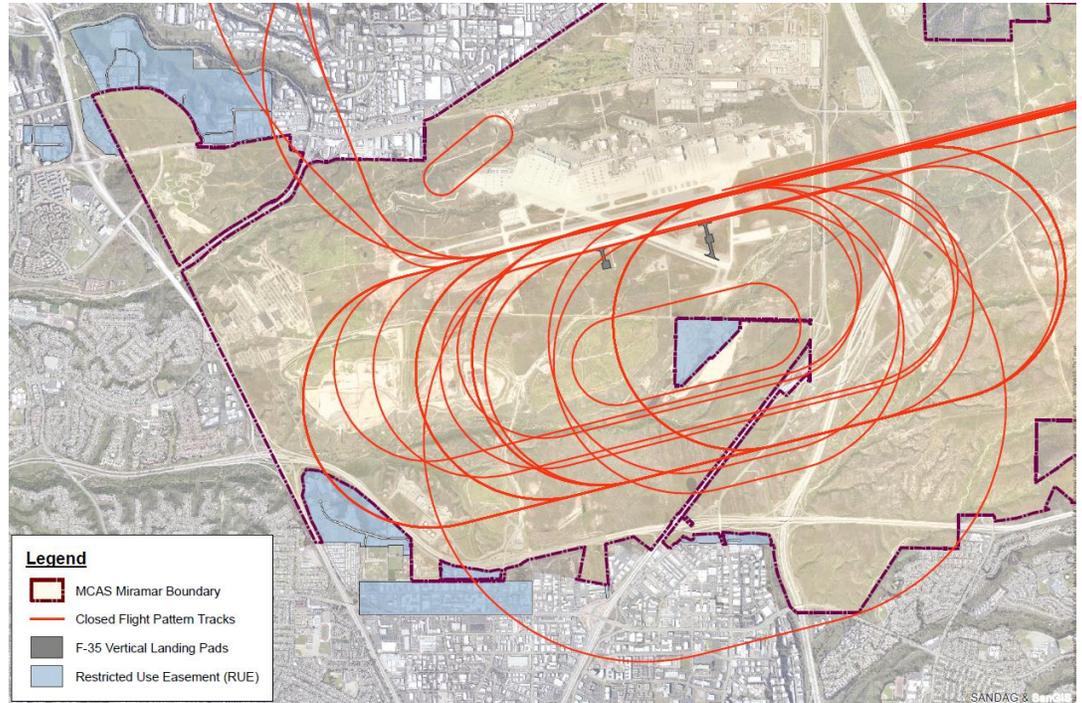




Restrictive Use Easements in Kearny Mesa for MCAS Miramar

Historical Background:

After World War II, the U.S. Government disposed of most of Camp Kearny south of the runways, and then in the early 1950s began reacquiring parcels between the runways and the Kearny Mesa area just south of what is now SR-52. In the course of these real estate transactions the United States acquired easement rights - i.e. Restrictive Use Easements (RUEs) - over some parcels that remained under private ownership. There were subsequent, deliberate efforts to acquire RUEs on other property adjacent to what was then NAS Miramar. At the time, much of the area in the vicinity of the installation had yet to be



developed. Of particular interest, was maintaining control over development of property located within the primary departure corridors and adjacent to the Field Carrier Landing Practice (FCLP) pattern. In recent years, the Department of Defense has initiated programs, such as the Readiness and Environmental Protection Integration program, which acquires property rights to control development near installations and ranges in order to limit encroachment pressures on our military missions.

RUEs and Air Installations Compatible Use Zones (AICUZ) Program:

RUEs grant the U.S. Government property rights to designate acceptable land uses, the densities or intensities of people and structures allowed on the site, and the maximum height of man-made and natural structures. The Department of Defense's AICUZ program serves a complementary function, providing land use policy guidelines for the area surrounding military air stations and for which the U.S. does not have RUEs. The AICUZ footprint is the minimum acceptable area for recommended land use controls where the U.S. Government has no vested property rights. RUEs and AICUZ are both tools to protect the installation from incompatible land uses and long-term encroachment, and ultimately protect the health and safety of the public.

How the Kearny Mesa RUEs Support MCAS Miramar Operations:

Field Carrier Landing Practice Operations (FCLPs):

FCLPs are a recurring training requirement for the F/A-18 and future F-35C squadrons based at MCAS Miramar, preparing pilots for operations aboard aircraft carriers. In 2018, there were 12,979 FCLP operations. Night FCLPs generally take place as late as midnight for 1-2 weeks, every other month. Nearby residential communities, which are considered AICUZ-compatible, have long generated noise complaints, especially during FCLP operations. These neighborhoods are west, southwest, southeast, and north of the air station. The Kearny Mesa community, located directly south of the FCLP pattern, is more exposed to aircraft noise than these other communities. MCAS Miramar generally does not receive complaints from the commercial/industrial area where the Kearny Mesa easements are located.

Future F-35 Vertical Landing Pad Operations (VLPs):

In preparation for the arrival of F-35B aircraft, two VLPs are currently under construction on the south side of the existing runways. There was a deliberate planning effort to place the VLPs as close to the center of the airfield as possible, to minimize the impacts to the existing residential communities.