



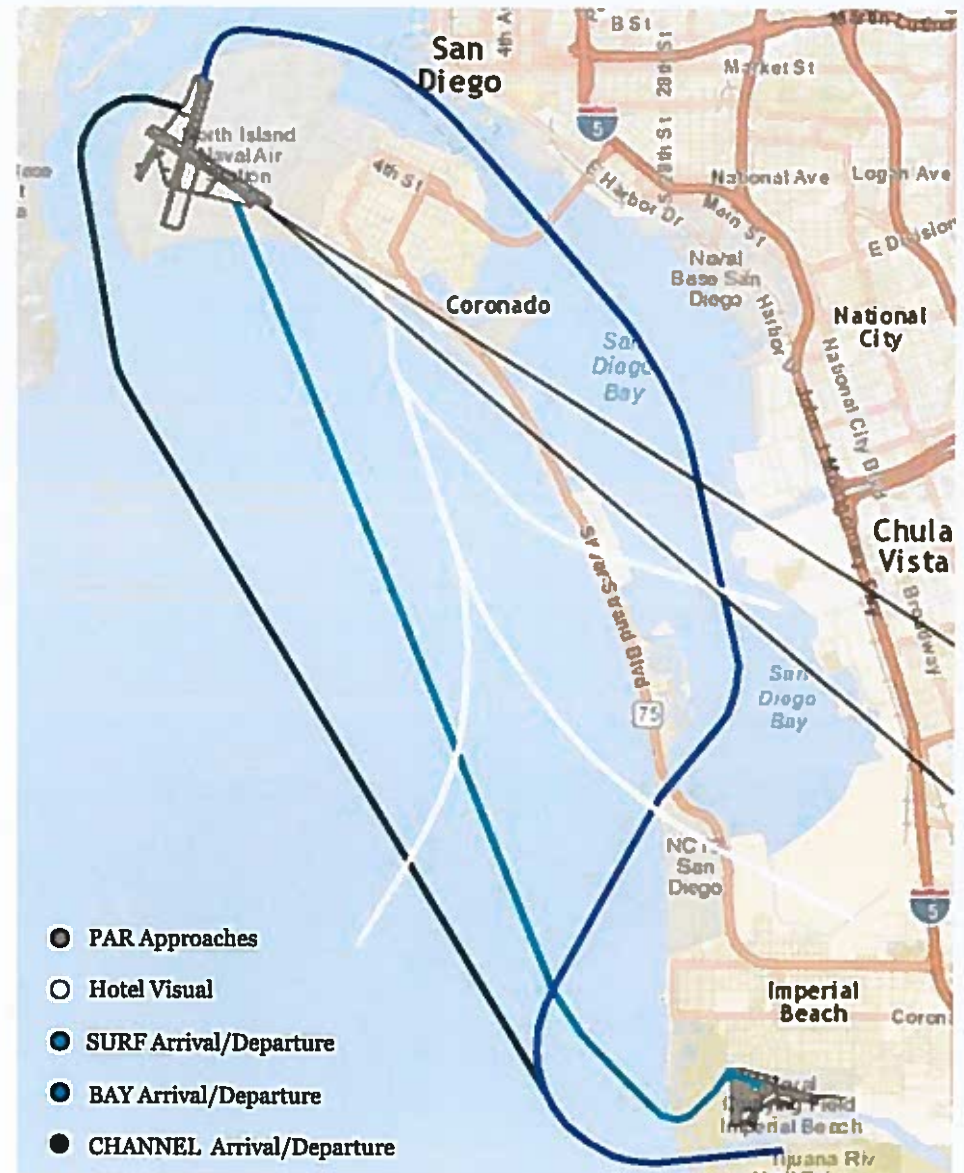
# **NASNI Operations and “Misconceptions”**



# Conflicting Requests

**“Our only request is for the Navy to return to the 1984 flight paths where most of the APZ crash-zone coverage is over the Pacific Ocean and not the people of Coronado”**

**“Use of the Hotel Visual approach would change the flight path of H-60s away from the shoreline and residence, reducing noise and pollution and the serious concern of devastating accidents”**





# Urban Myths Reviewed

- **MYTH: The Navy moved the flight path much further inland in 2012 after the incorporation of the North Island Accident Potential Zone (APZ), creating a new APZ crash zone covering hundreds of residential homes, Hotel del Coronado, and thousands of tourist on the beach**
- **FACT: Flight paths have remained constant for over 20 years**
  - **Same general flight paths existed in 1984 that were studied in 2011**
  - **2011 Air Installation Compatible Use Zone (AICUZ) studied Hotel Visual Approach; 1984 AICUZ studied PAR 8 degree off set approach**
  - **2011 AICUZ study accurately reflects air operations**
  - **AICUZ Study provides local communities with land use recommendations; it DOES NOT drive changes to flight paths**

**Today's APZ accurately informs the local community of the accident potential area(s)**



# Urban Myths Reviewed

---

- **MYTH: H-60 are soon to exponentially increase and are inherently dangerous**
- **FACT: Growth of H-60 peaked in 2016 (203 H-60R/S)**
- **FACT: Less than 10% of Navy aircraft mishaps involve H-60s**
- **FACT: There have been no reports of civilian property damage or death/injuries from an H-60 arriving/departing Naval Air Station North Island**



# Urban Myths Reviewed

---

- **MYTH: In 1996, when the H-60 was first introduced to Naval Air Station North Island, it was a quiet S-3 fixed-wing airbase**
- **FACT: H-60's have operated at NASNI since 1983; older helicopters (H-2/3) have been operating here since the 1970's**



# Urban Myths Reviewed

---

- **MYTH: The 2011 AICUZ Study Interfacility Flight Route image shows the actual paths helicopter pilots should be flying; pilots are flying much wider**
- **FACT: The AICUZ Study provides a general representation of flight paths and does not take into consideration variables such as winds, weather, instrument variations, or other aircraft operating in the pattern**





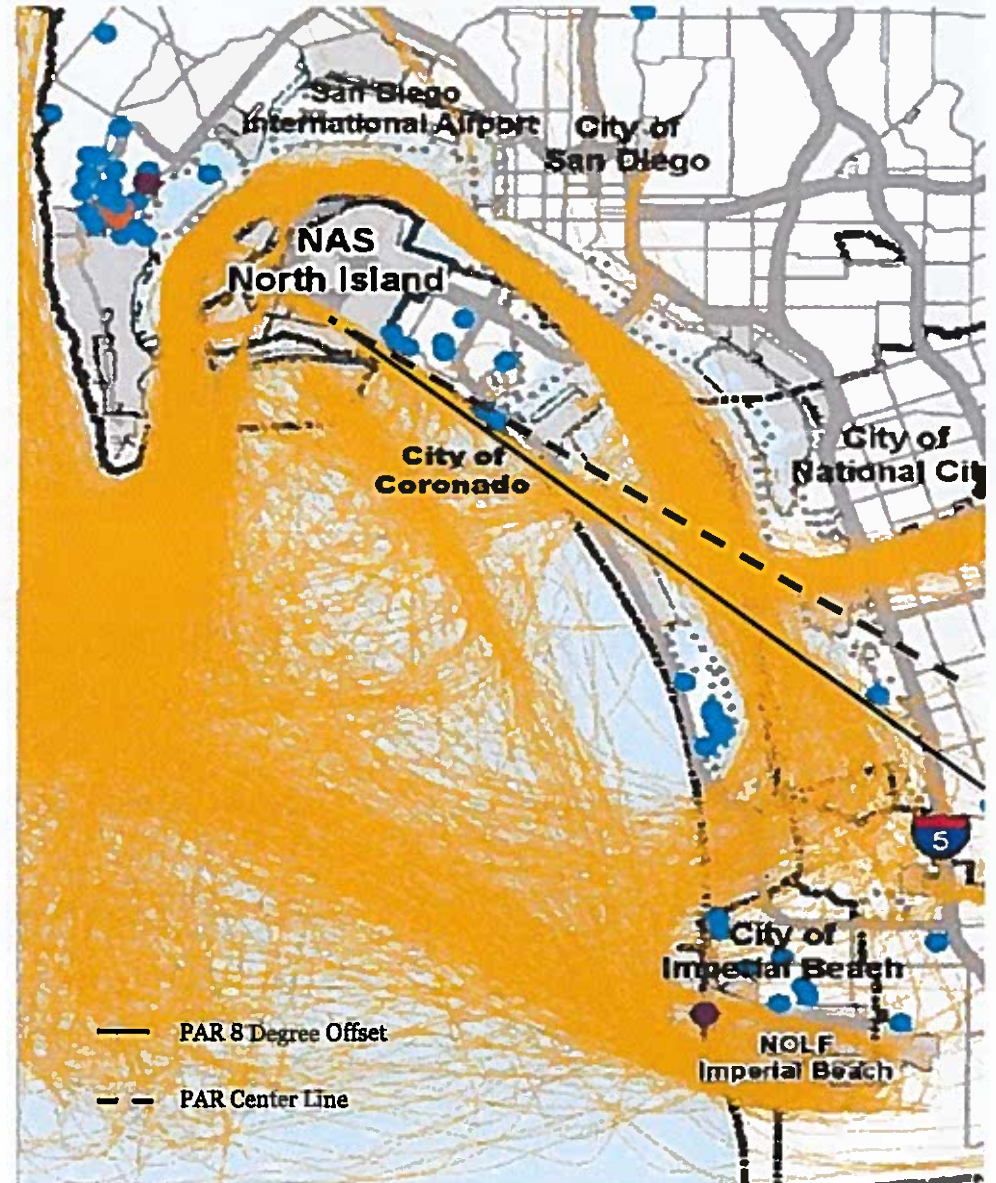
# Urban Myths Reviewed

---

- **MYTH: The Navy flies the Precision Approach Radar Centerline vice the 8 degree offset**
- **FACT: Navy uses the 8 degree offset provided weather at Naval Air Station North Island is better than a 600 foot ceiling and/or 2 miles of visibility**



# Urban Myths Reviewed







# Urban Myths Reviewed

- **MYTH: There are much safer, more environmentally-friendly, and quieter alternatives than the flight paths currently being used by the Navy**
- **FACT: The Precision Approach Radar (PAR) to Runway 29 is a safe and efficient approach to Naval Air Station North Island, but is less than 12 percent of the total airfield operations**
- **FACT: Instrument Flight Rule (IFR) approaches to Runway 36 conflicts with IFR operations at San Diego International; increased use of Runway 36 would result in significant delays to both Naval Air Station North Island and San Diego International**



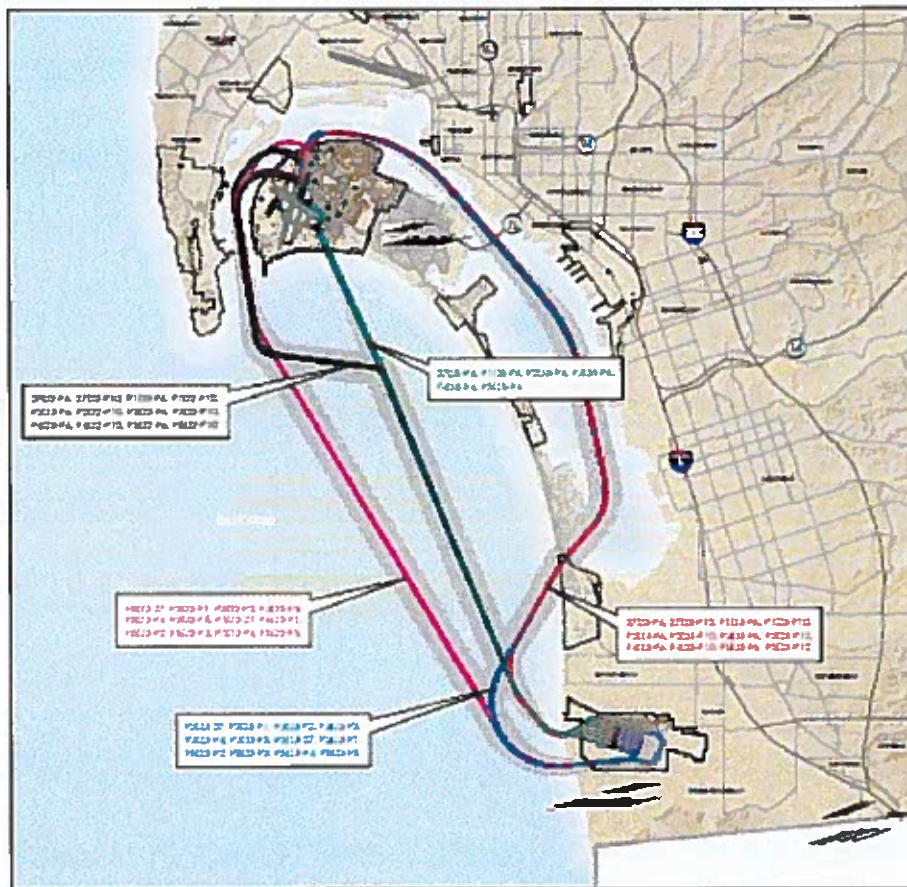
# Urban Myths Reviewed

- **MYTH: Navy helicopter are not using “Interfacility Flight Routes” when flying from Imperial Beach to North Island**
- **FACT: Helicopter pilots operating under Visual Flight Rules (VFR) use the “Interfacility Flight Routes” when departing/arriving Naval Air Station North Island or Naval Outlying Landing Field Imperial Beach**
- **FACT: There are many flight paths depicted that are not associated with VFR flights between the two Navy fields**
- **FACT: Helicopter pilots flying between the two Navy fields may alter course to proceed to other training areas**





# VFR Helicopter Routes



**Figure 3-11**  
Interfacility Flight Tracks

- Static Pads
- NAS I Pads to OLF IB Pads Interfacility #1
- OLF IB Pads to NAS I Pads Interfacility #2
- OLF IB Pads to NAS I Pads Interfacility #3
- OLF IB Pad to NAS I Pads Interfacility #4
- NAS I Pad to OLF IB Pads Interfacility #5
- Flight Shadow

Source: Wyle Labs Nabs Study, 2010 (Flight Tracks); NAVYAC SW, 2008 (Base Data); The Onyx Group (Shadows); and USCG, 2010.





# Concessions Since 1971

- **Noise Abatement Procedures**
  - **Relocated Field Carrier Landing Practice (FCLP) to other bases**
  - **Created Runway 29 8-deg Offset PAR Approach**
  - **Established SURF Arrival & Visual Flight Rule (VFR) Initial Point SHARC to reduce VFR traffic near the City**
  - **Restricted PAR practice approaches to tenant units only**
  - **Revised “Break” Procedures to shift away from the City of Coronado**
  - **Increased Noise Abatement Hours (engine run-ups times limited)**
  - **Added language to Flight Information Publication Area Planning and NASNI Air Operations Manual stressing noise sensitivity**
  - **Liaised with FAA to route tactical jet arrivals to Runway 36, as practicable**
  - **Restricted (self imposed) VFR flights over the City of Coronado (including Cays); NOT an FAA requirement**





# Concessions Since 1971

---

- **Runway Use Programs (Wind / Weather Permitting)**
  - **Land RWY 29 / depart RWY 18: 0700 – 2200L (M – F); land RWY 36 / depart RWY 18 all other times**
  - **No practice approaches to RWY 29 from 2200 – 0700L Monday thru Friday or when weather is below 600/2**



# Community Concerns Hot Line

Concerns or comments may be submitted by an electronic feedback form at:

[http://www.cnic.navy.mil/regions/cnrsw/installations/navbase\\_coronado/about/CommunityConcerns.html](http://www.cnic.navy.mil/regions/cnrsw/installations/navbase_coronado/about/CommunityConcerns.html)

or;

via the Naval Base Coronado Community Concerns Hot Line at (619)545-8847

**SERVING AMERICA  
SINCE 1775**

Missions. Milestones. Moments in the  
history of America's Navy.



"The mission of the Navy is to maintain, train and equip combat ready Naval forces capable of winning wars, deterring aggression and maintaining freedom of the seas."

NAVY (1475-00-1)

**ALWAYS DEFENDING.  
ALWAYS ON WATCH.**

Protecting our freedoms whenever and  
wherever they are needed.