



Community Summary

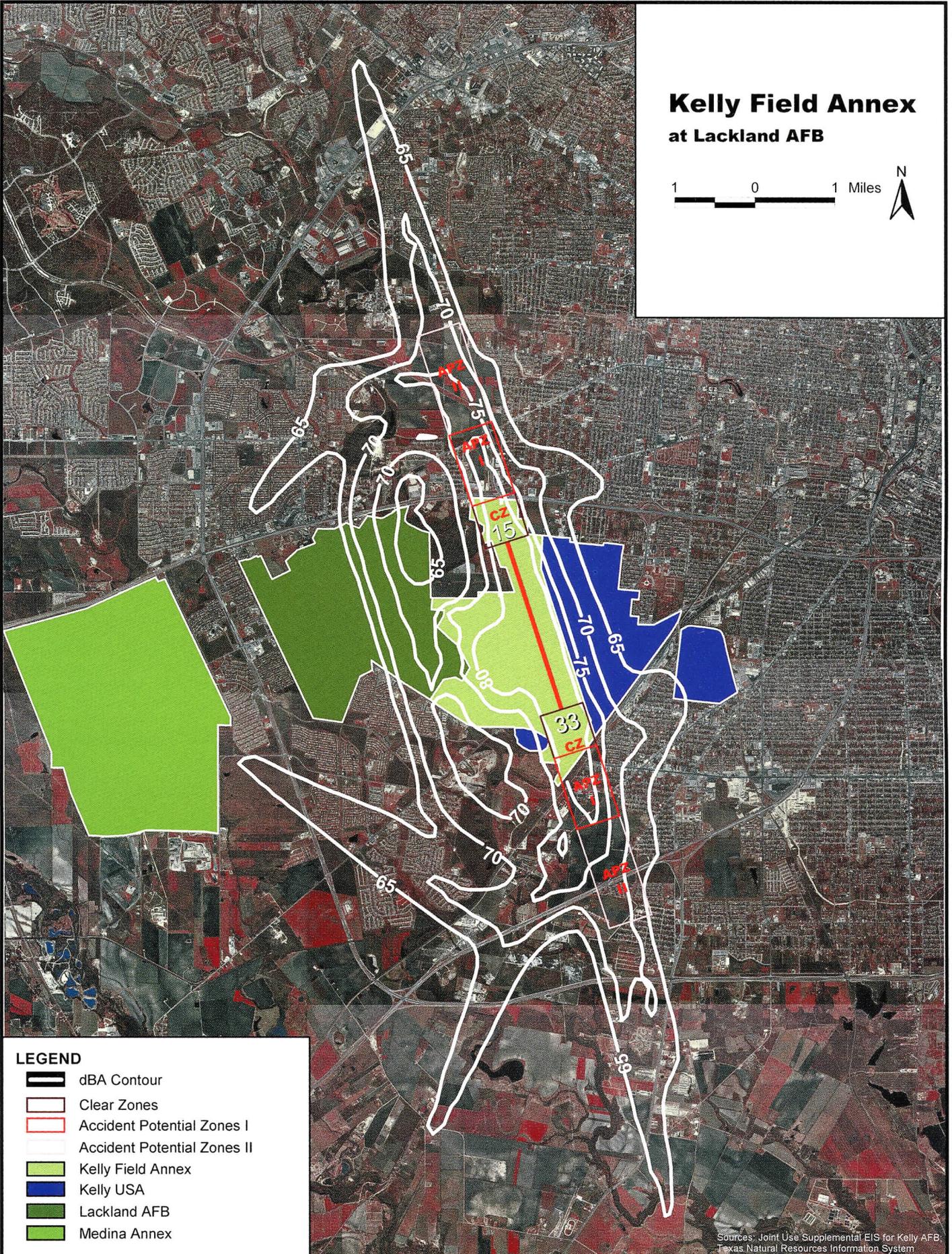


Air Installation Compatible Use Zone Study

**Kelly Field Annex
at Lackland AFB, Texas**

January 2001

Kelly Field Annex at Lackland AFB



LEGEND

- dBA Contour
- Clear Zones
- Accident Potential Zones I
- Accident Potential Zones II
- Kelly Field Annex
- Kelly USA
- Lackland AFB
- Medina Annex

Sources: Joint Use Supplemental EIS for Kelly AFB; Texas Natural Resources Information System

2017 Noise Contours, Clear Zones, and Accident Potential Zones

/Kelly_AICUZ/figures/flight_tracks.apr

What is AICUZ?

The Air Installation Compatible Use Zone (AICUZ) Program is focused on people, their comfort, safety, and protection. This brochure summarizes the current AICUZ study for the Kelly Field Annex at Lackland Air Force Base (AFB). It consists of an extensive analysis of the effects of noise and aircraft accident potential on present and future neighbors of the Kelly Field Annex as well as a detailed analysis of current development activity and land use surrounding the Annex. The AICUZ program seeks a cooperative understanding and a reasonable solution to the delicate balance that exists between the Air Force mission and future land development around the Annex.

Is There a Problem?

Military airfields often provide attractive land development opportunities in the immediate area. Certain types of development are not compatible with the high noise and high potential for aircraft accidents associated with airfield activities. In the absence of compatible land use controls, inappropriate uses may occur near or adjacent to the installation causing eventual conflicts between flight operations and landowners.

What Has Been Done?

The Kelly Field Annex has attempted to be a good neighbor by restricting flying activities that could adversely affect its neighbors. For example, flying operations are normally conducted between the hours of 6:00 AM and 11:00 PM. When possible, practice approach and departure operations are conducted during daylight hours when noise disruptions would be less than they would be during nighttime. Flight pattern altitudes and the runway approach angles have been adjusted slightly over the years in an effort to reduce noise impacts while maintaining safe and essential operations. The Annex has demonstrated a spirit of cooperation by consulting with local communities in the area wide planning process relating to land use near the airfield. Continued cooperation between Lackland AFB, local governments, and the local community will further reduce potential land use conflicts. This action will help ensure future land use is compatible and beneficial to both the community and the Air Force.

What are the Benefits?

In addition to protecting the public safety and health, the AICUZ program serves to protect the taxpayer's investment in national defense provided by the Kelly Field Annex. The program also protects economic investments in the surrounding communities generated by base activities and employment. The local economy is enhanced by Lackland AFB's expenditures for salaries, contracts, construction, retirement pay, and off-base accommodations for travelers. In terms of total economic impact in the region, Lackland AFB and the Kelly Field Annex combine to provide some 30,400 jobs and nearly \$1.5 billion in economic activity. Lackland AFB is a strong partner in the economic future of the region.

Why AICUZ Now?

Land development in the vicinity of the Kelly Field Annex is ongoing and expected to accelerate. Continuing Air Force missions at the Annex, along with joint use of the airfield by civilian aircraft, have resulted in changes to the noise contours outlined in the AICUZ Study. Information provided in this AICUZ Study is intended to offer assistance to those planning the future of the communities surrounding the installation, including the City of San Antonio and Bexar County. By using the updated AICUZ noise contour map and other information provided in the AICUZ Study, neighboring communities are better equipped to make land use decisions and adopt land use controls that are compatible with the Kelly Field Annex, while providing the flexibility to accommodate growth.

What Does AICUZ Mean to Me?

The AICUZ program means protection of the public safety and health as well as protection of the Air Force's national defense mission. The AICUZ Study itself is a composite of many factors including average noise levels, accident potential, and aircraft flight path and altitudes. Noise contour and accident potential zones reflecting current conditions have been combined and displayed on the map on the next page. The numbers 65 dB through 80 dB indicate the average weight sound levels in decibels using the Day-Night Average A-Weighted Sound Level (DNL) metric for describing the noise environment. The DNL is the energy-averaged sound level



measured over 24 hours with a 10 dB penalty applied to nighttime sound events to account for increased annoyance from late night noise. (Nighttime for aircraft noise modeling purposes is defined as the period from 10:00 PM to 7:00 AM).

The clear zones (CZs) and accident potential zones (APZ's) are based on statistical analysis of past Department of Defense (DoD) aircraft accidents. The CZ, or the area closest to the runway end, is the most hazardous. The DoD generally acquires the land in the CZ through purchase or easement to prevent development. APZ I is the area just beyond the CZ that possesses a significant potential for accidents. APZ II is the area beyond APZ I having a lower, but still significant, potential for accidents. While aircraft accident potential in APZs I and II does not warrant acquisition by the Air Force, land use planning and controls are strongly encouraged in these areas for the protection of the public. An additional constraint involves areas surrounding the airfield that the Federal Aviation Administration and DoD have identified for height limitations. Air Force obstruction criteria are based on those contained in Federal Aviation Regulation (FAR) Part 77, Subpart C.

The accompanying AICUZ map and Recommended Land Use chart provide a quick reference to the various noise, CZs, and APZs for the Kelly Field Annex. More detailed information can be found in the Kelly Field Annex AICUZ Study. Contact the Lackland AFB Public Affairs Office at (210) 671-4844 for additional information.

How Can I Help?

Historically, the citizens of the City of San Antonio and Bexar County and the personnel of Lackland AFB have cooperated to better serve the needs and desires of all concerned. The Air Force has found solutions that have maximized the benefits of Lackland AFB and the Kelly Field Annex while minimizing annoyances. If the future of the Kelly Field Annex is to be as bright as it has been in the past, you, the citizens of the City of San Antonio and Bexar County, need to participate in achieving a suitable resolution of our mutual concerns. We request your careful review of the recommendations contained in the Kelly Field Annex AICUZ Study.

Summary

The AICUZ report includes the following recommendations:

- The Kelly Field Annex AICUZ report should be adopted as an official guide for future planning.
- Incorporate AICUZ policies and guidelines into the comprehensive plans of the City of San Antonio and Bexar County. Use overlay maps of the AICUZ noise contours and Air Force Land Use Compatibility Guidelines to evaluate existing and future land use proposals.
- Modify existing zoning ordinances and subdivision regulations to support the compatible land uses outlined in the AICUZ Study.
- Implement height and obstruction ordinances that reflect current Air Force and FAR Part 77 requirements.
- Modify building codes to ensure new construction within the AICUZ area has the recommended noise level reductions incorporated into its design and construction.
- Continue to inform Lackland AFB of planning and zoning actions that have the potential of affecting Kelly Field Annex operations. Develop a working group representing the city, county, and base planners to meet at least quarterly to discuss AICUZ concerns and major development proposals that could affect airfield operations.

Recommended Land Use

Generalized Land Use	Clear Zones and Accident Potential Zone			Noise Zones			
	Clear Zone	APZ I	APZ II	65–69 dB	70–74 dB	75–79 dB	80+ dB
Residential	No	No	Yes ¹	Not Recommended ⁴	Not Recommended ⁴	Not Recommended	Not Recommended
Commercial	No	No	Yes ²	Recommended	Recommended	Recommended	Not Recommended
Industrial	No	Yes ²	Yes ²	Recommended	Recommended	Recommended	Recommended
Public/Quasi-Public	No	No	Yes ²	Recommended	Not Recommended ⁴	Not Recommended ⁴	Not Recommended
Recreational	No	Yes ²	Yes ²	Recommended	Recommended	Not Recommended	Not Recommended
Open/Agriculture/Low Density	No ³	Yes ²	Yes ²	Recommended	Recommended	Recommended	Recommended

¹ Suggested maximum density 1 dwelling unit per acre.

² Only limited low-density, low-intensity uses recommended.

³ Except limited agricultural uses are permitted.

⁴ Unless sound attenuation materials are installed.

This chart is for general information. See Table 4.2 in the AICUZ Study for more detailed information.