

# Air Installations Compatible Use Zones Study

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## Joint Base Elmendorf-Richardson

### 2019



# Air Installations Compatible Use Zones Program

The Department of Defense's (DoD's) Air Installations Compatible Use Zones (AICUZ) Program balances the needs of operations with community concerns by focusing on people, safety, and protection. This brochure summarizes the Joint Base Elmendorf-Richardson (JBER)

2019 AICUZ Study. The 2019 AICUZ Study provides an update to the former Elmendorf Air Force Base (AFB) 2006 AICUZ Study. The update documents changes in flight operations and noise contours and provides compatible land use guidelines for land areas surrounding JBER.

*Land close to JBER is exposed to increased noise levels. Without compatible land use controls, development in areas surrounding the installation could result in incompatible uses that create conflicts between military operations and landowners.*



# Joint Base Elmendorf-Richardson History and Mission

JBER's host unit, the 673d Air Base Wing (ABW), supports three Air Force total-force wings, two Army brigades, and 75 associate and tenant units. The 673 ABW is responsible for providing expeditionary combat support and the day-to-day operations for the installation, including: ensuring timely fire, medical, and emergency services; providing deployment and redeployment support for nearly 9,000 deployable Soldiers and Airmen; and planning, building, and sustaining \$15 billion of infrastructure.



## Economic Impact

The DoD provides direct, indirect, and induced economic benefits to local communities through jobs and wages. Benefits include employment opportunities, increases in local business revenue, and revenue from the sale and taxing of property.

***For Fiscal Year 2018, JBER's economic benefit for the state of Alaska was approximately \$1.8 billion.***

# Noise Zones, Clear Zones, and Accident Potential Zones

Under the AICUZ Program, the DoD provides noise zones to define noise exposure. Noise exposure is measured using the Day-night Average Sound Level (DNL). The Air Force typically determines the DNL using a year's worth of operations (i.e., number of daily aircraft operations averaged over a year). The DoD also provides noise zones associated with large caliber weapons and explosives, as well as small arms, at JBER's ranges.

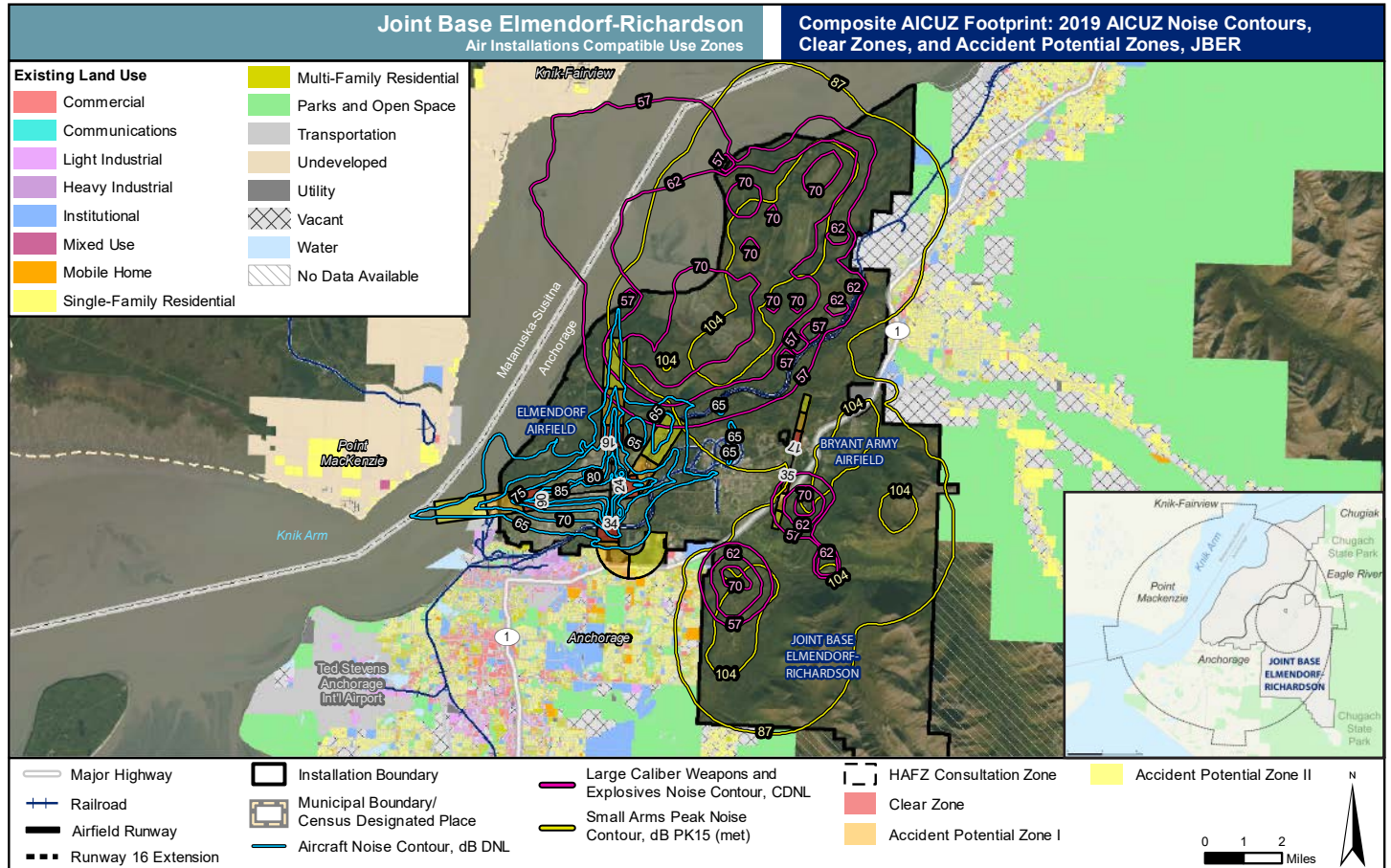
The DoD establishes Clear Zones and Accident Potential Zones (APZs) for flight operations. Extending a combined total of 15,000 feet from the end of each runway along the runway's extended centerline, Clear Zones and APZs define the areas where an aircraft accident is likely to occur, if one were to occur.

The map on the next page shows noise zones, Clear Zones, and APZs over existing land uses near JBER.



*Noise exposure contours are based on typical operations and flight tracks. Weather conditions, pilot technique, and other air traffic can cause some lateral deviation within the traffic pattern around a runway.*

# 2019 AICUZ Noise Contours, Clear Zones, and APZs for Joint Base Elmendorf-Richardson



# Compatible Development

The AICUZ Program includes guidelines for land use compatibility within noise zones, Clear Zones, and APZs. In general, these guidelines recommend that noise-sensitive land uses be placed outside of high noise zones and that people-intensive uses not be placed within APZs. Land development should be compatible with noise zones, Clear Zones, and APZs near military airfields. At JBER, the range and aircraft noise zones, Clear Zones, and APZs are located mostly over the installation property. Off-base, the existing land use within these areas is generally compatible, with some areas that are compatible with restrictions, incompatible with exceptions, and incompatible.

*Although the military can serve in an advisory capacity, local and tribal governments, as well as private citizens control development beyond the boundaries of JBER.*



# Hazards to Aircraft Flight Zone

Other land uses and activities that can pose potential hazards to flight include:

- Uses that would attract birds;
- Towers, structures, and vegetation that penetrate navigable airspace;
- Lighting (direct or reflected) that would impair pilot vision;
- Uses that would generate smoke, steam, or dust; and
- Electromagnetic interference with aircraft communication and navigation.

The Hazards to Aircraft Flight Zone (HAFZ) is a consultation zone within which the Air Force requests that project applicants and local planning bodies consult with the Air Force to ensure the project is compatible with installation operations relative to these concerns.



# Air Force and Community Roles

AICUZ Study implementation must be a joint effort between JBER and the surrounding communities. The JBER 2019 AICUZ Study provides the best source of information about the roles the Air Force, local government, and the community can play to ensure land use planning decisions are compatible with a future installation presence.

***For a copy of the Joint Base Elmendorf-Richardson 2019 AICUZ Study, please contact the 673 ABW Public Affairs Office.***

## More Information

**Concerned citizens with noise complaints are encouraged to contact:**

Joint Base Elmendorf-Richardson Public Affairs  
(907) 552-8151

**JBER posts information on the installation website, including alerts about upcoming aircraft or training operations that may be shared publicly:**

Website: <https://www.jber.jb.mil/>

Facebook: <https://www.facebook.com/JBERAK/>

