

In 2015, a JLUS for the Offutt Air Force Base (AFB) was developed through a collaborative planning effort between the cities of Bellevue, Council Bluffs, Glenwood, La Vista, Omaha, Papillion and Plattsmouth, as well as Cass, Douglas, Mills, Pottawattamie, and Sarpy Counties.

The JLUS program was developed by the Department of Defense (DOD) as a cooperative land use planning effort between affected local government(s) and military installations. The JLUS Program is designed to provide a cooperative environment within which present and future land use development and land use decisions can be made.



The 2015 JLUS identified area growth and economic trends, the facilities and mission of the AFB, land use policies and programs, compatibility issues with AFB operations, and a recommended course of action.

Offutt AFB JLUS Overview

All AFB installations attract developments. Housing is constructed for AFB employees who want to live near, and businesses are established to serve the AFB and its employees. As development increase around the AFB, more people are exposed to noise and accident potential associated with aircraft operations.

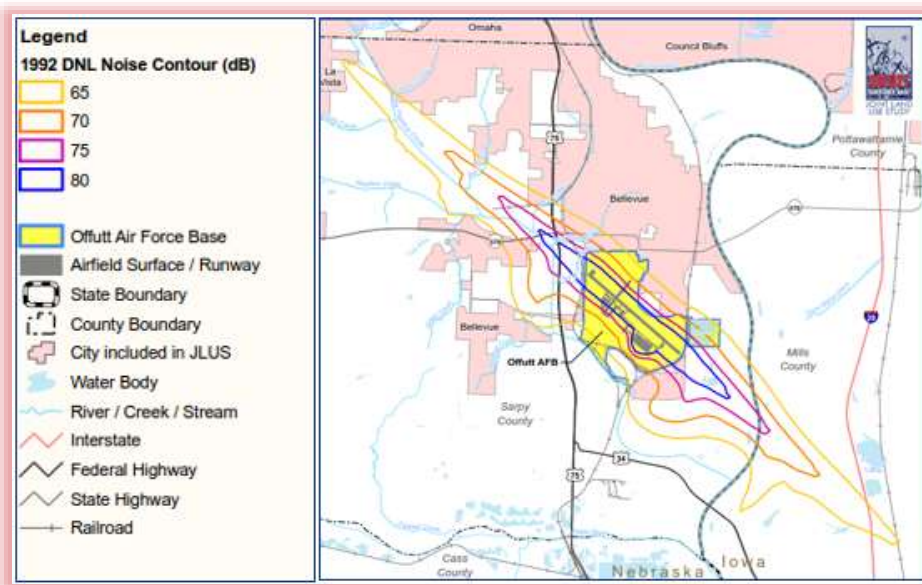
The Air Installation Compatibility Use Zone (AICUZ) program was created by the DOD in 1973 to address noise and safety hazards associated with aviation operations. The AICUZ program was established to minimize impacts from aviation operations (noise and accidents) through specific attention to development and land uses. The AICUZ framework evaluates noise from military aircraft, and applies the concept of clear zones and accident potential zones with corresponding development and building intensities designed to encourage compatibility between military operations and communities.





Offutt AFB Noise Zones

The DOD identifies noise exposure surrounding a military airfield as a planning tool for local government entities. Noise exposure from aircraft is measured using the day-night average sound level (DNL). DNL is an average of cumulative noise exposure produced by individual events that occur over a 24 hour period. Noise generated from each event is accounted for by a noise metric that integrates the changing sound level over time. DNL provides a single measure of noise impact which is depicted visually as a noise contour that points of each value.



The Offutt AFB AICUZ uses the DOD NOISEMAP program to produce noise contours indicating noise exposure levels from aircraft operations; this is an average of all types of aircraft at Offutt AFB.

The contour lines developed in the

model range from 60 decibel (dB) DNL to 80 dB DNL and increase in increments of five dB. The 80 dB DNL is the “loudest” contour line computed and the 60 dB DNL is the “quietest”. The DNL measure has been determined to be a reliable measure of community sensitivity to aircraft noise and has become a standard metric used to map aircraft noise impacts.

Noise contours are typically generated during the AICUZ Report process. Offutt AFB’s AICUZ was updated in 2007 to reflect a change in aircraft equipment and mission operations. This revised AICUZ included changes to the noise contours. The previous noise contours were from 1992 and were larger than the new ones developed with the 2007 AICUZ. However, in order to maintain mission noise protection and civilian development, both the City of Bellevue and Offutt AFB use the 1992 noise contours for planning purposes of future development.



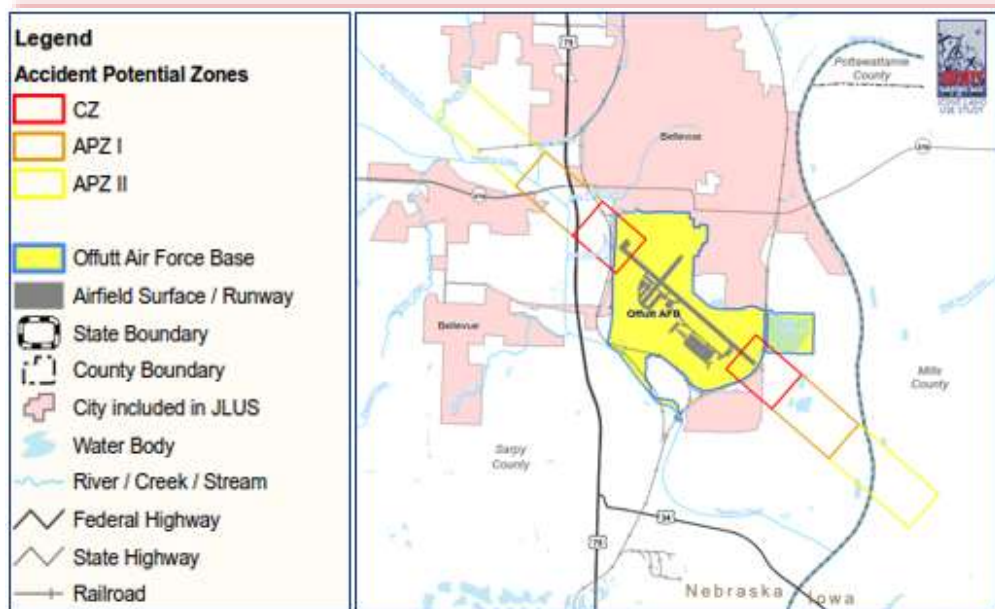
Offutt Accident Potential Zones

The DOD identifies APZs as areas where an aircraft accident is most likely to occur in the vicinity of the airfield. However, APZs do not reflect the probability of an accident. APZs follow the departure arrival, and pattern flight tracks of a runway and are based on historical data. DOD provides APZs as a planning tool to assist local government entities with land use planning and future land use development. The DOD defines three APZs, the Clear Zone, APZ I, and APZ II. The Clear zone extends beyond the runway and has the highest accident

potential. APZ I extends beyond the Clear Zone. APZ II extends beyond APZ I. Accidents would most likely occur in the Clear Zone and would be more likely in APZ I than APZ II.

There are three safety zones that extend from the ends of runways: Clear

Zone (CZ) and APZ I and APZ II. The CZ begins at each end of the runway. At Offutt AFB, the Runway 12 CZ measures 3,000 feet wide by 3,800 feet long and the Runway 30 CZ measures 3,000 feet wide by 3,997 feet long. This is the area that has the highest potential of an aircraft incident. It is recommended that no development occur in the CZ unless it is a use that is needed for safe operations of aircraft. The APZ I is an area beginning at the end of each CZ at a width of 3,000 feet and a length of 5,000 feet. The APZ II is an area that begins at the end of each APZ I and is 3,000 feet wide by 7,000 feet long. These areas have lower potential for accidents and therefore have less restrictive development restrictions





Offutt AFB Mission Operations

Offutt AFB is home to the 55th Wing. The 55th Wing is the largest wing in Air Combat Command and the second largest in the Air Force. Offutt AFB houses the 557th Weather Wing, USSTRACOM, and the USAF Heartland of America Band.

Offutt AFB provides information for the President and Secretary of Defense on enemy intentions, locations, capabilities and predicted operations. The installation also provides patient-centered care, world class mission support, and communication support during operations. With the multiple missions that Offutt AFB provides, the main supporting action is the installation's ability to provide a safe command and control platform for the President and DOD to carry out their missions during a time of national crisis. Current flight operations at Offutt AFB include straight out departures and in approach, overhead landing patterns, radar closed patterns, closed patterns, and re-entry visual flight rule patterns.

“Provide dominant intelligence, surveillance, and reconnaissance (ISR); electronic attack (EA); command and control (C2); and agile combat support to national leadership and warfighters across the spectrum of conflict – any time, any place.”

– Mission of the 55th Wing

Compatible Use

To protect public health, safety and welfare, land use should be compatible with AFB noise zones, APZs, and Clear Zones. Land use activities outside of the AFB boundaries fall under the jurisdiction of local governments and can have an impact of DOD operations in the area. The JLUS encourages local governments to restrict development that could endanger safety or comprise aircraft operations.

The AICUZ compatibility guidelines encourage noise sensitive land uses (e.g., residential units, theaters, etc.) to be placed outside high noise zones and discourage people intensive uses in APZs. Table 1 provides a general overview of land use compatibility recommendations within noise zones and APZs.

The Federal Aviation Administration (FAA) and DOD have defined flight safety zones (imaginary surfaces) below aircraft arrival and departure flight tracks and surrounding the airfield. To ensure safety, the heights of structures and vegetation are restricted in these zones. The FAA and DOD height standards are presented in the U.S. Code of Federal Regulations, Title 14, Part 77, “Objects Affecting Navigable Airspace.” The FAA must be notified of any development that is inconsistent with height standards. Additional hazards include:

- Uses that would attract birds
- Lighting (direct or reflected) that would impair pilot vision
- Uses that would generate smoke, steam, or dust
- Electromagnetic interference (EMI) with aircraft communication, navigation, or other electrical systems