

What is AICUZ?

Air Installation Compatible Use Zone (AICUZ) is a program concerning people, their comfort, safety, and protection. This brochure briefly summarizes the AICUZ study--an extensive analysis of the effects of noise, aircraft accident potential, and land use and development upon present and future neighbors of Robins Air Force Base. AICUZ seeks a cooperative understanding and a reasonable solution to this intricate problem.

Is there a problem?

Military airfields attract development to immediate surrounding areas. In the absence of compatible land use controls, inappropriate uses may be made of property near or adjacent to the installation causing eventual conflicts between flight operations and landowners. Because land close to Robins AFB is subject to high noise levels and aircraft accident potentials, certain types of development are not suitable.

What has been done?

Robins AFB 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 7:00 a.m. and 10:00 p.m. Practice approach and departure operations are normally conducted during daylight hours when expected noise disruptions are less than they would be during evening hours. Robins AFB spent more than \$400,000 on a hush house in 1978 and \$1.5 million on blast defectors in 1982 to minimize the impact from the noise of ground engine run-ups. The Georgia Air National Guard plans to spend \$1 million to build a T-9 sound suppressor. Flight pattern altitudes and the runway approach angles have been adjusted over the years in an effort to reduce noise impacts while maintaining safe operations. The base has demonstrated a spirit of cooperation by participating with communities in the area-wide planning process. Continued cooperation by Robins AFB, local governments, and the local populace will further reduce potential land use conflicts. This action will help insure that future land use is compatible and beneficial.

What are the benefits?

In addition to protecting the public safety and health, primary benefits include protecting the taxpayer's investment in national defense provided by Robins AFB and protecting economic benefits to the surrounding communities generated by base activities and employment. The local economy is enhanced by Robins AFB's expenditures for salaries, contracts, construction, retirement pay, tuition aid to schools, health insurance payments, and off-base accommodations for travelers. Robins AFB employed over 17,010 people in Fiscal Year 1997 with an annual payroll of \$650,912,789 million. Furthermore, Robins AFB spent approximately \$1.8 billion on construction and service, equipment, and supply contracts. While shrinking budgets challenge the leadership at Robins AFB, the base continues to be a strong partner in the economic future of the region.

Why AICUZ now?

Land development in the vicinity of Robins AFB is ongoing and expected to accelerate. Modifications to flight operations at Robins AFB have resulted in changes to the noise contours outlined in the 1993 AICUZ report. Information provided in the AICUZ report is intended to offer assistance to those planning the future of Houston, Bibb, and Twiggs Counties and their communities. By using the updated AICUZ map and information provided in the AICUZ Study, neighboring communities are better equipped to make land use decisions and adopt land use controls which are compatible with Robins AFB, yet able to accommodate growth.

What does AICUZ mean to me?

AICUZ means protection of the public safety and health as well as protection of the Air Force's national defense mission. The AICUZ itself is a composite of many factors: average noise levels, accident potential, and aircraft flight paths and altitudes. Noise and accident potential zones reflecting current conditions have been combined and displayed on the contour map shown on page 6.

The numbers 65 dB through 80 dB indicate the average sound levels in decibels using the Day-Night Average A-Weighted Sound Level (DNL) metric for describing the noise environment. DNL is the energy-averaged sound level measured over 24 hours, with a 10 dB penalty applied to nighttime (10:00 p.m. to 7:00 a.m.) sound events to account for increased annoyance from late night noise.

The clear zones and accident potential zones (APZs) are based upon statistical analysis of past DoD aircraft accidents. The clear zone, the area closest to the runway end, is the most hazardous. The overall risk is so high that DoD generally acquires the land through purchase or easement to prevent development. APZ I is an area beyond the clear zone that possesses a significant potential for accidents. APZ II is an 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 which the Federal Aviation Administration (FAA) and DoD have identified for height limitations. Air Force obstruction criteria are based upon those contained in Federal Aviation Regulation Part 77, Subpart C.

The accompanying generalized land use charts and AICUZ map provide a quick reference to the various noise and accident potential zones around Robins AFB. More detailed information can be found in the Robins AFB 1998 AICUZ Study, Volume I.

COMPATIBILITY CHART*

LAND USE/AIRCRAFT NOISE

DNL NOISE CONTOURS

Generalized Land Use	65-69 dB	70-74 dB	75-79 dB	80+ dB
Residential	No ¹	No ¹	No	No
Manufacturing	Yes	Yes	Yes	Yes
Transportation, Communications, and Utilities	Yes	Yes	Yes	No
Trade, Business, and Offices	Yes	Yes	Yes	No
Shopping Districts	Yes	Yes	Yes	No
Public and Quasi-Public Service	Yes	No ¹	No ¹	No
Recreation	Yes	Yes	No	No
Public Assembly	Yes	No	No	No
Agriculture and Mining	Yes	Yes	Yes	Yes

¹Unless sound attenuation materials are installed.

*This chart is for general information. Refer to Volume I, Figure 4 for specific land uses and guidelines.

COMPATIBILITY CHART*
LAND USE/ACCIDENT POTENTIAL ZONES

ACCIDENT POTENTIAL ZONES

Generalized Land Use	Clear Zone	APZ I	APZ II
Residential	No	No	Yes ¹
Manufacturing	No	Yes ²	Yes ²
Transportation, Communications, and Utilities	No	Yes ²	Yes ²
Trade, Business, and Offices	No	Yes ²	Yes ²
Shopping Districts	No	No	Yes ²
Public and Quasi-Public Service	No	No	Yes ²
Recreation	No	Yes ²	Yes ²
Public Assembly	No	No	No
Agriculture and Mining	No ³	Yes ²	Yes ²

¹Suggested maximum density 1 dwelling unit per acre.

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

³Except limited agricultural uses are permitted.

*This chart is for general information. Refer to Volume I, Figure 4 for specific land uses and guidelines.

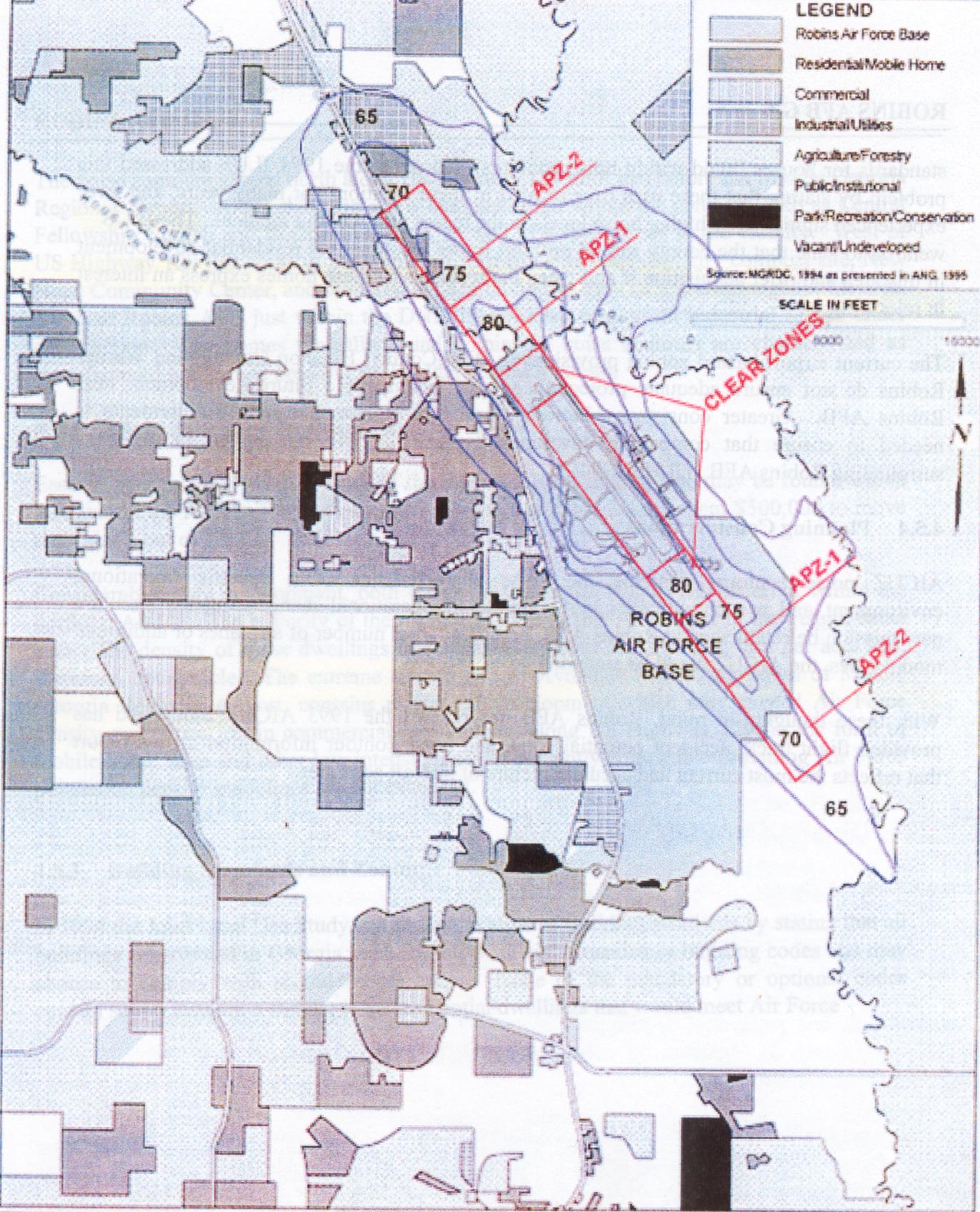


FIGURE 5
**ROBINS AFB
 GENERALIZED
 EXISTING LAND USE**
 AICUZ STUDY



How can I help?

Historically, the citizens of Houston, Bibb, and Twiggs Counties and the personnel of Robins AFB have worked together in cooperative and harmonious efforts to better serve the needs and desires of all concerned. We have collectively found solutions, which have maximized the benefits of Robins AFB while minimizing annoyances. If the future of Robins AFB is to be as bright as its past, you, the citizens of Houston, Bibb, and Twiggs Counties need to participate in achieving a suitable resolution of our mutual concerns. We request your careful and considered review of the recommendations contained in Robins AFB's AICUZ report.

Who prepared the AICUZ Study?

The AICUZ report was developed by many concerned people at Robins AFB under supervision of Headquarters United States Air Force and Headquarters Air Force Materiel Command. The complete report is available at Robins AFB from the Public Affairs Office, and copies have been placed in local public libraries and are on file with the Houston Recorder. Only the major points of the complete AICUZ report are included in this brochure.