
Citizen's Brochure

for the

452d Air Mobility Wing

Air Installation Compatible Use Zone Study



March Air Reserve Base, California



August 2005

What is AICUZ?

The Air Installation Compatible Use Zone (AICUZ) program concerns people, and their comfort, safety, and protection. This pamphlet briefly summarizes the 2005 March Air Reserve Base (ARB) AICUZ Study, an extensive analysis of the effects of aircraft noise, accident potential, and compatible land use and development upon present and future neighbors of the March ARB. The AICUZ program 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 properties near or adjacent to the installation causing eventual conflicts between flight operations and surrounding landowners. Because land close to March ARB is subject to aircraft noise and accident potential, certain types of development are not suitable.

What has been done?

The March ARB has attempted to be a good neighbor by restricting flying activities that could adversely affect its neighbors. For example, the majority of base-assigned aircraft flying operations are conducted between dawn and dusk, Monday through Saturday. Practice approach and departure operations are also normally conducted during these hours. However, flying operations are not limited to these flying times. In addition to the base-assigned aircraft, civilian and cargo aircraft operations are conducted by the March Joint Powers Authority and the California Department of Forestry. Civilian and cargo operations are conducted during the day, evening, and nighttime hours. 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 surrounding communities in the areawide planning process. Continued cooperation by the March ARB, local governments, and the local populace will further reduce the potential for land use conflicts. This action will help ensure that future land uses will be compatible and beneficial.

What are the benefits?

In addition to protecting public safety and health, primary benefits include protecting the taxpayers' investment in national defense represented by March ARB, and protecting economic benefits to the surrounding communities generated by base activities and employment. March ARB's

expenditures for salaries, contracts, construction, retirement pay, tuition, aid to schools, health insurance payments, and off-base accommodations for travelers enhance the local economy. In 2004, March ARB employed nearly 9,167 people with an annual payroll of about \$153 million. Through service and construction contracts, including primary and secondary employment and payrolls, more than \$423 million enters the local economy. While shrinking budgets challenge the leadership at March ARB, the installation continues to be a strong partner in the economic future of the local communities.

Why AICUZ now?

March ARB has recently been approved to base C-17 aircraft. Modifications to flight operations at March ARB have resulted in changes to the noise contours outlined in the 1998 AICUZ Study. Information provided in the 2005 AICUZ Study is intended to offer assistance to those planning the future of March ARB's adjacent townships. By using the updated noise modeling program and information provided by Base personnel and the March Joint Powers Authority, neighboring communities are better equipped to make land use decisions and adopt land use controls which are compatible with March ARB, yet able to accommodate growth.

What does AICUZ mean to me?

The AICUZ program means protection of public safety and health as well as protection of the Air Force's national defense mission, which includes training pilots. The AICUZ program itself is a composite of many factors: average noise levels, aircraft flight paths and altitudes, and accident potential. The noise contour map identifies the clear zone and accident potential zones, as well as the noise zones in increments of 5 decibels (dB), ranging from a Community Noise Equivalent Level (CNEL) of 60 to 80 dBA. The noise zones depict the average sound levels for a particular area using a CNEL system for describing the noise environment. The accompanying Land Use/Aircraft Noise Compatibility Guidelines table provides a quick reference of compatible land uses for the various noise and accident potential zones around March ARB. More detailed information can be found in the updated March ARB AICUZ Study.

How can I help?

Historically, the citizens of the cities of Riverside, Perris, and Moreno Valley; and Riverside County have worked with March ARB personnel in cooperative efforts to better serve the needs and desires of all parties concerned. March ARB

has collectively found solutions, which have maximized benefits to the local communities and to March ARB. If the future of March ARB is to be as bright as its past, you, the citizens of the cities of Riverside, Perris, and Moreno Valley; and Riverside County need to participate in the solution of our mutual concerns. We request your careful and considered review of the recommendations contained in the 2005 March ARB AICUZ Study. In brief, these recommendations include

- (a) The AICUZ Study should be adopted as an official guideline for future planning.
- (b) Zoning ordinances for local communities should be adopted, or modified, to reflect the compatible land uses outlined in the March ARB AICUZ Study.
- (c) Final development plans should have notices identifying the potential of aircraft overflight.
- (d) Fair disclosure ordinances should be enacted to specify disclosure to the public of those AICUZ items directly related to operations at March ARB.
- (e) Height control of structures near flight paths should be regulated by incorporation into zoning ordinances.
- (f) Comprehensive plans should include the land use recommendations of the AICUZ Study.
- (g) Subdivision regulations should provide for rejection of new subdivisions or developments not compatible with

AICUZ land use objectives and provide controls for continued development in existing subdivisions.

- (h) Building codes should be amended to require noise level reduction efforts for structures to be built in noise zones, where alternative locations are not an option.
- (i) Capital improvement programs should be carefully reviewed to discourage incompatible land use patterns, with particular emphasis on utility extension planning.

Who prepared the AICUZ study?

The AICUZ Study was developed by many concerned people at March ARB. The complete AICUZ Study is available through the Public Affairs Office at March ARB. Only the major points of the complete AICUZ Study are included in this pamphlet.

What are the compatibility guidelines?

The following table lists the compatibility of various land uses with accident potential zones. A more comprehensive summary of land use compatibility with respect to aircraft noise and accident potential is included in Table 3-1 of the complete 2005 March ARB AICUZ Study.

**For further information, contact:
March ARB Base Civil Engineer
951-655-4851**

Land Use/Accident Potential Zone Compatibility Guidelines

<i>Generalized Land Use</i>	<i>Clear Zone</i>	<i>APZ I</i>	<i>APZ II</i>
Residential	No	No	Yes ¹
Manufacturing	No	No ²	Yes
Transportation, communications, and utilities	No ³	Yes ⁴	Yes
Trade, business, and offices	No	Yes ²	Yes
Shopping districts	No	Yes ²	Yes ²
Public and quasi-public services	No	No	Yes ⁵
Recreation	No	Yes ^{6,7,8}	Yes
Public Assembly	No	No	No
Agriculture and mining	No	Yes ⁹	Yes

1. Suggested maximum density of 1–2 dwelling units per acre, possibly increased under a Planned Unit Development where maximum lot coverage is less than 20 percent.
2. Within each land use category, uses exist where further deliberating by local authorities could be needed due to the variation of densities in people and structures. Shopping malls and shopping centers are considered incompatible use in any accident potential zone (CZ, APZ I, or APZ II).
3. The placement of structures, buildings, or aboveground utility lines in the CZ is subject to severe restrictions. In a majority of the CZs, these items are prohibited. See Air Force Instruction 32-7060 and Air Force Joint Manual 32-8008 for specific guidance.
4. No passenger terminals and no major aboveground transmission lines in APZ I.
5. Low-intensity office uses only. Meeting places, auditoriums, and the like are not recommended.
6. Facilities must be low intensity.
7. Clubhouse not recommended.
8. Areas for gatherings of people are not recommended.
9. Factors to be considered: labor intensity, structural coverage, explosive characteristics, and air pollution.

