

10. Has the base or local community conducted any land use studies?

The City of Kingsville entered into a JLUS study in January 2010 and the study is ongoing. As a result, the City of Kingsville and Kleberg County have established the Joint Airport Zoning Board to provide for the oversight and approval of all development projects which might adversely affect the Navy or the Mission of TRAWING Two. The current AICUZ is over ten years old and a new AICUZ will be conducted in the next 12 months. One development of concern is the proposed hotel and apartment complex, west of HWY 77 and East of the current Holiday Inn Express approximately 1.3 miles from the departure end of the 31 dual runways.

A meeting with Jim Wells County judge Saenz resulted in the approval letter for entering into a JLUS with Jim Wells County. The Office of Economic Development has approved the JLUS tentatively to commence in 2011 for Naval Auxiliary landing Field Orange Grove.

The RAICUZ for McMullen Target Complex will be completed in late 2010.

11. Describe military activities conducted by personnel at your installation that may affect use and development of land in close proximity to your installation:

Jet noise for the single-engine T-45 has been the only limiting factor for development to the North and east of the installation. Current sound attenuation curves from the 1998 AICUZ reveal areas approximately one mile North and East as the least desirable areas to develop for anything but commercial enterprise. However, due to slight modification in the flight pattern for runway 31 departures and the future addition of up to 15 Army Blackhawk helos, a new AICUZ study will be conducted which will increase these unfavorable sound curves to a distance of almost two miles.

12. Identify current or foreseeable conflicts between your installations mission and the use and development of land in Texas?

1. Proposed South Texas Wind Group. Proposed 75 - 450' turbines 8.5 miles south of the air field. These turbines pose a significant risk to operations. Siting negotiations ongoing. Preliminary study by ADTI indicated probable loss of aircraft returns below 2300 feet to the South due to Doppler and RCS interference.

2. Proposed Chapman Ranch Wind Farm. 150-300 – 350' turbines proposed 10 miles northeast of the airfield. Working with the Elements group to discuss siting.

3. Kenedy Wind Farm (Penscal) 23.5 miles south of the departure of dual 35 runways. Phase one (150 turbines is complete) Phase two is in progress which will add an additional 75 turbines over the next two years. Visual interference from these wind farms is significant and can currently be blanked by reducing software sensitivity.

4. Hotel and multi-family apartment complex proposed east of Hwy 77 1.3 miles from the departure end of the 31 dual runways. The City of Kingsville has advised the developer that this is a high noise area and has mandated noise attenuation materials and building requirements.

Interaction with Local Government

1. Does the base have a single Point of Contact for coordinating with local governments? The base has three points of contact when coordinating with local Governments.

2. Have local governmental entities provided Points of Contact for the base?

City of Kingsville – yes

Kleberg County – yes

City of Alice – yes

Jim Wells County – yes

City of Orange Grove - yes

3. Describe the process bases uses to identify and address potential land use conflicts with local governments:

Naval Air Station Kingsville has entered a Joint Land Use Study (JLUS) with the City of Kingsville and Kleberg County via ordinance which was implemented in 2010. In the JLUS comprehensive communication triggers are employed by both the military and local governing bodies. These include but are not limited to; aviation easements, real estate disclosures, electromagnetic interference mitigation, sound attenuation requirements, siting and footprint requirements. The JLUS committee meets routinely to discuss land use controls and conflicts. Notification between the entities can be either formal or informal.

4. Do the local governments (county or municipality) have zoning authority over land near the installation? If so have they adopted a land use plan, comprehensive plan or capital improvement plan?

The City of Kingsville has zoning authority over properties extending to approximately one half mile to the west of the air station. The property immediately between the air station and city limits is considered to be within extraterritorial jurisdiction. Generally speaking the city has no zoning authority provided by Texas State Law in extraterritorial jurisdiction. Texas legislation recognized a need to create laws that would allow local governments, where an airport owned or operated by a defense agency was located, to regulate zoning around the airport to allow for the continued operation of the airport and passed Chapter 241 of Texas Local Government Code.

Through the JLUS cooperative agreement the city and county have established a Joint Airport Zoning Board (JAZB) under Chapter 241. This empowers the JAZB to adopt, administer, and enforce airport hazard zoning regulations or airport compatible land use zoning regulations as a political subdivision. The JAZB has adopted the most liberal boundary that extend five miles from the runway ends with a width extending 1.5 miles either side of the imaginary centerline.

5. Do representatives of the installation attend and participate in local government meetings such as planning commissions, city councils, county commissioners courts, etc? If so, to what degree and how often?

Yes. The Installation Commanding Officer (ICO) or their designated representatives meet routinely with city and county officials to discuss current and future encroachment issues. Naval Air Station Kingsville enjoys an open and robust line of communication with our encroachment mitigation partners.

6. What legislative changes could Texas adopt that would enable adoption of local land use controls or promote land use and development that is compatible with your installation mission?

The significant lack of county zoning authority is currently the most deleterious effect on mission sustainment and protection of national assets. County Commissions should not only have the authority to restrict incompatible land use, the commissions should be bound by state law to properly administer guidelines providing for protection of assets and mutual interests.

Additional Inputs

1. Provide any additional comments or recommendation: Kingsville is investigating predictive software solutions to wind farm turbine siting. Currently, two companies have expressed interest in providing studies on a reimbursable basis. These studies would provide negotiating leverage for all installations if proven reliable. Currently seeking funding to conduct predictive studies.

Name of Installation: Randolph Air Force Base

Installation POC: David Carter, Community Planner

Location of Installation: Randolph AFB, Bexar County

Identify Governmental Entities: City of Shertz, City of Universal City, City of Converse, City of Seguin, City of Cibolo, City of Selma, City of Live Oak, Bexar County and Guadalupe County

Three municipalities, Converse, Schertz, and Universal City, surround Randolph AFB on all sides. Selma, Live Oak, and Cibolo are also located within a few miles of the base boundary and are overflown by aircraft accomplishing operations at Randolph AFB. Land under the jurisdiction of Bexar and Guadalupe Counties is interspersed among the surrounding communities south and west of Randolph. Seguin Auxiliary Airfield is near the City of Seguin.

Installation Details

1. Assigned Military Personnel: 17,489 active duty, civilian and contract employees and training for 1,786 students annually
2. Dependents: 5,545
3. Civilian Employees: (see above)
4. Economic Impact: approximately \$1.8 Billion
5. Geographic Size: 5,013 acres
6. Primary Mission: 12th Flying Training Wing
7. Secondary Mission: Host to several Air Force and associate units including Headquarters Air Education and Training Command, Headquarters 19th Air Force, Air Force Personnel Center, Air Force Manpower Agency, Air Force Recruiting Service and Air Force Audit Agency.
8. Tenant Organizations:

39TH FTW
75 ABW
82 TRW
340 FTW
415 FLTF
615 CRW
AFLSA
CPMS
DAPS
DMRIT
DFAS
SAF/AQX
AFSVA
JPPSO

JCS-NASA
OCHR
OSI 4 FIR 0049
OSI DET 110 OLM
OSI DET 401

9. Identify off-installation areas of responsibility: Seguin Auxiliary Airfield & Canyon Lake Recreation Area

10. Has the base or local community conducted any land use studies?

Randolph AFB completed its AICUZ report in April 2008 which afforded the surrounding municipalities more information regarding areas for compatible planning. Randolph has built a strong relationship with its surrounding communities for which those political subdivisions have enacted ordinances to protect the base; however airfield encroachment will be examined in a Joint Land Use Study to identify trends of development which can adversely impact Randolph in the future.

11. Describe military activities conducted by personnel at your installation that may affect use and development of land in close proximity to your installation:

Engine noise for the T-38, T-1 and T-6 aircraft produce noise level (average busy day day/night weighted level at or above 65decibels) (DNL > 65dB) contours that extend beyond the boundaries of the base. This information is briefed and published through the AICUZ program. Flying operations are continuously monitored to examine changes that might affect noise levels. If significant changes occur a revised AICUZ study is conducted. Results are briefed in a public community forum and are published in a study report and citizen brochure made available at base, city and county offices and libraries.

Aircraft Accident Potential Zones (APZ's) have been identified at the ends of each runway, and recommended compatible use restrictions are published in the AICUZ study report. There are relatively few industrial activities on Randolph associated primarily with aircraft, building or vehicle maintenance. Safety and environmental considerations are emphasized. Other activities at Randolph would be commuter related actions of employees who work on base.

12. Identify current or foreseeable conflicts between your installations mission and the use and development of land in Texas:

1. City of Converse: The City of Converse will experience moderate growth in both residential and commercial development in the Randolph vicinity. Residential development, including a portion of the MacArthur Park subdivision, is located in the DNL 65-69 dB zone to the southwest of Randolph AFB in Converse. Residential development will continue directly west of the base and Loop 1604. Commercial uses are anticipated along Loop 1604, immediately west of the base, including a proposed shopping center southwest of the base near the runway 14R/32L transitional surface.

2. City of Universal City: Universal City contains the most development within the Randolph AFB area of influence. Development directly outside the main gate along Pat Booker Road

includes commercial establishments such as restaurants and fast food establishments, service stations and retail stores. Portions of this commercial development are located within APZ I and APZ II off the northwest end of Runway 14R/32L. Residential development also occurs on both sides of Pat Booker Road. Incompatible uses are located in the Northeast APZ I. Rose Garden Elementary School and a residential development exist in the southwest portion and a church is located in the northeast portion of APZ I. Most categories of land use are compatible with the safety criteria established for APZ II with the exception of public/quasi-public and residential densities greater than two dwelling units per acre. The north end of Runway 14L contains land use conflicts, with a residential development exceeding the density limits throughout APZ II.

Several incompatible land uses in Universal City conflict with the Northwest APZ I. A mostly single family residential development is located in the eastern half of APZ I, between Pat Booker Road and the base boundary. An apartment complex and several incompatible commercial uses adjacent to Pat Booker Road are located in the Northwest APZ I. Some residential developments exceed the density limits in APZ II. Olympia Elementary School is located at the extreme northwest corner of APZ II.

Northlake Business Park is a 178-acre business community located off the northwest end of Runway 14R/32L, predominantly falling within APZ I. The business park has grown significantly in recent years, and is now about 50 percent developed. The development generally consists of light industrial, office-warehouse, professional services, and research and technical labs.

The majority of residentially zoned land within Universal City is fully developed. The North Lake Business Park is expected to continue to develop with light industrial, office-warehouse, professional services, and research/technical labs. The majority of the business park is located within the Runway 14R APZ I and is controlled for AICUZ compatible uses by the Perpetual Clear Zone Easement.

Universal City has adopted zoning regulations and a comprehensive plan to guide future development. The updated zoning ordinance was adopted in January 2007. In 1989, a Perpetual Clear Zone Easement was adopted which grants a restrictive use area for the operation of aircraft to and from Randolph AFB. The restrictive use easement is comprised of 188 acres located within APZ I of the northwest end of Runway 14R/32L. This easement grants Randolph AFB the right to regulate or prohibit any proposed use that is deemed detrimental to base flying operations. The easement also grants the Air Force the right to prohibit new construction or alteration of any structure that is inconsistent with the AICUZ study for Randolph AFB.

3. City of Schertz: The portion of Schertz located north of Randolph AFB is primarily zoned for residential uses. Commercially zoned land is located throughout the major road corridors including Interstate 35, FM 78, and FM 1518. Residential development exists in the DNL 65-69 dB zone between Maske Road and FM 78. Smaller areas of residential development occur in the DNL 65-74 dB zone along the eastern Randolph AFB boundary in Schertz. A large amount of undeveloped land to the south and east of Randolph AFB is zoned for agriculture and low-density single family residential; however, a significant area to the southeast is zoned for planned unit development. Eventually, increased residential and mixed-use development will occur to the south and east of the base in Schertz. To protect the public welfare and to ensure the

continued viability of Randolph AFB, Schertz implemented zoning regulations within the Randolph AICUZ noise and accident potential zones. Enforcement of compatible zoning in Schertz should ensure that development within the Runway 14L/32R accident potential zones and adjacent noise zones are compatible with Randolph AFB flying operations.

4. City of Selma: A significant subdivision is under development in southern Selma along FM 1518. Although this development is located outside of the Randolph AFB noise contours, it does fall within the Runway 14L APZ II.

Interaction with Local Government

1. Does the base have a single Point of Contact for coordinating with local governments?

The base has one primary point of contact when coordinating with local Governments. Some technical information is shared between the base community planner and various city planning counterparts, but all official correspondence is coordinated for the Installation Commander by the Base Public Affairs office.

2. Have local governmental entities provided Points of Contact for the base?

City of Shertz – yes

City of Universal City – yes

City of Converse – yes

City of Seguin – yes

County of Bexar and Guadalupe - yes

3. Describe the process bases uses to identify and address potential land use conflicts with local governments:

The Air Force provides the AICUZ Study to local communities to assist them in preparing their local land use plans. In addition to working with local governing entities and planning professionals, the Randolph AFB Base Public Affairs Office works to address complaints and concerns expressed by off-airfield neighbors. Randolph AFB conducts active outreach to the community by meeting with various community groups and speaking with individuals as needed. The Randolph AFB Civil Engineer and Public Affairs Offices work together providing public meetings and informational workshops to disseminate information about base operations, forecasts, plans, and mitigation strategies. We also participate in the IICEP process through the Alamo Area Council of Governments. Randolph AFB recently entered into a Joint Land Use Study (JLUS) with the City of San Antonio, Bexar County and all the surrounding communities.

4. Do the local governments (county or municipality) have zoning authority over land near the installation? If so have they adopted a land use plan, comprehensive plan or capital improvement plan?

All of the surrounding municipalities have adopted standard zoning ordinances and zoning maps to guide and control development. Local governments and planning agencies have developed a strong working relationship with Randolph AFB in matters of development planning. The most influenced municipalities, Schertz and Universal City, have both adopted zoning controls specific to the latest Randolph AFB AICUZ Study recommendations. Converse is zoned with a combination of commercial, residential, and industrial uses. The land adjacent to FM Loop 1604, abutting the western boundary of Randolph AFB, is zoned for commercial uses, with residential zoning directly west of this strip commercial zoning. Land under the jurisdiction of Bexar County, mostly to the southeast of the base, is not zoned and generally remains undeveloped. Guadalupe County land is not zoned, but is primarily located outside of the Randolph AFB area of influence.

5. Do representatives of the installation attend and participate in local government meetings such as planning commissions, city councils, county commissioner's courts, etc? If so, to what degree and how often?

Randolph AFB is prepared to participate in the continuing discussion of land use matters as they may affect, or may be affected by the Base. Base personnel also are available to provide information, criteria, and guidelines to state, regional, and local planning bodies, civic associations, and similar groups. Copies of the AICUZ Study, including maps, are provided to regional planning departments and zoning administrators. The Base coordinates closely with surrounding communities and counties on zoning and land-use issues. Through this communication process, the Base reviews applications for development or changed use of properties within the noise impact and safety areas, as well as other nearby parcels.

6. What legislative changes could Texas adopt that would enable adoption of local land use controls or promote land use and development that is compatible with your installation mission?

Randolph AFB has no suggestions for legislation at this time, but would like to reserve the opportunity to comment on issues that may be highlighted by the JLUS currently in progress.

Additional Inputs

1. Provide any additional comments or recommendation: NA

Name of Installation: Sheppard Air Force Base

Installation POC: Kim Gilkerson/Community Planner/DSN: 736-5690 or k.gilkerson.ctr@sheppard.af.mil

Location of Installation: Sheppard AFB, Texas, Wichita County

Identify Governmental Entities: City of Wichita Falls, City of Cashion, City of Burkburnett, City of Iowa Park, Wichita County

Installation Details

1. Assigned Military Personnel: 8,533
2. Dependents: 6,106
3. Civilian Employees: APF: 1,179, NAF/Contract/Private Business: 2,560
4. Economic Impact: \$998M
5. Geographic Size: 5,736 Acres
6. Primary Mission: Develop and Deliver the World's Finest Technically Skilled and Combat Ready Warriors.
7. Secondary Mission: Provide combat airpower by producing top-quality combat pilots for the NATO Alliance.

8. Tenant Organizations:

- 82D Training Wing (Host)
 - 82d Training Wing Staff Agencies
 - 82d Comptroller Squadron
 - 82d Medical Group
 - 82d Aerospace Medicine Squadron
 - 82d Dental Squadron
 - 82d Medical Operations Squadron
 - 82d Medical Support Squadron
 - 82d Mission Support Group
 - 82d Civil Engineer Squadron
 - 82d Communications Squadron
 - 82d Contracting Squadron
 - 82d Logistics Readiness Squadron
 - 82d Force Support Squadron
 - 82d Security Forces Squadron
 - 82d Training Group
 - 361st Training Squadron
 - 362^d Training Squadron

- 363^d Training Squadron
- 782d Training Group
 - 364th Training Squadron
 - 365th Training Squadron
 - 366th Training Squadron
- 882d Training Group
 - 882^d Training Support Squadron
 - 381st Training Squadron
 - 382^d Training Squadron
 - 383^d Training Squadron
- 982d Training Group
 - 982^d Maintenance Squadron
 - 372^d Training Squadron
 - 373^d Training Squadron
- 80th Flying Training Wing
 - 80th Operations Group
 - 80th Operations Support Squadron
 - 88th Fighter Training Squadron
 - 89th Flying Training Squadron
 - 90th Flying Training Squadron
 - 459th Flying Training Squadron
 - 469th Flying Training Squadron
 - 97th Flying Training Squadron (AFRC)
 - 80 FTW Maintenance (DynCorp Contract)
- Air Force Audit Agency (AFAA) Detachment 270
- Army-Air Force Exchange Service (AAFES)
- Document Automation & Production Service (DAPS)
- Defense Commissary Agency (DeCA)
- Defense Reutilization and Marketing Service (DRMS)
- USAF Trial Judiciary Area Defense Council
- US Marine, Navy, and Army Liaisons
- Union Square Federal credit Union
- Air Force Office of Special Investigations (AFOSI) Detachment 411
- Air Force Guard and Reserve Liaisons
- American Red Cross
- Civil Air Patrol
- Defense Investigative Services
- Sheppard Bank
- US Army Corps of Engineers
- US Post Office
- Defense Logistics Agency

9. Identify off-installation areas of responsibility:

Frederick Municipal Airport - Ingrant Lease between City of Frederick OK and Sheppard AFB TX for joint use of runway for aircraft landings, take-offs, flight operations, exclusive use of a hangar and exclusive use of land for the operation and maintenance of a Fire Station and two (2) Runway Control Structures (RCSs). Current lease executed 1 July 2006 for a 20 year period.

Sheppard Recreation Site at Lake Texoma - Ingrant Permit (DA-34-0660CIVENG-57-9) executed 1 June 1956 for an indefinite period with Department of the Army for 430 acres and use of Lake Texoma area for a recreational annex for Sheppard AFB personnel.

10. Has the base or local community conducted any land use studies? If so please summarize the findings:

The current AICUZ is over ten years old and a new AICUZ will be conducted in the next 18 months. We are scheduled for a noise study in the next three months, and the City of Wichita Falls has requested a JLUS. One development of concern is the apartment complex east of HWY 240 and south of the base approximately 1.3 miles from the approach end of runway 35, and approximately 2 miles from the approach end of runway 33L.

11. Describe military activities conducted by personnel at your installation that may affect use and development of land in close proximity to your installation:

The current noise level contours emanating from Sheppard AFB based on the 1999 AICUZ are the only limiting factors for future development to the surrounding property of the installation. More issues may arise from the outcome of the new AICUZ study due to the retirement of the T-37 and its replacement, the T-6. Possible new missions, such as the EOD Preliminary Course from Lackland AFB, could cause new limiting factors to the easements on the northwest side of the base to be determined at a later date when it has been decided where the course will be relocated.

12. Identify current or foreseeable conflicts between your installations mission and the use and development of land in Texas? This includes development in close proximity as well as development that could negatively impact areas identified in number 9 above.

1. Proposed ONCOR Transmission Lines. ONCOR Electric Delivery Company LLC has proposed construction of a new 345kV transmission line that will extend from the Riley substation near the Oklaunion plant in Wilbarger County to the Krum West Switching station in Denton County. This line is proposed to be built adjacent to the north and east sides of Sheppard, which poses a real potential threat to current and future ground missions and flight operations at Sheppard.
2. Proposed Multi-site Large Wind Turbines. Propose five on installation locations for 389-200 ft. high wind turbines. RADAR experts from AFFSA have determined that there would be many radar interference problems at the proposed locations. A more in depth look at the proposed locations and interference is necessary if this is pursued further.
3. Proposed Cell Phone Tower. Proposed AT&T Communications tower NE of the intersection of FM2345 and Burnett Ranch Road. Height not known at this time.

Interaction with Local Government

1. Does the base have a single Point of Contact for coordinating with local governments?

The base has several points of contact when coordinating with local Governments.

2. Have local governmental entities provided Points of Contact for the base?

City of Wichita Falls – yes

Wichita County – yes

City of Burkburnett – yes

City of Iowa Park – yes

3. Describe the process bases uses to identify and address potential land use conflicts with local governments:

Although not required, the base coordinates regularly with members of the local governments via the Sheppard Military Affairs Committee, which represent several cities within Wichita County. Wichita County and the City of Wichita Falls have expressed interest in entering into a Joint Land Use Study (JLUS) in early FY11.

4. Do the local governments (county or municipality) have zoning authority over land near the installation? If so have they adopted a land use plan, comprehensive plan or capital improvement plan?

Under the Airport Zoning Ordinance, the City of Wichita Falls has zoning authority over properties that extend out into the city's extraterritorial jurisdiction. The property immediately between the air station and the city limits is considered to be within extraterritorial jurisdiction. The zoning ordinance referenced above bases the determined compatible land uses and boundaries off of the 1999 AICUZ study provided by Sheppard AFB.

Neither the City of Burkburnett nor the City of Cashion has zoning authority over properties near the installation.

Generally speaking the city has no zoning authority provided by Texas State Law in extraterritorial jurisdiction. Texas legislation recognized a need to create laws that would allow local governments, where an airport owned or operated by a defense agency was located, to regulate zoning around the airport to allow for the continued operation of the airport and passed Chapter 241 of Texas Local Government Code.

5. Do representatives of the installation attend and participate in local government meetings such as planning commissions, city councils, county commissioners courts, etc? If so, to what degree and how often?

Yes. The Installation Commander or their designated representatives meet routinely with the city and county officials to discuss current and future encroachment issues. Sheppard AFB has an open and vigorous line of communication with our local governmental partners.

6. What legislative changes could Texas adopt that would enable adoption of local land use controls or promote land use and development that is compatible with your installation mission?

The significant lack of county zoning authority is currently the most deleterious effect on mission sustainment and protection of national assets. County Commissions should have the ability to conduct intelligent land use planning in the vicinity of installations.

Additional Inputs

1. Provide any additional comments or recommendation: None