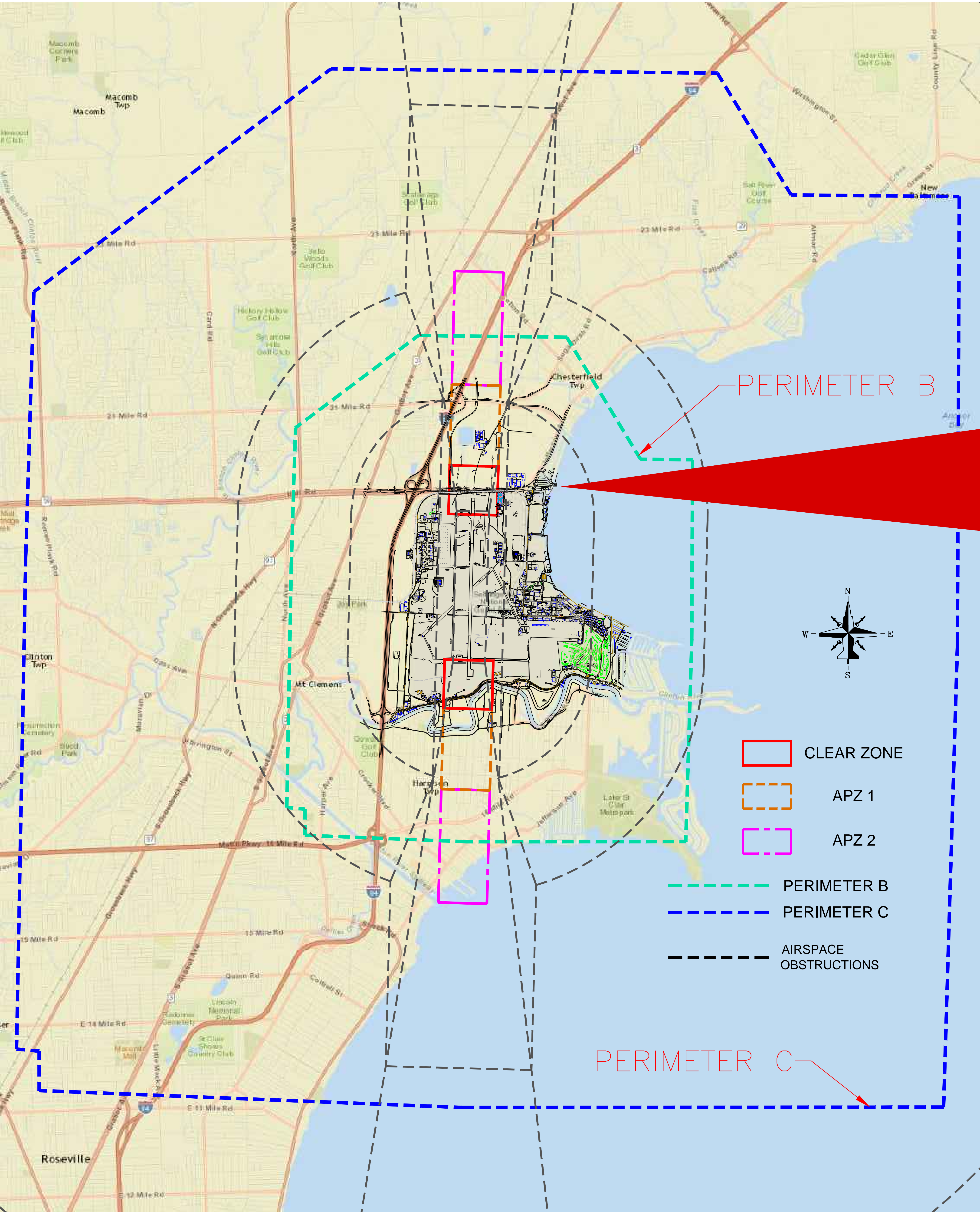
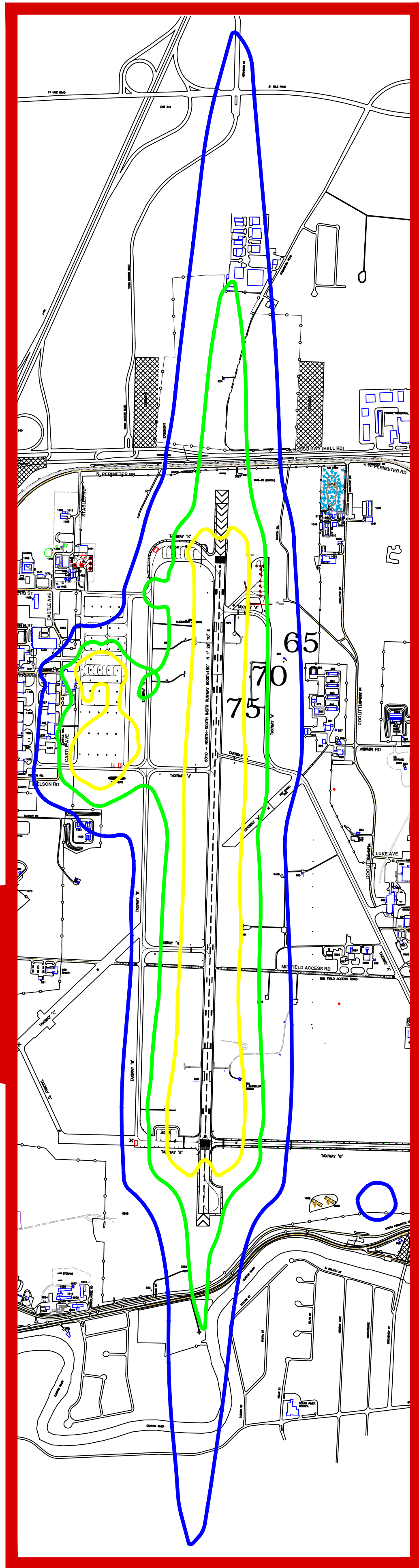


# SELFRIDGE ANGB AREA DEVELOPMENT CONCERNS

## "CLEAR ZONE, ACCIDENT POTENTIAL ZONES & FAA RECOMMENDED WILD LIFE ATTRACTANT SEPARATION DISTANCES"



## "AICUZ NOISE ZONES"



### What does AICUZ mean to me?

AICUZ means protection of the public safety and health as well as protection of the USAF's national defense mission. The AICUZ itself is a composite of many factors: average noise levels, accident potential, and aircraft flight paths and altitudes. The noise and accident potential zones (APZs), as well as FAA Separation distances have been displayed on the figures titled, "Clear Zone, Accident Potential Zones, and FAA Recommended Wild Life Attractant Separation Distances" and AICUZ Noise Zones. The number 65 decibels (dB) through 80 dB indicate the average sound levels in dB for a particular area using the Day-Night Average Weighted Sound Level (DNL) metric for describing the noise environment. The clear zones (CZs) and APZs are based upon statistical analysis of past DoD aircraft accidents. The CZ, the area closest to the runway end, is the most hazardous. Very few land uses are considered compatible with this area and the DoD generally acquires the land through purchase or easement to prevent development. APZ I is an area beyond the CZ that possesses an elevated potential for accidents. APZ II is an area beyond APZ I having a lower, but still elevated, potential for accidents. While aircraft accident potential in APZs I and II does not warrant acquisition by the USAF, land use planning and controls are strongly encouraged in these areas for the protection of the public. The AICUZ map and the generalized land use charts (See Tables 1 and 2) provide a quick reference to the various noise zones and APZs around the base.

Additional constraints involves areas which the Federal Aviation Administration (FAA) and DoD have identified for height limitations and areas (separation zones) where certain types of development could increase Bird/Wildlife-Aircraft Strike Hazard (BASH), as identified in Federal Aviation Advisory Circular 150/5200-33B. USAF obstruction criteria are based upon those contained in the FAA Regulation Part 77, Subpart C and current guidance. The risk of BASH events is elevated when features near the airbase become more attractive to birds. More detailed information on land use recommendations, height restrictions, and BASH concerns can be found in the Selfridge ANGB AICUZ Report.

### How can I help?

The AICUZ program is intended to assist in developing land use policies and regulations that maximize mission flexibility while minimizing annoyance and other adverse impacts of aircraft operations on the surrounding community. If the future of Selfridge ANGB is to be as bright as its past, you, the citizens and government officials of Macomb County, Harrison Township, and Chesterfield Township need to participate in minimizing future incompatible development. We request your careful review of the recommendations contained in the Selfridge ANGB AICUZ report and attachments to include FAA AC 150/5200-33B as an essential step in this process.

### How can I get the AICUZ Report?

The complete report is available for review at the Selfridge ANGB Public Affairs Office and online at the 127 Wing website ([www.127wg.af.mil](http://www.127wg.af.mil)), under the resources tab). The AICUZ report is prepared to educate communities and their governments on the planning challenges posed by the flying mission of Selfridge ANGB. To promote compatible land use around Selfridge ANGB, that is to protect the populace from aircraft noise and protect the installation flying mission, the AICUZ study encourages the following:

- Incorporate AICUZ policies and guideline into the local planning process. Use overlay maps of the AICUZ noise contours, APZs, and separation zones identified in Federal Aviation Circular FAA AC 150/5200-33B Titled, "HAZARDOUS WILDLIFE ATTRACTANTS ON OR NEAR AIRPORTS".
- Use Compatibility Guidelines to evaluate existing and future land use proposals. Continue to inform Selfridge ANGB of planning and zoning actions that have the potential of affecting base operations.

### What are Federal Aviation Administration Advisory Circular Advisory Circulars (FAA AC)?

The FAA Advisory Circular (AC) provides guidance pertaining to certain land uses with the potential to attract hazardous wildlife on or near airports. It also discusses airport development projects (including airport construction, expansion, and renovation) affecting aircraft movement near hazardous wildlife attractants.

The FAA recommends following the guidance in AC 150/5200-33B by land-use planners, operators of non-certificated airports, and developers of projects, facilities, and activities on or near airports. For Selfridge the following two separation distances identified in FAA AC 150/5200-33B are applicable:

Perimeter B: AIRPORTS SERVING TURBINE-POWERED AIRCRAFT.

Airports using Jet-A fuel normally serve turbine-powered aircraft. Notwithstanding more stringent requirements for specific land uses, the FAA recommends a separation distance of 10,000 feet at these airports for any of the hazardous wildlife attractants mentioned. This distance is to be maintained between an airport's Airfield Operation Area (AOA) and the hazardous wildlife attractant.

Perimeter C: PROTECTION OF APPROACH, DEPARTURE, AND CIRCLING AIRSPACE.

For all airports, the FAA recommends a distance of 5 statute miles between the farthest edge of the airport's Airfield Operation Area (AOA) and the hazardous wildlife attractant if the attractant could cause hazardous wildlife movement into or across the approach or departure airspace.

### What is considered a wildlife hazard attractant by FAA under FAA AC 150/5200-33B?

GENERAL (Don't Feed the Birds)  
WASTE DISPOSAL OPERATIONS  
WATER MANAGEMENT FACILITIES  
WETLANDS  
DREDGE SPOIL CONTAINMENT AREAS  
AGRICULTURAL ACTIVITIES  
GOLF COURSES  
LANDSCAPING AND OTHER LAND-USE CONSIDERATIONS  
SYNERGISTIC EFFECTS OF SURROUNDING LAND USES

Detail descriptions of hazards and management practices applicable to each hazard are explained in the Advisory Circular, which is available at the Selfridge ANGB Public Affairs Office and online at the 127 Wing website ([www.127wg.af.mil](http://www.127wg.af.mil)), under the resources tab).

COMPATIBILITY CHART* LAND USE/ACCIDENT POTENTIAL ZONES				Table 1
Generalized Land Use	ACCIDENT POTENTIAL ZONES			
	Clear Zone	APZ I	APZ II	
Residential	No	No	Yes <sup>1</sup>	
Manufacturing	No	Yes <sup>2</sup>	Yes <sup>2</sup>	
Transportation, Communications, and Utilities	No	Yes <sup>2</sup>	Yes <sup>2</sup>	
Trade, Business, and Offices	No	Yes <sup>2</sup>	Yes <sup>2</sup>	
Shopping Districts	No	No	Yes <sup>2</sup>	
Public and Quasi-Public Service	No	No	Yes <sup>2</sup>	
Recreation	No	Yes <sup>2</sup>	Yes <sup>2</sup>	
Public Assembly	No	No	No	
Agriculture and Mining	No <sup>3</sup>	Yes <sup>2</sup>	Yes <sup>2</sup>	

<sup>1</sup>Suggested maximum density of 1-2 dwelling units per acre.  
<sup>2</sup>Only limited low-density, low-intensity uses recommended.  
<sup>3</sup>Except limited agricultural uses are permitted.  
\*This chart is for general information. Refer to Volume I, Table 4.6-1 for specific land uses and guidelines.

COMPATIBILITY CHART* LAND USE/AIRCRAFT NOISE					Table 2
Generalized Land Use	DNL NOISE CONTOURS				
	65-69 dB	70-74 dB	75-79 dB	80+ dB	
Residential	No <sup>1</sup>	No <sup>1</sup>	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 <sup>1</sup>	No <sup>1</sup>	No	
Recreation	Yes	Yes	No	No	
Public Assembly	Yes	No	No	No	
Agriculture and Mining	Yes	Yes	Yes	Yes	

<sup>1</sup>Unless sound attenuation materials are installed.  
\*This chart is for general information. Refer to Volume I, Table 4.6-1 for specific land uses and guidelines.