Lackland Air Force Base

Total Acres: 8,518 ac.

- Lackland Main Base: 2,712 ac.
- Kelly Field Annex:2,789 ac.
- Lackland Training Annex: 4,017 ac

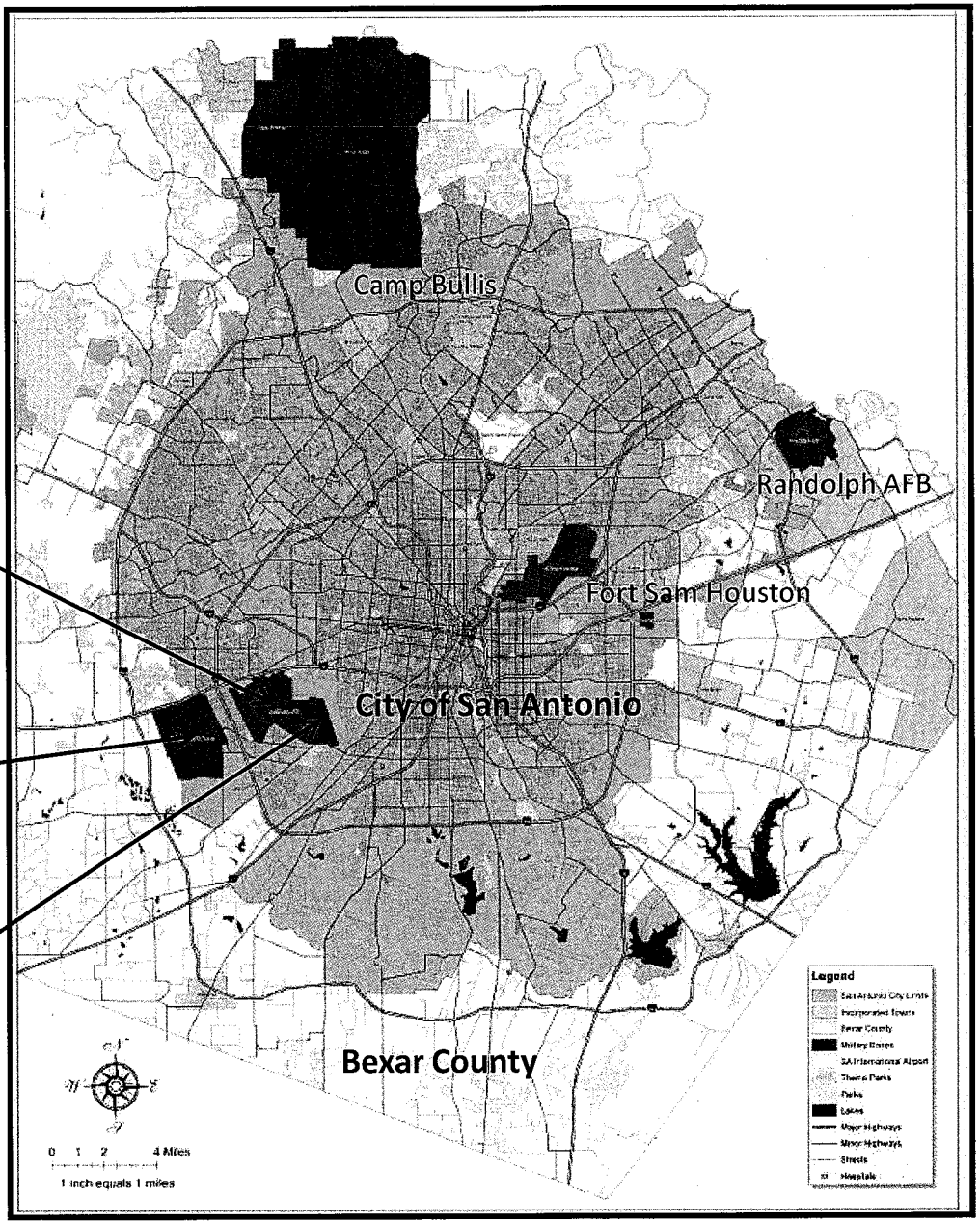
Other (Lease back Property)

- Port San Antonio : 266 ac.

Lackland AFB Main Base

Lackland Training Annex

Kelly Field Annex



Bexar County & City of San Antonio

Name of Installation: Laughlin AFB TX

Installation POC: Jennifer Harris, 47 ISS (P)/CEAO, (830) 298-5067, Jennifer.Harris@laughlin.af.mil

Location of Installation: Val Verde County, TX

Identify Governmental Entities: Val Verde County; City of Del Rio; Kinney County

Installation Details

1. Assigned Military Personnel: 1,532

2. Dependents: 2,506

3. Civilian Employees: 1,694

4. Economic Impact: $300 Million

5. Geographic Size: 5,164 acres (total for all sites)

6. Primary Mission: Student Undergraduate Pilot Training

7. Secondary Mission: Introduction to Fighter Fundamentals

8. Tenant Organizations:

96th Flying Training Squadron
Air Force Office of Special Investigations (AFOSI)
Army and Air Force Exchange Service (AAFES)
Defense Commissary Agency (DECA)
United States Army Corps of Engineers (USACE)
United States Post Office (USPS)
Pinnacle-Hunt (Privatized Housing)
Department of Homeland Security, Office of Inspector General (just approved to move onto installation in February 2010; will arrive fall 2010)

9. Identify off-installation areas of responsibility: Spofford Auxiliary Airfield and NEXRAD Site, Kinney County, TX; Lake Amistad Recreation Area, Val Verde County, TX

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

Laughlin completed an AICUZ update in June 2008 (www.laughlin.af.mil). The majority of the current land surrounding the base and within the noise contours is open space, approximately 8,335 acres. A smaller portion of the land is commercial use, approximately 25 acres, and compatible. In addition, there are 67 acres of residential use within the 65-69 DNL Noise Zone. Of the 67 acres 22 are incompatible with medium density residential use – apartment complex. In addition to the AICUZ, the local community completed a JLUS in August 2008 and is in the

process of applying for a JLUS implementation grant. The issues of greatest potential impact and threat identified in the JLUS were development/actions that would attract more birds and increase the Bird/Wildlife Aircraft Strike Hazard (BASH); high density development underneath the flight tracks and in close proximity to the Accident Potential Zones (APZ); tall structures (i.e. wind turbines and communications towers) within the approach and departure corridors and within the low level flying routes; and potential cross contamination of the only potable water source, San Felipe Springs. The strategies recommended in the JLUS included: establishing a Military Influence Area Zone, prioritizing land/development rights acquisition, educating public on BASH, establishing multiple formal and informal communication processes, encouraging deed restrictions and real estate disclosures, and updating/developing zoning ordinances where applicable.

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

Due to the small land footprint of both the installation and the auxiliary airfield as well as the volume of aircraft in the immediate airspace due to the large training program, the noise and APZs for the installation as well as the auxiliary airfield extend well beyond the property boundaries. Furthermore, Laughlin has 11 low-level flying routes which limit density and types of development under those paths.

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.

Priority 1 is high density development (residential and mass gathering) adjacent to the base underneath the T-6 aircraft flight path. Development will increase the BASH risk (sewage treatment plant, more wildlife closer to the base, etc.) and noise complaints. Recently, (1 April 2010), a developer with property adjacent to Laughlin proposed building a 250-acre lake, which would potentially have major BASH implications.

Priority 2 is wind farms within the low level routes and in proximity to radar equipment. The proposed Anacacho Wind Farm in Kinney County is underneath a low level route as well as approximately 10 miles from the NEXRAD. Not only would it affect training on part of the low level route it would also interfere with the only weather detection capability within this region. Other wind farms in the area are proposed on the Lewis and Burke Ranches NW of the installation. Depending upon the specific locations these wind turbines can limit available flying procedures causing pattern saturation.

Priority 3 is development along the Ports-to-Plains Bypass Loop. The loop (currently under construction) will be located within a few hundred feet of APZ II to the North. The land is currently agricultural use; however, land owners in the vicinity are considering development along the loop. Development will increase the BASH risk at the departure/arrival ends of the runways and noise complaints.

The majority of the land surrounding the installation is within the county and without zoning control. The City of Del Rio and Val Verde County have established a Joint Airport Zoning (JAZ) Board with limited authority five miles off either end of the primary runway and 1.5 miles

to either side with the exception of the portion to the South that falls within Kinney County. Similarly the area surrounding Spofford Auxiliary Airfield is within the county and thus has no zoning control.

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, the Installation Commander, the Mission Support Group Commander, and the Installation Community Planner (planning, land use, etc. related issues)

2. Have local governmental entities provided Points of Contact for the base? Val Verde County (yes); City of Del Rio (yes); Kinney County (yes); City of Brackettville (yes)

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

The installation has established open communications with the City of Del Rio and Val Verde County planning staffs. Any time an action is brought forth to them for review or approval that could impact the base they notify the installation planner who in-turn presents the issue to the installation encroachment working group. In addition, the installation has two technical representatives to the JAZ Board who attend the meetings and coordinate on all permits prior to approval/disapproval by the board. The functional area experts from the installation participated in the JLUS. Furthermore, the installation participates in the JLUS implementation. When proposed actions fall outside the responsibilities of the local governments (i.e. wind farms in low level routes) then the installation is dependent upon notification through the FAA or community groups. The installation is currently working to develop a similar relationship with Kinney County and the City of Brackettville.

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 Del Rio does have zoning authority on a very small portion of land adjacent to the installation (within the city limits) as well as very limited authority within the extraterritorial jurisdiction (ETJ). They do have a comprehensive master plan and are in the process of updating their land use plan and their planning/zoning ordinances. The installation is a coordinating agency in the review process.

Neither Val Verde nor Kinney Counties have zoning authority or a comprehensive master plan.

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?

Joint Airport Zoning Board – monthly – technical representation
City Zoning Ordnance Technical Committee – weekly – technical representation
City Council – as required – attendee/technical representation
County Commissioner's Court – as required – attendee/technical representation
Planning and Zoning Commission – as required – technical representation

Board of Adjustment – as required – technical representation

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?

Since the majority of the land surrounding the installation and the auxiliary airfield is in the county the county should have zoning authority adjacent to the installation to promote compatible development. Or, expand the JAZ Board authority to encompass a larger area. The current boundaries of the JAZ Board area do not include the entire AICUZ footprint let alone address the other encroachment issues not captured in the AICUZ.

Airspace is key to flying missions; however, airspace usually covers several counties. Improved regional communication/notification would help installations know when potentially incompatible events are occurring for example, four counties away. Becoming aware during the FAA approval process is often too late to help influence win-win solutions.

Adequate review time is key to the installation and the local community providing a thorough review with positive results for all. It is difficult in 14 days for an installation and a local community to review a proposal recommend alternatives as required, present to the authoritative government and provide a response back to the originator. Depending upon the nature of the action the installation may need to seek input from subject matter experts not located on the installation. A 30-day period is a more reasonable amount of time.

Additional Inputs

1. Provide any additional comments or recommendation: NA

Name of Installation: Naval Air Station Fort Worth Joint Reserve Base (NAS Fort Worth JRB)

Installation POC:

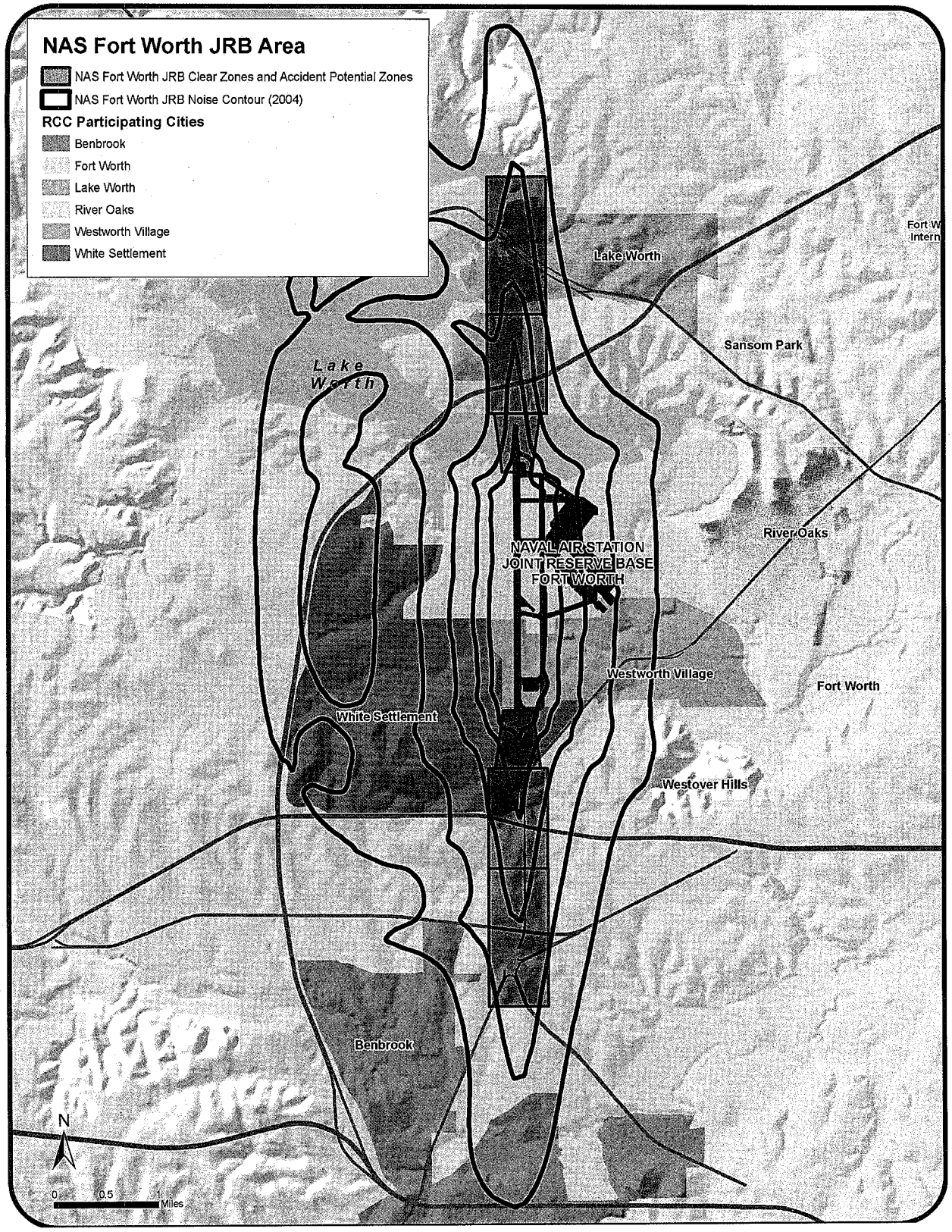
Rachel Wiggins
Community Plans and Liaison Officer (CPLO)
(817) 782-7609
rachel.s.wiggins@navy.mil
1510 Chennault Avenue, NAS Fort Worth JRB, TX 76127

Location of Installation:

Tarrant County, Texas

Identify Governmental Entities:

The installation is surrounded by the cities of Fort Worth, Westworth Village, and White Settlement. Regional dialogue and coordination is on-going with these three entities as well as the cities of Benbrook, Lake Worth, and River Oaks, Tarrant County, and the North Central Texas Council of Governments. The map on the following page shows the installation in relation to the cities listed above.


NAS Fort Worth JRB Area
NAS Fort Worth JRB Clear Zones and Accident Potential Zones
NAS Fort Worth JRB Noise Contour (2004)
RCC Participating Cities
Benbrook
Fort Worth
Lake Worth
River Oaks
Westworth Village
White Settlement
Lake Worth
Sansom Park
Lake Worth
NAVAL AIR STATION
JOINT RESERVE BASE
FORT WORTH
River Oaks
Westworth Village
Fort Worth
White Settlement
Westover Hills
Benbrook
N
0
0.5
1
Miles

Installation Details

1. Assigned Military Personnel:

Active Duty/Full Time Support Military: 2,617

Guard & Reserve: 6,932

2. Dependents:

Total Military X 2.5 = 23,873

3. Civilian Employees:

Civilian Employees: 1,801

4. Economic Impact:

$1.3 billion annually

5. Geographic Size:

2,444 acres

650 acres Lockheed Martin Facility is adjacent to the installation and utilizes the airfield. This acreage is not part of the U.S. Navy installation, but is owned by the Air Force[1].

6. Primary Mission:

The primary mission of NAS Fort Worth JRB is to provide support to the warfighter while providing a quality training environment to all Reservists and Guardsmen in an effective, efficient, and joint manner to ensure the Reserve Force is ready to serve at home and abroad.

7. Secondary Mission:

Not applicable

[1] This facility is known as Air Force Plant 4 and shares the same concerns with incompatible land uses as NAS Fort Worth. Lockheed Martin employs 15,000 employees at AFP 4.

8. Tenant Organizations: [National Guard, Reserve Units, other state/federal entities]

Navy

Navy Operational Support Center Fort Worth

Naval Reserve Intelligence Command

Navy Intelligence Reserve Region Southeast

Commander Fleet Logistics Support Wing

Fleet Logistics Support Squadron 46

Fleet Logistics Support Squadron 59

Commander Tactical Support Wing

9th Naval Construction Regiment

Navy Mobile Construction Battalion 22

Fleet Readiness Center West

Maritime Expeditionary Security Detachment 541

Fleet Industrial Supply Command Detachment Fort Worth

Naval Facilities Command Fort Worth

Branch Medical & Dental Health Clinic

Air Force

10th Air Force HQ

301st Fighter Wing

457th Fighter Squadron

Civil Air Patrol

Marine Corps

Marine Aircraft Group 41

Marine Fixed Wing Air Refueling Transport Squadron 234

Marine Strike Fighter Squadron 112

Marine Aircraft Logistics Squadron 41

Marine Air Squadron 24

Marine Wing Support Squadron 473 Detachment B

14th Marine Regiment Headquarters

8th Marine Headquarters Recruiting

Texas Air National Guard

136th Airlift Wing

Army

Army Reserve 370th Chemical Unit

B Co., 90th Aviation Support Battalion

Corps Support Airplane Company

Other Federal Agencies

Federal Medical Center Carswell, Bureau of Prisons

Army Air Force Exchange Service

Defense Commissary Agency

Employer Support of the Guard & Reserve

U.S. Post Office

9. Identify off-installation areas of responsibility:

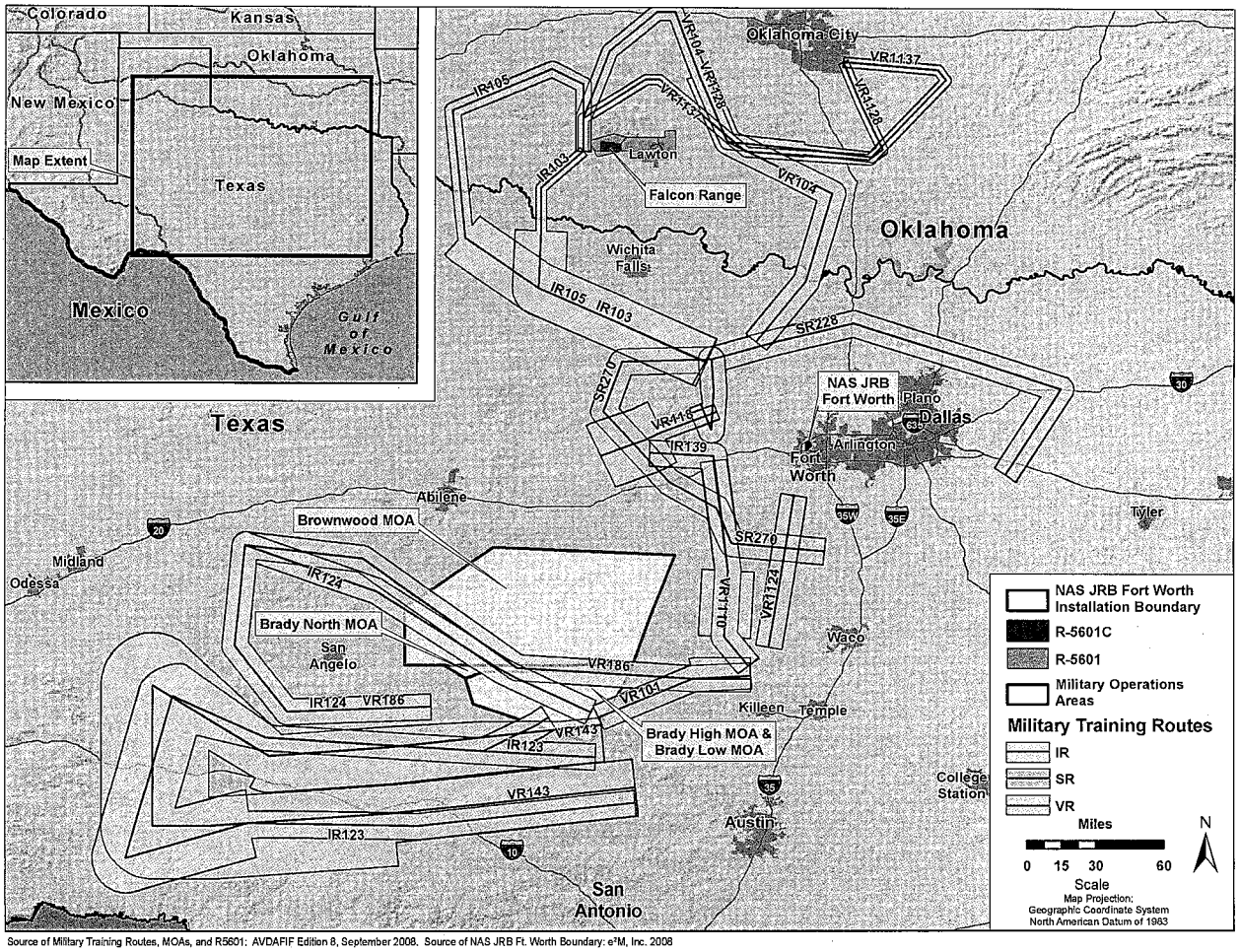
NAS Fort Worth JRB is owned and operated by the Navy. Tenants include all branches of the U.S. military.

The Navy schedules the use of the Brownwood Military Operating Area (MOA), approximately 3,200 square miles of airspace located 60 nautical miles southwest of the installation.

One of the installation's largest tenants is the 301st Fighter Wing (301 FW) of the U.S. Air Force. The 301 FW provides access to training airspace to support aircraft based at NAS Fort Worth JRB and others from throughout the United States. This airspace includes:

- Brady MOA
- Instrument Routes (IR's): 103, 105, 123, 124, and 139.
- Visual Routes (VR's): 101, 104, 118, 143, 186, 1110, 1124, 1128, and 1137.
- Slow Routes (SR's): 228 and 270

There is a diverse list of users of the Navy's Brownwood MOA and the 301 FW training areas listed above. Users come from around the U.S., with heaviest use from units stationed at Texas installations (NAS Fort Worth JRB, Dyess Air Force Base (AFB), Randolph AFB, Laughlin AFB, Sheppard AFB, and NAS Corpus Christi) and Oklahoma installations (Altus AFB and Tinker AFB). Annual use of these training areas was estimated at nearly 15,000 operations in 2005, with the possibility to grow by up to 73% in forecasted scenarios. All of these training areas are shown in the map below. Note that some routes and ranges extend into Oklahoma and include the Falcon Range near Lawton, Oklahoma.



Source of Military Training Routes, MOAs, and R5601: AVDAFIF Edition 8, September 2008. Source of NAS JRB Ft. Worth Boundary: e²M, Inc. 2008

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

The base has conducted Air Installation Compatible Use Zone (AICUZ) studies over time (the most recent is a 2002 AICUZ report, and a similar 2004 Wyle Lab Aicraft Noise Study). The AICUZ is used to identify the military installation's impact area relative to noise and safety. Using the AICUZ Study and the Wyle Lab Report as guides and references, the local governments surrounding the installation completed a Joint Land Use Study in 2008. All of these reports are available at: www.nctcog.org/rcc (or directly by clicking their underlined names above). The 2002 AICUZ reports the following:

- For non-water property off the installation, there are 6,947 acres within the 65 decibel Day Night Sound Level contour (65 db DNL).
- There are 10,742 housing units within the 65 db DNL line. Of these, 7,306 are in an area where they are discouraged by the AICUZ and 2,787 are in an area where they are strongly discouraged. The other 649 are considered incompatible with the AICUZ.

These numbers have not been updated to reflect the 2004 noise study done by Wyle Lab, but they do represent rough-orders-of-magnitude in the installation's vicinity.

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 biggest impact that the mission at NAS Fort Worth JRB produces is related to aircraft activity. The operation of military aircraft creates noise and safety concerns identified in the AICUZ and JLUS reports referenced above. These impacts are described in the map on page 2, which shows both the noise and safety areas surrounding the installation. Noise-sensitive uses such as residences, hospitals, child day care facilities, and schools (among others) are discouraged in areas where high noise is a reality. In addition, accident potential exists under the flight paths just north and south of the installation's runway. Land use recommendations for these zones are provided in the AICUZ and JLUS, consistent with federal land use planning criteria.

In addition, there is on-going discussion about the need to relocate military retail opportunities into the community and to increase available housing stock near the installation to accommodate military personnel and their dependents. This may mean that the need for mission-related uses (retail and housing) near the installation will increase, impacting nearby land use.

There is also a review underway related to truck access routes to the installation. The potential to create a truck gate closer to the highway may impact traffic flow on city streets. The majority of the project should be accomplished on Navy-owned property and early indications are that the impacts will be positive in nature as truck traffic is removed from a busy retail / commercial corridor.

12. Identify current or foreseeable conflicts between your installation's 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. Please rank encroachment issues from the most serious to the less significant and explain potential mission impacts. Examples may include development, wind generated energy facilities, energy transmission facilities, frequency spectrum impedance and interference/capacity, loss of habitat for endangered species, light pollution, noise pollution, air quality, water quality/quantity, cultural/historical sites, existing or proposed city/county ordinances/codes etc. Summarize the current and foreseeable demand for land around the installation in terms of type of demand (e.g. single family residential, etc.) the availability of developable land in the vicinity, the existence of local government land use controls such as zoning ordinances or subdivision regulations, any local land use plans and the types of new development shown in the base vicinity, etc.

The primary conflict that exists near the installation is the existence of residential and commercial properties in the surrounding urban area. Some of this development brings with it storm water runoff that which has the potential to discharge onto the installation runway, impacting mission capabilities during storm events.

It is anticipated that urban development will continue to be a concern in the installations' vicinity due to the continuing rapid urban development in Tarrant County and the existence of undeveloped land near the installation and under its flight paths. For instance, NCTCOG estimates that Tarrant County will grow from its current population of 1,746,082 (2010) to 2,291,723 by the year 2030, or approximately 31% population growth in the next 20 years. It can be predicted that some of this growth will take place in the noise and safety zones surrounding the installation. There are currently no known plans to develop additional housing units in areas of concern surrounding the installation, although that potential exists in broad terms.

Ranges, routes, and training areas throughout Texas are also subject to the on-going pressure related to urban growth and wind farm development. This development can impact radar effectiveness and flight altitudes throughout the State. Wind farm development brings with it possibility of additional transmission lines and other infrastructure that can also create increased height hazards.

Potential development conflicts are monitored and mitigated through voluntary regional dialogue taking place under the auspices of the NAS Fort Worth JRB Regional Coordination Committee (RCC, www.nctcog.org/rcc). The Committee is comprised of local officials who meet bi-monthly to discuss the implementation of JLUS recommendations, on-going zoning changes, and lessons learned related to compatible development surrounding the installation.

Currently, the City of Fort Worth has a sound attenuation ordinance in place surrounding the installation and is exploring the creation of overlay zoning to be applied surrounding the installation and the City's three municipally-owned airports (Meacham, Spinks, and Alliance). The City is also exploring the placement of conservation and avigation easements on City-owned properties in the Clear Zone (CZ) and Accident Potential Zone 1 (APZ 1) north of the installation. In addition, the City of Benbrook has re-zoned all property in the 65 decibel noise contour to compatible use. Both Fort Worth and Benbrook have updated their comprehensive plans to account for land use compatibility surrounding the installation. The other cities participating in the RCC are working with NCTCOG and DOD's Office of Economic Adjustment (OEA) to secure funding for similar updates to their comprehensive plans.

Geographically, the installation is bordered by industrial uses (Lockheed Martin's Air Force Plant 4), bodies of water (Lake Worth and the Trinity River system), and open space (Marion Sansom Park, and Hawk's Creek Golf Club). Because of these natural boundaries, the installation is fairly well-protected from encroachment in its immediate vicinity. However, the existence of undeveloped land in the noise (65 db DNL) and safety (CZ's and APZ's) zones should continue to be monitored by the surrounding communities, particularly north of the installation.

Vacant land across Lake Worth from the installation is located partially within APZ I and is being reviewed by the City of Fort Worth for compatible development opportunities through their "Lake Worth Vision Plan". The installation is working with the RCC and the City to update the preliminary draft plan to include compatible land use in this area.

Interaction with Local Government

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

Yes, Rachel Wiggins, CPLO

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

Yes, the installation works with various elected and staff contacts at each nearby entity through the Regional Coordination Committee (roster and fact sheet are attached). The Commanding Officer, Captain T.D. Smyers is also in regular contact with local elected officials. An informal network of staff members at the cities, County, NCTCOG, and the installation also exists. Recently, this informal network has been connected through the creation of an email listserv.

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

The installation has received informal notices from each city for a number of years. In 2009, as a JLUS implementation effort, this notification process was formalized through the RCC Development Review Web Tool (http://www.nctcog.org/trans/aviation/rcc_review/overview.asp). This Web Tool provides a forum for discussion of various development proposals around the installation. Installation personnel, local government personnel, and regional planners have access to the site and provide comments and feedback on relevant projects that may impact the installation. This site was created to enhance communication and to provide a tool to assist local governments in meeting the intent of Texas Local Government Code Section 397.005 "Consultation with Defense Base Authorities". In addition, the installation is monitoring development trends through participation in the RCC as a non-voting / ex oficio member and through staff contact between the recently-hired CPLO and local government staff members.

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?

Yes, the vast majority of land in the noise and safety zones is located within municipal boundaries and is therefore subject to zoning and long-term municipal planning efforts. Each of the cities has adopted a comprehensive plan, although several of them are out-of-date and may soon be updated using grant funding. In addition, several of the cities have a current Capital Improvement Plan, including projects near the installation. Those which are available online are linked below at the underlined text:

- City of Benbrook: Existing CIP is included as Comprehensive Plan Chapter 17
- City of Fort Worth: CIP is included as Appendices D and E of the Comprehensive Plan
    - Funded and partially-funded: Comprehensive Plan Appendix D
    - Un-funded: Comprehensive Plan Appendix E
- Tarrant County Bond Program

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, on an as-needed basis. Installation representation at such meetings is expected to increase with the recent addition of a full-time CPLO.

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?

- Because zoning authority exists in the vast majority of the area of concern surrounding NAS Fort Worth JRB, additional zoning authority (i.e. in unincorporated areas of the County) is not currently a pressing need in our region. (This is subject to change in the future as missions change.)

- Mandatory disclosure of AICUZ noise and safety locations in real estate transactions (including sales, leases, and rentals) would assist with the reduction of additional incompatible development near NAS Fort Worth JRB.

- In addition, a requirement for the installations to be named as ex oficio members of planning and zoning commissions would help to encourage dialogue, as would mandatory formalized notice and comment requirements on development proposals, including storm water impact reviews.

Additional Inputs

Provide any additional comments or recommendation: NA

Name of Installation: NAS Kingsville

Installation POC: Patrick Paddock, Operations Specialist, (361) 516-6125
patrick.paddock@navy.mil

Location of Installation: NAS Kingsville, Texas, Kleberg County

Identify Governmental Entities: City of Kingsville

Installation Details

1. Assigned Military Personnel: 538

2. Dependants: 3

3. Civilian Employees: 1242

4. Economic Impact: $458M

5. Geographic Size: 16,000 acres total (NQI; NOG; McMullen target Range & Escondido Ranch)

6. Primary Mission: Primary Jet Training for ½ of all Navy and Marine Corps pilots

7. Secondary Mission: Basic Bombing training

8. Tenant Organizations:

Commander, Training Wing TWO (TRAWING 2)
Training Squadron 21 (VT-21)
Training Squadron 22 (VT-22)
11th AVN CMD Medivac Company (proposed – 102 personnel)
South Texas Border Patrol HQ (Border patrol comprised of HQ building and 248 agents and support personnel)
Chief of Naval Air Training (CNATRA) Detachment
Naval Health Branch Clinic Kingsville
149TH OG/DET-1
U.S. Army Reserves 370th Transportation CO. (Transport Company is currently comprised of 3 full-time staff. Future expansion will include new Army Reserve center in 2011 and 50 full-time soldiers)
NAVFAC SE Detachment
NAVY EXCHANGE DET
Eight other smaller tenant organizations

9. Identify off-installation areas of responsibility:

Naval Auxiliary Landing Field Orange Grove (NOG)
McMullen Target Bombing Range
Escondido Ranch Hunting Complex