

EXECUTIVE SUMMARY

Background

All airports attract development. Housing is constructed for airport employees who want to live near by, and businesses are established to cater to the airport. As development encroaches upon the airfield, more people experience the noise and accident potential associated with aircraft operations. Incompatible development, a form of encroachment, has become commonplace on privately owned lands in the vicinity of military air installations.

This Air Installations Compatible Use Zones (AICUZ) Study Update includes the Navy's air installations in Kemper and Lauderdale Counties, Mississippi— Naval Air Station (NAS) Meridian's McCain Field and Outlying Landing Field (OLF) Joe Williams. The study examines various airfield planning parameters related to aircraft operations, noise, and safety, and it provides recommendations that can be used to further promote compatible land use surrounding the airfields.

AICUZ studies were originally prepared and approved for NAS Meridian's McCain Field and OLF Joe Williams in 1978, and updated in 1987. Kemper and Lauderdale Counties subsequently evaluated the AICUZ recommendations and enacted compatible land use provisions into their zoning ordinances.

Noise

As part of this AICUZ Study Update, a noise study was conducted. The noise study contains calendar year 2001 (CY01) and calendar year 2005 (CY05) noise contours for aircraft operations associated with the use of NAS Meridian and OLF Joe Williams. A comparison of these noise contours and those used in the 1987 AICUZ update reveals an increase in the areas impacted by noise both on-station and off-station at NAS Meridian. At OLF Joe Williams, the area impacted by noise was reduced.

Safety

Accident Potential Zones (APZs) are based on historical accident and operations data throughout the Services and the application of margins of safety within these areas (which have been determined to be probable impact areas) if an accident were to occur. This study updates the APZs associated with operations at NAS Meridian and OLF Joe Williams and compares them with the APZs contained in the 1987 study. Due to changes in criteria used to determine APZs and new operator descriptions of flight tracks, changes in APZs have occurred.

Land Use

Development near NAS Meridian and OLF Joe Williams is limited because of the airfields' rural locations north of the City of Meridian. Limited infrastructure exists in the airfield environs. AICUZ ordinances have been enacted to encourage compatible land use.

Recommendations

Continue working with Kemper and Lauderdale Counties to ensure AICUZ protection is updated and maintained in the NAS Meridian and OLF Joe Williams environs.