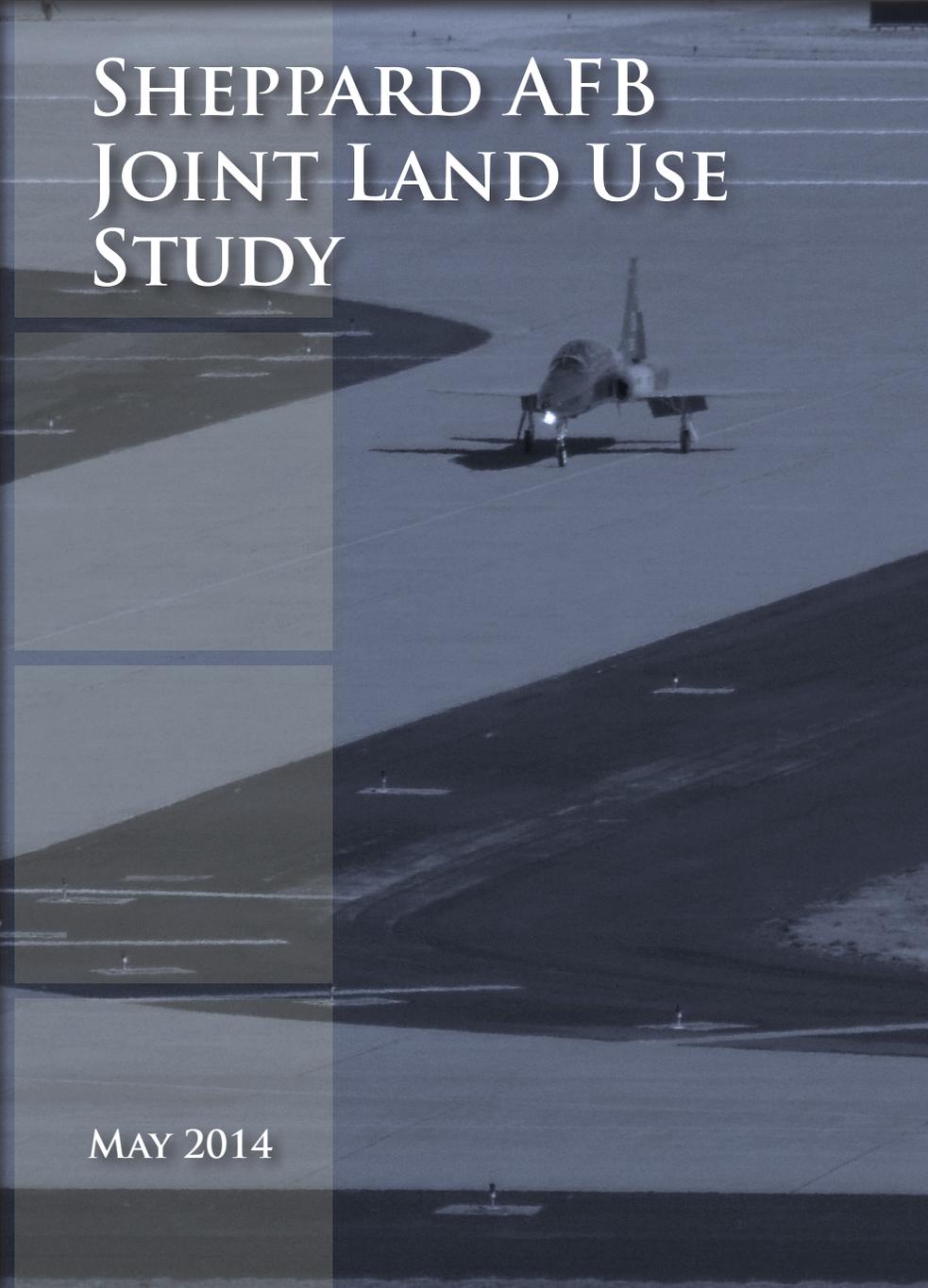




# SHEPPARD AFB JOINT LAND USE STUDY



MAY 2014

*This study was prepared under contract with the City of Wichita Falls, with financial support from the Office of Economic Adjustment, Department of Defense. The content reflects the views of the City of Wichita Falls and the jurisdictions, agencies and organizations participating in the JLUS program, and does not necessarily reflect the views of the Office of Economic Adjustment.*



MAY 2014

# SHEPPARD AFB

## JOINT LAND USE STUDY (JLUS)



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## ACKNOWLEDGEMENTS

### Policy Committee

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The Policy Committee (PC) served an active and important role in providing policy direction during the development of the Sheppard Air Force Base Joint Land Use Study. The Policy Committee was composed of the following individuals:

- **PC Chairperson: Glenn Barham**, Mayor  
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- **Colonel Dieter Bareihs** (Former), Commander 80 FTW  
*US Air Force*
- **Colonel Lance Bunch**, Commander 80 FTW  
*Sheppard Air Force Base*
- **Brigadier General Michael Fantini** (Former), Commander 82 TRW  
*US Air Force*
- **Dan Fears**, Mayor  
*City of Iowa Park, TX*
- **Honorable Woodrow “Woody” Gossom**, County Judge  
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- **Brigadier General Scott A. Kindsvater**,  
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*City of Burkburnett, TX*
- **Robyn Murphy**, Mayor  
*City of Cashion Community, TX*
- **Jim V. Smith**, Councilmember  
*City of Frederick, OK*
- **Kay Yeager**, Chair  
*Sheppard Military Affairs Committee*

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- **Tom Whaylen**, President / CEO  
*Sheppard Military Affairs Committee*
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*Sheppard Air Force Base*
- **Linda Yeager**, Secretary  
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  - **Kami Moon**, District 63  
*State Representative Don Armes (R – OK)*
  - **Rhonda Poirot**, District 69 Director  
*State Representative James Frank (R – TX)*
  - **Bruce Redden**, Dallas Region Director  
*US Senator Ted Cruz (R – TX)*
  - **Sandra Ross**, 13th District  
*US Congressman Mac Thornberry (R – TX)*
  - **Johnny Sandmann**, 4th District  
*US Congressman Tom Cole (R – OK)*
  - **Sandra Shelton**, District 31  
*State Senator Don Barrington (R – OK)*
  - **Emily Shipley**, Southwest OK Field Rep  
*US Senator Tom Coburn (R – OK)*
  - **Jennifer Smith**, District 30  
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  - **John Wood**, North Texas Region Director  
*US Senator John Cornyn (R – TX)*
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## Technical Committee

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The Technical Committee (TC) served a key role in the development of the Sheppard Air Force Base Joint Land Use Study. They provided the overall technical support, review, and guidance of the study. The Technical Committee was composed of the following individuals:

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ACRONYMS

80 FTW 80th Flying Training Wing  
82 TRW 82nd Training Wing

**A**

AETC Air Education and Training Command  
AFB Air Force Base  
AGL above ground level  
AICUZ Air Installation Compatible Use Zone  
APZ Accident Potential Zone  
AT / FP Anti-Terrorism / Force Protection  
ATC Air Traffic Control

**B**

BAH Base Allowance for Housing  
BASH Bird Aircraft Strike Hazard  
BHWG Bird Hazard Warning Group  
BLM Bureau of Land Management  
BRAC Base Realignment and Closure

**C**

CIP capital improvements plan  
COMBS Contractor Operated and Maintained Base Supply  
CP comprehensive plan  
CWA Clean Water Act  
CZ Clear Zone

**D**

DFW Dallas-Fort Worth  
DNL day-night average sound level  
DOD Department of Defense

**E**

EA environmental assessment  
EIS environmental impact statement  
ENJJPT Euro-NATO Joint Jet Pilot Training  
EOD explosive ordnance disposal  
EPA Environmental Protection Agency  
ESA Endangered Species Act  
ETJ extraterritorial jurisdiction

**F**

FAA Federal Aviation Administration  
FRLPP Farms and Ranch Lands Protection Program  
FY fiscal year

**G**

GO general obligation

**H**

HB House Bill  
HCP Habitat Conservation Plan

**I**

IBC International Building Code  
IFF Introduction to Fighter Fundamentals  
IFR instrument flight rules  
IGA intergovernmental agreement  
INRMP Integrated Natural Resources Management Plan  
IRC International Residential Code

**J**

JLUS Joint Land Use Study  
 JPPT Joint Primary Pilot Training  
 JSF Joint Strike Fighter

**L**

LUP Land Use Plan

**M**

MIA Military Influence Area  
 MOU memorandum of understanding  
 MPEC Multi-Purpose Events Center  
 MPO Metropolitan Planning Organization  
 MSL mean sea level  
 MTR military training route

**N**

NACO National Association of Counties  
 NAICS North American Industry Classification System  
 NATO North Atlantic Treaty Organization  
 NCCP Natural Community Conservation Plan  
 NCO Noncommissioned Officer  
 NDAA National Defense Authorization Act  
 NEPA National Environmental Policy Act  
 NGOs nongovernmental organizations  
 NLR noise level reduction  
 NOAA National Oceanic and Atmospheric Administration  
 NPDES National Pollutant Discharge Elimination System

**O**

OEA Office of Economic Adjustment  
 OREC Oklahoma Real Estate Commission

**P**

PC Policy Committee  
 PRPRPA Private Real Property Rights Preservation Act

**R**

RCS Recovery Credit System  
 REPI Readiness and Environmental Protection Initiative  
 RSUs runway supervisory units

**S**

SAFB Sheppard Air Force Base  
 SB Senate Bill

**T**

TAC Technical Advisory Committee  
 TC Technical Committee  
 TCEQ Texas Commission on Environmental Quality  
 TIA Takings Impact Assessment  
 TPC Transportation Policy Committee  
 TREC Texas Real Estate Commission

**U**

UPT Undergraduate Pilot Training  
 US United States  
 USAF United States Air Force  
 USFWS US Fish and Wildlife Service

**W**

WMA Wildlife Management Area  
 WHMP Wildlife Hazard Management Plan



The Sheppard Air Force Base (AFB) Joint Land Use Study (JLUS) is a collaborative planning effort led by the City of Wichita Falls in partnership with the cities of Burkburnett, Cashion Community, Electra, Iowa Park, and Frederick (Oklahoma), the Town of Pleasant Valley, the counties of Wichita and Tillman (Oklahoma), and Sheppard AFB. The JLUS was undertaken in an effort to guide planning and development in the areas surrounding Sheppard AFB and its auxiliary airfield at Frederick Regional Airport to facilitate mitigation of future issues and strengthen coordination among all entities involved in the process.

The compatibility factors considered in this JLUS are described in the Compatibility Assessment (Chapter 5 of the JLUS or Chapter 5 of the Background Report). Upon review of these factors and identification of issues with the communities, Sheppard AFB, JLUS committees, and the public, a set of strategies to address compatibility concerns was developed.

The recommended strategies are based on a toolbox of methods used to promote compatibility and address the use of policy, planning and zoning, coordination and communication, and outreach methods. ***One of the key recommendations is the formation of a JLUS Coordination Committee responsible for overseeing the implementation progress in the months and years after the JLUS is completed.*** The recommended strategies are outlined in more detail in Section 6 of this report. Additionally, a Background Report was prepared in conjunction with the JLUS, detailing the compatibility issues and process instrumental to the strategy development.

These recommendations address the need for increased coordination and communication between Sheppard AFB staff, local governments, regional agencies, and the public. They also seek to address public health, safety, and welfare, and protection of quality of life in the areas surrounding Sheppard AFB and Frederick Regional Airport. The collaborative spirit of the JLUS is an effective starting point for a continued collaborative planning and communication effort between all involved stakeholders.

## 1.1 What is a JLUS?

---

A JLUS is a planning process accomplished through the collaborative efforts of all key stakeholders in a defined study area. These stakeholders include local, county, regional, state, and federal officials, residents, business owners, non-governmental organizations, and military representatives. The purpose of a JLUS is to identify compatible land uses and growth management guidelines for areas within, and adjacent to, active military installations, such as Sheppard AFB. The intent of the process is to establish and nurture a working relationship between a military installation and its proximate local jurisdictions, whose collaborative efforts prevent and / or alleviate encroachment issues associated with existing mission objectives and potential mission expansion (no installation boundary expansion) while fostering community economic development goals.

The Sheppard AFB JLUS was funded through a grant from the Department of Defense (DOD), Office of Economic Adjustment (OEA), and contributions by the City of Wichita Falls. Wichita Falls was the administrator for the grant and managed the development of this JLUS.

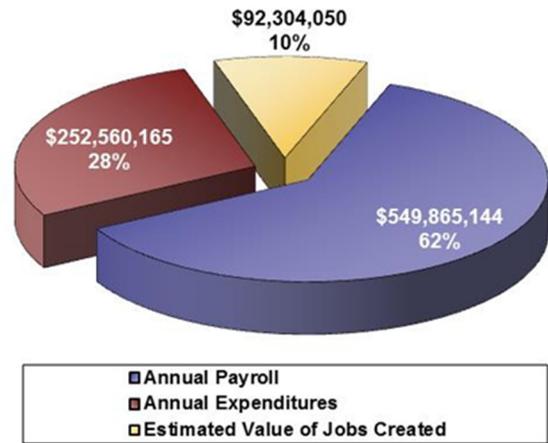
## 1.2 Why Do a JLUS?

A JLUS is helpful to achieve future compatibility between land uses necessary to support the continuation of the military missions at Sheppard AFB and Frederick Regional Airport and the increasing civilian development occurring near the installations.

Sheppard AFB operates the second busiest joint-use airfield in the Air Force and the fourth busiest airfield, not in a combat zone, in the Air Force (as of 2013). It also has the distinction of being the only base in the Air Force to have both a technical training wing and a flying training wing mission. Before outlining military operations, it's important to understand the scope of activities and units operating on Sheppard AFB, which is home to two large wings and nearly 20 partner organizations. Aircraft operating out of Sheppard AFB also utilize Frederick Regional Airport in Frederick, Oklahoma as an auxiliary airfield for touch-and-go landing operations.

### Economic Benefit to the Region

Sheppard AFB is located in north-central Texas, just south of the border of Oklahoma, and five miles north of City of Wichita Falls' Downtown Business District. It sits near Interstate 44. Within this region, Sheppard AFB is an important economic engine. In fiscal year 2012, Sheppard AFB had an economic impact of nearly \$895 million on the 50-mile commuting radius. Figure 1 shows the breakdown of the total economic impact of Sheppard AFB in the region. Sheppard AFB directly employs approximately 6,469 military personnel (includes active duty, guard, reserve, trainees/cadets) and 3,430 civilian personnel (includes appropriated and non-appropriated funded positions, contractors, Base Exchange, and private business.) The total payroll associated with these jobs is nearly \$550 million. In addition, there are 4,620 dependent personnel associated with Sheppard AFB, bringing the total number of base personnel to 14,519. It is estimated that 2,635 jobs are created indirectly in surrounding communities in support of Sheppard AFB with an estimated annual value of \$92 million. There are 3,774 military retirees associated with the base that draw annual retiree disbursements in excess of \$87 million.



Source: Sheppard AFB FY12 Economic Impact Statement

Figure 1. Sheppard AFB Economic Impact, Fiscal Year 2012

### Military Strategic Importance

Sheppard AFB has the distinction of being the only base in the Air Force with both a technical training wing and a flying training wing mission. The 82nd Training Wing serves as the Air Force's premier technical training unit and graduates more than 60,000 Airmen annually. Fifty percent of all first-term Airmen go through the courses offered by Sheppard AFB. There are over 900 formal courses, with 61 locations (satellite facilities) associated with the courses at Sheppard AFB around the world. The 80th Flying Training Wing is home to the Euro-NATO Joint Jet Pilot Training (ENJJPT) Program, which is the world's only multi-nationally manned and managed training program for training combat pilots for NATO. The program is made up of 13 partner countries and pilots from the various nations are trained at Sheppard AFB.

### Community Support

As a community presence, Sheppard AFB contributes much more than just an economic engine. Sheppard AFB is used by numerous entities including military, federal, and local agencies. Personnel at Sheppard AFB operate the joint-use runways, which are shared with commercial flights at Wichita Falls Regional Airport. In addition, Sheppard AFB hosts a variety of community events throughout the year, including base tours, holiday breakfasts / lunches, awards ceremonies, memorial ceremonies, etc. Sheppard AFB engages in many public outreach efforts to make itself a greater part of the local and regional community.

### 1.3 JLUS Goal and Objectives

The goal of the Sheppard AFB JLUS is to protect the viability of current and future training operations, while simultaneously guiding community growth, sustaining the environmental and economic health of the region, and protecting public health, safety, and welfare. To help meet this goal, three primary JLUS objectives were identified.

- **Understanding.** Convene community and military representatives to identify, confirm, and understand the issues in an open forum, taking into consideration both community and Sheppard AFB perspectives and needs. This includes public awareness, education, and input organized in a cohesive outreach program.
- **Collaboration.** Encourage cooperative land use and resource planning among Sheppard AFB and surrounding communities so that future community growth and development are compatible with the training and operational missions at Sheppard AFB, while at the same time seeking ways to reduce operational impacts on adjacent lands.
- **Actions.** Provide a set of mutually supported tools, activities, and procedures from which local jurisdictions, agencies, and Sheppard AFB can select, prepare, and approve / adopt and then use to implement the recommendations developed during the JLUS process. The actions proposed include both operational measures to mitigate installation impacts on surrounding communities, and local government and agency approaches to reduce community impacts on military operations. These tools will help decision makers resolve compatibility issues and prioritize projects within the annual budgeting process of their respective entity / jurisdiction.

### 1.4 JLUS Study Area

Sheppard AFB is located in north central Texas, approximately 15 miles south of the Oklahoma state line. The United States Air Force (USAF) also has an agreement with Frederick Regional Airport in Frederick, Oklahoma located approximately 57 miles northwest of Sheppard AFB, to use their runway for pilot training.

The Sheppard AFB JLUS Study Area is designed to address all lands near Sheppard AFB and Frederick Regional Airport that may impact current or future military operations or be impacted by operations. Since the JLUS has been developed for two specific geographic locations, there are two distinct sub-study areas within the overall Study Area – the Sheppard AFB Study Area and the Frederick Regional Airport Study Area. The primary characteristics evaluated in determining the study areas were general compatibility factors associated with military mission readiness and land uses such as heights of structures, safety, and / or noise and vibration. Figure 2 illustrates the entire Sheppard AFB JLUS Study Area.

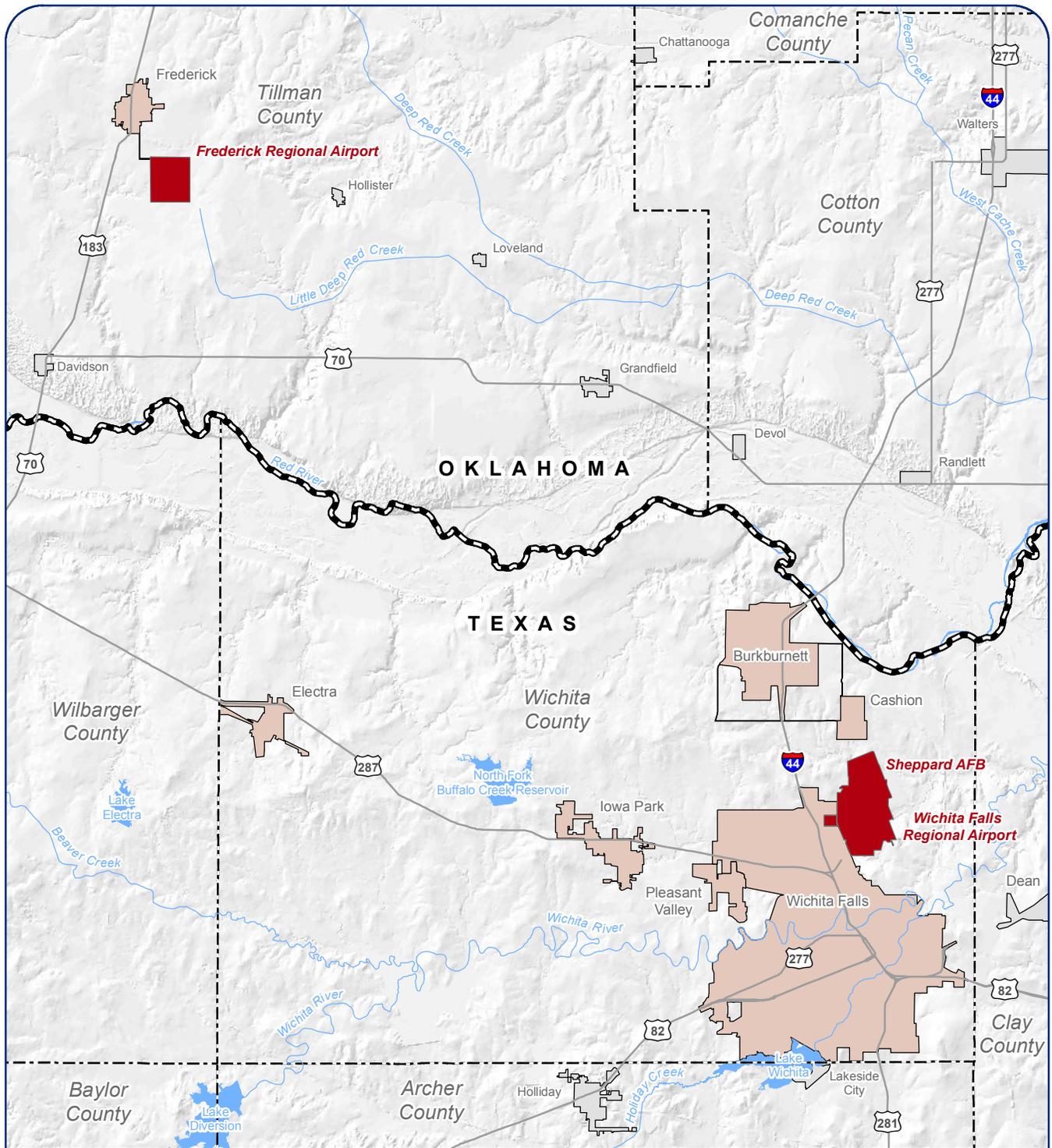
### 1.5 Public Outreach Plan

The JLUS process was designed to create a locally relevant plan that builds consensus and obtains support from the various stakeholders involved. To achieve the JLUS goal and objectives, the planning process included a public outreach program that provided a variety of opportunities for interested parties to contribute to the development of the study.

#### Stakeholders

Stakeholders include individuals, groups, organizations, and governmental entities interested in, affected by, or affecting the outcome of the JLUS project. Stakeholders identified for the Sheppard AFB JLUS included, but were not limited to:

- Local jurisdictions (cities and counties)
- DOD officials (including OEA representatives) and military installation personnel
- Local, regional, and state planning, regulatory, and land management agencies
- Landholding and regulatory federal agencies
- The public (including residents and landowners)
- Environmental advocacy organizations
- Nongovernmental organizations (NGOs)
- Other special interest groups (including local educational institutions and school districts)



**Legend**

- Facilities Covered by JLUS
- Other Community
- State
- County
- Community Covered by JLUS
- Highway
- River
- Water Body



Sources: City of Wichita Falls, 2012; TNRS, 2012; OCGI, 2012.

**Figure 2**  
**Sheppard AFB JLUS Study Area**

### Policy Committee and Technical Committee

The development of the Sheppard AFB JLUS was guided by two committees, comprising city, county, Sheppard AFB, federal and state agencies, resource agencies, local governments, and other stakeholders.

**JLUS Policy Committee.** The Policy Committee (PC) consists of officials from participating jurisdictions, military installation leadership, and representatives from other interested and affected agencies. The PC is responsible for the overall direction of the JLUS, preparation and approval of the study design, approval of policy recommendations, and approval of draft and final JLUS documents.

**JLUS Technical Committee.** The Technical Committee (TC) is responsible for identifying and studying technical issues. Membership includes area planners, military base planners, business and development community representatives, and other subject matter experts as needed to help assist in the development and evaluation of implementation strategies and tools. Items discussed by the TC were brought before the PC for consideration and action.

The PC and TC were made up of members from the following entities:

- Airport Board of Adjustment
- City of Burkburnett, TX
- City of Cashion Community, TX
- City of Frederick, OK
- City of Iowa Park, TX
- City of Wichita Falls, TX
- North Texas Regional Planning Commission
- Oncor Electric
- Private land owner representative
- Realtor representative
- Sheppard AFB
- Sheppard Military Affairs Committee
- State elected officials
- Wichita County

### Public Forums

In addition to the PC and TC meetings, a series of public forums were held throughout the development of the JLUS. These forums provided an opportunity for the exchange of information with the greater community, assisted in identifying the issues to be addressed in the JLUS, and provided input on the strategies proposed. Each forum included a traditional presentation and a facilitated exercise providing a “hands on,” interactive opportunity for the public to participate in the development of the plan.



*Frederick Public Forum #1, May 7, 2013*



*Wichita Falls Public Forum #2, August 27, 2013*

### Public Outreach Materials

There were several publications that were developed during the course of the JLUS to keep the public informed and knowledgeable about how a JLUS is conducted and what to expect as the end product. These materials were handed out during the public workshops and were also posted to the project website for easy access throughout the length of the project.

**Fact Sheet:** At the beginning of the JLUS project, a Fact Sheet was developed describing the JLUS program, objectives, methods for the public to provide input into the process, an overview of the 23 compatibility factors that would be analyzed throughout the project, and the proposed Sheppard AFB JLUS Study Area. This Fact Sheet was made available at the forums for review by interested members of the public, as well as posted on the website for download.

**Strategy Tools Brochure:** The Strategy Tools Brochure was prepared for the second set of public forums. JLUS strategies constitute a variety of actions that local governments, military installations, agencies, and other stakeholders can take to promote compatible land use planning. This brochure provides an overview of the strategy types that could be applied to address compatibility issues around Sheppard AFB.



**SHEPPARD AIR FORCE BASE JOINT LAND USE STUDY**  
FACT SHEET — OVERVIEW / FACTORS

**WHAT IS A JOINT LAND USE STUDY?**  
A Joint Land Use Study (JLUS) is a cooperative land use planning effort conducted as a joint venture between an active military installation, surrounding jurisdictions, state and federal agencies, and other affected stakeholders. The JLUS is funded by a grant from the Office of Economic Adjustment (OEA) and contributions by the City of Wichita Falls. The JLUS effort can directly benefit both Sheppard Force Base (AFB) and the surrounding region by:

- Protecting the health and safety of surrounding residents and workers;
- Preserving long-term land use compatibility between Sheppard AFB and the surrounding communities;
- Promoting community planning; and
- Encouraging a cooperative spirit between the military installation and community officials.

**JLUS OBJECTIVES**

**UNDERSTANDING.** Increase communication between the military, local jurisdictions, and stakeholders to promote an understanding of the strong economic and physical relationship between the installation and its neighbors.

**COLLABORATION.** Promote collaborative planning between the military, local jurisdictions, and stakeholders in order to ensure a consistent approach in addressing compatibility issues.

**ACTIONS.** Develop and implement strategies for reducing the impacts of incompatible activities on the community and military operations. Design tools to support compatibility in the future.

**HOW LONG WILL THE JLUS PROJECT TAKE?**  
The Sheppard AFB JLUS is expected to be completed in the spring of 2014.

**WHO WILL GUIDE THE JLUS DEVELOPMENT?**  
Two committees (comprised of city, county, military, and other stakeholders), together with the public, will guide the development of the JLUS. Each group has an important role to play:

**POLICY COMMITTEE (PC).** The PC is responsible for leading the direction of the JLUS and monitoring the implementation and adoption of policies and strategies.

**TECHNICAL COMMITTEE (TC).** The TC is made up of representatives from different agencies and the development community who possess the technical knowledge needed to guide and assist in the JLUS process. The TC identifies and addresses technical issues, provides feedback on report development, and assists in the development and evaluation of implementation strategies and tools.

**PUBLIC.** The public can be involved in the development of the JLUS by providing input and guidance to the process, by informing the representatives of the PC of their concerns and recommendations, by submitting comments and feedback online at [www.sheppardjlus.com](http://www.sheppardjlus.com), and by attending the three public forums.

**WHY IS IT IMPORTANT TO PARTNER WITH SHEPPARD AFB?**  
Sheppard AFB is home to the Both Flying Training Wing, which conducts the Euro-NATO Joint Jet Pilot Training (EJ237) program sponsored by the North Atlantic Treaty Organization (NATO). This program provides fighter-oriented pilot training for 13 NATO countries and serves a critical international combat readiness function for the military. Sheppard AFB also provides technical training to airman, soldiers, sailors, marines, and international students annually. Training covers aircraft maintenance, telecommunications, civil engineering, fuel and vehicle operations, and unique weapon systems. According to fiscal year 2009 data, Sheppard AFB supports a military community of 8,333 military personnel, 6,006 Active Duty military dependents, and 3,279 civilian employees.

In fiscal year 2009, Sheppard AFB generated approximately \$99.2 million in economic activity and provided an estimated 3,108 additional indirect jobs. This represents \$66.5 million in payroll, \$28.2 million in base expenditures (i.e. equipment, supplies, and contracts), and \$102 million in indirect jobs.

Another great benefit from the base is the numerous community services they provide to the City of Wichita Falls and surrounding areas. Sheppard AFB provides mutual aid and community services on many fronts.

It is important to partner with the installation on relevant and long-range planning projects to ensure the viability and sustainability of the economic impact and community benefit that Sheppard AFB provides to the local region. The JLUS process strives to deepen the understanding of the benefit the base provides for the community and conversely, the community provides for the base.

Stay up-to-date on the Sheppard AFB JLUS at: [www.sheppardjlus.com](http://www.sheppardjlus.com)



**SHEPPARD AIR FORCE BASE JOINT LAND USE STUDY**  
FACT SHEET — STRATEGY TOOLBOX

**WHAT ARE JLUS STRATEGIES?**  
JLUS strategies constitute a variety of actions local governments, military installations, agencies, and other stakeholders can take to promote compatible land use planning. When these strategies are implemented, existing and potential compatibility issues arising from the civilian / military interface can be removed or significantly reduced. As such, the recommended strategies function as the heart of the JLUS document and are the culmination of the planning process.

The strategy types presented within this brochure constitute a "toolbox" of the possible actions that can be taken to address the range of compatibility issues identified during the planning process. This document is intended to start the discussion to determine specific strategies that are useful for the study area. For each strategy type, a brief overview is provided to assist in communicating a general understanding of its intent. It will be up to each individual stakeholder to determine the best assortment of tools / strategies that are appropriate within their communities.

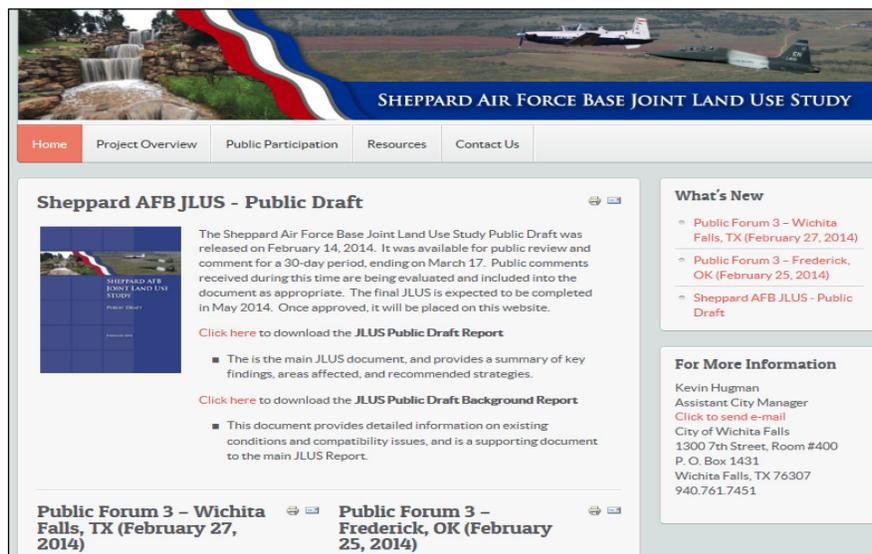
It is important to note that once the JLUS process is completed, the final document is not an adopted plan, but rather a recommended set of strategies which all, or in part, should be implemented by the plan participants for the JLUS to be successful.

**THE STRATEGY "TOOLBOX"**

- Acquisition
- Air Installation Compatible Use Zone (AICUZ)
- Airport Master Plan / Airspace Study
- Avigation Easement
- Base Planning
- Bird / Wildlife Aircraft Strike Hazard (BASH)
- Building Codes / Construction Standards
- Capital Improvement Program (CIP)
- Cluster Development
- Code Enforcement
- Communication and Coordination
- Comprehensive / General / Master Plans
- Deed Restrictions / Covenants
- Habitat Conservation Tools
- Hazard Mitigation Plans
- Legislative Tools
- Memorandum of Understanding (MOU)
- Military Compatibility Areas (MCA)
- National Environmental Policy Act (NEPA)
- Partnership with Non-Governmental Organizations
- Real Estate Disclosures
- Zoning Ordinance / Subdivision Regulations

Stay up-to-date on the Sheppard AFB JLUS at: [www.sheppardjlus.com](http://www.sheppardjlus.com)

**Website:** A project website was developed and maintained to provide stakeholders, the public, and media representatives with access to project information. This website was maintained for the entire duration of the project to ensure information was easily accessible. Information on the website included program points of contact, schedules, documents, maps, public meeting information, and downloadable comment forms.



**SHEPPARD AIR FORCE BASE JOINT LAND USE STUDY**

Home | Project Overview | Public Participation | Resources | Contact Us

**Sheppard AFB JLUS - Public Draft**

The Sheppard Air Force Base Joint Land Use Study Public Draft was released on February 14, 2014. It was available for public review and comment for a 30-day period, ending on March 17. Public comments received during this time are being evaluated and included into the document as appropriate. The final JLUS is expected to be completed in May 2014. Once approved, it will be placed on this website.

[Click here to download the JLUS Public Draft Report](#)

- The is the main JLUS document, and provides a summary of key findings, areas affected, and recommended strategies.

[Click here to download the JLUS Public Draft Background Report](#)

- This document provides detailed information on existing conditions and compatibility issues, and is a supporting document to the main JLUS Report.

**Public Forum 3 - Wichita Falls, TX (February 27, 2014)** | **Public Forum 3 - Frederick, OK (February 25, 2014)**

**What's New**

- Public Forum 3 - Wichita Falls, TX (February 27, 2014)
- Public Forum 3 - Frederick, OK (February 25, 2014)
- Sheppard AFB JLUS - Public Draft

**For More Information**

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## 2: COMMUNITY PROFILE

The Sheppard AFB JLUS was a collaborative process developed for the region and communities surrounding Sheppard AFB in Texas, and its auxiliary runway at Frederick Regional Airport in Oklahoma. The Study Area included Sheppard AFB and the surrounding communities of Wichita County, City of Burkburnett, City of Cashion Community, City of Electra, City of Iowa Park, City of Wichita Falls, and the Town of Pleasant Valley, and the auxiliary runway at Frederick Regional Airport, Tillman County, and the City of Frederick. An analysis of the population and economic trends in these communities was conducted to gather baseline information on potential areas of conflict or concern between military operations and civilian uses. Existing civilian airports and airfields were also mapped to identify locations of potential flight conflicts.

### 2.1 JLUS Community Growth Trends

#### Wichita County

The population of the region around Sheppard AFB has remained virtually unchanged since the 1960s. Between the Census conducted in 2000 and 2010, the State of Texas experienced a significant population increase, which is expected to continue for the foreseeable future; however, most communities in the study area experienced decreases in population during this time. The only jurisdiction that had a population increase during this period was the City of Wichita Falls, and that increase was just 0.3 percent during the ten year period. In 2010, Wichita County had a total population of 131,500, of which 104,553 were in Wichita Falls. Although Texas State Data Center projections estimate a 14.6 percent increase in population by 2050, it is likely that the population will remain similar to what it currently is. Table 1 shows the population changes in Wichita County and its cities compared with the State of Texas from 2000 to 2010.

**Table 1. Texas Study Area Population, 2000-2010**

Jurisdiction	2000	2010	Number Change	Percent Change
<b>Texas</b>	<b>20,851,820</b>	<b>25,145,561</b>	<b>4,293,741</b>	<b>20.6%</b>
<b>Wichita County</b>	131,664	131,500	-164	-0.1%
<b>City of Burkburnett</b>	10,927	10,811	-116	-1.06%
<b>City of Cashion Community</b>	346	348	2	<0.1%
<b>City of Electra</b>	3,168	2,791	-377	-11.9%
<b>City of Iowa Park</b>	6,431	6,355	-76	-1.18%
<b>Town of Pleasant Valley</b>	408	336	-72	-17.65%
<b>City of Wichita Falls</b>	104,197	104,553	356	0.3%

Source: US Census 2000 and 2010

#### Tillman County

The State of Oklahoma experienced a population growth of approximately 8.7 percent from 2000 to 2010, while the region around Frederick Regional Airport in Tillman County experienced a decrease in population. Tillman County experienced an almost 14 percent decrease in population from 2000 to 2010, and the City of Frederick's population decreased by 15 percent. Of Tillman County's 7,992 people in 2010, 3,940 of them resided in Frederick. Population projections for the two jurisdictions up to 2030 remain relatively unchanged. Table 2 shows the population change in Tillman County and Frederick from 2000 to 2010.

**Table 2. Oklahoma Study Area Population, 2000-2010**

Jurisdiction	2000	2010	Number Change	Percent Change
Oklahoma	3,450,654	3,751,351	300,697	8.71
Tillman County	9,287	7,992	-1,295	-13.94
City of Frederick	4,637	3,940	-697	-15.03

Source: US Census 2000 and 2010

## 2.2 JLUS Community Economic Trends

### Wichita County

According to the North American Industry Classification System, which classifies business establishments to collect, analyze, and publish statistical data related to the US economy, the major industries in Wichita County are healthcare, manufacturing, accommodation and food services, and retail. Of the four major industries, manufacturing experienced a significant decline between 1999 and 2011.

While employment trends reflect the recent national economic recession, several general trends show growth in the healthcare and retail industries, while manufacturing, which has been a longtime source of employment with the oil industry, has been on a steady decline in recent years. This is reflected in the major employers in the region, such as Sheppard AFB, the North Texas State hospitals, United Healthcare System, Howmet Corp. WS Casting Division, Work Services Corp., and Lear Siegler Service Inc., which are among the largest employers in the county.

### Tillman County

Generally, in the last fifty years the economy of Tillman County has traditionally relied on government, mineral extraction (oil), and agriculture. The three largest industries in the county are manufacturing, retail, and healthcare services. While these industries provide the greatest employment in the region, the area has experienced a total decrease in population over the last ten years.

## 2.3 JLUS Community Airports

The primary commercial airport for the region – Wichita Falls Regional Airport, is located on the property of Sheppard AFB. The airport is a joint-use airport with Sheppard AFB, in that the runways and taxiways that serve it are operated by and shared with the runways and taxiways that serve it are operated by and shared with Sheppard AFB.

The Frederick Regional Airport located approximately three miles southeast from the intersection of US Highway 183 and State Road 5. The airport is used as an auxiliary landing field for Sheppard AFB pilot trainees. It consists of one primary north-south landing strip and three other lesser used landing strips.

There are several other general aviation airports located in the JLUS Study Area that are not utilized by Sheppard AFB. These airports are:

- Wichita Valley Airport is located in Pleasant Valley, eight miles northwest of Wichita Falls.
- Kickapoo Downtown Airport, located in southeast Wichita Falls, is a city-owned public use airport located 3.5 miles south of the central business district with one runway.
- The Lucky G Airport is a privately owned grass landing strip located in Holliday, Texas, southwest of Wichita Falls.
- Cactus Hill Airport is a private grass landing strip located west-southwest of Wichita Falls.
- 4-Shipp Airport is a private turf landing strip located within Sheppard AFB’s Class D Surface Area, 5 miles southeast of Burkburnett.
- Tom Danaher Airport is a private asphalt landing strip approximately five miles southwest of downtown Wichita Falls. It is located in northern Archer County, on the southwest edge of Lake Wichita.
- Grandfield Municipal Airport is a public airport approximately 22 miles northwest of Sheppard AFB, three miles west of the City of Grandfield in Tillman County, Oklahoma.



To appropriately develop and assess compatibility issues for the Sheppard AFB JLUS, it is vital to understand the military operations and activities associated with the missions at Sheppard AFB, located in north central Texas. Sheppard AFB has two unique missions – a technical student education / training mission and a pilot training flight mission.

To supplement pilot training activities, the Air Force has an agreement with the City of Frederick in Oklahoma to utilize one of the runways at Frederick Regional Airport for touch-and-go landing operations.

This section discusses the activities that take place at Sheppard AFB and Frederick Regional Airport and how the flight training that occurs at and around the installations has an operational “footprint” that goes outside of the fenceline and could impact the local communities. This section is separated into two parts to discuss each installation – Sheppard AFB and Frederick Regional Airport – and the military footprints that extend outside the boundaries of each.

### 3.1 Sheppard Air Force Base, Texas

Sheppard AFB is located in north-central Texas, approximately five miles north of Wichita Falls’ Downtown Business District, 146 miles northwest of Dallas, and 135 miles southwest of Oklahoma City. It is approximately 15 miles south of the Oklahoma state line. Sheppard AFB sits on 4,633 acres, including easements and right-of-way for runway approach and the drainage ways off base. Sheppard AFB is bordered by the City of Wichita Falls to the west and south, the City of Cashion Community to the north, and unincorporated lands within Wichita County on the remaining sides.

#### Military Operations

Sheppard AFB is unique in that it is the only base in the Air Force with both a technical training wing and a flying training wing mission. The 82nd Training Wing is the host unit at Sheppard AFB and its Air Education and Training Command mission is among the most diverse in the Air Force. It serves as the Air Force’s premier technical training unit and it managed nearly 1,000 courses in 2012, which trained more than 60,000 Airmen. A diverse selection of courses is offered in civil engineering, nuclear and conventional munitions, aircraft maintenance, aerospace ground equipment, avionics, and telecommunications.

The 80th Flying Training Wing is the flight training tenant on Sheppard AFB. Its role is to support the training mission and capabilities of the world’s only internationally managed pilot training program – the Euro-NATO Joint Jet Pilot Training Program. This program has been in operation for over 30 years at Sheppard AFB and has trained over 6,400 pilots for the 13 NATO-allied countries which participate in the program. The heavy training schedule maintained by the Wing makes Sheppard AFB the Air Force’s fourth busiest airfield not in a combat zone (as of 2013). Over 55,000 sorties were flown from Sheppard AFB in 2011. Sheppard AFB has four runways to support its flying operations.



### Military Mission Footprints

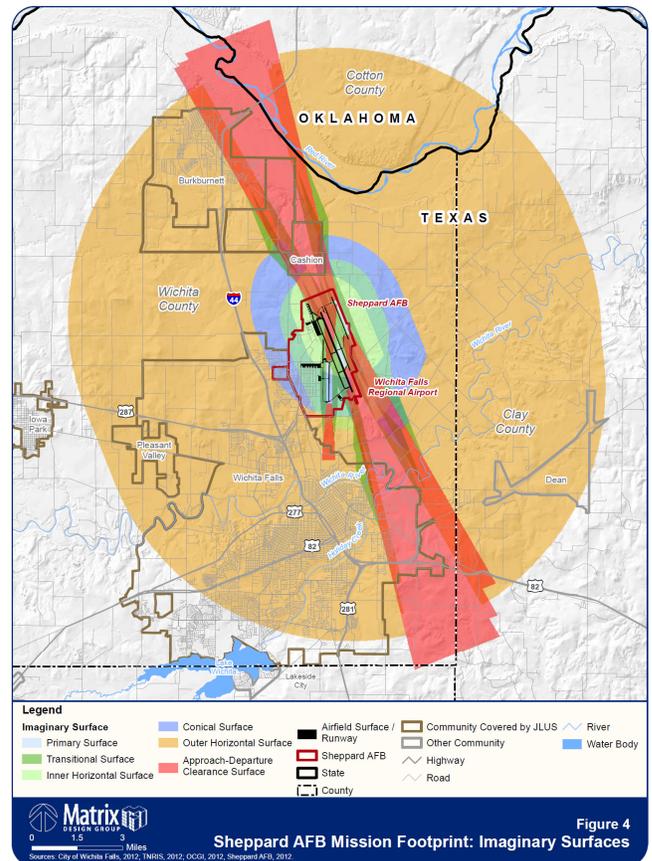
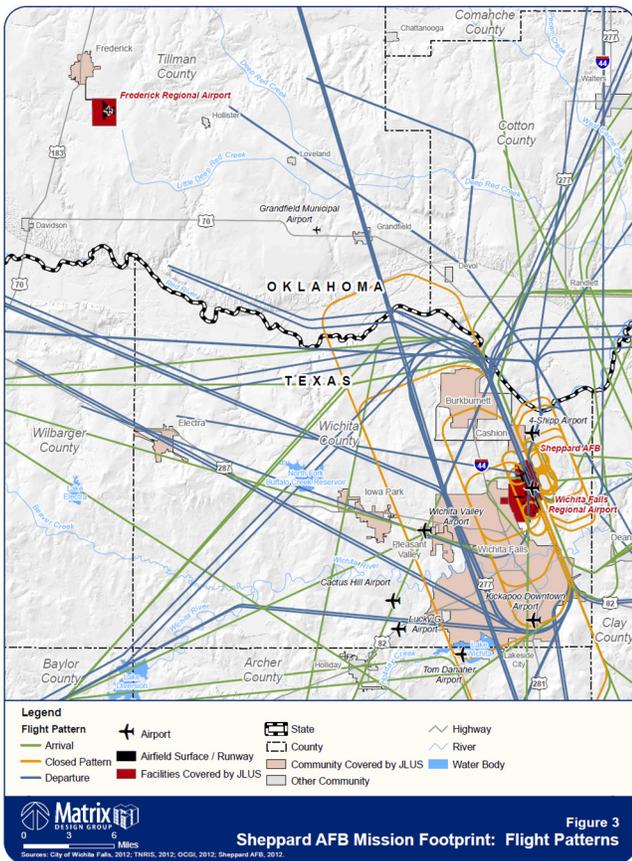
In support of the technical and flying training missions at Sheppard AFB, there are a multitude of operations occurring on and around Sheppard AFB. The military is sensitive to the footprint it casts on communities around installations, just as the community must be mindful of how development and land use outside an installation affects military operations. The majority of the military footprint that goes outside of the boundaries of Sheppard AFB is in relation to aircraft activity, including flight patterns, imaginary surfaces, safety zones, and noise. Following is a brief description of each footprint.

#### Sheppard AFB Flight Patterns

Pilot training requires the designation and assignment of specific flight patterns. Aircraft at Sheppard AFB use specific flight patterns for approach, departure, and touch-and-go patterns. There are a number of flight patterns that occur over much of Wichita County. The area surrounding Sheppard Air Force Base / Wichita Falls Regional Airport is host to a great variety of aviation activities. Numerous airline, other civil aviation, and military training flights take place at Sheppard Air Force Base / Wichita Falls Regional Airport and in the surrounding area. Figure 3 illustrates the various types of flight patterns associated with Sheppard AFB aircraft in the JLUS Study Area. These flight patterns also extend past the Study Area.

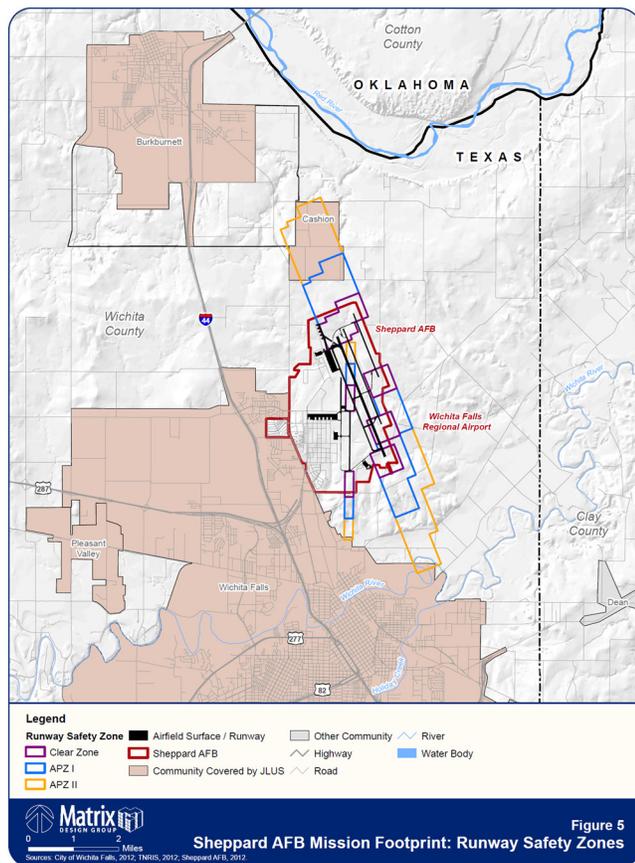
#### Sheppard AFB Imaginary Surfaces

The Federal Aviation Administration has identified certain imaginary surfaces around runways that are used to determine how structures and facilities are evaluated to identify if they pose a vertical obstruction in relation to the airspace around a runway. The imaginary surfaces build upon each other and are designed to eliminate obstructions to air navigation and operations, either natural or man-made. Each type of imaginary surface has different dimensions and different planes or slopes in which a structure intruding upon it may be considered a vertical obstruction. The conical surfaces and the approach-departure clearance surfaces are the two primary areas of concern, and both go over populated areas in the nearby communities. Figure 4 illustrates surfaces AFB's imaginary surfaces.



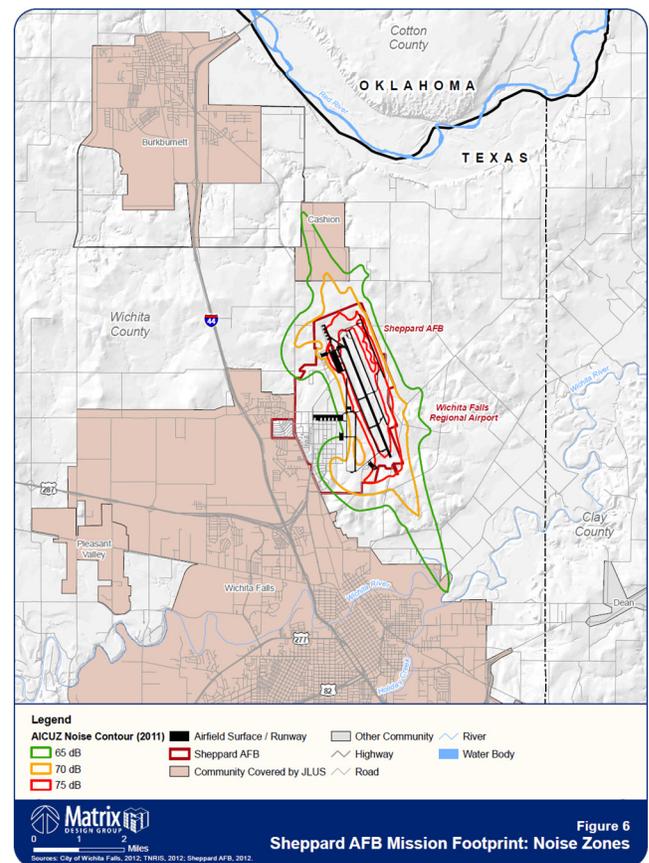
### Sheppard AFB Safety Zones

Safety zones encompass three main components: the Clear Zone (CZ), Accident Potential Zone (APZ) I, and APZ II. Each of these zones is based upon historical data of aircraft accidents and include recommendations for what type of development should not occur within them. For example, it is recommended that no development occur within a CZ because this is the most likely location for an aircraft accident to occur. The Air Force has easement agreements with landowners for most of the land in the CZ outside of the base. The northern APZs I and II covers portions of Cashion and part of the southern APZs II lies in Wichita Falls. The rest of the land is unincorporated Wichita County. Figure 5 illustrates the safety zones associated with Sheppard AFB's runways.



### Sheppard AFB Aircraft Noise

Noise contours were developed as part of the Air Installation Compatible Use Zone (AICUZ) Study prepared for Sheppard AFB. This study was updated in 2011 when the previous T-37 aircraft used at Sheppard AFB were replaced with the current T-6, which resulted in smaller noise contours than in the previous AICUZ. The loudest noise contours generated by military aircraft operations occur within the Sheppard AFB boundary, but a portion of the noise contours extends into the community. Specifically, a portion of Cashion Community sits within the 65 dB noise contours as does a section of Wichita County to the south-southeast of the installation and a very small portion of Wichita Falls. Figure 6 illustrates the aircraft noise contours associated with Sheppard AFB's flight operations.



### 3.2 Frederick Regional Airport, Oklahoma

Frederick Regional Airport is a city-owned, public-use airport located three miles southeast of the central business district of City of Frederick in Tillman County, Oklahoma, and approximately 57 miles northwest of Sheppard AFB. It is located approximately 135 miles southwest of Oklahoma City. Frederick Regional Airport covers an area of 1,442 acres, is surrounded by Tillman County, and sits near US Highway 183. Frederick Regional Airport is used by Sheppard AFB T-6 trainers for high density student pilot training, which primarily includes touch-and-go landing operations. The types of patterns flown into Frederick Regional Airport include straight-in approaches, overhead patterns, and emergency landing patterns.



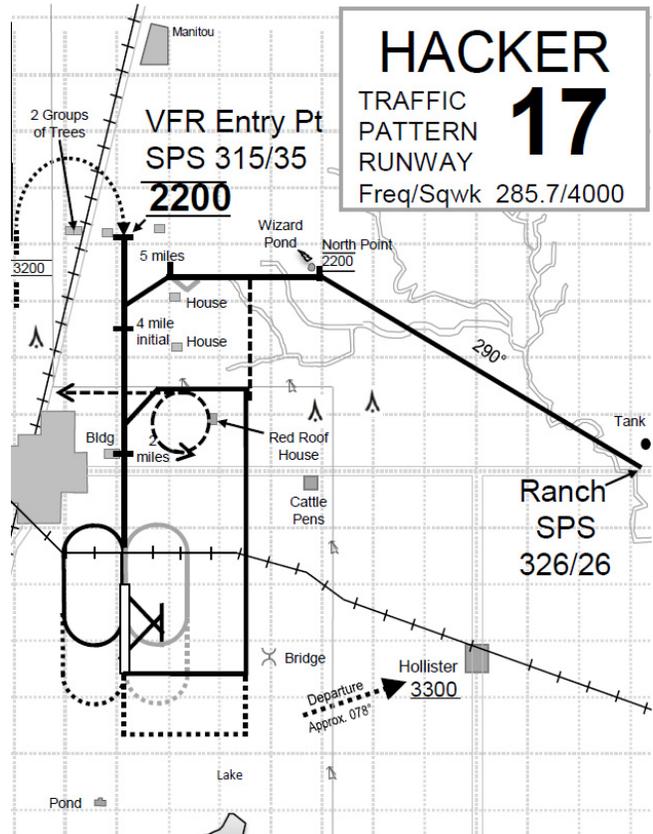
Historic Frederick Army Airfield Hangar

#### Military Mission Footprints

The Air Force’s use of Frederick Regional Airport creates military footprints around the airport from its flying training. The level of training at Frederick Regional Airport is much less than at Sheppard AFB, resulting in smaller footprints. Additionally, there is less development within the footprints around Frederick Regional Airport. The military footprints that go outside of the boundaries of Frederick Regional Airport are associated with aircraft activity. These footprints are for flight patterns, imaginary surfaces, safety zones, and noise. Following is a brief description of each footprint.

#### Frederick Regional Airport Flight Patterns

Since Frederick Regional Airport is used primarily for touch-and-go flight training, it does not have a large network of flight patterns around it. The flight patterns were developed to avoid, as much as possible, overflight of residential areas. Figure 7 illustrates the military flight patterns associated used at Frederick Regional Airport.

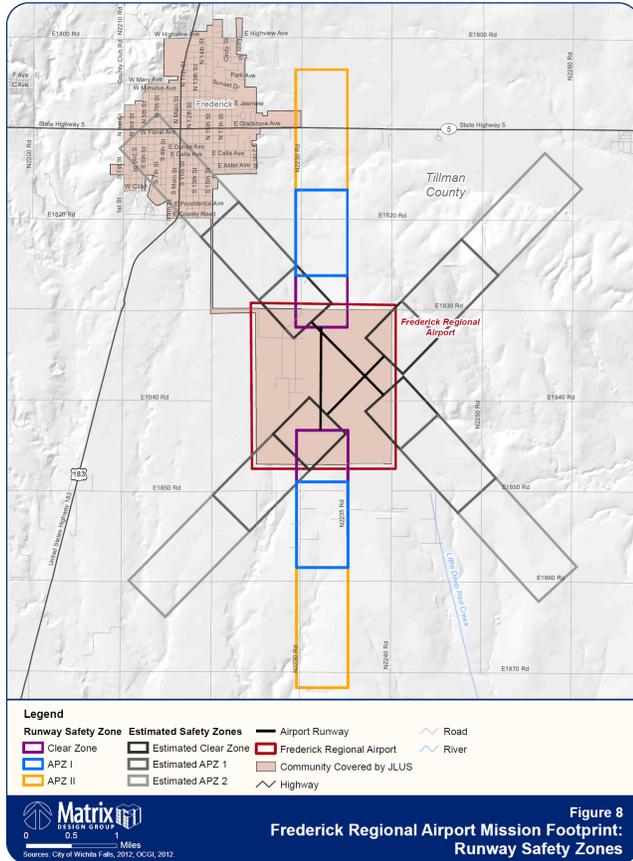


Source: Sheppard Air Force Base, 2013

Figure 7. Frederick Regional Airport Military Flight Patterns

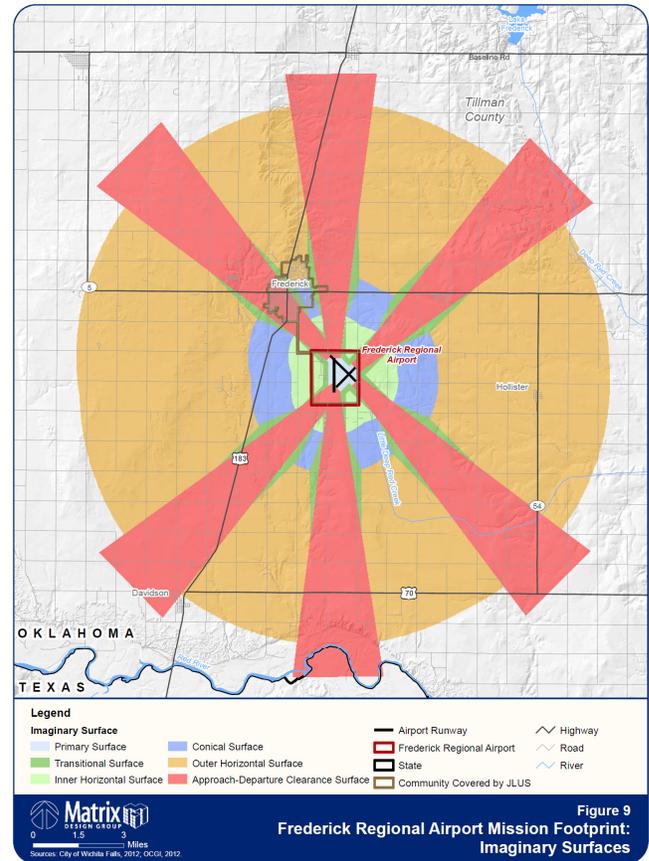
**Frederick Regional Airport Safety Zones**

Currently only Runway 17/35, the runway used by Sheppard AFB, has safety zones associated with it. For the purposes of this study, safety zones were projected for runways 3/21 and 12/30 in the event that these are used by Sheppard AFB in the future. Figure 8 illustrates the safety zones associated with the runways at Frederick Regional Airport.



**Frederick Regional Airport Imaginary Surfaces**

An AICUZ Study was developed for Frederick Regional Airport in 1980, which provides a description of the imaginary surfaces associated with Frederick Regional Airport. According to the AICUZ, the main runway at Frederick Regional Airport has the same imaginary surface dimensions as the main runways at Sheppard AFB. Figure 9 illustrates the imaginary surfaces associated with the main runway at Frederick Regional Airport.



**Frederick Regional Airport Aircraft Noise**

Although aircraft noise exists from operations at Frederick Regional Airport, it has not been modeled due to the minimal nature of operations and noise contours cannot be used to determine if any residential units exist within a 65+ dB zone.

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There are many existing tools that can be used to encourage, promote, and manage compatibility between military installations and their neighboring communities. These tools exist at the local, regional, state, and federal level and are used not only for compatibility purposes, but to guide every day scenarios and development in communities and on military installations. The following pages list some of the key tools that are currently, or are recommended to be more efficiently, utilized for the compatibility issues identified during the Sheppard AFB JLUS process. The tools listed in this section are not an exhaustive list, but are meant to provide a brief overview of the primary tools currently utilized in the JLUS Study Area.

## 4.1 State of Texas Tools

### **Texas Local Government Code Chapter 241, Municipal and County Zoning Authority around Airports**

Texas Local Government Code Chapter 241 allows jurisdictions to adopt airport zoning regulations to regulate land uses within a specific geographic area identified as the Controlled Compatible Land Use Area within unincorporated areas. Texas Local Government Code §241.013 authorizes a city or county with a population exceeding 45,000 to adopt airport zoning regulations over areas outside the city or county.

### **Airport Compatibility Guidelines**

The guidelines are a complement to Chapter 241, and are intended to aid decision-makers on how to plan for compatibility as development occurs closer to airports. The document outlines criteria for the establishment of an Airport Compatible Land Use Ordinance or a Hazard Zoning Ordinance to best support compatible development in a municipality.

### **Texas Local Government Code Chapter 42, Extraterritorial Jurisdictions of Municipalities**

Chapter 42 of the Texas State Local Government Code, Extraterritorial Jurisdictions (ETJ) of Municipalities, designates the area beyond the municipality's boundaries for future growth. The municipality has no zoning authority in this area (except for "Airport Zoning" pursuant to Texas Local Government Code Chapter 241), since the designated area is not incorporated into the city. However, Section 42 of the Code does give a city the right to regulate the subdivision of land within the ETJ into parcels of less than five acres.

### **Texas Local Government Code Chapter 397, Notification Requirements for Land Use Regulations**

Texas Local Government Code §397.005 requires local governments that are adjacent or near a military installation to seek comments and analysis from the base authorities concerning potential compatibility concerns when an ordinance, rule, or plan proposed by the community may impact military operations or missions associated with the installation. The local government must consider and analyze the comments and analysis before making a final determination relating to the proposed ordinance, rule, or plan.

### **Real Estate Disclosures**

Real estate disclosures are used in some Texas jurisdictions to notify potential homebuyers of conditions affecting the property that they should be aware prior to its purchase. Section 5.008 of the Texas Property Code requires real estate disclosures to be provided to the purchaser on or before the effective date of the contract binding the purchaser to purchase the property.

## 4.2 Texas Local Jurisdiction Planning Tools

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### Comprehensive Plans, Zoning, and Subdivision Regulations

While the State of Texas does not mandate that municipalities maintain a master or comprehensive general plan, Chapter §219 of the Texas Local Government Code authorizes a municipality to create a Comprehensive Plan “for the purpose of promoting sound development of municipalities and promoting public health, safety, and welfare.”

Texas counties exert minimal regulatory authority. For example, counties do not have the power to regulate zoning on land in the county, or the use or appearance of property. Section 232 of the Texas Local Government Code provides counties with the authority to regulate the subdivision of land. Under this authority, the focus of a county’s ability to regulate the subdivision of land is limited to roads, streets, drainage, and rights-of-way.

Subdivision regulation is accomplished through the review and approval of plats. In addition to their incorporated areas, cities in Texas have the authority to regulate new subdivisions in unincorporated areas within their ETJ. Counties in Texas only have subdivision regulation authority within unincorporated areas and share this subdivision regulation authority with any city in which the land is in the city’s ETJ.

### Building Code

Building codes are intended to regulate building construction, materials, alteration and occupancy to ensure health, safety and welfare. The building code regulates building construction such that it is compatible with military installations, including sound attenuation for residences within applicable noise zones. Building codes, similar to other regulatory tools, are considered semi-permanent.

### Annexation

Unless petitioned by property owners, a municipality must prepare a three-year annexation plan and follow strict guidelines in order to extend its jurisdiction into unincorporated territory. Involuntary annexations of more than 100 lots must be preceded by a municipal annexation plan and guidelines. Annexation can be an important tool in addressing compatibility issues.

## 4.3 City of Wichita Falls, TX Tools

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### Zoning

The City of Wichita Falls zoning ordinance includes provisions for Airport Zoning (but no stand-alone provisions for military, though SAFB is included) within Section VI, General Regulations (Sec. 6400). The airport zoning section applies to the land area within the city and its ETJ, SAFB, the Wichita Falls Regional Airport and the Kickapoo Downtown Airport. The Airport Zoning Regulations establish Accident Potential Zones, Noise Zones, and Height Restriction Zones around Sheppard AFB that are based on the related areas (Accident Potential Zones, Noise Contours, and Imaginary Surfaces, respectively) identified within the AICUZ.

## 4.4 State of Oklahoma Tools

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### Oklahoma County Planning Commission and County Board of Adjustment Authorized

In 1970, the State of Oklahoma created Statute Section 865.51 which empowered any county in the state to appoint a planning commission and a board of adjustment for the purpose of county planning in a manner as provided in the statutes. The statutes provide the means to establish county planning but do not mandate it.

## 4.5 City of Frederick, OK Tools

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### Zoning

As authorized by 1971 Oklahoma Statutes 101-115, Title 3 and HB 359 (1945), the City of Frederick adopted airport zoning in October 1980. Known as the Frederick Regional Airport Hazard Zoning Ordinance, it limits the height of structures and objects of natural growth within the airport environs (approach surfaces/zones, horizontal and conical surfaces/zones, and transitional surfaces/zones). Also, codified in Section 12-295 to 299 of the city’s code of ordinances, the airport is zoned as a Heavy Industry District, though “airport” is not a specified use.

### Annexation

Frederick has utilized annexation in the past to annex the Frederick Regional Airport into the city limits. Ordinance No. 589 was approved on June 25, 1995 that annexed the entirety of the airport property. This was done so that the airport would be under the city’s zoning regulations.

Table 3 provides an overview of existing local jurisdiction planning tools in the study area. The table identifies the tool, whether it is used in a particular jurisdiction and whether or not it is effective at addressing compatibility issues between the jurisdiction and the military. The specific deficiencies are outlined in a subsequent sub section.

**Table 3. City and County Planning Tools**

Jurisdiction	Planning Tools									
	Comprehensive Plan	Zoning Code - Height Restrictions	Zoning Code - Dark Sky	Zoning Code - Sound Attenuation	Airport Hazard Zoning Regulations	Subdivision Regulations	Master Development Plan	Building Code	Annexation	Acquisition
Wichita County, TX	N	N	N	N	N	N	N	N	N	N
City of Wichita Falls	Y	Y	N	Y	Y	Y	Y	Y	Y	Y
City of Burkburnett	Y	Y	N	N	N	Y	N	Y	N	N
City of Cashion Community	N	N	N	N	N	N	N	N	N	N
City of Electra	Y	N	N	N	N	Y	N	N	N	N
City of Iowa Park	Y	Y	N	N	N	Y	N	Y	N	N
Town of Pleasant Valley	N	N	N	N	N	N	N	N	N	N
Tillman County, OK	N	Y	N	N	N	N	N	N	N	N
City of Frederick	N	Y	N	N	Y	Y	N	Y	Y	Y

Legend:

■ = Existing tool does not adequately address compatibility

■ = Existing tool adequately addresses compatibility

Y = Yes, the jurisdiction utilizes this tool

N = No, the jurisdiction does not utilize this tool

*Note: These designations are only if the jurisdiction currently has the specific tool*

## 4.6 Sheppard AFB Tools

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### Air Installation Compatible Use Zone (AICUZ)

The purpose of the DOD long-standing AICUZ program is to promote compatible land development in areas subject to increased noise exposure and accident potential due to aircraft operations. In addition, the AICUZ program's goal is to protect military airfields (and the navigable airspace leading to them) from encroachment by incompatible uses and structures. The AICUZ includes several noise contours and runway safety zones associated with aircraft operations at Sheppard AFB and a list of uses that are incompatible within each different noise contour and safety zone.

## 4.7 Federal Programs and Policies

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### Federal Aviation Act (Title 14, Part 77)

The Federal Aviation Act was passed in 1958 to provide methods for overseeing and regulating civilian and military use of airspace over the United States. The Act requires the Secretary of Transportation to make long-range plans that formulate policy for the orderly development and use of navigable air space. The intent is to serve the needs of both civilian aeronautics and national defense, but does not specifically address the unique needs of military agencies. Military planning strives to work alongside local, state, and federal aviation law and policies but sometimes must supersede these and other levels of government due to national security interests. The Federal Aviation Administration was created as a result of the Act for a variety of purposes, including the management of airspace over the US.

The 500-foot rule, promulgated by the FAA, states that every citizen of the United States has "a public right of freedom of transit in air commerce through the navigable air space of the United States". The rule was formally announced in the 1963 Court of Claims ruling in *Aaron v. United States* and states that flights 500 feet or more above ground level (AGL) do not represent a compensable taking because flights 500 feet AGL enjoy a right of free passage without liability to the owners below.

Another important outcome of the Act is FAA Regulation Title 14, Part 77, commonly known as Part 77, which provides the basis for evaluation of vertical obstruction compatibility. This regulation determines compatibility based on the height of proposed vertical structures or natural features in relation to their distance from the ends of the runway. Using a distance formula from this regulation, local jurisdictions can easily assess the height

restrictions near airfields. Additional information on Part 77 is located on the Federal Aviation Administration Internet site at <http://www.faa.gov/>.

As of January 29, 2013, the main focus of Part 77.17 is to establish standards used to determine obstructions within navigable airspace, typically within a certain distance from an airport or airfield. It defines an obstruction to air navigation as an object that is of greater height than any of the following heights or surfaces in the following manner:

- A height of 499 feet AGL at the site of the object;
- A height that is 200 feet AGL or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports with its longest runway more than 3,200 feet in actual length. This height increases in the proportion of 100 feet for each additional nautical mile of distance from the airport up to a maximum of 499 feet;
- A height within a terminal obstacle clearance area, including an initial approach segment, a departure area, and a circling approach area, which would result in the vertical distance between any point on the object and an established minimum instrument flight altitude within that area or segment to be less than the required obstacle clearance;
- A height within an en route obstacle clearance area, including turn and termination areas, of a federal airway or approved off-airway route, that would increase the minimum obstacle clearance altitude; and
- The surface of a takeoff and landing area of a civilian airport or any imaginary surface established under 77.19, DOD: 77.21 and heliports: 77.23. However, no part of the takeoff or landing area itself will be considered an obstruction.



## 5: COMPATIBILITY ASSESSMENT

### 5.1 Identification of Compatibility Issues

Compatibility, in relation to military readiness, is defined as the balance or compromise between community and military needs and interests. The goal of compatibility planning is to promote an environment where both entities communicate, coordinate, and implement mutually supportive actions that allow them to achieve their respective objectives.

Numerous factors influence whether community and military plans, programs, and activities are compatible or in conflict. For the Sheppard AFB JLUS, a total of 23 compatibility factors were reviewed to identify key study area issues. The issues in this section are divided into those affecting the Sheppard AFB region and those affecting the Frederick Regional Airport region.

Man-Made Factors		Natural Resource Factors	
1 Interagency Coordination / Communication	9 Vibration	18 Water Quality / Quantity	
2 Land Use	10 Dust / Smoke / Steam	19 Sensitive Biological Resources	
3 Safety Zones	11 Light and Glare	<b>Competition for Scarce Resources</b>	
4 Vertical Obstructions	12 Energy Development	20 Scarce Natural Resources	
5 Local Housing Availability	13 Air Quality	21 Land, Air, and Sea Spaces	
6 Infrastructure Extensions	14 Frequency Spectrum Impedance / Interference	22 Frequency Spectrum Capacity	
7 Anti-Terrorism / Force Protection	15 Public Trespassing	23 Roadway Capacity	
8 Noise	16 Cultural Sites		
	17 Legislative Initiatives		

At the initial committee workshops and public forums, attendees were asked to identify the location and type of compatibility issues they thought existed today, or could occur in the future. Information on planning processes, particularly as they relate to compatibility, was collected and assessed. Information was also collected relevant to current growth trends and current development applications. Throughout the course of the JLUS, the issues identified were examined and expanded upon to determine the level of concern and develop recommendations to address or mitigate the issues.

Of the 23 compatibility factors that were looked at for this JLUS, issues were identified for 16 of them for the region around Sheppard AFB. These factors are:

- Interagency Coordination / Communication
- Land Use
- Safety
- Vertical Obstructions
- Anti-Terrorism / Force Protection
- Noise
- Vibration
- Dust / Smoke / Steam
- Light and Glare
- Energy Development
- Air Quality
- Cultural Resources
- Water Quality / Quantity
- Threatened and Endangered Species
- Land / Air Spaces
- Roadway Capacity

Of the 23 compatibility factors, issues were identified for 10 of them for the region around Frederick Regional Airport. These factors are:

- Interagency Coordination / Communication
- Land Use
- Safety
- Vertical Obstructions
- Noise
- Dust / Smoke / Steam
- Energy Development
- Frequency Spectrum Impedance and Interference
- Public Trespassing
- Scarce Natural Resources

## 5.2 Sheppard AFB Compatibility Issues by Factor

### Interagency Coordination / Communication

Interagency coordination relates to the level of interaction on compatibility issues among military installations, jurisdictions, land and resource management agencies, and conservation authorities. It is a foundational compatibility factor that must be recognized to ensure successful balance and / or compromise between community and military needs and interests. The following **Interagency Coordination / Communication** issues were identified:

- **Agency coordination.** It is vital to ensure adequate and timely communication between Sheppard AFB and the agencies and organizations engaged in planning and resource management in the study area.
- **Enhanced public disclosure regarding changes on Sheppard AFB.** Although Sheppard AFB meets notification requirements provided under appropriate regulations, enhanced communications efforts with the public would improve overall coordination and cooperation with activity planning.
- **Enhanced regional cooperation on common issues.** Communications is challenging due to the multiple number of agencies with overlapping responsibilities in the area, which can create delays and conflicts for addressing issues associated with Sheppard AFB.
- **Sheppard AFB membership on the Wichita Falls Metropolitan Planning Organization.** The City of Wichita Falls has invited a representative from Sheppard AFB to attend the Technical Advisory Committee and the Transportation Policy Committee as an ex-officio member, but Sheppard AFB does not always have the staff resources to participate.

### Land Use

The basis of land use planning relates to the government's role in protecting public health, safety, and welfare. County and local jurisdictions' growth policy / general plans and zoning ordinances can be the most effective tools for avoiding, or resolving, land use compatibility issues. These tools ensure the separation of land uses that differ significantly in character. Land use separation also applies to properties where the use of one property may impact the use of another. For instance, industrial uses are often separated from residential uses to avoid impacts

related to noise, odors, lighting, etc. The following **Land Use** issues were identified:

- **Visual appeal of land uses outside Sheppard AFB gate.** The privately owned areas outside the Main Gate and along the boundary of Sheppard AFB are not well maintained and may give an impression of poor maintenance by the base.
- **Waivers for Clear Zones off-base.** There are privately owned properties outside the boundary of Sheppard AFB that lie within the Clear Zones and do not have easements that prohibit development. Privately owned properties in clear zones are currently subject to City of Wichita Falls' airport zoning restrictions.
- **Unregulated lands around Sheppard AFB.** Not all of the surrounding jurisdictions have zoning ordinances or comprehensive plans, which could lead to incompatible development and encroachment in several areas around the base.

### Safety

Safety zones are areas where development should be more restrictive in terms of use and concentrations of people due to the potential higher risks to public safety in these areas. Issues to consider include aircraft accident potential zones, weapons firing range safety zones, and explosive safety zones. The following **Safety** issues were identified:

- **Clear Zones and Accident Potential Zones extend off-base.** The Clear Zones and Accident Potential Zones associated with the runways at Sheppard AFB extend off installation onto privately owned land.
- **Bird aircraft strike hazard concerns.** There have been numerous recorded bird and aircraft strikes in and around the vicinity of Sheppard AFB over the years, some of which have caused major damage to aircraft.

### Vertical Obstructions

Vertical obstructions are created by buildings, trees, structures, or other features that may encroach into the navigable airspace used for military operations. These can present a safety hazard to both the public and military personnel and potentially impact military readiness. The following **Vertical Obstruction** issues were identified:

- **The airfield is at a lower elevation than the surrounding topography.** Several communities are under the imaginary surfaces associated with Sheppard AFB's runways. The airfield is at a lower elevation than the surrounding topography, which could create development concerns within the imaginary surfaces.
- **Desire to erect personal wind towers on private property.** Private landowners surrounding Sheppard AFB have expressed interest in erecting personal wind towers to provide sustainable energy for their homes or land. Depending on the locations and sizes of these towers, they could create vertical obstructions for aircraft at Sheppard AFB.

### Anti-Terrorism / Force Protection

Anti-Terrorism / Force Protection (AT / FP) relates to the safety of personnel, facilities, and information on an installation from outside threats. Methods to protect the installation and its supportive facilities can impact off-installation uses. The following **AT / FP** issue was identified:

- **Apartment building adjacent to main gate.** There is an apartment and hotel adjacent to Sheppard AFB's main gate located within feet of the fence line. This building could be used to gain unlawful access to Sheppard AFB.

### Noise

From a technical perspective, sound is the mechanical energy transmitted by pressure waves in a compressible medium such as air. More simply stated, sound is what we hear. As sounds reach unwanted levels, this is referred to as noise.

The central issue of noise is the impact, or perceived impact, on people, animals (wild and domestic), and general land use compatibility. Exposure to high noise levels can have a significant impact on human activity, health, and safety. The following **Noise** issues were identified:

- **Noise footprint reduction.** The current City of Wichita Falls Airport Zoning Regulations state that the Airport Noise Zone boundaries are based on the latest AICUZ study for Sheppard AFB.
- **Noise from aircraft operations.** Noise from aircraft operations is heard outside Sheppard AFB resulting from aircraft overflight of privately owned lands.

### Vibration

Vibration is an oscillation or motion that alternates in opposite directions and may occur as a result of an impact, explosion, noise, mechanical operation, or other change in the environment. Vibration may be caused by military and / or civilian activities. The following **Vibration** issue was identified:

- **Vibrations caused by flight activities.** Some aircraft operations over privately owned land have been reported to cause vibration of structures and concern from residents.

### Dust / Smoke / Steam

Dust results from the suspension of particulate matter in the air. Dust (and smoke) can be created by fire (controlled burns, agricultural burning, and artillery exercises), ground disturbance (agricultural activities, military operations, grading), industrial activities, or other similar processes. Dust, smoke, and steam are compatibility issues if sufficient in quantity to impact flight operations (such as reduced visibility or cause equipment damage) or the surround community (from prescribed burns or fire training activities). The following **Dust / Smoke / Steam** issue was identified:

- **Smoke from Sheppard AFB activities.** Fires that occur on Sheppard AFB either from prescribed burns or fire training have the potential to impact off-base uses such as recreation and agriculture.

### Light and Glare

This factor refers to man-made lighting (street lights, airfield lighting, building lights) and glare (direct or reflected light) that disrupts vision. Light sources from commercial, industrial, recreational, and residential uses at night can cause excessive glare and illumination, impacting the use of military night vision devices and air operations. Conversely, high intensity light sources generated from a military area (such as ramp lighting) may have a negative impact on the adjacent community. The following **Light and Glare** issue was identified:

- **Lighting impacts from Sheppard AFB.** Lights at Sheppard AFB (i.e. the baseball field or ramp lights) are sometimes bright at night and the light projects off-base.

## Energy Development

Development of energy sources, including alternative energy sources (such as solar, wind, or biofuels) could pose compatibility issues related to glare (solar energy), vertical obstruction (wind generation), or water quality / quantity. The following **Energy Development** issue was identified:

- **Wind development near Sheppard AFB.** There is some existing and proposed wind turbine development near Sheppard AFB (within 20 miles from digital airport surveillance radar) that could impact operations.

## Air Quality

Air quality is defined by numerous components that are regulated at the federal and state level. For compatibility, the primary concerns are pollutants that limit visibility (such as particulates, ozone, etc.) and potential non-attainment of air quality standards that may limit future changes in operations at the installation or in the area.

Harmful impacts on regional air quality were examined and determined to not be a current or projected future issues. Wichita County is not currently in a non-attainment level with federal air quality standards, and it is not likely to reach non-attainment in the future. However, there was one issues identified during the JLUS process for air quality as a nuisance. The following **Air Quality** issue was identified:

- **Smell of jet fuel / exhaust.** During winter months, with strong northern winds, sometimes the smell of burning jet fuel or jet exhaust goes off-base as jet aircraft are performing system checks and waiting for takeoff clearance.

## Cultural Resources

Cultural resources may prevent development, apply development constraints, or require special access by Native American tribes, other groups, or governmental regulatory authorities. The following **Cultural Resources** issue was identified:

- **Limited access to the Heritage Center Museum.** The Heritage Center museum located on Sheppard AFB is difficult for the general public to access.

## Water Quality / Quantity

Water quality / quantity concerns include the assurance that adequate water supplies of good quality are available for use by the installation and surrounding communities as the area develops. Water supply for agricultural and industrial use is also considered. The following **Water Quality / Quantity** issue was identified:

- **Semiarid climate conducive to flying mission occasionally requires water management strategies.** Sheppard AFB Region's semi-arid climate is ideal for the flight training mission. However, this climate requires the governments in the region to cooperatively employ water management strategies during periods of rainfall deficits.

## Threatened and Endangered Species

A threatened species is one that may become extinct if measures are not taken to protect it. An endangered species is one that has a very small population and is at greater risk than a threatened species of becoming extinct. The presence of threatened and endangered species may require special development considerations and should be included early in planning processes to ensure compatibility with military missions and economic development objectives. The following **Threatened and Endangered Species** issue was identified:

- **The Texas horned lizard lives near Sheppard AFB.** The Texas horned lizard, a species that has declined in the last 50 years due to farming and introduction of fire ants, lives on and around Sheppard AFB.

## Land / Air Spaces

The military manages or uses land, air space to accomplish testing, training, and operational missions. These resources must be available and of a sufficient size, cohesiveness, and quality to accommodate effective training and testing. Military and civilian air operations can compete for limited air space, especially when the airfields are in close proximity to each other. Use of this shared resource can impact future growth in operations for all users. The following **Land / Air Space** issue was identified:

- **Inability to house additional aircraft.** Sheppard AFB is a divert airfield for Dallas-Fort Worth, but has limited extra apron space for aircraft in the event that it was needed for multiple aircraft landings.

## Roadway Capacity

Roadway capacity relates to the ability of existing freeways, highways, arterials, and other local roads to provide adequate mobility and access between military installations and their surrounding communities. The following **Roadway Capacity** issues were identified:

- ***Traffic back-ups at gates.*** Sometimes during high volume traffic (i.e., mornings or rush hour), traffic waiting to get onto Sheppard AFB can back up civilian traffic using the same roads.
- ***Limited options for transportation between Sheppard AFB and areas outside the base.*** Many of the students at Sheppard AFB do not have their own form of transportation while on-base, making it difficult for them to get off-base for shopping, dining, or entertainment purposes.

## 5.3 Frederick Regional Airport Compatibility Issues by Factor

### Interagency Coordination

The following **Interagency Coordination / Communication** issue was identified:

- **Continuous communications.** It will be important for Sheppard AFB, Frederick Regional Airport, the City of Frederick, and Tillman County to maintain good communication for military usage of Frederick Regional Airport.

### Land Use

The following **Land Use** issue was identified:

- **Lack of zoning and land use controls.** The jurisdictions surrounding Frederick Regional Airport do not utilize the full extent of land use control tools to ensure compatible development around the airport.

### Safety

The following **Safety** issues were identified:

- **Bird aircraft strike hazards.** The presence of birds and bird attracting land uses around Frederick Regional Airport can pose dangers for pilots and aircraft operating in the area.
- **Safety of crop dusting operations.** Usage of civilian crop dusting aircraft in the vicinity of military operations near Frederick Regional Airport are a concern for mid-air collisions.
- **Clear Zones and Accident Potential Zones extend off-base.** The runway safety zones associated with the runway used by the military at Frederick Regional Airport extend past the boundaries of the airport. While the other runways at Frederick Regional Airport are not currently used by Sheppard AFB aircraft, they could possibly be in the future, and their safety zones also extend past the boundaries of the airport.

### Vertical Obstructions

The following **Vertical Obstructions** issue was identified:

- **Airport height regulations around Frederick Regional Airport.** The jurisdictions surrounding Frederick Regional Airport do not currently utilize tools that regulate heights in the area.

### Noise

The following **Noise** issue was identified:

- **Noise from aircraft operations.** Noise from military aircraft using Frederick Regional Airport can be heard outside the boundaries of the facility.

### Dust / Smoke / Steam

The following **Dust / Smoke / Steam** issue was identified:

- **Dust from agricultural operations.** Dust caused by agricultural operations can affect visibility of aircraft.

### Energy Development

The following **Energy Development** issue was identified:

- **Wind turbine development near Frederick Regional Airport.** There is a potential for wind turbine farm development near Frederick Regional Airport in the future, which could have potential impacts on military operations at the airport.

### Frequency Spectrum Impedance and Interference

The following **Frequency Spectrum Impedance and Interference** issue was identified:

- **Interference with transmissions in the area.** There is a potential for military and civilian users to interfere with each other's use of frequencies.

### Public Trespassing

The following **Public Trespassing** issue was identified:

- **Trespassing on the airport.** The potential for public trespassing on Frederick Regional Airport exists because there is not a secure fence around the entire airport perimeter.

### Scarce Natural Resources

The following **Scarce Natural Resources** issue was identified:

- **Exploration and extraction.** There may be competition for land area between airport uses and oil extraction in the future.



## 6: IMPLEMENTATION PLAN

### 6.1 Implementation Plan

This section identifies and organizes the recommended courses of action (strategies) that have been developed through a collaborative effort between representatives of local jurisdictions, Sheppard AFB, state and federal agencies, local organizations, the general public and other stakeholders that own or manage land or resources in the region. Because the Sheppard AFB JLUS is the result of a collaborative planning process, the strategies represent a true consensus plan; a realistic and coordinated approach to compatibility planning developed with the support of stakeholders involved throughout the process.

The JLUS strategies incorporate a variety of actions that promote compatible land use and resource planning. Existing and potential compatibility issues arising from the civilian / military interface can be removed or significantly mitigated through implementation. The recommended strategies function as the heart of the JLUS document and are the culmination of the planning process.

*It is important to note that the JLUS is not an adopted plan, but rather a recommended set of strategies which should be implemented by the JLUS participants in order to address current and potential future compatibility issues.*

The key to the implementation of strategies is the establishment of the JLUS Coordination Committee (see Strategy COM-1A) to oversee the execution of the JLUS. Through this committee, local jurisdictions, Sheppard AFB, and other interested parties can continue their collaboration to establish procedures, recommend or refine specific actions, and adjustment strategies over time to ensure the JLUS continues to resolve key compatibility issues through realistic strategies and implementation.

### Implementation Plan Guidelines

The key to a successful plan is balancing the different needs of all involved stakeholders. To produce a balanced plan, several guidelines were used as the basis for strategy development. These guidelines included:

- Recommended strategies must not result in a taking of property value as defined by state law. In some cases, the recommended strategies can only be implemented with new enabling legislation.
- In order to minimize regulation, where appropriate, strategies were recommended only for specific geographic areas to resolve the compatibility issues identified.
- In lieu of eliminating strategies that do not have 100 percent buy-in by all stakeholders, it was determined that the solution / strategy may result in the creation of multiple strategies that address the same issue but would be tailored to individual jurisdictions or agencies.

### Military Compatibility Areas

In compatibility planning, the generic term “Military Compatibility Area” (MCA) is used to formally designate a geographic area where military operations may impact local communities, and conversely, where local activities may affect the military’s ability to carry out its mission. The MCAs are geographic areas where the majority of the recommended strategies apply. The proposed Sheppard AFB Military Compatibility Area Overlay District (MCAOD) is an area that incorporates all of the MCAs.

The use of MCAs and MCAODs ensures that strategies are applied to the appropriate areas, and that locations not affected by a specific compatibility issue are not adversely impacted by inappropriate regulations.

For the Sheppard AFB JLUS, two sets of MCAODs and MCAs were proposed: one for the areas around Sheppard AFB and one for the areas around Frederick Regional Airport. For the Sheppard AFB region, four MCAs were proposed: a Safety MCA, a Noise MCA, a BASH MCA, and an Imaginary

Surfaces MCA. For the Frederick Regional Airport area, three MCAs were proposed: a Safety MCA, a BASH MCA, and an Imaginary Surfaces MCA. The MCAs are proposed to accomplish the following objectives:

- Promote an orderly transition between community and military land uses so that land uses remain compatible.
- Protect public health, safety, and welfare.
- Maintain operational capabilities of military installations and areas.
- Promote awareness of military training requirements to protect areas separate from the actual military installation (i.e., critical air space) used for training purposes.
- Establish compatibility requirements within a designated area, such as sound attenuation, real estate disclosure, and aviation easements.

Implementation of these overlays requires cities to amend their zoning ordinances. The MCAOD and MCA Overlays are illustrated on Figures 10 through 18.

### Sheppard AFB Military Compatibility Areas

There are four proposed MCAs for the area around Sheppard AFB. These MCAs are:

- Safety MCA
- Noise MCA
- BASH MCA
- Imaginary Surfaces MCA

Figure 10 shows the combined MCAOD overlay and Figures 11 through 14 provide individual maps of each MCA.

#### **Safety Military Compatibility Area**

The proposed Safety MCA would regulate compatible land use types and densities / intensities within the Clear Zones (CZs) and Accident Potential Zones (APZs) I and II of Sheppard AFB's runways. Each of these would be a subzone of the Safety MCA. The current location of each safety subzone is based on the airfield layout and air operations identified in Sheppard AFB's 2011 AICUZ study. The boundaries of each subzone may need to be amended when the AICUZ study is updated.

A Safety MCA is needed to prevent the development of incompatible land uses in areas with the greatest potential for an accident. These safety zones were identified as a result of the Air Force's guidance that defines APZs as areas where an aircraft accident is most likely to occur (if

one was to occur). The APZs follow departure, arrival, and pattern flight tracks and are based upon analysis of historical data.

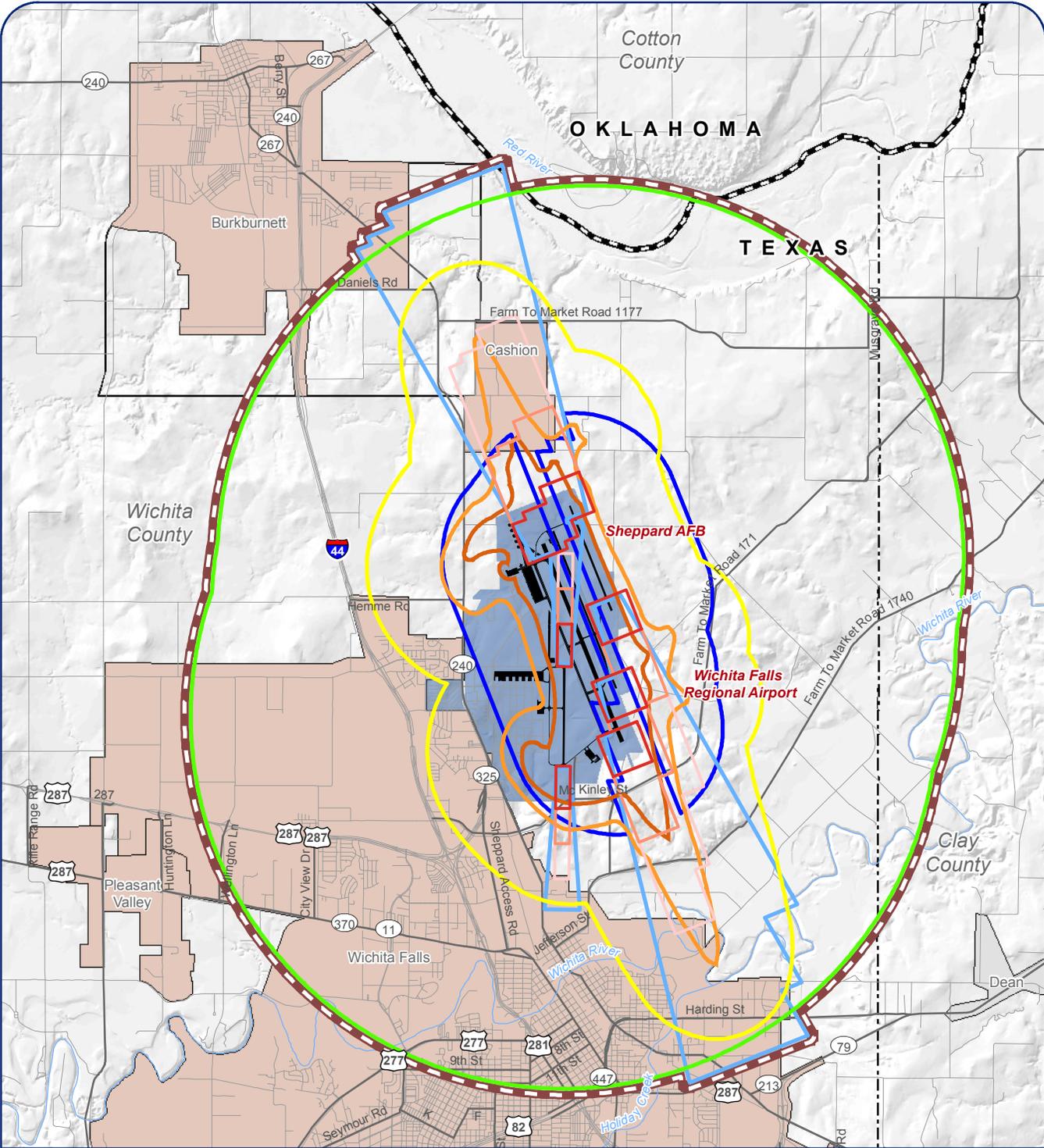
Within the CZ, most land uses are incompatible with aircraft operations. It is recommended that no development be located within CZs. Compatibility guidelines preclude land uses that concentrate large numbers of people (such as residences, apartments, churches, and schools) from being constructed within the APZs. While the likelihood of an accident is remote, the Air Force recommends low density land uses within the APZs to ensure the maximum protection of public health and property.

Low density single family residential uses (1 to 2 units per acre) can be compatible when located within APZ II. Other compatible uses include agriculture, limited intensity office / retail, agricultural, and light industrial.

#### **Noise Military Compatibility Area**

Noise is often a concern to the public surrounding military installations with flying missions. The Noise MCA includes all land located off-installation within noise contours greater than 65 dB DNL noise level associated with military and civilian aircraft activities, and an additional one mile buffer past the 65 dB noise contour to be proactive about possible future missions at Sheppard AFB. Residential developments and other noise sensitive land uses within this MCA may be subject to sound attenuation measures to reduce interior noise impacts and achieve a maximum interior noise level of 45 dB DNL.

Without a requirement for sound attenuation via building code requirements, certain uses such as residential, and those that congregate large groups, including schools, healthcare facilities, and churches, are not compatible within areas that experience noise levels of 65 dB DNL or greater. Uses that are compatible within airport noise contours are office / retail and manufacturing / industrial when interior noise levels are less than 70 dB DNL. The local building code can be used to ensure that noise-attenuation measures are incorporated in all new development within the Noise MCA. Although this tool will not prevent incompatible development, building codes can ensure compatibility to the greatest extent possible.



**Legend**

**Sheppard AFB MCAOD**

Sheppard AFB MCAOD

**BASH MCA**

BASH MCA

**Imaginary Surface MCA**

Approach-Departure Clearance Surface

Inner Horizontal Surface

**Safety MCA**

Clear Zone

APZ I

APZ II

**Noise MCA**

65 dB

70 dB

Noise MCA One Mile Buffer

Airfield Surface / Runway

Sheppard AFB

County

State

Highway

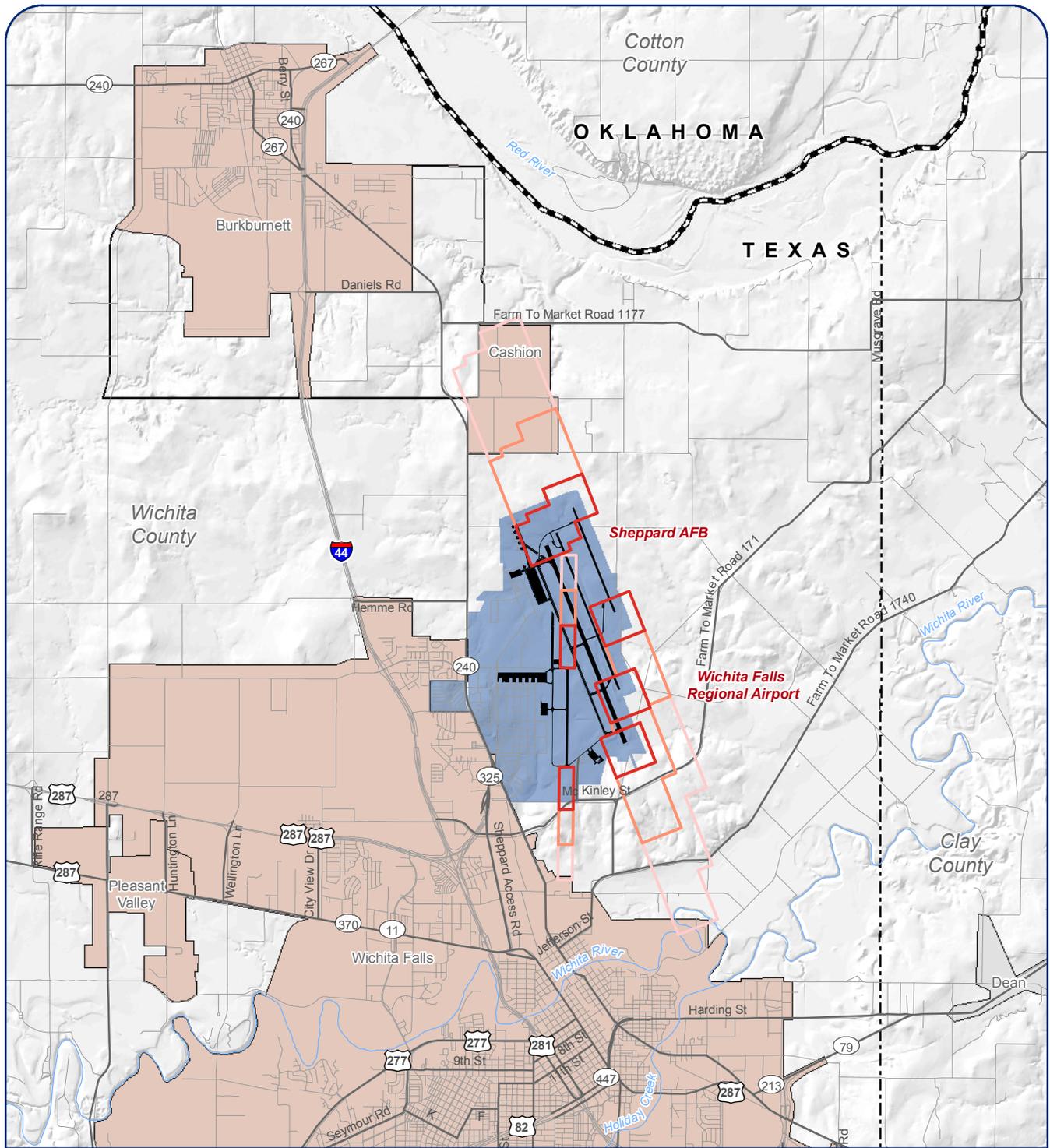
Road

River



Sources: City of Wichita Falls, 2012; TNRS, 2012; Sheppard AFB, 2012.

**Figure 10**  
**Sheppard AFB MCAOD**



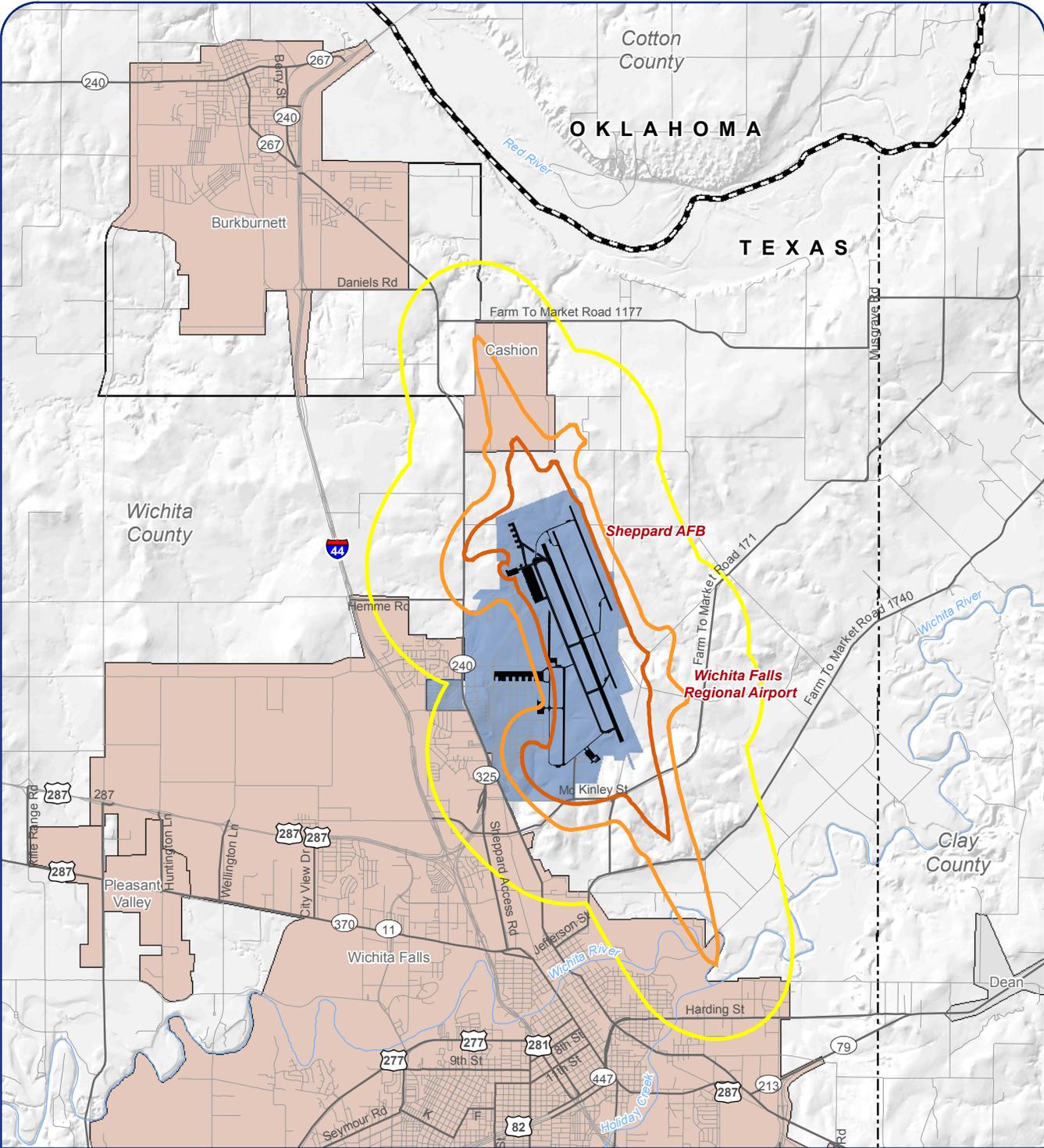
**Legend**

- |                   |                           |         |
|-------------------|---------------------------|---------|
| <b>Safety MCA</b> | Airfield Surface / Runway | State   |
| Clear Zone        | Sheppard AFB              | Highway |
| APZ I             | County                    | Road    |
| APZ II            |                           | River   |



Sources: City of Wichita Falls, 2012; TNRS, 2012; Sheppard AFB, 2012.

**Figure 11**  
**Sheppard AFB Safety MCA**



**Legend**

**Noise MCA**

65 dB

70 dB

Noise MCA One Mile Buffer

Airfield Surface / Runway

Sheppard AFB

County

State

Highway

Road

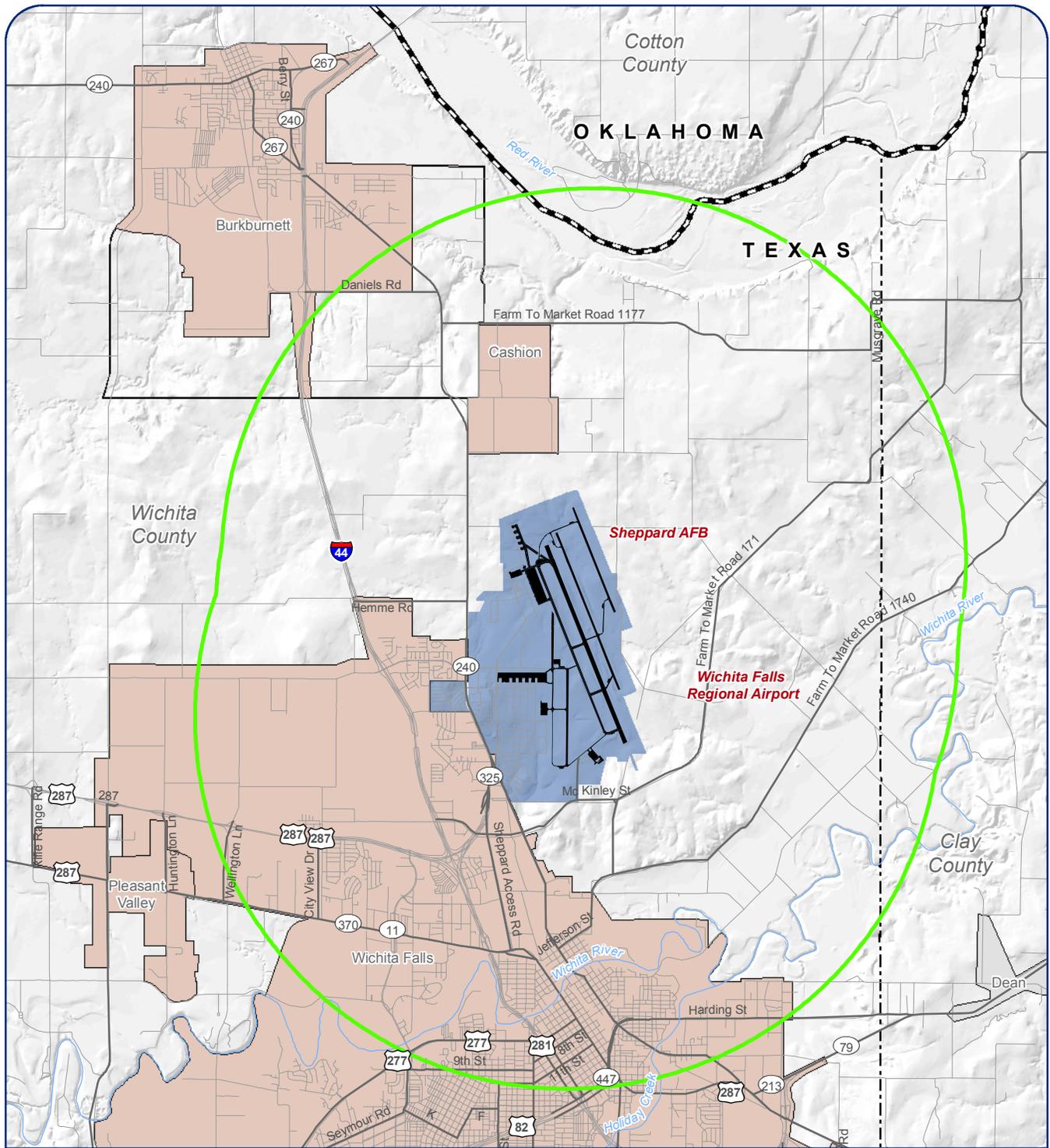
River



0 1 2 Miles

Sources: City of Wichita Falls, 2012; TNRS, 2012; Sheppard AFB, 2012.

**Figure 12**  
**Sheppard AFB Noise MCA**



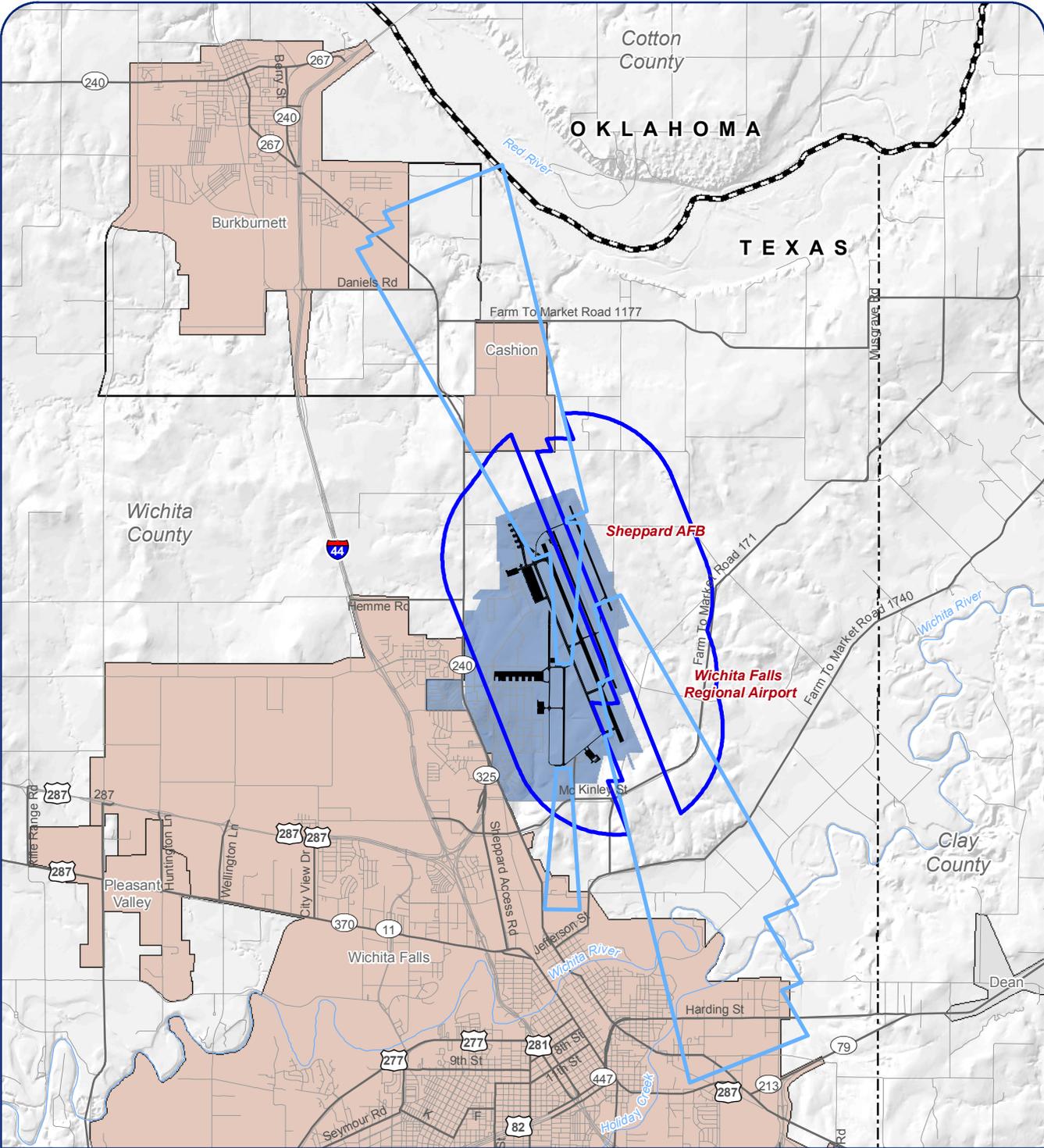
**Legend**

- █ BASH MCA
- Airfield Surface / Runway
- State
- Sheppard AFB
- County
- Highway
- Road
- River



Sources: City of Wichita Falls, 2012; TNRS, 2012; Sheppard AFB, 2012.

**Figure 13**  
**Sheppard AFB BASH MCA**



**Legend**

**Imaginary Surface MCA**

- Approach-Departure Clearance Surface
- Inner Horizontal Surface

- Airfield Surface / Runway
- Sheppard AFB
- County
- Highway
- Road
- River



Sources: City of Wichita Falls, 2012; TNRS, 2012; Sheppard AFB, 2012.

**Figure 14**  
**Sheppard AFB Imaginary Surfaces MCA**

### ***BASH Military Compatibility Area***

The proposed Bird and Wildlife Strike Hazard (BASH) MCA extends out from Sheppard AFB a distance of five miles. This MCA is meant to include areas near the airfield with the highest safety concerns if concentrations of birds or bird-attractant uses were located there. Bird strikes with aircraft can have serious safety concerns, including the potential for loss of life or aircraft. Even minor bird strikes can cause costly repairs to aircraft and interfere with training missions.

The five mile distance associated with the BASH MCA is an Air Force recommended standard for managing bird attractants around runways. The BASH MCA will need to be further studied and potentially refined to possibly include smaller BASH sub-MCAs for more strict control of bird attractants closer to the runways at Sheppard AFB.

### ***Imaginary Surfaces Military Compatibility Area***

The purpose of the Imaginary Surfaces MCA is to regulate the height of all structures and buildings within the area defined by Federal Aviation Administration (FAA) guidance and Air Force AICUZ instructions known as imaginary surfaces. The imaginary surfaces are a 3-D geographic area comprising approach and departure airspace corridors and safety buffers. Vertical obstruction heights are a major concern for flight operations and training due to the potential for a structure to extend into navigable airspace, which could impede safe flight operations and put both pilots and citizens on the ground at risk of an aircraft accident. Vertical obstructions that can affect flight safety include, but are not limited to, cell towers, power lines, wind turbines, buildings, and trees.

The flight operations approach and departure areas are regulated by stringent height restrictions defined by FAA and military regulations. This Imaginary Surfaces MCA is based on the FAA imaginary surfaces map horizontal area which limits development of buildings and structures from zero to 150 feet above mean sea level and the approach-departure clearance surface. The Imaginary Surfaces MCA is intended to emphasize the importance of following FAA imaginary surfaces with regard to structure height and is not intended to reduce or change FAA guidance with regard to maximum height of structures.

### **Frederick Regional Airport Military Compatibility Areas**

There are three proposed MCAs for the area around Frederick Regional Airport. These MCAs are:

- Safety MCA
- BASH MCA
- Imaginary Surfaces MCA

Figure 15 shows the combined MCAOD overlay and Figures 16 through 18 provide individual maps of each MCA.

#### ***Safety Military Compatibility Area***

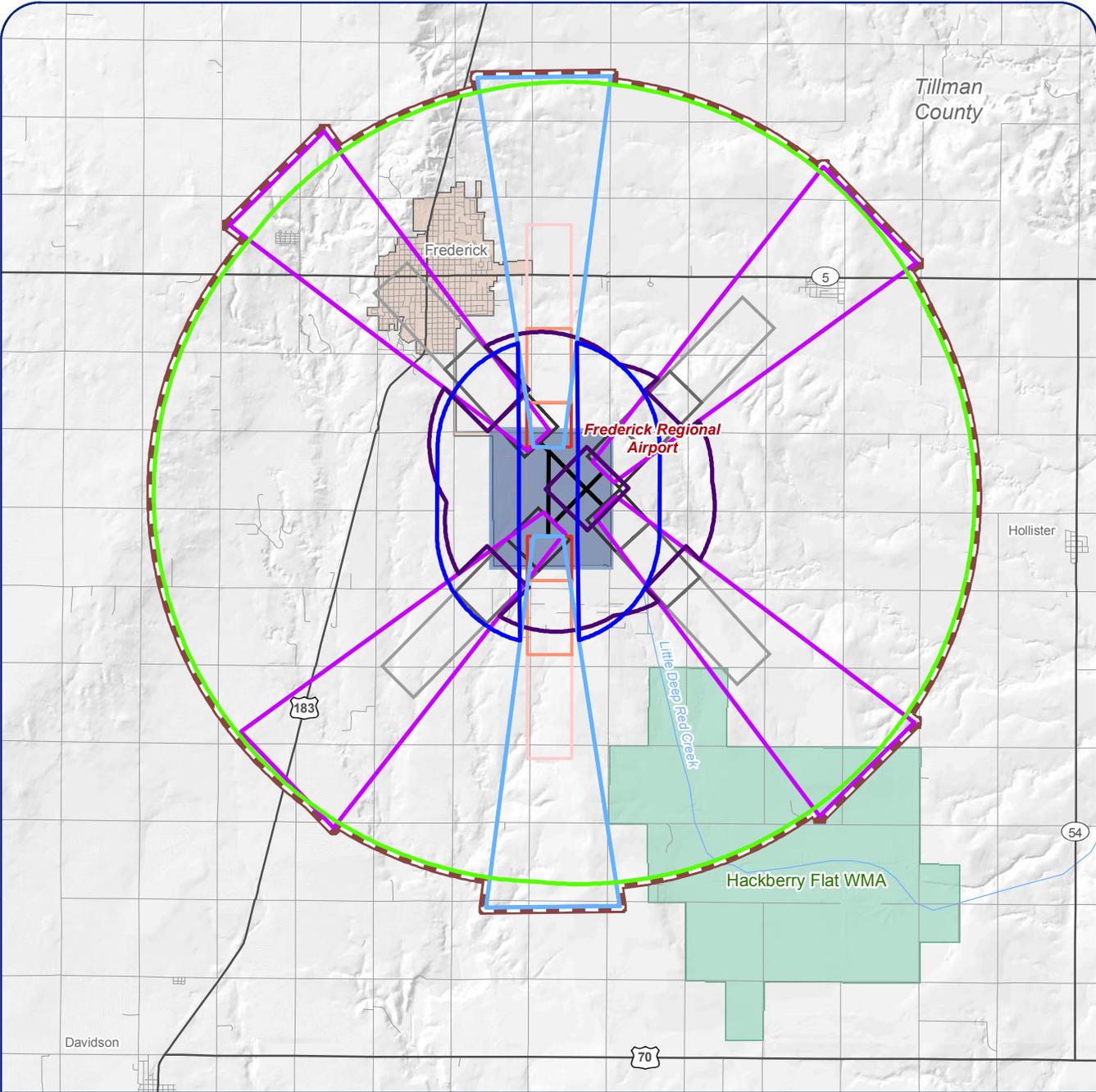
The proposed Safety MCA would regulate compatible land use types and densities / intensities within the existing Clear Zones (CZs) and Accident Potential Zones (APZs) I and II of associated with Runway 17/35 at Frederick Regional Airport, and the estimated CZs and APZs I and II for runways 3/21 and 12/30 to be proactive in the event they are used by Sheppard AFB aircraft in the future. Each of these would be a subzone of the Safety MCA. The existing safety zones for Runway 17/35 are based on an AICUZ Study prepared for Frederick Regional Airport in 1980, and may need to be updated.

The safety zones for runways 3/21 and 12/30 replicate the zones for Runway 17/35, and are estimations since these runways do not have actual safety zones associated with them. These may need to be modified in the future.

A Safety MCA is needed to prevent the development of incompatible land uses in areas with the greatest potential for an accident. These safety zones were identified as a result of the Air Force's guidance that defines APZs as areas where an aircraft accident is most likely to occur (if one was to occur). The APZs follow departure, arrival, and pattern flight tracks and are based upon analysis of historical data.

Within the CZ, most land uses are incompatible with aircraft operations. It is recommended that no development be located within CZs. Compatibility guidelines preclude land uses that concentrate large numbers of people (such as residences, apartments, churches, and schools) from being constructed within the APZs. While the likelihood of an accident is remote, the Air Force recommends low density land uses within APZs to ensure the maximum protection of public health and property.

Low density single family residential uses (1 to 2 units per acre) can be compatible when located within APZ II. Other compatible uses include agriculture, limited intensity office / retail, agricultural, and light industrial.



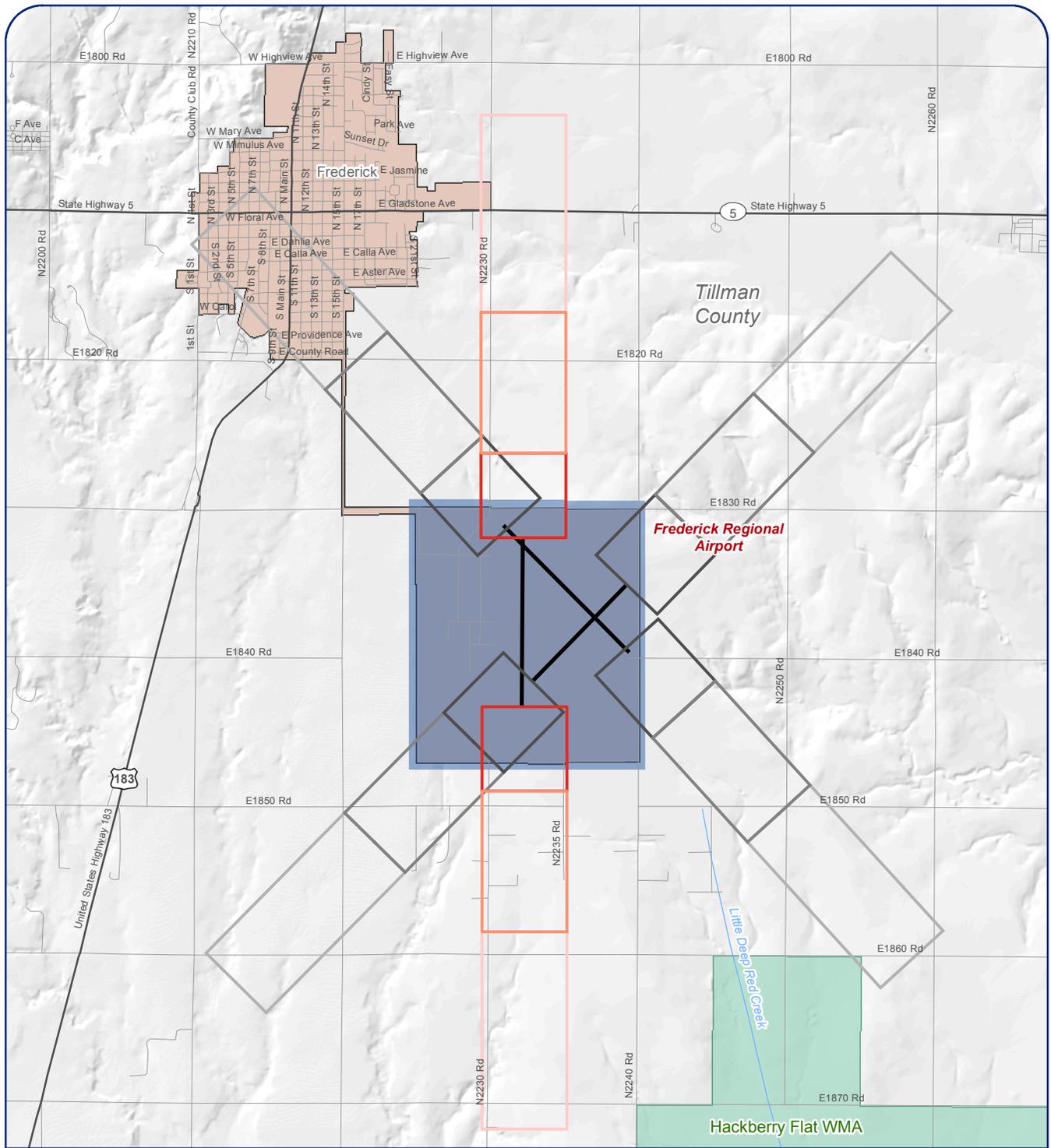
**Legend**

- |                        |  |                   |                               |                            |
|------------------------|--|-------------------|-------------------------------|----------------------------|
| <b>Frederick MCAOD</b> | <b>Imaginary Surface MCA</b>                   | <b>Safety MCA</b> | <b>Estimated Safety Zones</b> | Frederick Regional Airport |
| Frederick MCAOD        | Inner Horizontal Surface                       | Clear Zone        | Estimated Clear Zone          | Hackberry Flat WMA         |
| <b>BASH MCA</b>        | Approach-Departure Clearance Surface           | APZ I             | Estimated APZ 1               | Community Covered by JLUS  |
| BASH MCA               | <b>Estimated Imaginary Surface MCA</b>         | APZ II            | Estimated APZ 2               | Airport Runway             |
|                        | Estimated Inner Horizontal Surface             |                   |                               | Highway                    |
|                        | Estimated Approach-Departure Clearance Surface |                   |                               | Road                       |
|                        |  |                   |                               | River                      |



0 1 2 Miles  
Sources: City of Wichita Falls, 2012; OCGI, 2012.

**Figure 15**  
**Frederick Regional Airport MCAOD**



**Legend**

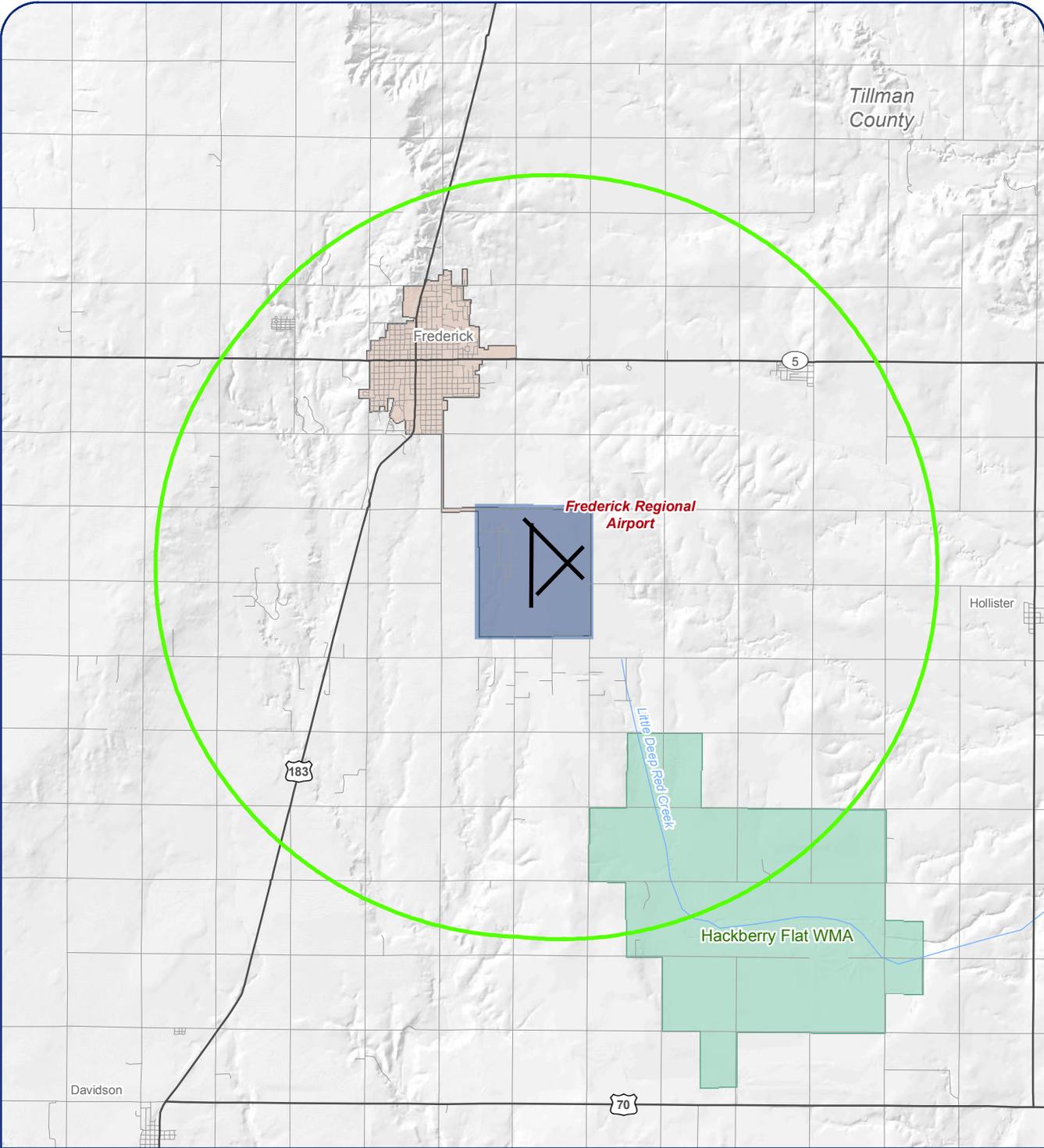
- |                   |                               |                            |                    |       |
|-------------------|-------------------------------|----------------------------|--------------------|-------|
| <b>Safety MCA</b> | <b>Estimated Safety Zones</b> | <b>—</b> Airport Runway    | Hackberry Flat WMA | River |
| Clear Zone        | Estimated Clear Zone          | Frederick Regional Airport | Highway            |       |
| APZ I             | Estimated APZ 1               | Community Covered by JLUS  | Road               |       |
| APZ II            | Estimated APZ 2               |                            |                    |       |



0 0.5 1 Miles

Sources: City of Wichita Falls, 2012; OCGI, 2012.

**Figure 16**  
**Frederick Regional Airport Safety MCA**



**Legend**

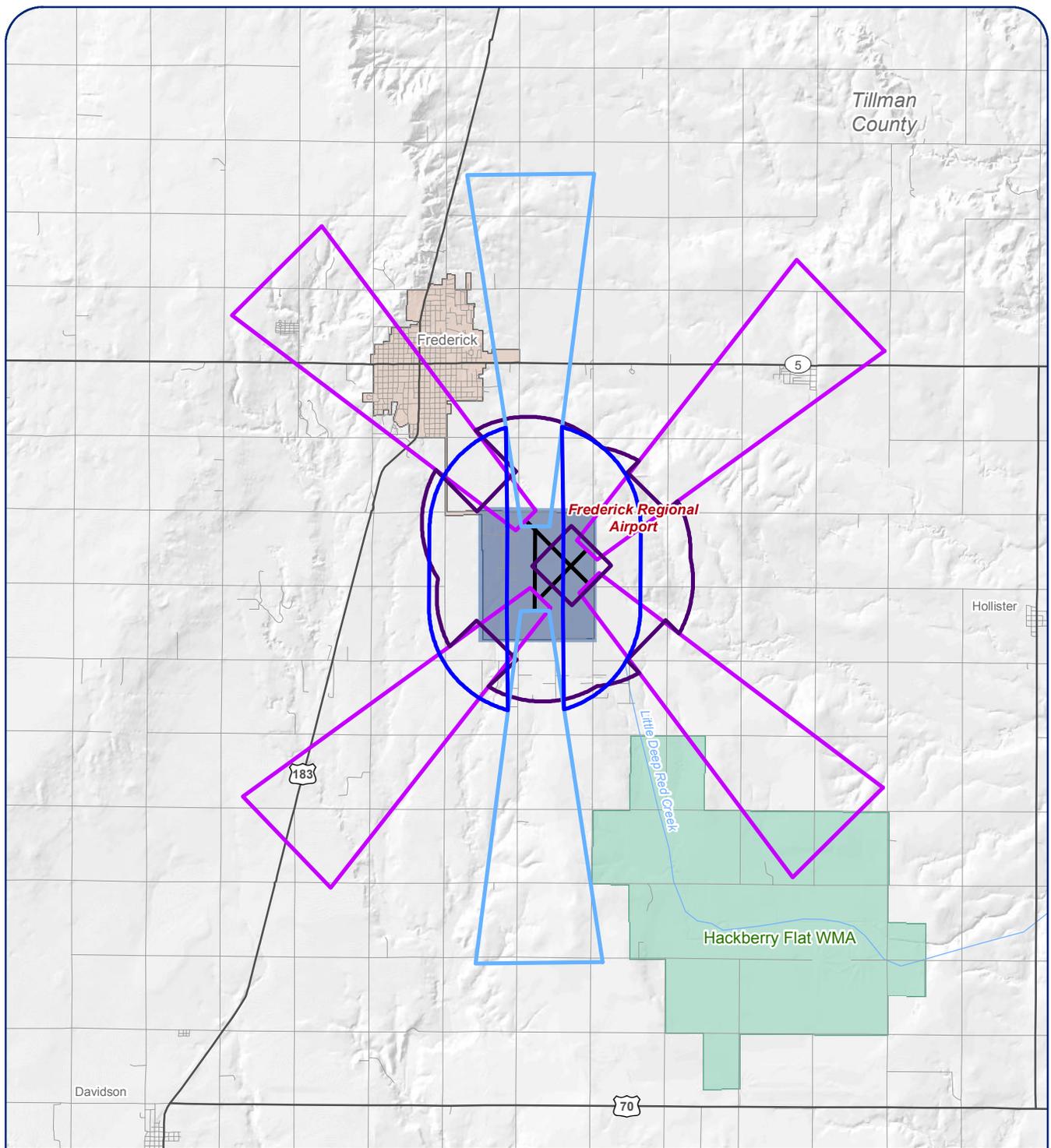
- BASH MCA
- Frederick Regional Airport
- Hackberry Flat WMA
- Community Covered by JLUS
- Airport Runway
- Highway
- Road
- River



0 0.5 1 Miles

Sources: City of Wichita Falls, 2012; OCGI, 2012.

**Figure 17**  
**Frederick Regional Airport BASH MCA**



**Legend**

- |                                      |  |                            |                |       |
|--------------------------------------|--|----------------------------|----------------|-------|
| <b>Imaginary Surface MCA</b>         | <b>Estimated Imaginary Surface MCA</b>         | Frederick Regional Airport | Airport Runway | River |
| Inner Horizontal Surface             | Estimated Inner Horizontal Surface             | Hackberry Flat WMA         | Highway        | Road  |
| Approach-Departure Clearance Surface | Estimated Approach-Departure Clearance Surface | Community Covered by JLUS  |                |       |



0 1 2 Miles

Sources: City of Wichita Falls, 2012; OCGI, 2012.

**Figure 18**  
**Frederick Regional Airport Imaginary Surfaces MCA**

***BASH Military Compatibility Area***

The proposed BASH MCA extends out from Runway 17/35 at Frederick Regional Airport a distance of five miles. This MCA is meant to include areas near the airfield with the highest safety concerns if concentrations of birds or bird-attractant uses were located there. Bird strikes with aircraft can have serious safety concerns, including the potential for loss of life or aircraft. Even minor bird strikes can cause costly repairs to aircraft and interfere with training missions.

The five mile distance associated with the BASH MCA is an Air Force recommended standard for managing bird attractants around runways. The BASH MCA will need to be further studied and potentially refined to possibly include smaller BASH sub-MCAs for more strict control of bird attractants closer to the runways at Frederick Regional Airport.

***Imaginary Surfaces Military Compatibility Area***

The purpose of the Imaginary Surfaces MCA is to regulate the height of all structures and buildings within the area defined by FAA guidance and Air Force AICUZ instructions known as imaginary surfaces. The imaginary surfaces are a 3-D geographic area comprising approach and departure airspace corridors and safety buffers. Vertical obstruction heights are a major concern to flight operations and training due to the potential for a structure to extend into navigable airspace, which could impede safe flight operations putting both the pilots and the citizens on the ground at risk of an aircraft accident. Vertical obstructions that can affect flight safety include, but are not limited to, cell towers, power lines, wind turbines, buildings, and trees.

The flight operations approach and departure areas are regulated by stringent height restrictions defined by FAA and military regulations. This Imaginary Surfaces MCA is based on the FAA imaginary surfaces inner horizontal area, which limits development of buildings and structures from zero to 150 feet above mean sea level, and the approach-departure clearance surface for the three usable runways at Frederick Regional Airport, in the event that runways 3/21 and 12/30 are used for military operations in the future. The Imaginary Surfaces MCA is intended to emphasize the importance of following FAA imaginary surfaces with regard to structure height and is not intended to reduce or change FAA guidance with regard to maximum height of structures.

## 6.2 How to Read the Implementation Plan

The strategies are designed to address the issues identified during preparation of the JLUS. The purpose of each strategy is to:

- avoid future actions, operations, or approvals that would cause a compatibility issue;
- eliminate an existing compatibility issue;
- reduce the adversity of an existing issue; and / or
- provide for on-going communications and collaboration.

Figure 19 highlights the format and content of the strategy table, and the following paragraphs provide an overview of how to read the information presented within each strategy. The strategies are arranged in a table to correspond with their compatibility factor. The issue within each factor is presented first to provide a linkage between the strategy and the condition it is intended to resolve or minimize. The following paragraphs provide an overview of how to read the information presented for each strategy.

- **Strategy ID Number** – Each strategy is assigned an identification letter (i.e. COM-1A, COM-1B, COM-1C, etc.). The letters are assigned to provide a unique and easy reference for each strategy. A strategy’s reference number is composed of the Compatibility Issue number and this ID.
- **Military Compatibility Area (MCA)/Location** – The MCA / location identifies what geographic area the strategy applies to (i.e. Safety MCA, Noise MCA, etc.). The MCA geographies for the Sheppard AFB strategies are defined in Sheppard AFB Strategy LU-3A in Table 2. The MCA geographies for the Frederick Regional Airport strategies are defined in Frederick Regional Airport Strategy LU-1A in Table 3. Some of the strategies are designated as “General”, meaning that they do not have a specific geography associated with them, and some are designated as “MCAOD”, meaning that they cover the entire MCAOD for that study are.
- **Strategy** – In bold type is a title that describes the strategy. This is followed by the complete strategy statement that describes the action needed.

- **Timeframe** – The timeframe is an estimate of how long it will take to implement the strategy (short-range [one year], mid-range [one to three years], long-range [three to five years], or on-going). On-going refers to strategies that will be needed on a continuous, intermittent, or as-needed basis.
- **Responsible Party** – At the right end of the strategy tables are a set of columns, one for each jurisdiction, military entity, agency, and organization with responsibilities relevant to implementation of the Sheppard AFB JLUS strategies. If an entity has responsibility relative to implementing a strategy, a mark is shown under their name. This mark is one of two symbols that signify their role. A solid square (■) designates that the entity is primarily responsible for implementing the strategy. A hollow square (□) designates that the entity plays a key supporting role, but is not directly responsible for implementation.

The JLUS strategies are presented on the following pages. Table 4 includes the list of strategies for Sheppard AFB and Table 5 includes the strategies for Frederick Regional Airport.

ID	MCA/ Location	Strategy	Timeframe	Wichita Falls	Burkburnett	Cashion Community	Iowa Park	Pleasant Valley	Frederick, OK	Wichita County	Tillman County, OK	Sheppard AFB	Other
NOI-2D	Noise	<b>Involve Municipality Staff in AICUZ Revisions.</b> Staff from the municipalities within noise contours should be consulted in any AICUZ updates to determine actual incompatibility of existing structures in noise zones based on densities and construction methods used.	On-Going	<input type="checkbox"/>		<input type="checkbox"/>				<input type="checkbox"/>		<input checked="" type="checkbox"/>	

Strategy ID Number: Alpha-numeric identifier used for reference.

MCA/ Location: The MCA or location in which each strategy applies.

Strategy: Description of the strategy.

Timeframe: An estimation of how long it will take to implement the strategy.  
Low – 1 year  
Medium – 1-3 years  
Long – 3-5 years  
On-going - continuous

Responsible Party: The primary and partner responsible agencies. For example, the ■ denotes a primary agency who will take the lead in implementation. The □ denotes a partner agency who will assist the primary agency in implementation

Figure 19. Sample JLUS Strategy Layout

**Table 4. Sheppard AFB Study Area Strategies**

ID	MCA/ Location	Strategy	Timeframe	Wichita Falls	Burkburnett	Cashion Community	Iowa Park	Pleasant Valley	Frederick, OK	Wichita County	Tillman County, OK	Sheppard AFB	Other
<b>1. Interagency Coordination / Communication (COM)</b>													
COM-1	ISSUE	<p><b>Agency Coordination.</b></p> <p>It is vital to ensure adequate and timely communication between Sheppard AFB and the agencies and organizations engaged in planning and resource management in the study area. Ensure communication efforts are bi-directional – from Sheppard AFB to agencies and agencies to Sheppard AFB – concerning their activities. The following key areas need enhanced coordination:</p> <ul style="list-style-type: none"> <li>■ Proposed development projects</li> <li>■ Housing needs and associated living accommodations</li> <li>■ Environmental compliance activities (NEPA, etc.)</li> <li>■ Changes and notifications of operations (including aviation operations and any frequency spectrum operations)</li> <li>■ Land acquisition</li> <li>■ Habitat protection</li> <li>■ Prescribed burns</li> <li>■ Infrastructure project extensions and / or improvements</li> </ul>											
COM-1A	General	<p><b>Establish a JLUS Coordination Committee.</b></p> <p>Establish a JLUS Coordination Committee to maintain efficient and effective coordination among the JLUS partners and to oversee the implementation of JLUS recommendations and increase coordination on military compatibility issues.</p> <p>This could be integrated into another advisory committee appropriate to the area and issues addressed.</p> <p>The JLUS Coordination Committee should meet on a regular basis as agreed upon by the Committee.</p> <p>Other Entities: Any additional entities deemed appropriate (i.e. entities from the JLUS Technical or Policy Committees).</p>	Short	■	■	■	■	■	■	■	■	■	■

This strategy was developed and implemented prior to the adoption of the JLUS

ID	MCA/ Location	Strategy	Timeframe	Wichita Falls	Burkburnett	Cashion Community	Iowa Park	Pleasant Valley	Frederick, OK	Wichita County	Tillman County, OK	Sheppard AFB	Other
COM-1B	General	<p><b>Incorporate Sheppard AFB As One Of The Agencies That Review Pre-Development Applications / Proposals.</b></p> <p>Establish an MOU between local jurisdictions and Sheppard AFB to formalize a process that provides copies of certain types of development proposals, rezoning, and other land use or regulation changes for lands located within the MCAs to Sheppard AFB for review and comment. Such review periods shall conform to existing community review periods for providing comment. This supports a proactive approach for identifying potential conflicts early in the proposed development application. The process of formalizing Sheppard AFB review and comment should include:</p> <ul style="list-style-type: none"> <li>■ Definition of project types that require review</li> <li>■ Definition of project types that require military attendance at pre-application meetings</li> <li>■ Identification of the Points of Contact for all coordination</li> <li>■ Establishing a formal procedure for requesting and receiving comments</li> <li>■ Establishing a standard timeline for responses, keeping in mind mandated review time periods as specified by State law and local/county procedures</li> <li>■ Providing notice to the military on all public hearings regarding projects identified for coordination</li> </ul> <p>Procedures should be reviewed annually and updated as appropriate by the JLUS Coordination Committee.</p>	Short	■	■	■	■	■		■		□	

ID	MCA/ Location	Strategy	Timeframe	Wichita Falls	Burkburnett	Cashion Community	Iowa Park	Pleasant Valley	Frederick, OK	Wichita County	Tillman County, OK	Sheppard AFB	Other
COM-1C	General	<p><b>Review of Military Planning Documents.</b></p> <p>Sheppard AFB should provide public versions of key planning documents for review and comment prior to finalization. Key planning documents could include the following (list to be finalized by the JLUS Coordination Committee):</p> <ul style="list-style-type: none"> <li>▪ AICUZ and other noise studies</li> <li>▪ Other documents as appropriate, and when agreed to be used for official use only</li> </ul>	On-Going	<input type="checkbox"/>	<input checked="" type="checkbox"/>								
COM-1D	General	<p><b>Establish Internal Information Liaisons.</b></p> <p>Each jurisdiction and Sheppard AFB should, if they do not already, identify an internal liaison within their organization that is responsible for relaying information from outside parties to their organization to ensure that all entities are aware of pertinent information and information does not stop at one person.</p>	Short	<input checked="" type="checkbox"/>									
COM-1E	General	<p><b>FAA Contact Information.</b></p> <p>Contact information for a local FAA representative should be retained at the City of Wichita Falls Planning Department for inquiries from the public on airspace and height issue concerns.</p>	On-Going	<input checked="" type="checkbox"/>									
COM-2	ISSUE	<p><b>Enhanced Public Disclosure Regarding Changes on Sheppard AFB.</b></p> <p>Although Sheppard AFB meets notification requirements provided under appropriate regulations, enhanced communications efforts with the public on the following topics would improve overall coordination and cooperation with activity planning, etc.</p> <ul style="list-style-type: none"> <li>▪ Proposed projects</li> <li>▪ Recreational activities</li> <li>▪ Changes in and notifications about operations outside the typical schedule</li> </ul>											

ID	MCA/ Location	Strategy	Timeframe	Wichita Falls	Burkburnett	Cashion Community	Iowa Park	Pleasant Valley	Frederick, OK	Wichita County	Tillman County, OK	Sheppard AFB	Other
COM-2A	General	<p><b>Establish a Sheppard AFB Outreach Program.</b></p> <p>Sheppard AFB should create an outreach plan to share information with the community. The Sheppard AFB public outreach program should describe outreach activities to include tours of the installation, development of informational brochures to be mailed to neighbors and posted on the website, identification of a single public relations point of contact for Sheppard AFB, and making contact information widely available. It should also include a military and community communication protocol directory that identifies the different level of communication channels between the appointed and elected officials, to staff, to the general public and Sheppard AFB</p> <p>As part of the outreach program, Sheppard AFB should host regularly scheduled open houses for the public to provide an overview of training activities, construction, or other items of public interest. This forum should also allow residents the opportunity to comment on concerns. An open house on an annual basis would be an option to consider. Any open house or activities that invite civilians onto Sheppard AFB should be deconflicted with installation activities such as changes in base command or senior leadership, and other open house activities such as the Freedom Fest Airshow.</p>	Short	<input type="checkbox"/>								<input checked="" type="checkbox"/>	

ID	MCA/ Location	Strategy	Timeframe	Wichita Falls	Burkburnett	Cashion Community	Iowa Park	Pleasant Valley	Frederick, OK	Wichita County	Tillman County, OK	Sheppard AFB	Other
COM-2B	General	<p><b>Include AICUZ Information on Community Websites.</b> Update community websites regularly to educate the public on the AICUZ program and inform the public on installation changes that could affect residents.</p>	On-Going	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>		<input type="checkbox"/>	
COM-2C	General	<p><b>Media Announcement of Unusual Activities.</b> When possible, Sheppard AFB should prepare a weekly general schedule of any special or unusual activities or night flying that may be occurring that week to be published in local media.</p>	On-Going	<input type="checkbox"/>	<input type="checkbox"/>							<input checked="" type="checkbox"/>	
COM-2D	MCAOD	<p><b>Good Neighbor Program.</b> Sheppard AFB should conduct, on a bi-annual basis, a Good Neighbor Program where they send out letters to all adjacent property owners inviting them to a Sheppard AFB Neighbor Town Hall meeting to provide a platform for a two way communication where by the Air Force informs the neighbors of any upcoming mission changes or operations and maintenance events that may have an impact on the neighbors and whereby the adjacent property owners can provide the Air Force with any issues or questions they may have.</p>	On-Going	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>		<input checked="" type="checkbox"/>	
COM-3	ISSUE	<p><b>Enhanced Regional Cooperation on Common Issues.</b> Communications is challenging due to the multiple number of agencies with overlapping responsibilities in the area, which can create delays and conflicts for addressing issues associated with Sheppard AFB.</p>											

ID	MCA/ Location	Strategy	Timeframe	Wichita Falls	Burkburnett	Cashion Community	Iowa Park	Pleasant Valley	Frederick, OK	Wichita County	Tillman County, OK	Sheppard AFB	Other
COM-3A	General	<b>Sheppard AFB Ex-Officio Representative on the Wichita Falls Airport Board of Adjustment.</b> Invite a representative from Sheppard AFB to serve as an ex-officio member of the Wichita Falls Airport Board of Adjustment and the Airport Advisory Board to be aware of actions that take place by the committee and to relay the information to Sheppard AFB command. If Sheppard AFB wishes to send a representative, then the ordinance should be modified to formalize the position.	Short	■								□	
COM-3B	General	<b>Sheppard AFB Staff Representative to the Planning and Zoning Commissions.</b> Invite a representative from Sheppard AFB to serve as an ex-officio member of each of the adjacent jurisdiction planning and zoning commissions to allow for Sheppard AFB to provide input on proposed developments that may impact their mission. Formalize the position through a resolution or an MOU.	Short	■	■							□	
COM-3C	General	<b>Public-Public and Public-Private Partnerships.</b> Sheppard AFB should work with the JLUS communities to utilize and enhance newly developed Public-Public and Public-Private partnership mechanisms. Other Entities: JLUS Coordination Committee, Any other entities deemed appropriate	On-Going	■	■	■	■	■	■	■	■	■	■
COM-4	ISSUE	<b>Sheppard AFB Membership on the Wichita Falls Metropolitan Planning Organization (MPO).</b> The City of Wichita Falls has invited a representative from Sheppard AFB to attend the Technical Advisory Committee (TAC) and the Transportation Policy Committee (TPC) as an ex-officio member, but Sheppard AFB does not always have the staff resources to participate.											

*This strategy was developed and implemented prior to the adoption of the JLUS*

ID	MCA/ Location	Strategy	Timeframe	Wichita Falls	Burkburnett	Cashion Community	Iowa Park	Pleasant Valley	Frederick, OK	Wichita County	Tillman County, OK	Sheppard AFB	Other
COM-4A	General	<p><b>Sheppard AFB Ex-Officio Representative on the Wichita Falls MPO.</b></p> <p>Sheppard AFB should identify a primary representative to attend as an ex-officio member of the Wichita Falls MPO TAC and TPC, as well as an alternate representative to attend if the primary representative is unable to attend.</p> <p>Other Entity: Wichita Falls MPO</p>	Short									<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>2. Land Use (LU)</b>													
LU-1	ISSUE	<p><b>Visual Appeal of Land Uses Outside Sheppard AFB Gate.</b></p> <p>The privately owned areas outside the Main Gate and along the boundary of Sheppard AFB are not well maintained and may give an impression of poor maintenance by the base.</p>											
LU-1A	General	<p><b>Incentive Program.</b></p> <p>Develop incentive program (Tax or Grant) for the landowners and businesses to encourage enhancement of the aesthetics of the area.</p>	Mid	<input checked="" type="checkbox"/>									
LU-1B	General	<p><b>Volunteer Program.</b></p> <p>Develop volunteer incentive program for the landowners and businesses to encourage enhancement of the aesthetics of the area.</p>	Short	<input checked="" type="checkbox"/>									
LU-1C	General	<p><b>Sheppard Main Gate Visual Corridor Program.</b></p> <p>The recent Sheppard AFB Area Development Plan identified the need to create a pedestrian-friendly core on-base. This plan could be extended to consider creating pedestrian accessibility off-base at the gates. This could include revitalization of the corridor outside of the Main Gate.</p>	Mid	<input checked="" type="checkbox"/>								<input type="checkbox"/>	
LU-2	ISSUE	<p><b>Waivers for Clear Zones Off-Base.</b></p> <p>There are privately owned properties outside the boundary of Sheppard AFB that lie within the Clear Zones and do not have easements that prohibit development. Privately owned properties in clear zones are currently subject to City of Wichita Falls' airport zoning restrictions.</p>											

ID	MCA/ Location	Strategy	Timeframe	Wichita Falls	Burkburnett	Cashion Community	Iowa Park	Pleasant Valley	Frederick, OK	Wichita County	Tillman County, OK	Sheppard AFB	Other
LU-2A	Safety	<p><b>Consider Placing Easements or Restrictions.</b></p> <p>Use the authorities allowed related to Federal Aviation Administration (FAA) compliant airports to address restrictions or easement on parcels in the clear zones of the runways.</p> <p>Other Entity: Property Owners</p>	Mid	<input type="checkbox"/>								<input type="checkbox"/>	<input checked="" type="checkbox"/>
LU-2B	Safety	<p><b>Consider Acquiring Easements.</b></p> <p>Pursue acquiring easements on parcels in the clear zones of the runways that do not currently have any.</p>	Mid	<input type="checkbox"/>								<input checked="" type="checkbox"/>	
LU-3	ISSUE	<p><b>Unregulated Lands Around Sheppard AFB.</b></p> <p>Not all of the surrounding jurisdictions have zoning ordinances or comprehensive plans, which could lead to incompatible development and encroachment in several areas around the base.</p>											
LU-3A	General	<p><b>Define and Establish Military Compatibility Areas (MCAs).</b></p> <p>Create a Military Compatibility Area Overlay District (MCAOD) containing Military Compatibility Areas (MCAs) that reflect the types and intensity of compatibility issues. The MCAOD is the collective geographic area of all of the MCAs combined. The MCAs should be used by local jurisdictions to identify areas where specific compatibility issues are more likely to occur. Implementation of the MCAOD and associated strategies for these zones will:</p> <ul style="list-style-type: none"> <li>■ Create a broader framework for making sound planning decisions around military airfields</li> <li>■ More accurately identify areas that can affect or be affected by military missions</li> <li>■ Protect the public health, safety, and welfare</li> <li>■ Protect the military missions</li> <li>■ Create a compatible mix of land uses</li> <li>■ Promote an orderly transition and rational organization of land use around military airfields</li> </ul>	Mid	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	

ID	MCA/ Location	Strategy	Timeframe	Wichita Falls	Burkburnett	Cashion Community	Iowa Park	Pleasant Valley	Frederick, OK	Wichita County	Tillman County, OK	Sheppard AFB	Other
LU-3A (cont.)	General	<p>The MCAs are defined as follows, and are illustrated on Figures 3 through 7.</p> <ul style="list-style-type: none"> <li>■ MCA-Safety. Includes the Clear Zone (CZ) and Accident Potential Zones (APZs) I and II.</li> <li>■ MCA-Noise. Includes areas within the 65 dB contour for aircraft noise, as well as an additional one mile beyond the boundaries of the 65 dB noise contour.</li> <li>■ MCA-BASH. Includes an area within 5 miles of the centerpoint of each runway at Sheppard AFB, an area where the majority of bird strikes are statistically likely to happen.</li> <li>■ MCA-Imaginary Surfaces. Includes the Inner Horizontal Surfaces and Approach-Departure Clearance Surfaces for each runway at Sheppard AFB.</li> <li>■ General. This has no geographic area associated with it, but is included for general strategies.</li> </ul> <p>To assist in this effort, geographic information system (GIS) files of these boundaries can be obtained from the City of Wichita Falls following finalization of this JLUS and approval of these MCAs. Updates to the data relative to noise contours shall be provided by Sheppard AFB as a result of significant changes that support a public release of an updated Air Installation Compatible Use Zone (AICUZ) study.</p> <p>Where appropriate, the jurisdictions should incorporate the MCAOD and MCA boundaries on their zoning map and future land use maps and include the zones on their websites for easy access by the public.</p>											

ID	MCA/ Location	Strategy	Timeframe	Wichita Falls	Burkburnett	Cashion Community	Iowa Park	Pleasant Valley	Frederick, OK	Wichita County	Tillman County, OK	Sheppard AFB	Other
LU-3B	General	<p><b>Establish Agreements Related to Airport Zoning Regulations.</b> Per Texas Local Government Code Chapter 241, Re-establish through an MOA, that:</p> <ul style="list-style-type: none"> <li>■ Wichita County agrees that the City of Wichita Falls shall administer the authority of the City Airport Zoning Regulations within the portion of the county that falls within the imaginary surfaces boundary for height restrictions and the controlled compatible land use area for land use regulations.</li> <li>■ The City of Wichita Falls agrees that Wichita County may recommend two (2) representatives to the Airport Board of Adjustment (2 year term) for final review and appointment by the City of Wichita Falls City Council.</li> <li>■ The City of Wichita Falls agrees that if Wichita County fails to recommend members to the Airport Board of Adjustment within the designated timeframe, then the City of Wichita Falls reserves the right to appoint a member.</li> <li>■ The City of Wichita Falls may amend the Airport Zoning Regulations with an updated land use plan and zoning map / ordinance for the portion of the controlled compatible land use area that falls within its incorporated area and the unincorporated area of the county.</li> </ul>	Short	■	■					■			

ID	MCA/ Location	Strategy	Timeframe	Wichita Falls	Burkburnett	Cashion Community	Iowa Park	Pleasant Valley	Frederick, OK	Wichita County	Tillman County, OK	Sheppard AFB	Other
LU-3C	General	<p><b>Amend City of Wichita Falls Zoning Ordinance.</b>                      Amend City of Wichita Falls Zoning Ordinance, Section VI – General Regulations; Sec. 6400 Airport Zoning Regulations to:</p> <ol style="list-style-type: none"> <li>1. Modify Sheppard AFB / Wichita Falls Airport Zoning to regulate potential obstructions of airspace (airport hazards) over entire airport hazard area to the maximum extent permitted by Texas Local Gov't Code 241.011, as amended.</li> <li>2. Modify Sheppard AFB / Wichita Falls Airport Zoning subzones to update &amp; provide:                             <ol style="list-style-type: none"> <li>a. Clear Zone Overlay Subzone</li> <li>b. Accident Potential 1 Overlay Subzone</li> <li>c. Accident Potential 2 Overlay Subzone</li> <li>d. Noise Overlay Subzones in accordance with current &amp; future AICUZ studies for Sheppard AFB</li> <li>e. Noise Overlay Subzones to cover potential missions by identified aircraft with reasonable likelihood of future placement at Sheppard (see Strategies NOI-1A and NOI-1B)</li> <li>f. Airport Compatible Land Use Area Overlay Subzone</li> </ol> </li> <li>3. Revise 6485 Land Use Compatible Table to match current Sheppard AICUZ subzones.</li> </ol>	Mid	■									

ID	MCA/ Location	Strategy	Timeframe	Wichita Falls	Burkburnett	Cashion Community	Iowa Park	Pleasant Valley	Frederick, OK	Wichita County	Tillman County, OK	Sheppard AFB	Other
LU-3D	MCAOD	<p><b>Update Local Jurisdiction General Plans To Include Military Compatibility Policies That Support And Promote Compatible Land Uses.</b></p> <p>Update and adopt the jurisdiction’s future land use map, and supportive goals, objectives, and policies that encourage a compatible land use pattern for new development and appropriate capital improvement investments. Include Sheppard AFB as one of the stakeholders in the development of the plan. The jurisdiction’s General Plan should be updated on a regular basis.</p>	Mid	■	■							□	
LU-3E	MCAOD	<p><b>Update Local Jurisdiction Zoning Codes.</b></p> <p>Update zoning map and zoning code to be consistent with any changes or updates that may have occurred to the future land use plan / General Plan Update as part of LU-3E.</p>	Mid	■	■		■					□	
LU-3F	MCAOD	<p><b>Update Comprehensive Plans with the Compatibility Policy Set.</b></p> <p>The goals and policies (to be developed) are proposed for inclusion into each city comprehensive plan, as appropriate to supplement the jurisdiction’s existing policies. These changes provide a complete policy package for compatibility planning and provide a policy basis for many of the other strategies contained in this JLUS.</p>	Mid	■	■							□	

ID	MCA/ Location	Strategy	Timeframe	Wichita Falls	Burkburnett	Cashion Community	Iowa Park	Pleasant Valley	Frederick, OK	Wichita County	Tillman County, OK	Sheppard AFB	Other
LU-3G	MCAOD	<p><b>Land Annexation Program.</b> Wichita Falls should work with Sheppard AFB and private land owners to identify priority lands within the MCAs to annex into the city to provide regulations on the land such as zoning. Other Entity: Property Owners</p>	Short	<input checked="" type="checkbox"/>								<input type="checkbox"/>	<input type="checkbox"/>
LU-3H	General	<p><b>Water Permit Monitoring.</b> In unincorporated areas outside of Wichita Falls that require extended potable water, water meter permits within the water districts could be monitored and limited to more effectively regulate the amount of growth in accordance with Airport Zoning Regulations. Other Entities: Water Improvement Districts; Wichita Falls-Wichita County Public Health District</p>	Mid							<input checked="" type="checkbox"/>			<input type="checkbox"/>
LU-3I	General	<p><b>Septic Tank Approval.</b> In areas outside of Wichita Falls that are in the Clear Zone and Accident Potential Zones and require septic systems, the process could be modified to provide for notice to the City of Wichita Falls Planning Department to enforce Airport Zoning Regulations. Other Entity: Wichita Falls-Wichita County Public Health District</p>	Mid	<input type="checkbox"/>						<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>
LU-3J	General	<p><b>Tax Abatement Criteria.</b> Via a County court order, amend criteria required to obtain a County Property Tax Abatement to state that an applicant shall be in conformance with the City of Wichita Falls Airport Zoning Regulations Section 6400.</p>	Short							<input checked="" type="checkbox"/>			

ID	MCA/ Location	Strategy	Timeframe	Wichita Falls	Burkburnett	Cashion Community	Iowa Park	Pleasant Valley	Frederick, OK	Wichita County	Tillman County, OK	Sheppard AFB	Other
LU-3K	General	<p><b>Franchise Tax Criteria.</b> Assess the possibility of amending the State of Texas Application for Franchise Tax Exemption, Form AP-204 to require wind energy generating companies to provide written documentation stating that they coordinated with Sheppard AFB for siting and construction of any and all wind turbines anywhere within Wichita County so that the wind turbines do not negatively impact the missions associated with Sheppard AFB.</p> <p>Other Entity: State of Texas elected officials</p>	Short							■		□	■
LU-3L	MCAOD	<p><b>Airport Zoning in Burkburnett.</b> Amend the Burkburnett zoning ordinance to incorporate an Airport Zoning Regulation for the City of Burkburnett that mirrors the City of Wichita Falls Airport Zoning Regulations Section 6400 to provide zoning overlays related to the noise and imaginary surfaces associated with Sheppard AFB.</p>	Mid		■								
LU-3M	General	<p><b>Economic Development Marketing.</b> Develop economic development marketing guidelines that identify the type of industries that are compatible with Sheppard AFB mission and the type of industries that are not compatible with the military mission.</p> <p>Other Entity: Wichita Falls Chamber of Commerce</p>	Short	■	■	■	■	■		■		□	■

ID	MCA/ Location	Strategy	Timeframe	Wichita Falls	Burkburnett	Cashion Community	Iowa Park	Pleasant Valley	Frederick, OK	Wichita County	Tillman County, OK	Sheppard AFB	Other
LU-3N	MCAOD	<p><b>Notification to Wichita County Property Owners Regarding Airport Zoning Regulations.</b>                      Notification should be sent to Wichita County property owners within the unincorporated areas of Wichita County that fall within the Airport Zoning Regulations area (noise zones, imaginary surfaces area and the controlled compatible land use area) informing them that any and all development applications shall adhere to the Airport Zoning Regulations.</p>	Short	<input type="checkbox"/>						■			
LU-3O	MCAOD	<p><b>Enhanced Legislation.</b>                      Approach lawmakers about legislation that would increase enforceability for airport zoning regulations and limit incompatible development that could impact military missions in areas around Sheppard AFB.                      Other Entity: State of Texas elected officials</p>	Short /On-Going	■	■	■	■	■		■			■
LU-3P	MCAOD	<p><b>Property Owner JLUS Packet.</b>                      An information packet should be developed for property owners within the MCA that identifies JLUS issues regarding land development concerns that could impact or be impacted by Sheppard AFB operations. The packet should also include current regulations that restrict certain types of development incompatible with Sheppard AFB operations or types of development that would not be compatible. Contact information for a community representative for where to find out more information should be included.</p>	Short	■	■	■				■			

ID	MCA/ Location	Strategy	Timeframe	Wichita Falls	Burkburnett	Cashion Community	Iowa Park	Pleasant Valley	Frederick, OK	Wichita County	Tillman County, OK	Sheppard AFB	Other
LU-3Q	MCAOD	<p><b>Cashion Community Building Regulations.</b></p> <p>Develop building regulations that manage airport compatible development for the public health, safety, and welfare of the citizens of Cashion. The building regulations should address the following sound attenuation to achieve a 45 dB interior noise level for noise sensitive uses</p>	Mid	<input type="checkbox"/>		<input checked="" type="checkbox"/>				<input type="checkbox"/>			
<p><i>This strategy was developed and implemented prior to the adoption of the JLUS</i></p>													
<p><b>3. Safety (SAF)</b></p>													
SAF-1	ISSUE	<p><b>Clear Zones and Accident Potential Zones Extend Off-Base.</b></p> <p>The CZs and APZs associated with the runways at Sheppard AFB extend off installation onto privately owned land. Within these areas, the Air Force has no control over the type of development that occurs in the safety zones. There is some incompatible development within the safety zones, with the potential for additional growth. There is concern among residents about aircraft accidents near homes within flight areas.</p>											
SAF-1A	Safety	<p><b>Recommend Deed Notifications.</b></p> <p>All subdivisions, land divisions, and other discretionary actions within a current Accident Potential Zone (APZ), as defined by Sheppard AFB, should be required to file a deed notification that identifies the property's location within this area and describes the area of the property located within the APZ. The notice shall state that the property is subject to operational impacts associated with flight operations at Sheppard AFB.</p> <p>Other Entities: Property Owners / Developers</p> <p>See Strategy NOI-2A</p>	Short	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>			<input checked="" type="checkbox"/>

ID	MCA/ Location	Strategy	Timeframe	Wichita Falls	Burkburnett	Cashion Community	Iowa Park	Pleasant Valley	Frederick, OK	Wichita County	Tillman County, OK	Sheppard AFB	Other
SAF-1B	Safety	<b>Provide Safety Zone Maps to Local Realtors and Title Companies.</b> The City of Wichita Falls should provide maps of Airport Zoning Regulations, including aircraft safety zones, to local realtors and title companies, informing them that the properties located in the delineated areas are subject to operational impacts associated with flight operations at Sheppard AFB.	Short	■									
SAF-1C	Safety	<b>Agricultural Use Only Designation.</b> Pursue State designation of Agricultural Use only for property within the CZ outside the fence line and for other areas adjacent to the base to prevent annexation and incompatible uses.	Short	■		■				■		□	
		<b>See Strategies LU-2A and LU-2B.</b>											
SAF-2	ISSUE	<b>Bird Aircraft Strike Hazard (BASH) Concerns.</b> There have been numerous recorded bird and aircraft strikes in and around the vicinity of Sheppard AFB over the years, some of which have caused major damage to aircraft.											
SAF-2A	BASH	<b>Consider BASH MCA Sub-Zones.</b> Sheppard AFB should work with the local communities to study and determine if smaller BASH Sub-Zones should be developed within the BASH MCA to more efficiently implement BASH strategies and manage BASH concerns closer to the airfield.	Long	■	■	■	■	■		■		■	
SAF-2B	BASH	<b>Develop and Distribute BASH Educational Materials.</b> Provide educational information to local jurisdictions and agencies in the region relative to reducing the potential for bird and wildlife attractants that may impede safe aircraft operations.	Short									■	

ID	MCA/ Location	Strategy	Timeframe	Wichita Falls	Burkburnett	Cashion Community	Iowa Park	Pleasant Valley	Frederick, OK	Wichita County	Tillman County, OK	Sheppard AFB	Other
SAF-2C	BASH	<b>Control Bird and Wildlife Attractants Near Base.</b> Work directly with local jurisdictions and other appropriate agencies on control of bird and wildlife attractants in the vicinity of the base and within flight paths.	On-Going	■	■	■	■	■		■		<input type="checkbox"/>	
SAF-2D	BASH	<b>BASH Consideration in Jurisdiction or Agency Projects.</b> All projects sponsored by a local jurisdiction or agency should consider bird attractants and require consultation with Sheppard AFB representatives on the review and mitigation of significant direct and indirect bird attractant features that may be generated through the approval of development proposals.	On-Going	■	■	■	■	■		■		<input type="checkbox"/>	
SAF-2E	BASH	<b>Modify Zoning Ordinances for BASH.</b> Research and consider modifying Zoning Codes and subdivision regulations to address bird attractant potential as part of project design and conditions of approval.	Long	■	■		■						
SAF-2F	BASH	<b>Increase Surrounding Landowner Awareness.</b> Develop a detailed outreach program to surrounding landowners on the impacts of BASH and outline compatible solutions and techniques to minimize conflicts.	Short									■	
<b>4. Vertical Obstructions (VO)</b>													
VO-1	ISSUE	<b>The Airfield is at a Lower Elevation than the Surrounding Topography.</b> Several communities are under the imaginary surfaces associated with Sheppard AFB's runways. The airfield is at a lower elevation than the surrounding topography, which could create development concerns within the imaginary surfaces.											

ID	MCA/ Location	Strategy	Timeframe	Wichita Falls	Burkburnett	Cashion Community	Iowa Park	Pleasant Valley	Frederick, OK	Wichita County	Tillman County, OK	Sheppard AFB	Other
VO-1A	General	<p><b>Train Local Jurisdiction Planning Staff.</b></p> <p>Sheppard AFB should establish a program for technical training of local jurisdiction planning department or equivalent staff to educate them on the issues, concerns, and compatible or incompatible development that could occur within the Imaginary Surfaces associated with Sheppard AFB, as well as Terminal Instrument Procedures (TERPS) regulations so that the appropriate municipality staff have the technical background and knowledge when reviewing development proposals. This could include annual training, informational brochures, or new-hire training.</p>	On-Going	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>					<input checked="" type="checkbox"/>	
VO-1B	Imaginary Surfaces	<p><b>Discourage Placement of Tall Structures Within Safety Flight Corridors.</b></p> <p>The communities should discourage placement of cell towers, above-ground electrical transmission lines, wind turbines, and other structures with heights exceeding 200 feet from locating in an area that obstructs approach and departure corridors.</p>	On-Going	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>							
VO-1C	Imaginary Surfaces	<p><b>Foster Enhanced Public Awareness Of Military Flight Paths Through Accurate Mapping.</b></p> <p>Provide an accurate electronic map of the flight paths utilized by Sheppard AFB for inclusion on applicable planning efforts to any of the surrounding local, county, regional and state governments that formally request them and agree to use them for official use only.</p>	On-Going									<input checked="" type="checkbox"/>	

ID	MCA/ Location	Strategy	Timeframe	Wichita Falls	Burkburnett	Cashion Community	Iowa Park	Pleasant Valley	Frederick, OK	Wichita County	Tillman County, OK	Sheppard AFB	Other
VO-1D	Imaginary Surfaces	<b>Ensure FAA Part 77 Compliance.</b> For all new, redeveloped or rehabilitated structures (including electrical transmission towers/lines, cellular and radio transmission towers, etc.), ensure compliance with FAA Part 77 height limit requirements to minimize vertical obstructions (i.e. buildings, telecommunications facilities, recreational facilities, energy transmission/generation towers, etc.). In addition, ensure the developments and structures are compatible with, and do not pose a safety hazard to, air operations in the region.	On-Going	■	■	■	■	■		■			
VO-1E	Imaginary Surfaces	<b>Identify Significant Areas of Concern.</b> Develop information to highlight areas where terrain creates a significant difference in the actual height limits due to the imaginary surface guidance.	Short	■	■	■				■		■	
VO-2	ISSUE	<b>Desire to Erect Personal Wind Towers on Private Property.</b> Private landowners surrounding Sheppard AFB have expressed interest in erecting personal wind towers to provide sustainable energy for their homes or land. Depending on the locations and sizes of these towers, they could create vertical obstructions for aircraft at Sheppard AFB.											
VO-2A	General	<b>Provide Information and Criteria on Acceptable Practices.</b> Develop informational presentations and brochures that can be made available for the public to understand compatible criteria for personal wind towers.	On-Going	■	■	■	■	■		■			

ID	MCA/ Location	Strategy	Timeframe	Wichita Falls	Burkburnett	Cashion Community	Iowa Park	Pleasant Valley	Frederick, OK	Wichita County	Tillman County, OK	Sheppard AFB	Other
VO-2B	Imaginary Surfaces	<b>Develop Property Owner Information on Personal Wind Towers.</b> Communities within the imaginary surfaces should develop an informational packet for property owners who wish to erect a personal wind tower on their property if they are within the imaginary surfaces for Sheppard AFB, which identifies heights and regulations in relation to wind towers.	Short	■	■	■				■			
VO-2C	Imaginary Surfaces	<b>Provide Information to the Public on Airfield Obstacles and How Existing Structures are Addressed.</b> Develop and provide an information package for the public on airfield obstacles and how existing structures are addressed, and where significant structures within the community are also addressed.	Short	■	■	■				■		■	
<b>5. Local Housing Availability (HA)</b>													
		Issues have not been identified for this compatibility factor.											
<b>6. Infrastructure Extensions (IE)</b>													
		Issues have not been identified for this compatibility factor.											
<b>7. Anti-Terrorism / Force Protection (AT/FP)</b>													
AT/FP-1	ISSUE	<b>Apartment Building Adjacent to Main Gate.</b> There is an apartment and hotel adjacent to Sheppard AFB's main gate located within feet of the fenceline. This building could be used to gain unlawful access to Sheppard AFB.											
AT/FP-1A	General	<b>Redesign Main Gate.</b> A redesign of the Main Gate at Sheppard AFB could provide an additional setback distance from the fenceline and / or taller fencing to reduce access potential from outside the installation.	Mid									■	

ID	MCA/ Location	Strategy	Timeframe	Wichita Falls	Burkburnett	Cashion Community	Iowa Park	Pleasant Valley	Frederick, OK	Wichita County	Tillman County, OK	Sheppard AFB	Other
AT/FP-1B	General	<p><b>Acquisition of Land that Borders Main Gate.</b> Consider acquisition of land that borders Sheppard AFB’s Main Gate to create AT/FP buffer.</p>	Mid	■								□	
<b>8. Noise (NOI)</b>													
NOI-1	ISSUE	<p><b>Noise Footprint Reduction.</b> The current City of Wichita Falls Airport Zoning Regulations state that the Airport Noise Zone boundaries are based on the latest AICUZ study for Sheppard AFB.</p>											
NOI-1A	Noise	<p><b>Implementation of Additional Noise Buffer.</b> The City of Wichita Falls should consider amending regulations to provide additional noise buffer in addition to the AICUZ Study. For example, Wichita Falls could consider adding an additional one mile noise zone overlay to the current Airport Zoning Regulations noise zone.</p>	Short	■									
NOI-1B	Noise	<p><b>Research and Consider Modifying Airport Zoning Regulations.</b> The City of Wichita Falls should consider enhancing its Airport Zoning Regulations for noise to account for the potential for future mission or aircraft changes that would expand the current noise contours. This could include enhancing current noise zones based on a review of the noise zones in AICUZ studies from bases with missions susceptible to transfer to Sheppard and incorporating these larger noise zones into the City of Wichita Falls Airport Zoning Regulations.</p>	Mid	■									
NOI-2	ISSUE	<p><b>Noise from Aircraft Operations.</b> Noise from aircraft operations is heard outside Sheppard AFB resulting from aircraft overflight of privately owned lands.</p>											

ID	MCA/ Location	Strategy	Timeframe	Wichita Falls	Burkburnett	Cashion Community	Iowa Park	Pleasant Valley	Frederick, OK	Wichita County	Tillman County, OK	Sheppard AFB	Other
NOI-2A	MCAOD	<p><b>Develop an Enhanced Real Estate Disclosure Statement.</b></p> <p>Develop an enhanced Real Estate Disclosure Statement to ensure appropriate information about Wichita Falls Regional Airport and the missions and operations at Sheppard AFB are fully disclosed at the earliest possible point in the interaction between realtor or real estate agent and a buyer or renter. The disclosure should state that the building / structure for sale or lease is located within the region that is the Proud Home of Sheppard AFB and Wichita Regional Airport and that aircraft operations are conducted within the region that may have an impact on the community such as noise or vibration.</p> <ul style="list-style-type: none"> <li>■ Work with State Real Estate Board and local real estate representatives to develop and implement adequate language for inclusion in disclosure notices.</li> <li>■ Work with State Real Estate Board and local real estate representatives to ensure compliance with notification requirements.</li> <li>■ Local jurisdictions, Wichita Falls Regional Airport, and Sheppard AFB should work cooperatively to make available the information required for real estate disclosure (as defined by this strategy) regarding operational issues at the airport and Sheppard AFB (aircraft, noise, overflight, light and glare, etc.).</li> </ul> <p>Other Entities: Wichita Falls Association of Realtors, Texas Real Estate Commission</p>	Short										■

*This strategy was initiated prior to the adoption of the JLUS*

ID	MCA/ Location	Strategy	Timeframe	Wichita Falls	Burkburnett	Cashion Community	Iowa Park	Pleasant Valley	Frederick, OK	Wichita County	Tillman County, OK	Sheppard AFB	Other
NOI-2B	MCAOD	<p><b>Consider Developing an Airfield / Airport Awareness Program.</b>                      Consider develop an airfield / airport awareness program targeted to the landowners and homeowners to ensure they are aware of the effects of aircraft operations in the areas surrounding the airfield / airport.                      Other Entity: JLUS Coordination Committee</p>	Short										■
NOI-2C	Noise	<p><b>Amend Building Codes.</b>                      Amend the Building Code to require sound attenuation to achieve an interior noise level of 45 dB for any new buildings or significant changes or additions to current buildings located within the 65 dB or louder noise contours.</p>	Mid	■	■		■			■			
NOI-2D	Noise	<p><b>Involve Municipality Staff in AICUZ Revisions.</b>                      Staff from the municipalities within noise contours should be consulted in any AICUZ updates to determine actual incompatibility of existing structures in noise zones based on densities and construction methods used.</p>	On-Going	□		□				□		■	
<b>9. Vibration (VIB)</b>													
VIB-1	ISSUE	<p><b>Vibrations Caused by Flight Activities.</b>                      Some aircraft operations over privately owned land have been reported to cause vibration of structures and concern from residents.</p>											

ID	MCA/ Location	Strategy	Timeframe	Wichita Falls	Burkburnett	Cashion Community	Iowa Park	Pleasant Valley	Frederick, OK	Wichita County	Tillman County, OK	Sheppard AFB	Other
VIB-1A	MCAOD	<p><b>Consider Developing an Airfield / Airport Awareness Program.</b>                      Consider developing an airfield / airport awareness program targeted to the landowners and homeowners to ensure they are aware of the effects of aircraft operations in the areas surrounding the airfield / airport.                      See Strategy NOI-2B                      Other Entity: JLUS Coordination Committee</p>	Short										■
<b>10. Dust / Smoke / Steam (DSS)</b>													
DSS-1	ISSUE	<p><b>Smoke from Sheppard AFB Activities.</b>                      Fires that occur on Sheppard AFB either from prescribed burns or fire training have the potential to impact off-base uses such as recreation and agriculture.</p>											
DSS-1A	General	<p><b>Monitor Winds.</b>                      The direction and speed of winds should be monitored before a prescribed burn or fire training activity occurs to minimize the dispersion of smoke to off-base areas.</p>	On-Going										■
DSS-1B	General	<p><b>Increase Public Awareness and Coordination.</b>                      Develop public information to explain the purpose of prescribed burns and how they protect the base as well as the community. Enhance communication and scheduling of prescribed burns to the surrounding communities.                      Other Entity: JLUS Coordination Committee</p>	Short										■
<b>11. Light and Glare (LG)</b>													
LG-1	ISSUE	<p><b>Lighting Impacts from Sheppard AFB.</b>                      Lights at Sheppard AFB (i.e. the baseball field or ramp lights) are sometimes bright at night and the light projects off-base.</p>											

ID	MCA/ Location	Strategy	Timeframe	Wichita Falls	Burkburnett	Cashion Community	Iowa Park	Pleasant Valley	Frederick, OK	Wichita County	Tillman County, OK	Sheppard AFB	Other
LG-1A	General	<p><b>Address Future Lighting Requirements with Compatible Technologies.</b> Sheppard AFB should consider relamping, replacements, and new installation of compatible lighting systems.</p>	On-Going									■	
LG-1B	General	<p><b>Review Current Policies and Operating Hours.</b> Sheppard AFB and Wichita Falls Regional Airport should review current policies and operating hours on lighting systems.</p>	Short									■	
LG-1C	General	<p><b>Automatic Light Timers.</b> Install automatic light timers on recreational and other non-essential facilities, such as the baseball fields, that turn off by 10:00 pm during nights they are not in use.</p>	Short									■	
LG-1D	General	<p><b>Create A Dark Skies Ordinance To Minimize Ambient Light Generation.</b> The municipalities surrounding Sheppard AFB should consider adopting “Dark Skies” ordinances that minimize urban sky glow and the potential for light trespass onto adjacent properties. Develop specific zoning regulations for light encroachment issues adjacent to the installation boundary. The lighting ordinance should also include regulation of lighting such as LED billboards in important flight paths and the approach and departure corridors. While no night flying currently takes place at Frederick Regional Airport, the City of Frederick and Tillman County are included in this strategy in the event of future consideration of night flying at the auxiliary airport.</p>	Mid	■	■	■	■	■	■		■	□	

ID	MCA/ Location	Strategy	Timeframe	Wichita Falls	Burkburnett	Cashion Community	Iowa Park	Pleasant Valley	Frederick, OK	Wichita County	Tillman County, OK	Sheppard AFB	Other
<b>12. Energy Development (ED)</b>													
ED-1	ISSUE	<b>Wind Turbine Development Near Sheppard AFB.</b> There is some existing and proposed wind turbine development near Sheppard AFB (within 20 miles from digital airport surveillance radar [ASR]) that could impact operations.											
ED-1A	General	<b>DOD Clearinghouse Review.</b> To the extent possible, coordinate renewable energy development with the DOD Clearinghouse to ensure compatibility with Sheppard AFB's operations. If Wichita County becomes aware of any wind energy development projects, they should get contact information for the developer and inform them of the need to coordinate with the DOD Clearinghouse.	On-Going							■		□	
<b>13. Air Quality (AQ)</b>													
AQ-1	ISSUE	<b>Smell of Jet Fuel / Exhaust.</b> During winter months, with strong northern winds, sometimes the smell of burning jet fuel or jet exhaust goes off-base as jet aircraft are performing system checks and waiting for takeoff clearance.											
AQ-1A	General	<b>Air Quality Monitoring.</b> Although not an issue today, it is recommended that all partners be aware that air quality needs to be assessed on a continual basis to prevent air quality from becoming an issue in the future and to enact long term preventive measures by maintaining awareness of the different categories of pollutants.	On-Going	■	■	■	■	■	■	■	■	■	
<b>14. Frequency Spectrum Interference (FSI)</b>													
		Issues have not been identified for this compatibility factor.											
<b>15. Public Trespassing (PT)</b>													
		Issues have not been identified for this compatibility factor.											
<b>16. Cultural Resources (CR)</b>													
CR-1		<b>Limited Access to the Heritage Center Museum.</b> The Heritage Center museum located on Sheppard AFB is difficult for the general public to access.											

ID	MCA/ Location	Strategy	Timeframe	Wichita Falls	Burkburnett	Cashion Community	Iowa Park	Pleasant Valley	Frederick, OK	Wichita County	Tillman County, OK	Sheppard AFB	Other
CR-1A	General	<b>Develop Heritage Center Museum Public Packet.</b> Public information on how to access the Heritage Center Museum, hours of operation, how to schedule a visit, and a contact number should be developed into an easy-to-use and accessible guide for the general public and visitors. This could be placed on the City of Wichita Falls website and at the City’s Convention and Visitors Bureau office.	Short	<input type="checkbox"/>								<input checked="" type="checkbox"/>	
CR-1B	General	<b>Easier Access.</b> Develop options for easier access to the museum.	Short / Mid									<input checked="" type="checkbox"/>	
CR-1C	General	<b>Improve Access Hours and Notice.</b> Expand hours of operation / access and provide real time information to the public.	Short									<input checked="" type="checkbox"/>	
<b>17. Legislative Initiatives (LI)</b>													
Issues have not been identified for this compatibility factor.													
<b>18. Water Quality / Quantity (WQQ)</b>													
WQQ-1	ISSUE	<b>Semiarid Climate Conducive to Flying Mission Occasionally Requires Water Management Strategies.</b> Sheppard AFB Region’s semi-arid climate is ideal for the flight training mission. However, this climate requires the governments in the region to cooperatively employ water management strategies during periods of rainfall deficits.											
WQQ-1A	General	<b>Develop Information for the Public.</b> Develop information for the public to inform about the long-term water capacity for the City of Wichita Falls, Sheppard AFB, and the surrounding region. The information materials should also clarify the difference between localized drought and water availability.	Short	<input checked="" type="checkbox"/>									

ID	MCA/ Location	Strategy	Timeframe	Wichita Falls	Burkburnett	Cashion Community	Iowa Park	Pleasant Valley	Frederick, OK	Wichita County	Tillman County, OK	Sheppard AFB	Other
<b>19. Threatened and Endangered Species (TE)</b>													
TE-1	ISSUE	<b>The Texas Horned Lizard Lives Near Sheppard AFB.</b> The Texas horned lizard, a species that has declined in the last 50 years due to farming and introduction of fire ants, lives on and around Sheppard AFB.											
TE-1A	Safety	<b>Texas Horned Lizard Monitoring Study.</b> A study of the number of Texas horned lizards found within the Clear Zones and Accident Potential Zones should be conducted. Any significant finding of lizards in aircraft safety zones could prompt preservation efforts that would also benefit Sheppard AFB from future development.	On-Going	■								<input type="checkbox"/>	
<b>20. Scarce Natural Resources (SNR)</b>													
		Issues have not been identified for this compatibility factor.											
<b>21. Land / Air Spaces (LAS)</b>													
LAS-1	ISSUE	<b>Inability to House Additional Aircraft.</b> Sheppard AFB is a divert airfield for Dallas Fort Worth (DFW), but has limited extra apron space for aircraft in the event that it was needed for multiple aircraft landings.											

ID	MCA/ Location	Strategy	Timeframe	Wichita Falls	Burkburnett	Cashion Community	Iowa Park	Pleasant Valley	Frederick, OK	Wichita County	Tillman County, OK	Sheppard AFB	Other
LAS-1A	General	<p><b>Airport Coordination.</b> Members from Sheppard AFB, Wichita Falls Regional Airport, Dallas-Fort Worth International Airport, and the FAA should develop a coordination plan that sets a course of action in the event Wichita Falls Regional Airport is needed to serve as a divert field for Dallas-Fort Worth. This may include an MOU with Dallas-Fort Worth for the maximum number and type of aircraft that could be housed at Wichita Falls Regional Airport.</p> <p>Wichita Falls Regional Airport is in the process of upgrading their facilities, which may have increased capacity to house additional divert aircraft if necessary; this strategy should be reassessed after completion of the new airport facilities.</p> <p>Other Entity: Dallas-Fort Worth International Airport</p>	On-Going	■								■	■
<b>22. Frequency Spectrum Capacity (FSC)</b>													
		Issues have not been identified for this compatibility factor.											
<b>23. Roadway Capacity (RC)</b>													
RC-1	ISSUE	<p><b>Traffic Back-ups at Gates.</b> Sometimes during high volume traffic (i.e., mornings or rush hour), traffic waiting to get onto Sheppard AFB can back up civilian traffic using the same roads.</p>											
RC-1A	General	<p><b>Conduct Traffic Study.</b> Conduct traffic study to quantify demand cycles and address alternatives.</p>	Short	■								□	
RC-1B	General	<p><b>Review Sheppard AFB Gate Access.</b> Review Sheppard AFB access gate operations and hours, and consider adjusting operations to maximize throughput.</p>	Short									■	

ID	MCA/ Location	Strategy	Timeframe	Wichita Falls	Burkburnett	Cashion Community	Iowa Park	Pleasant Valley	Frederick, OK	Wichita County	Tillman County, OK	Sheppard AFB	Other
RC-2	ISSUE	<p><b>Limited Options for Transportation Between Sheppard AFB and Areas Outside the Base.</b>                      Many of the students at Sheppard AFB do not have their own form of transportation while on-base, making it difficult for them to get off-base for shopping, dining, or entertainment purposes.</p>											
RC-2A	General	<p><b>Develop Transportation Center Outside of Main Gate.</b>                      Redevelop the area outside Sheppard AFB's Main Gate to host a multi-modal transit center that facilitates student access to the community and shopping areas.</p>	Long	■									

Table 5. Frederick Regional Airport Study Area Strategies

ID	MCA / Location	Issue Statement	Timeframe	Frederick	Tillman County	Sheppard AFB	Other
<b>F1. Interagency Coordination / Communication (COM)</b>							
COM-1	ISSUE	<b>Continuous Communications.</b> It will be important for Sheppard AFB, Frederick Regional Airport, the City of Frederick, and Tillman County to maintain good communication for military usage of Frederick Regional Airport.					
COM-1A	General	<b>JLUS Coordination Committee.</b> Establish a JLUS Coordination Committee to maintain efficient and effective coordination among the JLUS partners and to oversee the implementation of JLUS recommendations and increase coordination on military compatibility issues. This committee should be the same committee referenced in Sheppard AFB Strategy COM-1A in Table 4 and it is important to include the City of Frederick and Tillman County. Other Entities: Any additional entities deemed appropriate (i.e. entities from the JLUS Technical or Policy Committees)	Short	■	■	■	■
COM-1B	General	<b>Air Force Membership on Frederick Airport Commission.</b> Place an Air Force Ex-Officio Member on the Frederick Airport Commission for Quarterly Meetings.	Short	■		□	
COM-1C	General	<b>Include Frederick as a Member of the Sheppard Military Affairs Committee (SMAC).</b> The SMAC and City of Frederick should work together to formalize Frederick as a member on the SMAC. Other Entity: SMAC	Short	■			■
COM-1D	General	<b>Federal Funding for Frederick Regional Airport.</b> Research options available for Frederick Regional Airport to apply for federal government funding from the FAA or DOD regarding the use of the airport by military aircraft. This could include determining eligibility to apply to the Airport Improvement Program and the Military Airport Program. Frederick Regional Airport is not eligible to be declared as a federal joint-use airport because this designation refers to an airport owned by the DOD at which both civilian and military aircraft make shared use of the airfield. Other Entity: FAA	Mid	■			■
COM-1E	General	<b>Media Announcement of Unusual Activities.</b> When possible, Sheppard AFB should prepare a weekly schedule of any special or unusual flight activities at Frederick Regional Airport that may be occurring that week to be published in local media.	On-Going	□		■	

*This strategy was developed and implemented prior to the adoption of the JLUS*

*This strategy was developed and implemented prior to the adoption of the JLUS*

ID	MCA / Location	Issue Statement	Timeframe	Frederick	Tillman County	Sheppard AFB	Other
COM-1F	General	<p><b>Incorporate Sheppard AFB As One Of The Agencies That Review Pre-Development Applications / Proposals.</b></p> <p>Establish an MOU between the local jurisdictions and Sheppard AFB to formalize a process that provides copies of certain types of development proposals, rezoning, and other land use or regulation changes for lands located within the MCAs to Sheppard AFB for review and comment. Such review periods shall conform to existing community review periods for providing comment. This supports a proactive approach to identifying potential conflicts early in the proposed development application phase.</p> <p>The process of formalizing Sheppard AFB review and comment should include:</p> <ul style="list-style-type: none"> <li>■ Definition of project types that require review</li> <li>■ Definition of project types that require military attendance at pre-application meetings</li> <li>■ Identification of the Points of Contact for all coordination</li> <li>■ Establishing a formal procedure for requesting and receiving comments</li> <li>■ Establishing a standard timeline for responses, keeping in mind mandated review time periods as specified by State law and local/county procedures</li> <li>■ Providing notice to the military on all public hearings regarding projects identified for coordination</li> </ul> <p>Procedures should be reviewed annually and updated as appropriate by the JLUS Coordination Committee.</p>	Short	■	■	□	
COM-1G	MCOAD	<p><b>Good Neighbor Program.</b></p> <p>Sheppard AFB should conduct, on a bi-annual basis, a Good Neighbor Program where they send out letters to property owners living close to Frederick Regional Airport inviting them to a Sheppard AFB Mission Neighbor Town Hall meeting to provide a platform for a two way communication where by the Air Force informs the neighbors of any upcoming mission changes or operations and maintenance events that may have an impact on the neighbors and whereby the adjacent property owners can provide the Air Force with any issues or questions they may have.</p>	On-Going	□		■	
COM-1H	General	<p><b>Sheppard AFB Staff Representative to the Planning and Zoning Commission.</b></p> <p>Invite a representative from Sheppard AFB to serve as an ex-officio member of Frederick’s planning and zoning commission to allow for Sheppard AFB to provide input on proposed developments that may impact their mission. Formalize the position through a resolution or an MOU.</p>	Short	■		□	

ID	MCA / Location	Issue Statement	Timeframe	Frederick	Tillman County	Sheppard AFB	Other
<b>F2. Land Use (LU)</b>							
<b>LU-1</b>	<b>ISSUE</b>	<p><b>Lack of Zoning and Land Use Controls.</b>                      The jurisdictions surrounding Frederick Regional Airport do not utilize the full extent of land use control tools to ensure compatible development around the airport.</p>					
<b>LU-1A</b>	<b>General</b>	<p><b>Define and Establish Military Compatibility Areas (MCAs).</b>                      Create a Military Compatibility Area Overlay District (MCAOD) containing Military Compatibility Areas (MCAs) that reflect the types and intensity of compatibility issues. The MCAOD is the collective geographic area of all of the MCAs combined. The MCAs established should be used by local jurisdictions to identify areas where specific compatibility issues are more likely to occur. Implementation of the MCA and associated strategies for these zones will:</p> <ul style="list-style-type: none"> <li>■ Create a broader framework for making sound planning decisions around airfields used by the military</li> <li>■ More accurately identify areas that can affect or be affected by military missions</li> <li>■ Protect the public health, safety, and welfare</li> <li>■ Protect the military missions</li> <li>■ Create a compatible mix of land uses</li> <li>■ Promote an orderly transition and rational organization of land use around airfields used by the military</li> </ul> <p>The MCA zones are defined as follows, and are illustrated on Figures 8 through 11.</p> <ul style="list-style-type: none"> <li>■ MCA-Safety. Includes the Clear Zone (CZ) and Accident Potential Zones I and II (APZ I and II).</li> <li>■ MCA-BASH. Includes an area within 5 miles of the centerpoint of the military-use runway at Frederick Regional Airport, an area where the majority of bird strikes are statistically likely to happen.</li> <li>■ MCA-Imaginary Surfaces. Includes the Inner Horizontal Surfaces and Approach-Departure Clearance Surfaces for the military-use runway at Frederick Regional Airport.</li> <li>■ General. This has no geographic area associated with it, but is included for general strategies.</li> </ul> <p>To assist in this effort, geographic information system (GIS) files of these boundaries can be obtained from the City of Frederick following finalization of this JLUS.</p>	Short	■	■	■	
<b>LU-1B</b>	<b>MCAOD</b>	<p><b>Utilize Current Airport Authorities to Address Additional Concerns.</b>                      Consider amending existing airport controls to include safety zones, height, and noise issues.</p>	Short	■			

ID	MCA / Location	Issue Statement	Timeframe	Frederick	Tillman County	Sheppard AFB	Other
LU-1C	MCAOD	<b>Tillman County Zoning Overlay.</b> Tillman County has the authority to enact zoning, which can be used to create a zoning district around Frederick Regional Airport to establish regulations to prevent incompatible development in the future.	Short		■		
LU-1D	MCAOD	<b>Property Owner JLUS Packet.</b> An information packet should be developed for property owners within the MCA that identifies JLUS issues regarding land development concerns that could impact or be impacted by Sheppard AFB operations. The packet should also include current regulations that restrict certain types of development incompatible with Sheppard AFB operations or types of development that would be incompatible. Contact information for the City of Wichita Falls on where to find out more information should be included.	Short	■			
LU-1E	General	<b>Economic Development Marketing.</b> Develop economic development marketing guidelines that identify the type of industries that are compatible with Sheppard AFB mission and the type of industries that are not compatible with the military mission.	Short	■		□	
<b>F3. Safety (SAF)</b>							
SAF-1	ISSUE	<b>Bird Aircraft Strike Hazards (BASH).</b> The presence of birds and bird attracting land uses around Frederick Regional Airport can pose dangers for pilots and aircraft operating in the area.					
SAF-1A	BASH	<b>Develop and Distribute BASH Educational Materials.</b> Provide educational information to local jurisdictions and agencies in the region relative to reducing the potential for bird and wildlife attractants that may impede safe aircraft operations.	Short			■	
SAF-1B	BASH	<b>Control Bird and Wildlife Attractants Near Base.</b> Work directly with local jurisdictions and other appropriate agencies on control of bird and wildlife attractants in the vicinity of the Frederick Regional Airport and within flight paths. Other Entity: State of Oklahoma Department of Wildlife Conservation	On-Going	■	■		■
SAF-1C	BASH	<b>BASH Consideration in Jurisdiction or Agency Projects.</b> All projects sponsored by a local jurisdiction or agency should consider bird attractants and consult with Sheppard AFB representatives on the review and mitigation of significant direct and indirect bird attractant features that may be generated by approval of development proposals.	On-Going	■	■	□	

ID	MCA / Location	Issue Statement	Timeframe	Frederick	Tillman County	Sheppard AFB	Other
SAF-1D	BASH	<b>Modify Zoning Ordinances for BASH.</b> Require Zoning Codes, subdivision regulations and planned development proposals to address bird attractant potential as part of project design and conditions of approval.	Mid	■	■		
SAF-1E	BASH	<b>Increase Awareness to Surrounding Landowners.</b> Develop a detailed outreach program to surrounding landowners on the impacts of BASH and outline compatible solutions and techniques to minimize conflicts.	Short			■	
SAF-1F	BASH	<b>Consider BASH MCA Sub-Zones.</b> Sheppard AFB should work with the local communities to study and determine if smaller BASH Sub-Zones should be developed within the BASH MCA to more efficiently implement BASH strategies and manage BASH concerns closer to the airfield.	Long	■		■	
SAF-2	ISSUE	<b>Safety of Crop Dusting Operations.</b> Usage of civilian crop dusting aircraft in the vicinity of military operations near Frederick Regional Airport are a concern for mid-air collisions.					
SAF-2A	General	<b>Develop Information Campaign.</b> Provide an information package targeted to the local crop dusting pilots and community to improve their understanding of military activity in the region.	Short			■	
SAF-2B	General	<b>Airport Manager to Establish Semi-Formal Notification Process.</b> The airport manager should have a semi-formal notification process that enhances pilots' knowledge of military operations utilizing the airport or in the vicinity of the airport.	Short	■			
SAF-3	ISSUE	<b>Clear Zones and Accident Potential Zones Extend Off-Base.</b> The runway safety zones associated with the runway used by the military at Frederick Regional Airport extend past the boundaries of the airport. While the other runways at Frederick Regional Airport are not currently used by Sheppard AFB aircraft, they could possibly be in the future, and their safety zones also extend past the boundaries of the airport.					
SAF-3A	Safety	<b>Recommend Deed Notifications.</b> All subdivisions, other land divisions, and other discretionary actions within a current Accident Potential Zone (APZ), as defined by Sheppard AFB, should be required to file a deed notification that identifies the property's location within this area and describes the area of the property located within the APZ. The notice shall state that the property is subject to operational impacts associated with flight operations at Frederick Regional Airport. Other Entities: Property Owners / Developers	Short	□	□		■

ID	MCA / Location	Issue Statement	Timeframe	Frederick	Tillman County	Sheppard AFB	Other
SAF-3B	Safety	<b>Provide Safety Zone Maps to Local Realtors and Title Companies.</b> The City of Frederick should provide maps of the aircraft safety zones, to local realtors and title companies, informing them that the properties located in the delineated areas are subject to operational impacts associated with flight operations at Frederick Regional Airport.	Short	■			
<b>F4. Vertical Obstructions (VO)</b>							
VO-1	ISSUE	<b>Airport Height Regulations Around Frederick Regional Airport.</b> The jurisdictions surrounding Frederick Regional Airport do not currently utilize tools that regulate heights in the area.					
VO-1A	Imaginary Surfaces	<b>Implement Height Regulations in Airport Control Zone.</b> Utilizing the imaginary surfaces develop height limitations surrounding the airport.	Mid	■	■	□	
VO-1B	Imaginary Surfaces	<b>Adopt and Implement Height Regulations in the Imaginary Surfaces MCA.</b> Utilizing the imaginary surfaces develop height limitations within the MCA.	Mid	■	■		
VO-1C	Imaginary Surfaces	<b>Foster Enhanced Public Awareness Of Military Flight Paths Through Accurate Mapping.</b> Provide an accurate electronic map of the flight paths utilized by Sheppard AFB for inclusion on applicable planning efforts to any of the surrounding local, county, regional and state governments that formally request them and agree to use them for official use only.	Short			■	
VO-1D	Imaginary Surfaces	<b>Discourage Placement of Tall Structures Within Safety Flight Corridors.</b> The communities should discourage placement of cell towers, above-ground electrical transmission lines, wind turbines, and other structures with heights exceeding 200 feet from locating in an area that obstructs approach and departure corridors.	On-Going	■	■		
VO-1E	General	<b>Train Local Jurisdiction Planning Staff.</b> Sheppard AFB should establish a program for technical training of local jurisdiction planning department or equivalent staff to educate them on the issues, concerns, and compatible or incompatible development that could occur within the Imaginary Surfaces associated with Sheppard AFB, as well as Terminal Instrument Procedures (TERPS) regulations so that the appropriate municipality staff have the technical background and knowledge when reviewing development proposals. This could include annual training, informational brochures, or new-hire training.	On-Going	□		■	

ID	MCA / Location	Issue Statement	Timeframe	Frederick	Tillman County	Sheppard AFB	Other
VO-1F	Imaginary Surfaces	<b>Ensure FAA Part 77 Compliance.</b> For all new, redeveloped or rehabilitated structures (including electrical transmission towers/lines, cellular and radio transmission towers, etc.), ensure compliance with FAA Part 77 height limit requirements to minimize vertical obstructions (i.e. buildings, telecommunications facilities, recreational facilities, energy transmission/generation towers, etc.). In addition, ensure the developments and structures are compatible with, and do not pose a safety hazard to, air operations in the region.	On-Going	■			
<b>F8. Noise (NOI)</b>							
NOI-1	ISSUE	<b>Noise From Aircraft Operations.</b> Noise from military aircraft using Frederick Regional Airport can be heard outside the boundaries of the facility.					
NOI-1A	MCAOD	<b>Develop Airfield / Airport Awareness Program.</b> Develop an airfield / airport awareness program targeted to the landowners and homeowners to ensure they are aware of the effects of aircraft operations in the areas surrounding the airport. Other Entity: JLUS Coordination Committee	Short				■
<b>F10. Dust / Smoke / Steam (DSS)</b>							
DSS-1	ISSUE	<b>Dust From Agricultural Operations.</b> Dust caused by agricultural operations can affect visibility of aircraft.					
DSS-1A	MCAOD	<b>Increase Surrounding Landowner Awareness.</b> Develop detailed outreach information to surrounding landowners on the impacts of Dust / Smoke / Steam and outline compatible solutions and techniques to minimize conflicts.	Short			■	
<b>F12. Energy Development (ED)</b>							
ED-1	ISSUE	<b>Wind Turbine Development Near Frederick Regional Airport.</b> There is a potential for wind turbine farm development near Frederick Regional Airport in the future, which could have potential impacts on military operations at the airport.					
ED-1A	MCAOD	<b>Develop Property Owner Information on Personal Wind Towers.</b> Tillman County and Frederick should develop an informational packet (including any county, state, or federal regulations for personal wind towers in proximity to airports) for property owners who wish to erect a personal wind tower on their property if they are within the imaginary surfaces for Frederick Regional Airport, which identifies heights and regulations for wind towers.	Short	■	■	□	
ED-1B	General	<b>DOD Clearinghouse Review.</b> To the extent possible, coordinate renewable energy development with the DOD Clearinghouse to ensure compatibility with Sheppard AFB's operations. If Tillman County becomes aware of any wind energy development projects, they should get contact information for the developer and inform them of the need to coordinate with the DOD Clearinghouse.	On-Going		■	□	

ID	MCA / Location	Issue Statement	Timeframe	Frederick	Tillman County	Sheppard AFB	Other
<b>F14. Frequency Spectrum Impedance and Interference (FSI)</b>							
<b>FSI-1</b>	<b>ISSUE</b>	<b>Interference with Transmissions in the Area.</b> There is a potential for military and civilian users to interfere with each other's use of frequencies.					
<b>FSI-1A</b>	<b>General</b>	<b>Ensure Compatible Frequencies.</b> The Federal Communications Commission is the government entity responsible for managing frequency usage. The military is assigned certain frequencies to use that generally do not interfere with civilian uses. The continued usage of only assigned frequencies should ensure no interference between military and civilian uses. Other Entity: Federal Communications Commission	On-Going			■	■
<b>F15. Public Trespassing (PT)</b>							
<b>PT-1</b>	<b>ISSUE</b>	<b>Trespassing on the Airport.</b> The potential for public trespassing on Frederick Regional Airport exists because there is not a secure fence around the entire airport perimeter.					
<b>PT-1A</b>	<b>General</b>	<b>Develop Airfield / Airport Awareness Program.</b> Develop an airfield / airport awareness program targeted to the public and homeowners to ensure they are aware of military aircraft operations at Frederick Regional Airport to minimize impact to training and airfield utilization. Other Entity: JLUS Coordination Committee	Short				■
<b>PT-1B</b>	<b>General</b>	<b>Replace Fencing.</b> Install fencing along roads and access points to Frederick Regional Airport where fences were taken down, or do not exist, to secure access points onto the airfield. Additionally, "No Trespassing" signage should be installed near potential access points and along the fence. The Oklahoma Water Resources Board is currently providing funds to install a five-strand barbed wire fence around the airport perimeter, which is expected to be completed by the fall of 2014.	Short	■			
<b>F20. Scarce Natural Resources (SNR)</b>							
<b>SNR-1</b>	<b>ISSUE</b>	<b>Exploration and Extraction.</b> There may be competition for land area between airport uses and oil extraction in the future.					
<b>SNR-1A</b>	<b>General</b>	<b>Develop Strategy for Compatible Natural Resource Extraction.</b> Develop strategies and identify areas with specific criteria for compatible natural resource extraction. Should address both permanent and temporary: uses, processes and structures.	Short	■	■	■	

### 6.3 Strategy Summaries by Jurisdiction

The tables on the following pages provide a quick guide to the strategies each jurisdiction, agency, and organization has a primary responsibility or supporting role in implementing. Each of the strategy numbers also designates whether it is a strategy for the Sheppard AFB region, designated by a "(Sheppard)" or the Frederick Regional Airport region, designated by a "(Frederick)".

**Table 6. City of Wichita Falls, TX Strategies**

Primary Responsibility	Supporting Role
<p><b>Interagency Coordination / Communication Strategies</b></p> <p>COM-1A (Sheppard). Establish a JLUS Coordination Committee.</p> <p>COM-1B (Sheppard). Incorporate Sheppard AFB As One Of The Agencies That Review Pre-Development Applications / Proposals.</p> <p>COM-1D (Sheppard). Establish Internal Information Liaisons.</p> <p>COM-1E (Sheppard). FAA Contact Information.</p> <p>COM-2B (Sheppard). Include AICUZ Information on Community Websites.</p> <p>COM-3A (Sheppard). Sheppard AFB Ex-Officio Representative on the Wichita Falls Airport Board of Adjustment.</p> <p>COM-3B (Sheppard). Sheppard AFB Staff Representative to the Planning and Zoning Commissions.</p> <p>COM-3C (Sheppard). Public-Public and Public-Private Partnerships.</p> <p><b>Land Use Strategies</b></p> <p>LU-1A (Sheppard). Incentive Program.</p> <p>LU-1B (Sheppard). Volunteer Program.</p> <p>LU-1C (Sheppard). Sheppard Main Gate Visual Corridor Program.</p> <p>LU-3A (Sheppard). Define and Establish Military Compatibility Areas (MCAs).</p> <p>LU-3B (Sheppard). Establish Agreements Related to Airport Zoning Regulations.</p> <p>LU-3C (Sheppard). Amend City of Wichita Falls Zoning Ordinance.</p> <p>LU-3D (Sheppard). Update Local Jurisdiction General Plans To Include Military Compatibility Policies That Support And Promote Compatible Land Uses.</p> <p>LU-3E (Sheppard). Update Local Jurisdiction Zoning Codes.</p> <p>LU-3F (Sheppard). Update Comprehensive Plans with the Compatibility Policy Set.</p> <p>LU-3G (Sheppard). Land Annexation Program.</p> <p>LU-3M (Sheppard). Economic Development Marketing.</p> <p>LU-3O (Sheppard). Enhanced Legislation.</p> <p>LU-3P (Sheppard). Property Owner JLUS Packet.</p>	<p><b>Interagency Coordination / Communication Strategies</b></p> <p>COM-1C (Sheppard). Review of Military Planning Documents.</p> <p>COM-2A (Sheppard). Establish a Sheppard AFB Outreach Program.</p> <p>COM-2C (Sheppard). Media Announcement of Unusual Activities.</p> <p>COM-2D (Sheppard). Good Neighbor Program.</p> <p><b>Land Use Strategies</b></p> <p>LU-2A (Sheppard). Consider Placing Easements or Restrictions.</p> <p>LU-2B (Sheppard). Consider Acquiring Easements.</p> <p>LU-3I (Sheppard). Septic Tank Approval.</p> <p>LU-3N (Sheppard). Notification to Wichita County Property Owners Regarding Airport Zoning Regulations.</p> <p>LU-3Q (Sheppard). Cashion Community Building Regulations.</p> <p><b>Safety Strategies</b></p> <p>SAF-1A (Sheppard). Recommend Deed Notifications.</p> <p><b>Vertical Obstructions Strategies</b></p> <p>VO-1A (Sheppard). Train Local Jurisdiction Planning Staff.</p> <p><b>Noise Strategies</b></p> <p>NOI-2D (Sheppard). Involve Municipality Staff in AICUZ Revisions.</p> <p><b>Cultural Resources Strategies</b></p> <p>CR-1A (Sheppard). Develop Heritage Center Museum Public Packet.</p>

**Table 6. City of Wichita Falls, TX Strategies (continued)**

Primary Responsibility	Supporting Role
<p><b>Safety Strategies</b></p> <p>SAF-1B (Sheppard). Provide Safety Zone Maps to Local Realtors and Title Companies.</p> <p>SAF-1C (Sheppard). Agricultural Use Only Designation.</p> <p><b>SAF-2A (Sheppard). Consider BASH MCA Sub-Zones.</b></p> <p>SAF-2C (Sheppard). Control Bird and Wildlife Attractants Near Base.</p> <p>SAF-2D (Sheppard). BASH Consideration in Jurisdiction or Agency Projects.</p> <p>SAF-2E (Sheppard). Modify Zoning Ordinances for BASH.</p> <p><b>Vertical Obstructions Strategies</b></p> <p>VO-1B (Sheppard). Discourage Placement of Tall Structures Within Safety Flight Corridors.</p> <p>VO-1D (Sheppard). Ensure FAA Part 77 Compliance.</p> <p>VO-1E (Sheppard). Identify Significant Areas of Concern.</p> <p>VO-2A (Sheppard). Provide Information and Criteria on Acceptable Practices.</p> <p>VO-2B (Sheppard). Develop Property Owner Information on Personal Wind Towers.</p> <p>VO-2C (Sheppard). Provide Information to the Public on Airfield Obstacles and How Existing Structures are Addressed.</p> <p><b>Anti-Terrorism / Force Protection Strategies</b></p> <p>AT/FP-1B (Sheppard). Acquisition of Land that Borders Main Gate.</p> <p><b>Noise Strategies</b></p> <p>NOI-1A (Sheppard). Implementation of Additional Noise Buffer.</p> <p>NOI-1B (Sheppard). Research and Consider Modifying Airport Zoning Regulations.</p> <p>NOI-2C (Sheppard). Amend Building Codes.</p> <p><b>Light and Glare Strategies</b></p> <p>LG-1D (Sheppard). Create A Dark Skies Ordinance To Minimize Ambient Light Generation.</p> <p><b>Air Quality Strategies</b></p> <p>AQ-1A (Sheppard). Air Quality Monitoring.</p> <p><b>Water Quality / Quantity Strategies</b></p> <p>WQQ-1A (Sheppard). Develop Information for the Public.</p> <p><b>Threatened and Endangered Species Strategies</b></p> <p>TE-1A (Sheppard). Texas Horned Lizard Monitoring Study.</p> <p><b>Land / Air Spaces Strategies</b></p> <p>LAS-1A (Sheppard). Airport Coordination.</p> <p><b>Roadway Capacity Strategies</b></p> <p>RC-1A (Sheppard). Conduct Traffic Study.</p> <p>RC-2A (Sheppard). Develop Transportation Center Outside of Main Gate.</p>	

**Table 7. City of Burkburnett, TX Strategies**

Primary Responsibility	Supporting Role
<p><b>Interagency Coordination / Communication Strategies</b>  COM-1A (Sheppard). Establish a JLUS Coordination Committee.  COM-1B (Sheppard). Incorporate Sheppard AFB As One Of The Agencies That Review Pre-Development Applications / Proposals.  COM-1D (Sheppard). Establish Internal Information Liaisons.  COM-2B (Sheppard). Include AICUZ Information on Community Websites.  COM-3B (Sheppard). Sheppard AFB Staff Representative to the Planning and Zoning Commissions.  COM-3C (Sheppard). Public-Public and Public-Private Partnerships.</p> <p><b>Land Use Strategies</b>  LU-3A (Sheppard). Define and Establish Military Compatibility Areas (MCAs).  LU-3B (Sheppard). Establish Agreements Related to Airport Zoning Regulations.  LU-3D (Sheppard). Update Local Jurisdiction General Plans To Include Military Compatibility Policies That Support And Promote Compatible Land Uses.  LU-3E (Sheppard). Update Local Jurisdiction Zoning Codes.  LU-3F (Sheppard). Update Comprehensive Plans with the Compatibility Policy Set.  LU-3L (Sheppard). Airport Zoning in Burkburnett.  LU-3M (Sheppard). Economic Development Marketing.  LU-3O (Sheppard). Enhanced Legislation.  LU-3P (Sheppard). Property Owner JLUS Packet.</p> <p><b>Safety Strategies</b>  SAF-2A (Sheppard). Consider BASH MCA Sub-Zones.  SAF-2C (Sheppard). Control Bird and Wildlife Attractants Near Base.  SAF-2D (Sheppard). BASH Consideration in Jurisdiction or Agency Projects.  SAF-2E (Sheppard). Modify Zoning Ordinances for BASH.</p> <p><b>Vertical Obstructions Strategies</b>  VO-1B (Sheppard). Discourage Placement of Tall Structures Within Safety Flight Corridors.  VO-1D (Sheppard). Ensure FAA Part 77 Compliance.  VO-1E (Sheppard). Identify Significant Areas of Concern.  VO-2A (Sheppard). Provide Information and Criteria on Acceptable Practices.  VO-2B (Sheppard). Develop Property Owner Information on Personal Wind Towers.</p>	<p><b>Interagency Coordination / Communication Strategies</b>  COM-1C (Sheppard). Review of Military Planning Documents.  COM-2C (Sheppard). Media Announcement of Unusual Activities.  COM-2D (Sheppard). Good Neighbor Program.</p> <p><b>Safety Strategies</b>  SAF-1A (Sheppard). Recommend Deed Notifications.</p> <p><b>Vertical Obstructions Strategies</b>  VO-1A (Sheppard). Train Local Jurisdiction Planning Staff.</p>

**Table 7. City of Burkburnett, TX Strategies (continued)**

Primary Responsibility	Supporting Role
<p>VO-2C (Sheppard). Provide Information to the Public on Airfield Obstacles and How Existing Structures are Addressed.</p> <p><b>Noise Strategies</b>                      NOI-2C (Sheppard). Amend Building Codes.</p> <p><b>Light and Glare Strategies</b>                      LG-1D (Sheppard). Create A Dark Skies Ordinance To Minimize Ambient Light Generation.</p> <p><b>Air Quality Strategies</b>                      AQ-1A (Sheppard). Air Quality Monitoring.</p>	

**Table 8. City of Cashion Community, TX Strategies**

Primary Responsibility	Supporting Role
<p><b>Interagency Coordination / Communication Strategies</b>  COM-1A (Sheppard). Establish a JLUS Coordination Committee.  COM-1B (Sheppard). Incorporate Sheppard AFB As One Of The Agencies That Review Pre-Development Applications / Proposals.  COM-1D (Sheppard). Establish Internal Information Liaisons.  COM-3C (Sheppard). Public-Public and Public-Private Partnerships.</p> <p><b>Land Use Strategies</b>  LU-3M (Sheppard). Economic Development Marketing.  LU-3O (Sheppard). Enhanced Legislation.  LU-3P (Sheppard). Property Owner JLUS Packet.  LU-3Q (Sheppard). Cashion Community Building Regulations.</p> <p><b>Safety Strategies</b>  SAF-1C (Sheppard). Agricultural Use Only Designation.  SAF-2A (Sheppard). Consider BASH MCA Sub-Zones.  SAF-2C (Sheppard). Control Bird and Wildlife Attractants Near Base.  SAF-2D (Sheppard). BASH Consideration in Jurisdiction or Agency Projects.</p> <p><b>Vertical Obstructions Strategies</b>  VO-1B (Sheppard). Discourage Placement of Tall Structures Within Safety Flight Corridors.  VO-1D (Sheppard). Ensure FAA Part 77 Compliance.  VO-1E (Sheppard). Identify Significant Areas of Concern.  VO-2A (Sheppard). Provide Information and Criteria on Acceptable Practices.  VO-2B (Sheppard). Develop Property Owner Information on Personal Wind Towers.  VO-2C (Sheppard). Provide Information to the Public on Airfield Obstacles and How Existing Structures are Addressed.</p> <p><b>Light and Glare Strategies</b>  LG-1D (Sheppard). Create A Dark Skies Ordinance To Minimize Ambient Light Generation.</p> <p><b>Air Quality Strategies</b>  AQ-1A (Sheppard). Air Quality Monitoring.</p>	<p><b>Interagency Coordination / Communication Strategies</b>  COM-1C (Sheppard). Review of Military Planning Documents.  COM-2D (Sheppard). Good Neighbor Program.</p> <p><b>Land Use Strategies</b>  LU-3A (Sheppard). Define and Establish Military Compatibility Areas (MCAs).</p> <p><b>Safety Strategies</b>  SAF-1A (Sheppard). Recommend Deed Notifications.</p> <p><b>Noise Strategies</b>  NOI-2D (Sheppard). Involve Municipality Staff in AICUZ Revisions.</p>

**Table 9. City of Iowa Park, TX Strategies**

Primary Responsibility	Supporting Role
<p><b>Interagency Coordination / Communication Strategies</b>                      COM-1A (Sheppard). Establish a JLUS Coordination Committee.                      COM-1B (Sheppard). Incorporate Sheppard AFB As One Of The Agencies That Review Pre-Development Applications / Proposals.                      COM-1D (Sheppard). Establish Internal Information Liaisons.                      COM-3C (Sheppard). Public-Public and Public-Private Partnerships.</p> <p><b>Land Use Strategies</b>                      LU-3A (Sheppard). Define and Establish Military Compatibility Areas (MCAs).                      LU-3E (Sheppard). Update Local Jurisdiction Zoning Codes.                      LU-3M (Sheppard). Economic Development Marketing.                      LU-3O (Sheppard). Enhanced Legislation.</p> <p><b>Safety Strategies</b>                      SAF-2A (Sheppard). Consider BASH MCA Sub-Zones.                      SAF-2C (Sheppard). Control Bird and Wildlife Attractants Near Base.                      SAF-2D (Sheppard). BASH Consideration in Jurisdiction or Agency Projects.                      SAF-2E (Sheppard). Modify Zoning Ordinances for BASH.</p> <p><b>Vertical Obstructions Strategies</b>                      VO-1B (Sheppard). Discourage Placement of Tall Structures Within Safety Flight Corridors.                      VO-1D (Sheppard). Ensure FAA Part 77 Compliance.                      VO-2A (Sheppard). Provide Information and Criteria on Acceptable Practices.</p> <p><b>Noise Strategies</b>                      NOI-2C (Sheppard). Amend Building Codes.</p> <p><b>Light and Glare Strategies</b>                      LG-1D (Sheppard). Create A Dark Skies Ordinance To Minimize Ambient Light Generation.</p> <p><b>Air Quality Strategies</b>                      AQ-1A (Sheppard). Air Quality Monitoring.</p>	<p><b>Interagency Coordination / Communication Strategies</b>                      COM-1C (Sheppard). Review of Military Planning Documents.</p> <p><b>Vertical Obstructions Strategies</b>                      VO-1A (Sheppard). Train Local Jurisdiction Planning Staff.</p>

**Table 10. Town of Pleasant Valley, TX Strategies**

Primary Responsibility	Supporting Role
<p><b>Interagency Coordination / Communication Strategies</b>  COM-1A (Sheppard). Establish a JLUS Coordination Committee.  COM-1B (Sheppard). Incorporate Sheppard AFB As One Of The Agencies That Review Pre-Development Applications / Proposals.  COM-1D (Sheppard). Establish Internal Information Liaisons.  COM-3C (Sheppard). Public-Public and Public-Private Partnerships.</p> <p><b>Land Use Strategies</b>  LU-3M (Sheppard). Economic Development Marketing.  LU-3O (Sheppard). Enhanced Legislation.</p> <p><b>Safety Strategies</b>  SAF-2A (Sheppard). Consider BASH MCA Sub-Zones.  SAF-2C (Sheppard). Control Bird and Wildlife Attractants Near Base.  SAF-2D (Sheppard). BASH Consideration in Jurisdiction or Agency Projects.</p> <p><b>Vertical Obstructions Strategies</b>  VO-1B (Sheppard). Discourage Placement of Tall Structures Within Safety Flight Corridors.  VO-1D (Sheppard). Ensure FAA Part 77 Compliance.  VO-2A (Sheppard). Provide Information and Criteria on Acceptable Practices.</p> <p><b>Light and Glare Strategies</b>  LG-1D (Sheppard). Create A Dark Skies Ordinance To Minimize Ambient Light Generation.</p> <p><b>Air Quality Strategies</b>  AQ-1A (Sheppard). Air Quality Monitoring.</p>	<p><b>Interagency Coordination / Communication Strategies</b>  COM-1C (Sheppard). Review of Military Planning Documents.</p> <p><b>Land Use Strategies</b>  LU-3A (Sheppard). Define and Establish Military Compatibility Areas (MCAs).</p>

**Table 11. City of Frederick, OK Strategies**

Primary Responsibility	Supporting Role
<p><b>Interagency Coordination / Communication Strategies</b>                      COM-1A (Sheppard). Establish a JLUS Coordination Committee.                      COM-1D (Sheppard). Establish Internal Information Liaisons.                      COM-3C (Sheppard). Public-Public and Public-Private Partnerships.                      COM-1A (Frederick). JLUS Coordination Committee                      COM-1B (Frederick). Air Force Membership on Frederick Airport Commission.                      COM-1C (Frederick). Include Frederick as a Member of the Sheppard Military Affairs Committee (SMAC).                      COM-1D (Frederick). Federal Funding for Frederick Regional Airport.                      COM-1F (Frederick). Incorporate Sheppard AFB As One Of The Agencies That Review Pre-Development Applications / Proposals.                      COM-1H (Frederick). Sheppard AFB Staff Representative to the Planning and Zoning Commission.</p> <p><b>Land Use Strategies</b>                      LU-1A (Frederick). Define and Establish Military Compatibility Areas (MCAs).                      LU-1B (Frederick). Utilize Current Airport Authorities to Address Additional Concerns.                      LU-1D (Frederick). Property Owner JLUS Packet.                      LU-1E (Frederick). Economic Development Marketing.</p> <p><b>Safety Strategies</b>                      SAF-1B (Frederick). Control Bird and Wildlife Attractants Near Base.                      SAF-1C (Frederick). BASH Consideration in Jurisdiction or Agency Projects.                      SAF-1D (Frederick). Modify Zoning Ordinances for BASH.                      SAF-1F (Frederick). Consider BASH MCA Sub-Zones.                      SAF-2B (Frederick). Airport Manager to Establish Semi-Formal Notification Process.                      SAF-3B (Frederick). Provide Safety Zone Maps to Local Realtors and Title Companies.</p> <p><b>Vertical Obstructions Strategies</b>                      VO-1A (Frederick). Implement Height Regulations in Airport Control Zone.                      VO-1B (Frederick). Adopt and Implement Height Regulations in the Imaginary Surfaces MCA.                      VO-1D (Frederick). Discourage Placement of Tall Structures Within Safety Flight Corridors.                      VO-1F (Frederick). Ensure FAA Part 77 Compliance.</p>	<p><b>Interagency Coordination / Communication Strategies</b>                      COM-1C (Sheppard). Review of Military Planning Documents.                      COM-1E (Frederick). Media Announcements of Unusual Activities.                      COM-1G (Frederick). Good Neighbor Program.</p> <p><b>Safety Strategies</b>                      SAF-3A (Frederick). Recommend Deed Notifications.</p> <p><b>Vertical Obstructions Strategies</b>                      VO-1E (Frederick). Train Local Jurisdiction Planning Staff.</p>

Table 11. City of Frederick, OK Strategies (continued)

Primary Responsibility	Supporting Role
<p><b>Light and Glare Strategies</b>            LG-1D (Sheppard). Create A Dark Skies Ordinance To Minimize Ambient Light Generation.</p> <p><b>Energy Development Strategies</b>            ED-1A (Frederick). Develop Property Owner Information on Personal Wind Towers.</p> <p><b>Air Quality Strategies</b>            AQ-1A (Sheppard). Air Quality Monitoring.</p> <p><b>Public Trespassing Strategies</b>            PT-1B (Frederick). Replace Fencing.</p> <p><b>Scarce Natural Resources Strategies</b>            SNR-1A (Frederick). Develop Strategy for Compatible Natural Resource Extraction.</p>	

**Table 12. Wichita County, TX Strategies**

Primary Responsibility	Supporting Role
<p><b>Interagency Coordination / Communication Strategies</b>                      COM-1A (Sheppard). Establish a JLUS Coordination Committee.                      COM-1B (Sheppard). Incorporate Sheppard AFB As One Of The Agencies That Review Pre-Development Applications / Proposals.                      COM-1D (Sheppard). Establish Internal Information Liaisons.                      COM-2B (Sheppard). Include AICUZ Information on Community Websites.                      COM-3C (Sheppard). Public-Public and Public-Private Partnerships.</p> <p><b>Land Use Strategies</b>                      LU-3B (Sheppard). Establish Agreements Related to Airport Zoning Regulations.                      LU-3H (Sheppard). Water Permit Monitoring.                      LU-3I (Sheppard). Septic Tank Approval.                      LU-3J (Sheppard). Tax Abatement Criteria.                      LU-3K (Sheppard). Franchise Tax Criteria.                      LU-3M (Sheppard). Economic Development Marketing.                      LU-3N (Sheppard). Notification to Wichita County Property Owners Regarding Airport Zoning Regulations.                      LU-3O (Sheppard). Enhanced Legislation.                      LU-3P (Sheppard). Property Owner JLUS Packet.</p> <p><b>Safety Strategies</b>                      SAF-1C (Sheppard). Agricultural Use Only Designation.                      SAF-2A (Sheppard). Consider BASH MCA Sub-Zones.                      SAF-2C (Sheppard). Control Bird and Wildlife Attractants Near Base.                      SAF-2D (Sheppard). BASH Consideration in Jurisdiction or Agency Projects.</p> <p><b>Vertical Obstructions Strategies</b>                      VO-1B (Sheppard). Discourage Placement of Tall Structures Within Safety Flight Corridors.                      VO-1D (Sheppard). Ensure FAA Part 77 Compliance.                      VO-1E (Sheppard). Identify Significant Areas of Concern.                      VO-2A (Sheppard). Provide Information and Criteria on Acceptable Practices.                      VO-2B (Sheppard). Develop Property Owner Information on Personal Wind Towers.                      VO-2C (Sheppard). Provide Information to the Public on Airfield Obstacles and How Existing Structures are Addressed.</p> <p><b>Noise Strategies</b>                      NOI-2C (Sheppard). Amend Building Codes.</p>	<p><b>Interagency Coordination / Communication Strategies</b>                      COM-1C (Sheppard). Review of Military Planning Documents.                      COM-2D (Sheppard). Good Neighbor Program.</p> <p><b>Land Use Strategies</b>                      LU-3A (Sheppard). Define and Establish Military Compatibility Areas (MCAs).                      LU-3Q (Sheppard). Cashion Community Building Regulations.</p> <p><b>Safety Strategies</b>                      SAF-1A (Sheppard). Recommend Deed Notifications.</p> <p><b>Noise Strategies</b>                      NOI-2D (Sheppard). Involve Municipality Staff in AICUZ Revisions.</p>

**Table 12. Wichita County, TX Strategies (continued)**

Primary Responsibility	Supporting Role
<b>Energy Development Strategies</b> ED-1A (Sheppard). DOD Clearinghouse Review. <b>Air Quality Strategies</b> AQ-1A (Sheppard). Air Quality Monitoring.	

**Table 13. Tillman County, OK Strategies**

Primary Responsibility	Supporting Role
<p><b>Interagency Coordination / Communication Strategies</b>                      COM-1A (Sheppard). Establish a JLUS Coordination Committee.                      COM-1D (Sheppard). Establish Internal Information Liaisons.                      COM-3C (Sheppard). Public-Public and Public-Private Partnerships.                      COM-1A (Frederick). JLUS Coordination Committee.                      COM-1F (Frederick). Incorporate Sheppard AFB As One Of The Agencies That Review Pre-Development Applications / Proposals.</p> <p><b>Land Use Strategies</b>                      LU-1A (Frederick). Define and Establish Military Compatibility Areas (MCAs).                      LU-1C (Frederick). Tillman County Zoning Overlay.</p> <p><b>Safety Strategies</b>                      SAF-1B (Frederick). Control Bird and Wildlife Attractants Near Base.                      SAF-1C (Frederick). BASH Consideration in Jurisdiction or Agency Projects.                      SAF-1D (Frederick). Modify Zoning Ordinances for BASH.</p> <p><b>Vertical Obstructions Strategies</b>                      VO-1A (Frederick). Implement Height Regulations in Airport Control Zone.                      VO-1B (Frederick). Adopt and Implement Height Regulations in the Imaginary Surfaces MCA.                      VO-1D (Frederick). Discourage Placement of Tall Structures Within Safety Flight Corridors.</p> <p><b>Light and Glare Strategies</b>                      LG-1D (Sheppard). Create A Dark Skies Ordinance To Minimize Ambient Light Generation.</p> <p><b>Energy Development Strategies</b>                      ED-1A (Frederick). Develop Property Owner Information on Personal Wind Towers.                      ED-1B (Frederick). DOD Clearinghouse Review.</p> <p><b>Air Quality Strategies</b>                      AQ-1A (Sheppard). Air Quality Monitoring.</p> <p><b>Scarce Natural Resources Strategies</b>                      SNR-1A (Frederick). Develop Strategy for Compatible Natural Resource Extraction.</p>	<p><b>Interagency Coordination / Communication Strategies</b>                      COM-1C (Sheppard). Review of Military Planning Documents.</p> <p><b>Safety Strategies</b>                      SAF-3A (Frederick). Recommend Deed Notifications.</p>

**Table 14. Sheppard AFB Strategies**

Primary Responsibility	Supporting Role
<p><b>Interagency Coordination / Communication Strategies</b></p> <p>COM-1A (Sheppard). Establish a JLUS Coordination Committee.</p> <p>COM-1C (Sheppard). Review of Military Planning Documents.</p> <p>COM-1D (Sheppard). Establish Internal Information Liaisons.</p> <p>COM-2A (Sheppard). Establish a Sheppard AFB Outreach Program.</p> <p>COM-2C (Sheppard). Media Announcement of Unusual Activities.</p> <p>COM-2D (Sheppard). Good Neighbor Program.</p> <p>COM-3C (Sheppard). Public-Public and Public-Private Partnerships.</p> <p>COM-1A (Frederick). JLUS Coordination Committee.</p> <p>COM-1E (Frederick). Media Announcement of Unusual Activities.</p> <p>COM-1G (Frederick). Good Neighbor Program.</p> <p><b>Land Use Strategies</b></p> <p>LU-2B (Sheppard). Consider Acquiring Easements.</p> <p>LU-1A (Frederick). Define and Establish Military Compatibility Areas (MCAs).</p> <p><b>Safety Strategies</b></p> <p>SAF-2A (Sheppard). Consider BASH MCA Sub-Zones.</p> <p>SAF-2B (Sheppard). Develop and Distribute BASH Educational Materials.</p> <p>SAF-2F (Sheppard). Increase Surrounding Landowner Awareness.</p> <p>SAF-1A (Frederick). Develop and Distribute BASH Education Materials.</p> <p>SAF-1E (Frederick). Increase Awareness to Surrounding Landowners.</p> <p>SAF-1F (Frederick). Consider BASH MCA Sub-Zones.</p> <p>SAF-2A (Frederick). Develop Information Campaign.</p> <p><b>Vertical Obstructions Strategies</b></p> <p>VO-1A (Sheppard). Train Local Jurisdiction Planning Staff.</p> <p>VO-1C (Sheppard). Foster Enhanced Public Awareness Of Military Flight Paths Through Accurate Mapping.</p> <p>VO-1E (Sheppard). Identify Significant Areas of Concern.</p> <p>VO-2C (Sheppard). Provide Information to the Public on Airfield Obstacles and How Existing Structures are Addressed.</p> <p>VO-1C (Frederick). Foster Enhanced Public Awareness Of Military Flight Paths Through Accurate Mapping.</p> <p>VO-1E (Frederick). Train Local Jurisdiction Planning Staff.</p>	<p><b>Interagency Coordination / Communication Strategies</b></p> <p>COM-1B (Sheppard). Incorporate Sheppard AFB As One Of The Agencies That Review Pre-Development Applications / Proposals.</p> <p>COM-2B (Sheppard). Include AICUZ Information on Community Websites.</p> <p>COM-4A (Sheppard). Sheppard AFB Ex-Officio Representative on the Wichita Falls Airport Board of Adjustment.</p> <p>COM-3B (Sheppard). Sheppard AFB Staff Representative to the Planning and Zoning Commissions.</p> <p>COM-3A (Sheppard). Sheppard AFB Ex-Officio Representative on the Wichita Falls MPO.</p> <p>COM-1B (Frederick). Air Force Membership on Frederick Airport Commission.</p> <p>COM-1F (Frederick). Incorporate Sheppard AFB As One Of The Agencies That Review Pre-Development Applications / Proposals.</p> <p>COM-1H (Frederick). Sheppard AFB Staff Representative to the Planning and Zoning Commission.</p> <p><b>Land Use Strategies</b></p> <p>LU-1C (Sheppard). Sheppard Main Gate Visual Corridor Program.</p> <p>LU-2A (Sheppard). Consider Placing Easements or Restrictions.</p> <p>LU-3A (Sheppard). Define and Establish Military Compatibility Areas (MCAs).</p> <p>LU-3D (Sheppard). Update Local Jurisdiction General Plans To Include Military Compatibility Policies That Support And Promote Compatible Land Uses.</p> <p>LU-3E (Sheppard). Update Local Jurisdiction Zoning Codes.</p> <p>LU-3F (Sheppard). Update Comprehensive Plans with the Compatibility Policy Set.</p> <p>LU-3G (Sheppard). Land Annexation Program.</p> <p>LU-3K (Sheppard). Franchise Tax Criteria.</p> <p>LU-3M (Sheppard). Economic Development Marketing.</p> <p>LU-1E (Frederick). Economic Development Marketing.</p> <p><b>Safety Strategies</b></p> <p>SAF-1C (Sheppard). Agricultural Use Only Designation.</p> <p>SAF-2C (Sheppard). Control Bird and Wildlife Attractants Near Base.</p> <p>SAF-2D (Sheppard). BASH Consideration in Jurisdiction or Agency Projects.</p> <p>SAF-1C (Frederick). BASH Consideration in Jurisdiction or Agency Projects.</p>

**Table 14. Sheppard AFB Strategies (continued)**

Primary Responsibility	Supporting Role
<p><b>Anti-Terrorism / Force Protection Strategies</b> AT-FP-1A (Sheppard). Redesign Main Gate.</p> <p><b>Noise Strategies</b> NOI-2D (Sheppard). Involve Municipality Staff in AICUZ Revisions.</p> <p><b>Dust / Smoke / Steam Strategies</b> DSS-1A (Sheppard). Monitor Winds. DSS-1A (Frederick). Increase Surrounding Landowner Awareness.</p> <p><b>Light and Glare Strategies</b> LG-1A (Sheppard). Address Future Lighting Requirements with Compatible Technologies. LG-1B (Sheppard). Review Current Policies and Operating Hours. LG-1C (Sheppard). Automatic Light Timers.</p> <p><b>Air Quality Strategies</b> AQ-1A (Sheppard). Air Quality Monitoring.</p> <p><b>Frequency Spectrum Interference</b> FSI-1A (Frederick). Ensure Compatible Frequencies.</p> <p><b>Cultural Resources Strategies</b> CR-1A (Sheppard). Develop Heritage Center Museum Public Packet. CR-1B (Sheppard). Easier Access. CR-1C (Sheppard). Improve Access Hours and Notice.</p> <p><b>Scarce Natural Resources Strategies</b> SNR-1A (Frederick). Develop Strategy for Compatible Natural Resource Extraction.</p> <p><b>Land / Air Spaces Strategies</b> <b>LAS-1A (Sheppard).</b> Airport Coordination.</p> <p><b>Roadway Capacity Strategies</b> RC-1B (Sheppard). Review Sheppard AFB Gate Access.</p>	<p><b>Vertical Obstructions Strategies</b> VO-1A (Frederick). Implement Height Regulations in Airport Control Zone.</p> <p><b>Anti-Terrorism / Force Protection Strategies</b> AT/FP-1B (Sheppard). Acquisition of Land that Borders Main Gate.</p> <p><b>Light and Glare Strategies</b> LG-1D (Sheppard). Create A Dark Skies Ordinance To Minimize Ambient Light Generation.</p> <p><b>Energy Development Strategies</b> ED-1A (Sheppard). DOD Clearinghouse Review. ED-1A (Frederick). Develop Property Owner Information on Personal Wind Towers. ED-1B (Frederick). DOD Clearinghouse Review.</p> <p><b>Threatened and Endangered Species Strategies</b> TE-1A (Sheppard). Texas Horned Lizard Monitoring Study.</p> <p><b>Roadway Capacity Strategies</b> RC-1A (Sheppard). Conduct Traffic Study.</p>

**Table 15. JLUS Coordination Committee Strategies**

Primary Responsibility	Supporting Role
<p><b>Interagency Coordination / Communication Strategies</b> COM-3C (Sheppard). Public-Public and Public-Private Partnerships.</p> <p><b>Noise Strategies</b> NOI-2B (Sheppard). Consider Developing an Airfield / Airport Awareness Program. NOI-1A (Frederick). Develop Airfield / Airport Awareness Program.</p> <p><b>Vibration Strategies</b> VIB-1A (Sheppard). Consider Developing an Airfield / Airport Awareness Program.</p> <p><b>Dust / Smoke / Steam Strategies</b> DSS-1B (Sheppard). Increase Public Awareness and Coordination.</p> <p><b>Public Trespassing Strategies</b> PT-1A (Frederick). Develop Airfield / Airport Awareness Program.</p>	None.

**Table 16. Wichita Falls MPO Strategies**

Primary Responsibility	Supporting Role
<p><b>Interagency Coordination / Communication Strategies</b> COM-4A (Sheppard). Sheppard AFB Ex-Officio Representative on the Wichita Falls MPO.</p>	None.

**Table 17. Property Owner Strategies**

Primary Responsibility	Supporting Role
<p><b>Land Use Strategies</b> LU-2A (Sheppard). Consider Placing Easements or Restrictions.</p> <p><b>Safety Strategies</b> SAF-1A (Sheppard). Recommend Deed Notifications. SAF-3A (Frederick). Recommend Deed Notifications.</p>	<p><b>Land Use Strategies</b> LU-3G (Sheppard). Land Annexation Program.</p>

**Table 18. Wichita Falls-Wichita County Public Health District Strategies**

Primary Responsibility	Supporting Role
<p><b>Land Use Strategies</b> LU-3I (Sheppard). Septic Tank Approval.</p>	<p><b>Land Use Strategies</b> LU-3H (Sheppard). Water Permit Monitoring.</p>

**Table 19. State of Texas Elected Officials Strategies**

Primary Responsibility	Supporting Role
<b>Land Use Strategies</b> LU-3K (Sheppard). Franchise Tax Criteria. LU-3O (Sheppard). Enhanced Legislation.	None.

**Table 20. Wichita Falls Chamber of Commerce Strategies**

Primary Responsibility	Supporting Role
<b>Land Use Strategies</b> LU-3M (Sheppard). Economic Development Marketing.	None.

**Table 21. Developers Strategies**

Primary Responsibility	Supporting Role
<b>Safety Strategies</b> SAF-1A (Sheppard). Recommend Deed Notifications. SAF-3A (Frederick). Recommend Deed Notifications.	None.

**Table 22. Wichita Falls Association of Realtors Strategies**

Primary Responsibility	Supporting Role
<b>Noise Strategies</b> NOI-2A (Sheppard). Develop an Enhanced Real Estate Disclosure Statement.	None.

**Table 23. Texas Real Estate Commission Strategies**

Primary Responsibility	Supporting Role
<b>Noise Strategies</b> NOI-2A (Sheppard). Develop an Enhanced Real Estate Disclosure Statement.	None.

**Table 24. Dallas-Fort Worth International Airport Strategies**

Primary Responsibility	Supporting Role
<b>Land / Air Spaces Strategies</b> LAS-1A (Sheppard). Airport Coordination.	None.

**Table 25. Sheppard Military Affairs Committee Strategies**

Primary Responsibility	Supporting Role
<b>Interagency Coordination / Communication Strategies</b> COM-1C (Frederick). Include Frederick as a Member of the Sheppard Military Affairs Committee (SMAC).	None.

**Table 26. Federal Aviation Administration Strategies**

Primary Responsibility	Supporting Role
<b>Interagency Coordination / Communication Strategies</b> COM-1D (Frederick). Federal Funding for Frederick Regional Airport.	None.

**Table 27. State of Oklahoma Department of Wildlife Conservation Strategies**

Primary Responsibility	Supporting Role
<b>Safety Strategies</b> SAF-1B (Frederick). Control Bird and Wildlife Attractants Near Base.	None.

**Table 28. Federal Communications Commission Strategies**

Primary Responsibility	Supporting Role
<b>Frequency Spectrum Interference Strategies</b> FSI-1A (Frederick). Ensure Compatible Frequencies.	None.

**Table 29. Water Improvement Districts Strategies**

Primary Responsibility	Supporting Role
None.	<b>Land Use Strategies</b> LU-3H (Sheppard). Water Permit Monitoring.

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