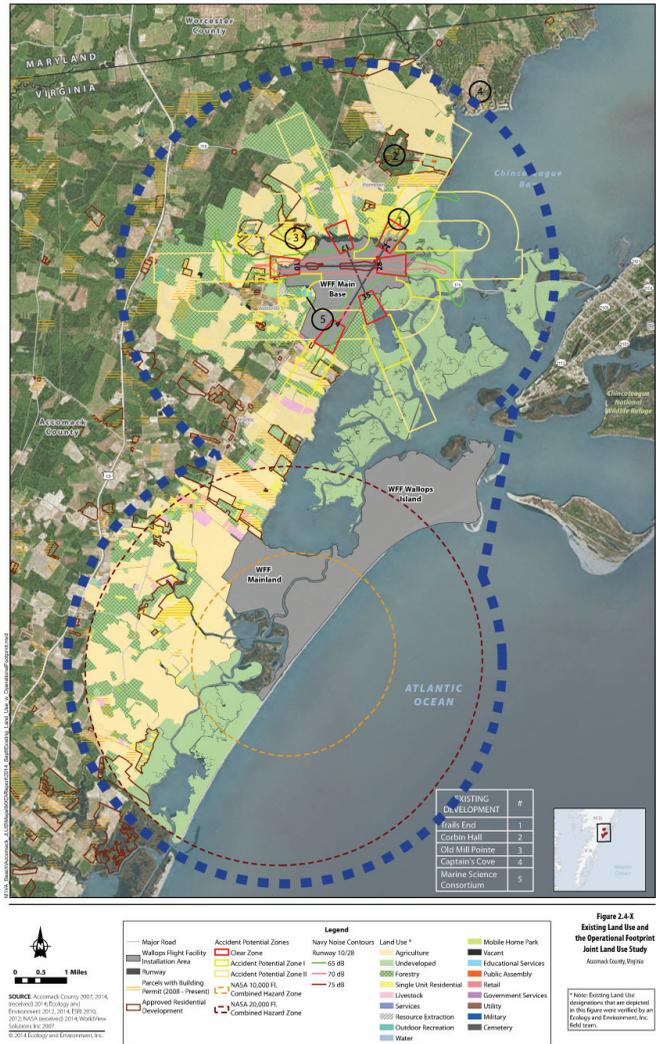


Findings



The WFF operational footprint, where potential land use compatibility impacts exist, is determined predominantly from accident potential zones and noise zones due to aircraft operations at the WFF Main Base, and the range hazard area due to rocket launches at the WFF Wallops Island.

This map depicts the impact of the “operational footprint” for both the Navy/DOD and NASA. The northern area is centered around the WFF main base runways and their resultant clear zones and accident potential zones (APZs). The southern area is determined by NASA’s Range Hazard Area associated with rocket launch operations.

What’s next, and how you can get involved.

The plan development process is being administered by the County Planning Department, with direction, research and strategy options coming from the various committees. The Technical Advisory Committee (TAC) is comprised of various local subject matter experts for identifying and addressing technical issues as well as providing assistance in formulating recommendations and strategies for this project. The Policy Steering Committee (PSC) includes senior and elected officials who are providing policy oversight and overall project direction. The study is separated into two distinct Phases: **1. Information Gathering** and **2. Plan Development**.

Phase 1 of the JLUS is now complete and involved research, investigation and analysis. The project team reviewed current County and town policies, plans and studies as well as plans and programs relevant to Navy, NASA and other federal agency operations and requirements. This brochure summarizes the major findings of that analysis.

Phase 2 is currently underway and is focused on crafting the plan. Through thorough analysis of the data and information obtained in Phase 1, the TAC & PSC, with assistance from the contractor team, have drafted compatibility plans, recommendations and policies to be considered for inclusion in the JLUS. These findings and recommendations will be made available for public comment at two public open houses to be held **January 27, 2015** and **February 2, 2015**. After incorporating comments from the public, the findings and recommendations will be formulated into a Draft JLUS Report that will also be made available for public comment in February, 2015. Following reviews from the TAC & PSC committees and the public, the draft report will be finalized for presentation to the County Board of Supervisors. It is anticipated that the entire process will be concluded by mid-March 2015. The Board of Supervisors will then approve implementation of the JLUS recommendations as it determines to be appropriate through future actions.

Two Public Open Houses!
Tuesday, January 27, 2015, 3:00 to 6:00 PM &
Monday, February 2, 2015, 5:00 to 8:00 PM
at the NASA Wallops Visitor Center

For More Information

Please visit the Accomack County JLUS Project website at:

www.accomackcojlus.com

Address questions and comments to:

Accomack County Planning Department

JLUS Project Team

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Accomack, Virginia 23301

757-655-1256

Email: ktremblay@co.accomack.va.us

FINDINGS



ACCOMACK COUNTY

JLUS

JOINT LAND USE STUDY

What is a Joint Land Use Study (JLUS)?

There are many positive interactions between a military installation and the local jurisdiction. However, the activities of either entity can have unintended impacts on the other. Changes in military operations may increase noise, dust or safety concerns on the surrounding areas, while new residential or commercial development may restrict the military’s ability to operate or train. Determining compatible development patterns on and around the installation is needed to protect the long-term, viable relationship between the installation and the local community.

A Joint Land Use Study (JLUS) is a project that brings local officials, military installation officials and the community together, in a collaborative effort, to discuss current and future needs, and to identify and promote compatible land use development patterns that are mutually beneficial to the military installation, the county and towns, and the citizens. Their findings, results, and recommendations are produced in a JLUS report.



Aircraft Accident Potential Zones

The Department of Defense (DOD) provides guidance for land use and population density at its air installations and in communities surrounding these installations. Considering public safety with respect to the potential for an accident, this guidance suggests land uses considered compatible with aircraft operations. Although the Wallops Flight Facility is owned and operated by NASA, DOD aircraft operations are performed there, and NASA has chosen to adopt the DOD guidance. Accident potential zones (APZs) are the areas where the greatest potential for aircraft accidents exists based on the type and mission of the aircraft in use. The clear zones (shown in red), located immediately beyond the runways present the highest risk. Further from the end of the runway the risk diminishes in APZ 1 (orange) and diminishes further in APZ 2 (yellow). It is important to note that while APZ mapping is based on statistical evidence for the specific aircraft and mission, accidents can occur outside the mapped APZs. The latest APZ mapping reflects changes since the publication of the 2008 Accomack County Comp. Plan. The clear zones have remained virtually the same, however the APZ1 & APZ2 zones have increased and cover just over 2,000 additional acres. This is due to the 2013 addition of Navy E2/C2 aircraft operations since the current APZ mapping is based on aircraft-specific data.

Aircraft Noise Zones

The DOD air installation guidance also covers aircraft noise. Noise is unwanted sound measured in “decibels DNL.” DNL is a term to represent the average sound level generated by all aviation-related operations during a 24-hour period. Below the threshold of 65 decibels DNL, noise is considered relatively low. For example residential uses are not suggested in areas where aircraft noise is expected to exceed 65 decibels DNL, while recreational activities are not discouraged unless the noise exceeds 75 decibels DNL. Warehousing, agriculture, forestry, and fishing are considered compatible. The mapping of expected noise levels shown below is based on acoustic modeling. However, given variables such as weather, actual flight paths, etc., actual noise levels/locations may vary.



Rocket Range Hazard Area

The rocket launches at WFF Wallops Island are an attraction for both tourists and residents alike. Yet, these types of operations are inherently hazardous. As such, NASA develops and implements mission-specific safety plans to ensure the protection of both members of the public and their property for all of its launches. As part of the JLUS process, NASA re-validated the range hazard areas it provided to the County during the 2008 Comprehensive Plan update, adding the effect of the future orbital launch pad. As shown, the range hazard areas consists of concentric rings (arcs) centered on the two current and one future planned orbital launch pads. The smaller arc, at 10,000 feet, is established on the day of launch and must be cleared prior to launch. The second arc, at 20,000 feet, depicts an area that may be susceptible to lesser range hazards which are largely driven by atmospheric conditions on launch day. While the extent of a hazard area will be tailored to each mission (and consequently could be smaller or larger), the 10,000 and 20,000 feet arcs depict the expected extent of those required for current and future missions.