

# Aviano airbase e le Accident Potential Zone

Lo scopo delle **Accident Potential Zone (APZ)** prima e dopo la pista delle aerobasi militari USAF, siano esse localizzate in nordamerica quanto all'estero, è quello di tutelare e salvaguardare/proteggere la comunità, il territorio ed i cittadini dal rischio incidenti aerei. Nel riquadro sottostante l'AIRPORT ZONING REGULATIONS riguarda, ad esempio, Sheppard Air Force Base/Wichita Falls Municipal Airport and Kickapoo Downtown.

## AIRPORT ZONING REGULATIONS

The purpose of the Airport Zoning provision is to ensure protection of the utility of Sheppard Air Force Base/Wichita Falls Municipal Airport and Kickapoo Downtown Airpark and the public investment by the regulation of land uses in the vicinity of Sheppard Air Force Base/Wichita Falls Municipal Airport and Kickapoo Downtown Airpark where it has been determined that Sheppard Air Force Base/Municipal Airport and Kickapoo Downtown Airpark are essential economic elements of the City and surrounding cities and counties. It is also the purpose of this provision to protect the health, safety, and general welfare of the public where it is recognized that obstructions, aircraft accidents, and excessive noise have the potential for endangering or harming the lives and/or property of users or occupants of land in the vicinity of Sheppard Air Force Base/Wichita Falls Municipal Airport and Kickapoo Downtown Airpark.

**Da quasi 30 anni il Department of Defense USA ha definito criteri e modalità delle zone di protezione della pista, o viceversa, a tutela delle popolazioni e degli abitati dell'intorno delle aerobasi USA per ragioni di:**

- **protezione delle operazioni di volo**
- **tutela della salute, sicurezza e rischio derivato dalle operazioni degli aerei/velivoli sul territorio circostante.**

The Air Installations Compatible Use Zone for each military air installation shall consist of (a) land areas upon that certain uses may obstruct the airspace or otherwise be hazardous to aircraft operations, and (b) land areas that are exposed to the health, safety or welfare hazards of aircraft operations.

**In Italia, ad Aviano, l'insediamento della più grande Aerobase USAF europea, queste problematiche non sembrano essere state ancora adottate. L'aeroporto militare Pagliano e Gori, localizzato a 9 km da Pordenone, utilizzato dal 1954 da reparti di volo USA (base del 31° Fighter Wing e del 616° Regional Support, sede del 16° Air Force) dispone di una pista con orientamento 05/23 tra gli abitati di Sacile, Vigonovo, S. Foca e S. Leonardo.**

**Le linee guida formulate dal DOD (Dipartimento della Difesa) USA hanno da tempo delineato gli spazi di sicurezza associati alla pista di volo.**

**Le tre zone sono identificate in relazione al livello del rischio statistico, come:**

1. **Clear Zone**
2. **APZ 1 (Accident Potential Zone n° 1)**
3. **APZ 2 (Accident Potential Zone n° 2)**

### Accident Potential

This is the most critical of the land use determinants and the least defined of all the three. The United States Air Force conducted a five year study of accidents within a 10 nautical mile radius of airfields (Williams Air Force Base, 1976). The study attempted to show where in the airfield environment an accident was most likely to occur. The study indicated:

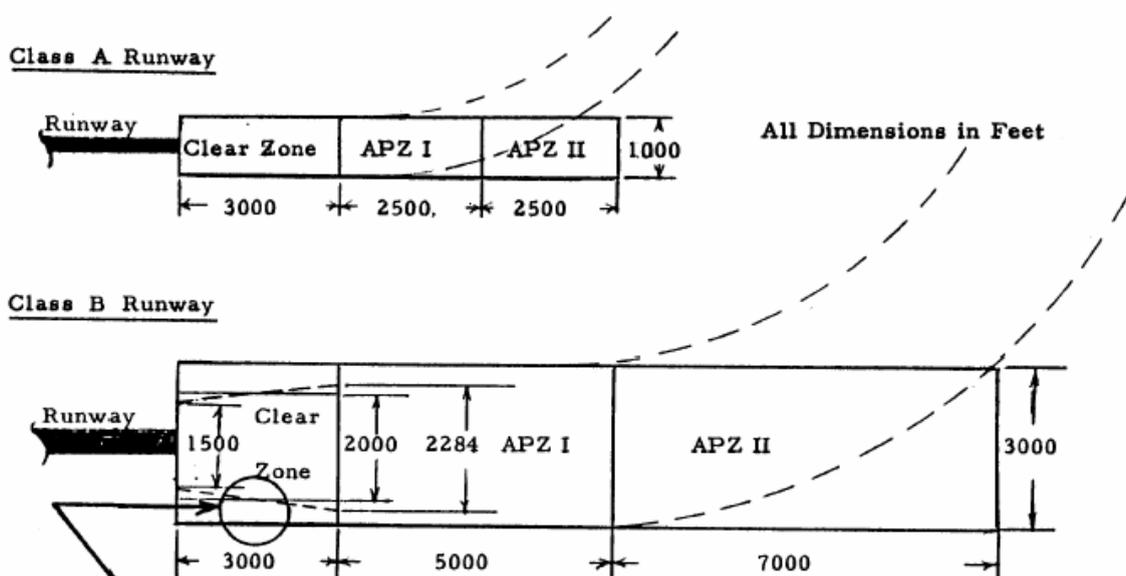
- Accident potential increases significantly near the extended runway centerline.
- 75 percent of the accidents actually plotted were near the extended runway center line.
- Of the total accidents plotted, 22.8 percent occurred on or adjacent to the runway.
- Nearly 61 percent of the accidents occurred during the landing phase as compared to 39 percent for the take off phase.
- Almost 70 percent of the accidents occurred during daylight hours.

In sintesi le Accident Potential Zone (APZ) sono le zone nelle quale si concentra la più alta percentuale del rischio incidenti aerei ("the maximum percentage concentration of accidents in the smallest geographical area occur").

La dimensione delle APZ è rapportata alla lunghezza della pista ed alla intensità/frequenza dei voli (vedi grafico sottostante).

## ACCIDENT POTENTIAL ZONE GUIDELINES

### Accident Potential Zone Guidelines



Width of clear zone may be based on individual service analysis of highest accident potential area for specific runway use and varied based on acquisition constraints. 3000 foot wide clear zone is desirable for new construction.

Queste zone sono caratterizzate da una sorta di vincoli aeronautici e restrizioni che impediscono una serie di insediamenti ed attività.  
La tabella seguente identifica tali compatibilità.

### LAND USE COMPATIBILITY GUIDELINES FOR ACCIDENT POTENTIAL

#### Zones and Footnotes

#### Land Use Category

#### Compatibility<sup>1</sup>

#### Clear Zone   APZ I   APZ II

Single family	NO	NO	YES <sup>2</sup>
2-4 family	NO	NO	NO
Multi-family dwellings	NO	NO	NO
Group quarters	NO	NO	NO
Residential hotels	NO	NO	NO
Mobile home parks or courts	NO	NO	NO
Other residential	NO	NO	NO

#### Industrial/Manufacturing<sup>3</sup>

Food and kindred products	NO	NO	YES
Textile mill products	NO	NO	YES
Apparel	NO	NO	NO
Lumber and wood products	NO	YES	YES
Furniture and Fixtures NO	YES	YES	
Paper and Allied Products	NO	YES	YES
Printing, publishing	NO	YES	YES
Chemicals and allied products	NO	NO	NO
Petroleum refining and related industries	NO	NO	NO

# aero habitat

<u>Land Use Category</u>	<u>Compatibility</u>		
	<u>Clear Zone</u>	<u>APZ I</u>	<u>APZ II</u>
Apparel and accessories-retail	NO	NO	YES
Furniture, homefurnishing-retail	NO	NO	YES
Eating and drinking places	NO	NO	NO
Other retail trade	NO	NO	YES
<u>Personal and Business Services</u> <sup>5</sup>			
Finance, insurance and real estate	NO	NO	YES
Personal services	NO	NO	YES
Business services	NO	NO	YES
Repair services	NO	YES	YES
Professional services	NO	NO	YES
Contract construction services	NO	YES	YES
Indoor recreation services	NO	NO	YES
Other services	NO	NO	YES
<u>Public and Quasi-Public Services</u>			
Government services	NO	NO	YES <sup>5</sup>
Educational services	NO	NO	NO
Cultural activities	NO	NO	NO
Medical and other health services	NO	NO	NO
Cemeteries	NO	YES <sup>6</sup>	YES <sup>6</sup>
Non-profit organization incl. churches	NO	NO	NO
Other public and quasi-public services	NO	NO	YES

<u>Land Use Category</u>	<u>Compatibility</u>		
	<u>Clear Zone</u>	<u>APZ I</u>	<u>APZ II</u>
<u>Outdoor Recreation</u>			
Playground's neighboring parks	NO	NO	YES
Community and regional parks	NO	YES <sup>7</sup>	YES <sup>7</sup>
Nature exhibits	NO	YES	YES
Spectator sports incl. arenas	NO	NO	NO
Golf course, <sup>8</sup> riding stables <sup>9</sup>	NO	YES	YES
Water-based recreational areas	NO	YES	YES
Resort and group camps	NO	NO	NO
Entertainment assembly	NO	NO	NO
Other outdoor recreation	NO	YES <sup>7</sup>	YES
<u>Resource Production &amp; Extraction and Open Land <sup>10</sup></u>			
Agriculture	YES	YES	YES <sup>11</sup>
Livestock farming, animal breeding	NO	YES	YES
Forestry activities <sup>12</sup>	NO <sup>13</sup>	YES	YES
Fishing activities & related services <sup>14</sup>	NO <sup>15</sup>	YES <sup>14</sup>	YES
Mining activities	NO	YES	YES
Permanent open space	YES	YES	YES <sup>14</sup>
Water areas <sup>14</sup>	YES	YES	YES

# aero habitat

## Footnotes

- 1 A "Yes" or "No" designation for compatible land use is to be used only for gross comparison. Within each, uses exist where further definition may be needed as to whether it is clear or normally acceptable/unacceptable owing to variations in densities of people and structures.
- 2 Suggested maximum density 1-2 DU/AC, possibly increased under a Planned Unit Development where maximum lot covered less than 20 percent.
- 3 Factors to be considered: Labor intensity, structural coverage, explosive characteristics, air pollution.

TABLE 2.8.5-II				
DAVIS-MONTHAN AIR FORCE BASE ACCIDENT POTENTIAL ZONES				
Runway	APZ-1	APZ-2	APZ-3	APZ-4
NW	3,000' x 5,000'	3,000' x 7,000'	---	---
SE	---	---	3,000' x 5,000'	3,000' x 7,000'

(Ord. No. 8582, §1, 9/25/95)

## Aerobase USA con Accident Potential Zone



21 aprile 2005