

City of Girard

Comprehensive Plan

Military Compatibility Element

The Military Compatibility Element of the Girard Comprehensive Community Plan addresses military and community compatibility planning and long-term sustainability of military operations at Youngstown ARS. This Element is organized by the following subsections:

- Section 1 - Introduction
- Section 2 – Youngstown ARS Joint Land Use Study
- Section 3 – Installation Setting
- Section 4 – Planning Issues
- Section 5 – Implementation Measures
- Section 6 – Key Terms

1. Introduction

Sustainment of the mission at Youngstown Air Reserve Station (ARS) is an overarching goal of the City of Girard. To reflect this commitment, the City of Girard participated in a Joint Land Use Study (JLUS), a compatibility planning process intended to identify existing and future compatibility issues between the base and the community. The Youngstown ARS Joint Land Use Study was completed in 2019 and was the result of a collaborative process between the City of Girard, Youngstown ARS, Youngstown - other partner jurisdictions, businesses, industry and other diverse stakeholder groups. The resulting Joint Land Use Study defined a shared strategic plan for area jurisdictions, Youngstown ARS, and Youngstown-Girard Regional Airport to work cooperatively and collaboratively to reduce and/or eliminate compatibility issues which can negatively impact the mission of the base, and compatibility issues created by the base which can negatively impact the surrounding communities.

Youngstown ARS is in Trumbull County Ohio. It is nearly equidistant from the major cities of Cleveland, Ohio and Pittsburgh, Pennsylvania. Youngstown ARS is situated in a rural setting and is 11 miles north of the City of Youngstown and 10 miles east of the City of Girard and includes approximately 320 acres. The cantonment area consists of 230 acres while 90 acres surround the assault landing runway. The map on the following page shows Youngstown ARS and the surrounding vicinity.

Military activities can negatively impact the surrounding community through factors such as noise, limits to renewable energy infrastructure, and the use of local governmental services (i.e. roads, housing and schools). A number of factors influence whether community and military plans, programs and activities are compatible or in conflict. A Joint Land Use Study utilizes 24 compatibility factors to comprehensively assess and characterize local issues as illustrated below.

JLUS Compatibility Factors

COMPATIBILITY FACTORS			
AQ	Air Quality	LAS	Land / Air Space Competition
AT	Anti-Terrorism / Force Protection	LU	Land Use
BIO	Biological Resources	LEG	Legislative Initiatives
CC	Changing Climate	LG	Light and Glare
COM	Communication / Coordination	NOI	Noise
CR	Cultural Resources	PS	Public Services
DSS	Dust / Smoke / Steam	PT	Public Trespassing
ED	Energy Development	RC	Roadway Capacity
FSC	Frequency Spectrum Capacity	SA	Safety Zones
FSI	Frequency Spectrum Impedance / Interference	SNR	Scarce Natural Resources
		VO	Vertical Obstructions
HA	Housing Availability	V	Vibration
IE	Infrastructure Extensions	WQQ	Water Quality / Quantity

The adopted JLUS recommends policies, actions, strategies and guidelines that should be incorporated into the City of Girard Comprehensive Community Plan, regulations and plans to address existing and future compatibility issues between the base and the township. The Military Compatibility Element is intended to incorporate the policies, actions, strategies and guidelines recommended by the Youngstown ARS Joint Land Use Study.

3. Installation Setting

Military Strategic Importance

The 910th AW is the host command at Youngstown ARS and is supported by multiple organizations under the Wing’s direct command authority. The 910th AW mission is to “provide a current, qualified mission-ready force” with a supporting vision to “provide unrivaled tactical airlift, aerial spray and agile combat support - always ready to answer our nation’s call”. In wartime, the 910th AW mission is to employ the C-130 Hercules aircraft in combat tactical airlift operations. These operations include low-level infiltration into a combat environment, where aircrews can deliver personnel and materials by airdrop and air-land techniques.



A Youngstown ARS modified C-130 Hercules aircraft simulates spraying pesticides during a field exercise

Source: <https://www.youngstown.afrc.af.mil/>

Camp Garfield Joint Military Training Center

The 910th AW combat mission includes the tactical airlift and airdrop in support of theatre operations. To maintain proficiency in this critical wartime capability, the AW conducts airdrop training at a drop zone on Camp Garfield. Camp Garfield is located approximately 25 miles southwest of Youngstown ARS and encompasses over 21,600 acres in Portage and Trumbull Counties. Aircraft are flown from Youngstown ARS to Camp Garfield to conduct the airdrop training and return to the base once the operations are complete.

Youngstown ARS Demographics

Youngstown ARS employs approximately 1,900 personnel according to the 2017 Economic Impact Analysis. The table below provides a breakdown of the employee numbers:

Youngstown ARS Employees

Employee Category	Number Employed
Active Duty	194
AGR	61
Reserve	1,132
Appropriated Fund Civilian	362
Non-Appropriated Fund Civilian / Contractor	111
TOTALS	1,860

Source: 910th Airlift Wing 2018 Economic Impact Analysis

4. Planning Issues

The JLUS process involved the identification of planning issues related to compatibility between the installation and the surrounding community, including the City of Girard. The primary planning issues have been grouped below by the following community topics:

- Capital Improvement Projects
- Communication and Coordination
- Economic Development
- Housing
- Lighting
- Military Compatibility Areas
 - Land Use
 - BASH
 - Vertical Obstruction

This section also provides Goals and Policies specifically related to the balance of community and military needs and the overall protection of public health and safety. The Vision and other elements of

- Policy 6-2** **Create and distribute educational / informational brochures.** The City of Girard should develop and distribute educational / informational brochures that highlight community and military compatibility and economic incentives for development and redevelopment including programs and grants. Brochures can be used to educate property owners, real estate industry and development community on compatibility issues and opportunities to promote community development while supporting the military mission.
- Policy 6-3** **Promote Social Media Outlets for General Public.** The City of Girard should provide links to Youngstown ARS social media outlets on the City of Girard website.
- Policy 6-4** **Installation and Community Events Partnership.** The City of Girard should support and participate in the sponsorship, organization, execution, and/or promotion of such events such as the Thunder Over the Valley airshow, and public tours and open houses at the installation. The City of Girard should establish and promote shared events with Youngstown ARS to educate the public about the value of the installation and highlight community support for the installation.
- Policy 6-5** **Seek Funding to Support Public Outreach.** The City of Girard should apply funding, annually, to conduct public outreach activities that focus on information about and advocacy for the mission.
- Policy 6-6** **Educate the Real Estate Industry and Development Community.** The City of Girard should participate in an annual training forum for the real estate industry and development community to educate them about military compatibility and economic incentives for development and redevelopment. Economic incentives should include existing programs and grants.
- Goal #7** **Partnership Opportunities.** The City of Girard benefits from participation in partnering opportunities that have complementary and synergistic objectives and mutually beneficial interests.
- Policy 7-1** **Continue to Leverage Opportunities through the AF Community Partnership Program.** The City of Girard should participate in the Air Force Community Partnership Program to pursue and implement mutually beneficial initiatives including public-public and public-private partnerships.

C. Economic Development

Development of energy sources, including alternative energy sources (such as solar, wind, geothermal, or biofuels) could pose compatibility issues related to glare (solar energy), or vertical obstruction and radar operations (wind generation). It is in both the installation’s interests as well as the community to support alternative energy development for both energy security and economic reasons. Understanding communities’ energy pursuits, the opportunities sought by alternative energy developers and the intersection with the military footprint, enhances the likelihood that these activities can exist in mutual compatibility.

Any infrastructure extensions for sanitary sewer, potable water or other utilities that are likely drive development around Youngstown ARS should be coordinated with the installation to help minimize the potential for incompatible development. Uncoordinated development around Youngstown ARS has the potential to impact mission footprints including:

Goal #10 Create a Military Compatibility Area Overlay District (MCAOD). The City of Girard should amend the City of Girard Zoning Ordinance to add a Military Compatibility Area Overlay District (MCAOD) containing Military Compatibility Areas that reflect the types and intensity of compatible uses and map them for the public on an online platform. The MCAOD is the collective geographic area of all of the MCAs combined. The MCAs established should be used by City of Girard to identify areas where specific compatibility issues are more likely to occur and address ways to avoid compatibility issues. The MCA's applicable to City of Girard include:

- **Vertical Obstructions MCA.** Includes the estimated Inner Horizontal Surfaces and Approach-Departure Clearance Surfaces for the runways at Youngstown-Girard Regional Airport and Youngstown ARS.
- **BASH MCA.** Includes areas within a five-mile radius around the airfield with the highest concentrations of wildlife or wildlife-attractant uses.

Where appropriate, the City of Girard should incorporate the MCAOD and MCA boundaries on the zoning map and future land use maps and include the zone regulations in the Zoning Ordinance and on their official maps (hardcopy, electronic and web-based as applicable) for easy access and understanding by the public.

G. Land Use

The basis of land use planning and regulation relates to the government's role in protecting the public's health, safety, and welfare. Local jurisdictions' comprehensive community plans and zoning ordinances can be the most effective tools for preventing 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 adversely impact the use of another. For instance, industrial uses are often separated from residential uses to avoid impacts from noise, odors, and lighting.

Compatibility is based on land use and not the zoning district since each zoning district allows multiple land uses. An assessment of land uses in the zoning districts within the City of Girard and the Youngstown ARS safety zones is necessary to establish land use compatibility.

Land development and supporting projects that occur in areas where Youngstown ARS conducts operations have the potential to impact the ability of the military to be successful. The combination of the military footprints makes up the military compatibility areas (MCA) for Youngstown ARS. Any development within the MCA that has the potential to affect Youngstown ARS operations may impact the military mission. Types of development that may impact the Youngstown ARS MCA include but are not limited to:

- Renewable energy projects such as solar arrays or wind turbines
- Tall structures and towers such as buildings, communication towers, water towers, etc.
- Development of water resources that may attract birds

In addition, changes in land use plans or zoning ordinances that affect how land could be used in the future within the MCA has the potential to impact Youngstown ARS operations.

- Policy 11-1** **Establish Regional Response Capabilities.** The City of Girard and Youngstown ARS and should collaborate to develop response plans that enable a regional response capability for emergencies resulting from shale gas operations. Response procedures should focus on health and safety as priority one, along with provisions to protect property, equipment and minimize impacts to ongoing military operations.
- Policy 11-2** **Establish a Road Use and Maintenance Agreement.** The City of Girard should cooperatively develop a Road Use and Maintenance Agreement to minimize impacts from shale gas operations truck traffic on local roadways. The agreement should also ensure the shale gas operations are held responsible for any road maintenance needs resulting from their activities.
- Policy 11-3** **Establish an Interlocal Agreement.** Youngstown ARS and the City of Girard should develop an interlocal agreement for communications and coordination of emergency management activities in the event of an emergency resulting from shale gas operations.
- Policy 11-4** **Implement Best Lighting Practices in Zoning Ordinances.** The City of Girard should Identify and implement best practices for lighting through zoning regulations based on the findings and conclusions gathered in Strategy LU-4A to protect the favorable lighting conditions currently experienced around Youngstown ARS and the Youngstown-Girard Regional Airport.

H. Bird / Wildlife Aircraft Strike Hazard (BASH)

The proposed Bird / Wildlife Aircraft Strike Hazard (BASH) MCA extends 5 miles in all directions from the air operations areas at the Youngstown-Warren Regional Airport. This MCA is meant to include areas near the airfield with the highest concentrations of birds, wildlife, or attractants. Bird strikes with aircraft can pose 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 a Federal Aviation Administration (FAA) recommended standard for managing bird attractants around airports. The plan documents that there is a bird strike hazard at the Youngstown-Warren Regional Airport and in its vicinity due to resident and migratory bird species. Daily and seasonal bird movements create various hazardous conditions for military flying operations.

Bird / Wildlife Aircraft Strike Hazard (BASH) Relevancy Area

Travel paths of birds and animals can present a significant hazard to military flight operations. While fatal accidents resulting from bird or wildlife strikes have been limited, impacts can be a safety concern. Youngstown ARS prepared the most recent 910th AW Bird Aircraft Strike Hazard Reduction Plan 91-212 (910th AW BASH Plan) in 2017.

The plan documents that there is a bird strike hazard at the Youngstown-Girard Regional Airport and in its vicinity due to resident and migratory bird species. Daily and seasonal bird movements create various hazardous conditions for military flying operations.

- Goal #12** **Bird/Wildlife Aircraft Strike Hazard (BASH).** The City of Girard should reduce bird aircraft strikes through the development and implementation of strategies and action steps to limit/reduce bird attractants located on and around Youngstown ARS.

Policy 12-1 Establish Bird/Wildlife Aircraft Strike Hazard (BASH) MCA Overlay District. The City of Girard should adopt a BASH MCA that would preclude future incompatible land uses, as recommended by FAA Advisory Circular 150 / 5200-33B, within five statute miles of the Youngstown-Girard Regional Airport and Youngstown ARS.

I. Vertical Obstruction

Vertical obstructions are created by buildings, trees, structures, or other features that may encroach into the navigable airspace or line of sight radar signal transmission pathways used by the military. These obstructions can be a safety hazard to both the public and military personnel and potentially impact military readiness.

Vertical obstructions can compromise the value of low-level flight training by limiting the areas where such training can occur. These obstructions can include a range of items from man-made, such as telephone poles, utility transmission towers, and radio antennas, to natural, such as tall trees and land features. Vertical obstructions can also interfere with radar transmissions, compromising the integrity of data transmission between the transmitter and receiver. Though most critical near the transmitter, the geographic area impacting the transmissions, or radar viewshed, can be broad depending on the distance between the transmitter and receivers.

The purpose of the Vertical Obstruction MCA is to regulate the height of all structures within the area that is defined by FAA guidance and Air Force instruction using criteria known as “imaginary surfaces.” The imaginary surfaces are 3-dimensional geospatial areas comprising approach and departure airspace corridors and surrounding navigable airspace. 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 mishap. County and township zoning codes do not regulate the height of structures within airfield imaginary surfaces for Youngstown-Girard Regional Airport which could lead to potential vertical obstructions to pilot navigation.

Part 77 Vertical Obstruction Compliance

The 500-foot rule, promulgated by the FAA, states that every citizen of the U.S. 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 declares that flights 500 feet or more Above Ground Level (AGL) do not represent a compensable taking because they enjoy a free right-of-passage without liability to the owners below.

Another important outcome of the Act is Federal Aviation Regulation Title 14, Part 77, which provides the basis for the evaluation of vertical obstruction compatibility. This regulation provides information to assess the potential for a vertical obstruction based on the elevation of the airfield, the height and resulting elevation of the proposed structure or facility, and the location of the structure or facility relative to the airfield in question. This regulation determines compatibility based on the height of proposed structures or natural features, relative to their distance from the ends of a runway. Using a distance formula for this regulation, local jurisdictions can easily assess the height restrictions near airfields.

Policy 13-1 Establish Vertical Obstruction MCA Overlay District. The City of Girard should consider creating a VO MCA Overlay District in planning documents to regulate the height of

structures within FAA Imaginary Surfaces surrounding the Youngstown ARS and Youngstown-Girard Regional Airport.

Policy 13-2 Ensure Federal Aviation Regulation (FAR) Part 77 Compliance. The City of Girard should require a determination Finding of No Significant Impact from the FAA subject to the requirements of Part 77 to be submitted with a development application for local government approval to demonstrate that a proposed structure will not create a vertical obstruction within the navigable airspace.

5. Implementation Measures

This section identifies the recommended courses of action (strategies) for responding to the compatibility issues identified in the proceeding section. The strategies were developed through a collaborative effort among representatives of local jurisdictions, Youngstown ARS, state and federal agencies, local organizations, the public, and other stakeholders that own or manage land and resources in the region.

The JLUS strategies incorporate a variety of actions that promote compatible land use and resource planning. Upon implementation, existing and potential compatibility issues arising from civilian / military interactions can be avoided, significantly mitigated, or removed. These strategies are the heart of the JLUS Study and are the culmination of the entire planning process.

A critical variable for the implementation of strategies is the establishment of the JLUS Implementation Coordination Committee to oversee the execution of the JLUS. It is through this committee that local jurisdictions, the installation, and other stakeholders can enhance their collaboration and adjust actions over time to ensure resolution of the key issues is achieved well into the future through the implementation of realistic and applicable strategies.

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

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.

To minimize regulation, many of the strategies are only recommended for within a specific geographic area where a compatibility issue has been identified (e.g. within noise contours) instead of for the whole JLUS Study Area.

To meet the needs of all parties, it was determined that strategies without 100% buy-in from all stakeholders may be expanded and tailored to individual circumstances. These strategies ultimately constitute multiple strategies that address one issue in different ways.

Since state and federal regulations are subject to change, the party responsible for implementation should ensure there are no conflicts between the strategy and existing state or federal laws before executing any of the suggested strategies.

In addition to the primary guidelines listed above, consideration was given to the 2018 National Defense Strategy (NDS) when developing recommendations. The NDS is used to establish objectives for military

planning regarding force structure, force modernization, business processes, supporting infrastructure, and required resources.

Implementation Measures, identifies the implementation measures Girard should take to implement the goals and policies of the Military Compatibility Element. The implementation program lists each specific implementation measure, a reference to the policy it is implementing, who is responsible to implement the program, and the timeframe for implementation.

Implementation Measures Table

#	Implementation Measure	Goal/Policy	Partnerships	Timeframe			
				2023 - 2024	2025 - 2026	2026 - 2028	On-going
Capital Improvement Projects							
1	Incorporate Compatibility Planning in Master Plans	Policy 1-1	All JLUS partners and Youngtown ARS				■
2	Coordinate Infrastructure Expansion Plans	Policy 1-2	All JLUS partners and Youngtown ARS				■
Communication and Coordination							
3	Emergency Service Radio Communications	Goal #2	All JLUS partners and Youngtown ARS		■		
4	Upgrade to Digital Radio Compliant with MARCS Network	Policy 2-1	All JLUS partners and Youngtown ARS		■		
5	Intergovernmental Agreement for Single-Use Frequency	Policy 2-2	All JLUS partners and Youngtown ARS	■			
6	Emergency Management Coordination	Goal #3	All JLUS partners and Youngtown ARS				■
7	Memorandum of Agreement for Planning and Cross-Training	Policy 3-1	All JLUS partners and Youngtown ARS	■			
8	Identify Need for and Consider Executing a Mutual Aid Agreement for Law Enforcement Resources	Policy 3-2	All JLUS partners and Youngtown ARS	■			
9	Emergency Management Forums	Policy 3-3	All JLUS partners and Youngtown ARS	■			
10	Development Review Coordination	Goal #4	All JLUS partners and Youngtown ARS				■

#	Implementation Measure	Goal/Policy	Partnerships	Timeframe			
				2023 - 2024	2025 - 2026	2026 - 2028	On-going
Communication and Coordination continued							
11	Memorandum of Agreement for Notification to Youngstown ARS	Policy 4-1	All JLUS partners and Youngstown ARS, Ohio Department of Transportation, Local Utility Providers	■			
12	Adopt Development Notification Checklist	Policy 4-2	All JLUS partners and Youngstown ARS, Youngstown Warren Regional Chamber, NEO Development and Finance Authority	■			
13	Coordination with the Military Aviation and Installation Assurance Siting Clearinghouse	Policy 4-3	All JLUS partners and Youngstown ARS	■			
14	Adopt Military Notification Procedures for Development Projects through Tax Abatement Process	Policy 4-4	All JLUS partners and Youngstown ARS		■		
15	Planning Issue Coordination	Goal #5	All JLUS partners and Youngstown ARS				■
16	Create a JLUS Implementation Coordination Committee	Policy 5-1	All JLUS partners and Youngstown ARS	■			
17	Provide Mutual Briefings between Youngstown ARS and Township Trustees	Policy 5-2	All JLUS partners and Youngstown ARS, Youngstown Warren Regional Chamber, NEO Development and Finance Authority				■
18	Foster Enhanced Public Awareness Through Accurate Mapping	Policy 5-3	All JLUS partners and Youngstown ARS	■			
19	Outreach and Awareness	Goal #6	All JLUS partners and Youngstown ARS	■			
20	Need for Public Education Regarding the Youngstown Mission	Policy 6-1	All JLUS partners and Youngstown ARS		■		
21	Create and distribute educational / informational brochures	Policy 6-2	All JLUS partners and Youngstown ARS, Youngstown Warren Regional Chamber, NEO Development and Finance Authority, YARBCC		■		
22	Promote Social Media Outlets for General Public	Policy 6-3	All JLUS partners and Youngstown ARS, YARBCC				■
23	Installation and Community Events Partnership	Policy 6-4	All JLUS partners and Youngstown ARS				■

#	Implementation Measure	Goal/Policy	Partnerships	Timeframe			
				2023 - 2024	2025 - 2026	2026 - 2028	On-going
Communication and Coordination continued							
	Seek Funding to Support Public Outreach	Policy 6-5	All JLUS partners and Youngtown ARS				■
25	Educate the Real Estate Industry and Development Community	Policy 6-6	All JLUS partners and Youngtown ARS Youngstown Warren Regional Chamber, NEO Development and Finance Authority		■		
26	Partnership Opportunities	Goal #7	All JLUS partners and Youngtown ARS				■
27	Continue to Leverage Opportunities through the AF Community Partnership Program	Policy 7-1	All JLUS partners and Youngtown ARS, AF Community Partnerships Program Management Office				■
Amendments to Regulations/ Agreements/Future Studies							
28	Lighting Impacts	Goal #8	All JLUS partners and Youngtown ARS				■
29	Future Land Use Impacts on Youngstown ARS Night Flying Mission	Policy 8-1	All JLUS partners and Youngtown ARS			■	
30	Assess Future Ambient Lighting Impacts on Night Flying Operations	Policy 8-2	All JLUS partners and Youngtown ARS			■	
31	Compatibility Regulations	Goal #9	All JLUS partners and Youngtown ARS		■		
32	Potential Light and Glare Impacts on Pilot Visibility from Solar Projects	Policy 9-1	All JLUS partners and Youngtown ARS	■			
33	Implement the Military Aviation and Installation Assurance Siting Clearinghouse Coordination Procedures	Policy 9-2	All JLUS partners and Youngtown ARS	■			
34	Require Use of Solar Project Siting Tools	Policy 9-3	All JLUS partners and Youngtown ARS	■			
35	Create a Military Compatibility Area Overlay District (MCAOD)	Goal #10	All JLUS partners and Youngtown ARS		■		
40	Establish Regional Response Capabilities	Policy 11-1	All JLUS partners and Youngtown ARS		■		

#	Implementation Measure	Goal/Policy	Partnerships	Timeframe			
				2023 - 2024	2025 - 2026	2026 - 2028	On-going
Amendments to Regulations/ Agreements/Future Studies continued							
41	Establish a Road Use and Maintenance Agreement	Policy 11-2	All JLUS partners and Youngtown ARS, Eastgate Regional COG	■			
42	Establish an Interlocal Agreement	Policy 11-3	All JLUS partners and Youngtown ARS	■			
43	Implement Best Lighting Practices in Zoning Codes	Policy 11-4	All JLUS partners and Youngtown ARS			■	
46	Bird/Wildlife Aircraft Strike Hazard (BASH)	Goal #12	All JLUS partners and Youngtown ARS				■
47	Establish Bird/Wildlife Aircraft Strike Hazard (BASH) MCA Overlay District	Policy 12-1	All JLUS partners and Youngtown ARS		■		
48	Establish Vertical Obstruction MCA Overlay District	Policy 13-1	All JLUS partners and Youngtown ARS		■		
49	Ensure Federal Aviation Regulation (FAR) Part 77 Compliance	Policy 13-2	All JLUS partners and Youngtown ARS	■			

6. Key Terms

Area Operations Area (AOA). The Area Operations Area (AOA) is an area that encompasses the entire airport's approach or departure airspace including the circling space.

Avigation Easement. An easement that grants one or more of the following rights: the right of flight; the right to cause noise, dust, etc. related to aircraft flight; the right to restrict or prohibit certain lights, electromagnetic signals, and bird-attracting land uses; the right to unobstructed airspace over the property above a specified height; and the right of ingress/egress upon the land to exercise those rights.

Bird / Wildlife Aircraft Strike Hazard (BASH). Bird / Wildlife Aircraft Strike Hazard (BASH) refers to the likely occurrence for a collision between an airborne animal (usually a bird) and a human-made vehicle, particularly aircraft.

Bird/Wildlife Aircraft Strike Hazard (BASH) Relevancy Area. An area that has been determined to have a high-risk profile associated with aircraft collisions with birds and wildlife due to aircraft flying at lower altitudes and slower speeds.

Joint Land Use Study (JLUS). A Joint Land Use Study is a planning process accomplished through the collaborative efforts of stakeholders in a defined area to identify compatible land uses and growth/development guidelines for application to areas adjacent to military installations. Joint Land Use Studies are primarily funded by the Department of Defense (DoD), Office of Economic Adjustment (OEA).

Military Compatibility Area (MCA). A formal designation of a geographical area where military operations may impact local communities, and conversely, where local activities and uses may affect the military's ability to conduct its mission. An MCA delineates a geographic area where strategies are recommended to support compatibility planning between local governments and the military installation.

Military Notification Area. The Military Notification Area is a geographic area where jurisdictions notify the military of a proposed action, prior to approval of that action, due to its potential to impact operations at Youngstown ARS or the airspace surrounding it.

Part 77 Vertical Obstruction Compliance. FAA Regulation Title 14 Part 77, commonly referred to as Part 77, provides the basis for evaluation of vertical obstruction compatibility. This regulation provides information to evaluate the potential for vertical obstruction based on an evaluation of the airfield, the height and resulting elevation of the new building or structure, and the location of the building or structure relative to the airfield in question.

Unmanned Aerial Systems. Unmanned aerial systems (UAS) are aircraft that are capable of operating without an internal pilot; are tethered by a radio control link; and can be preprogrammed for both flight and payload operations.

Vertical Obstructions. Buildings, structures, trees, or other features that may encroach into the navigable airspace or in the line of sight radar signal transmission pathways used by the military.