

Fact Sheet #D1

Siting HUD-Assisted Projects in Accident Potential Zones

Military Airfields and Civilian Airports

A. Where does the regulation apply?

- Civilian, commercial service airports designated in the National Plan of Integrated Airport Systems (NPIAS).
 - Available at http://www.faa.gov/airports_airtraffic/airports/planning_capacity/npias/reports/
- All military air installations.

B. What is the area of concern?

- The area at each end of the runway(s) where aircraft accidents are most likely to occur. Civilian aviation calls it the Runway Protection Zone (RPZ), and the military services call it the Accident Potential Zone (APZ).
- The dimensions of the RPZs or APZs are in their respective guides (military: DODI 4165.57, civilian: Airport Design Advisory Circular 150/5300-13).
 - 2,500 feet is the RPZ maximum length in the airport design advisory circular.
 - 15,000 feet is the APZ maximum length at military air installations.
- Existing airports should include planned expansions at least ten years into the future.

C. What is the process for compliance?

1. Locate the site on a map of the vicinity.
2. Determine if there is an airfield within 15,000 feet of the subject property.
3. **If NO**, the assessment is done. Document findings in the Environmental Review Record (ERR).
4. **If YES**, determine if it is civilian or military and go to Step 5.
5. Look at the runway configuration. Is the property within 15,000 feet (military) or 2,500 feet (civilian) of the end of the runway?
6. Contact the airport manager.
 - Confirm your determination of the property's relationship to the RPZ/APZ.
 - Are there plans to expand the runway or the airport which would change the current RPZ/APZ at least ten years into the future? (This concern is in the notification requirements under 51.303(a)(3).)
7. Contact the appropriate FAA Airports District Office (per 51.305(b)).
8. Confirm your determination of the property's relationship to the RPZ/APZ. Go to Step 9.
9. **If the site IS NOT** in a Runway Protection or Accident Potential Zone, the assessment is done. Document findings in the ERR.
10. **If the site IS** in a Runway Protection or Accident Potential Zone, notify the buyer of the implication of the location. (They must sign a statement of acknowledgement of the information. Use the standard notification form.) Document findings and file the signed acknowledgement in the ERR.

Authority: 24CFR 51 Subpart D

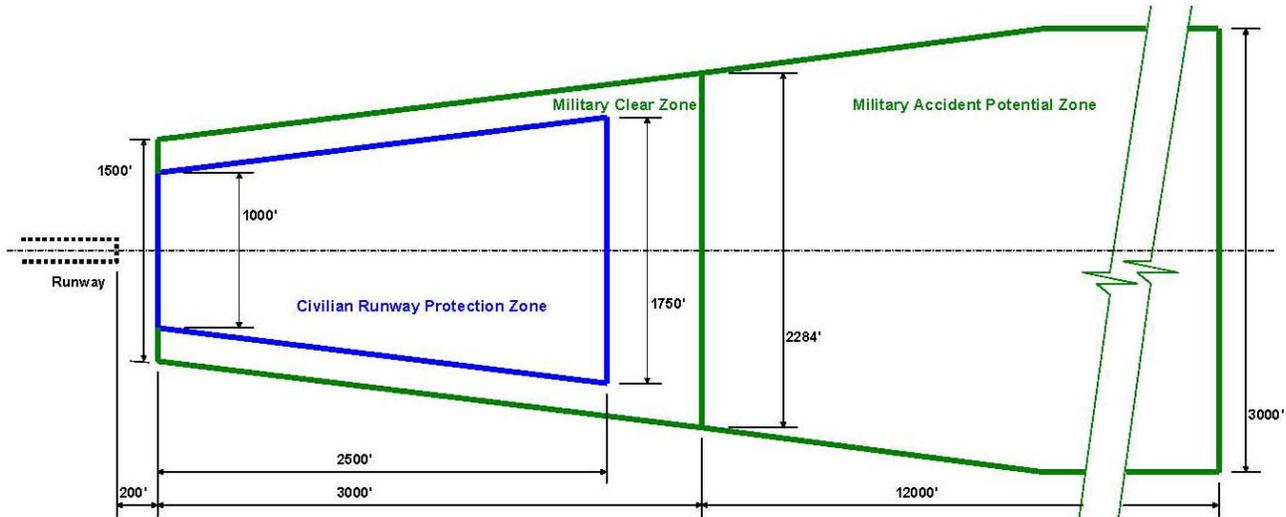
Purpose: Promote compatible land uses at air fields, define standards for providing HUD assistance, and notify buyers of potential safety and airport acquisition.

Basic Rule: HUD policy is not to provide any assistance to projects and actions in Runway Protection, Accident Potential, or Clear Zones unless the project is not to be frequently used or occupied by people. HUD-assisted buyers of such properties shall be notified of the implications and limitations of the site.

Fact Sheet #D1

Siting HUD-Assisted Projects in Accident Potential Zones Military Airfields and Civilian Airports

Figure RPZ1—Significant Dimensions and Comparison of Civilian to Military Zones



Airport Type	Runway Protection Zone/Clear Zone Length	Runway Protection Zone/Clear Zone Inner Width	Runway Protection Zone/Clear Zone Outer Width	Accident Potential Zone Length	Accident Potential Zone Inner Width	Accident Potential Zone Outer Width
Civilian	2,500'	1,000'	1,750'	NA	NA	NA
Military	3000'	1,500'	2,284'	12,000'	2,284'	3,000'

For Your Information:

- The 517 Commercial Service Airports account for:
- 100% of Commercial Service enplanements
 - 22% of General Aviation aircraft and
 - 74% of NPIAS costs.

65% of the U.S. population lives within 20 miles of these airports

Source: National Plan for Integrated Airport Systems, (2007-2011)