

AICUZ Planning Map

AICUZ Program

Overview

All military installations attract development. Housing is constructed for military installation employees who want to live near the installation, and businesses are established to cater to the airport. As development increases around the airfield, more people are exposed to the noise and accident potential associated with aircraft operations.

In the early 1970s, the United States Department of Defense (DOD) initiated the Air Installation Compatible Use Zones (AICUZ) Program to balance the need for aircraft operations with community concerns related to aircraft noise and accident potential. The goal of the AICUZ Program is to protect the health, safety, and welfare of those living and working in the vicinity of a military installation while sustaining the Navy's operational mission. Under the AICUZ Program, the Navy has established guidelines that define high noise zones and accident potential zones (APZs) surrounding a military airfield and recommends land uses that are compatible within these zones. Local governments are encouraged to incorporate AICUZ guidelines as an element of land use planning and development practices. The Navy's guidance on AICUZ may be found in the Office of the Chief of Naval Operations Instruction (OPNAVINST) 11010.36C.

Noise Zones

The DOD identifies noise exposure zones surrounding a military airfield as a planning tool for local planning agencies. Noise exposure from aircraft is measured using the day-night average sound level (DNL). DNL is an average of cumulative noise exposure produced by individual events that occur over a 24-hour period. Noise generated from each event is accounted for by a noise metric that integrates the changing sound level over time. Aircraft operations conducted at night (between 10:00 p.m. and 7:00 a.m.) are weighted to represent the added intrusiveness of sounds occurring during normal sleeping hours, when ambient sound levels are typically lower. Although DNL provides a single measure of overall noise impact, it does not provide specific information on the number of noise events or the individual sound levels that occur during the day. The DNL is depicted visually as a noise contour that connects points of equal value. DNL noise contours of 60, 65, 70, 75, 80, and 85 decibels (dB) are plotted on maps as part of the AICUZ Study. The AICUZ Noise Contour maps for Naval Air Station (NAS) Kingsville and Navy Auxiliary Landing Field (NOLF) Orange Grove, presented in this brochure reflect noise exposure in the surrounding area.

Accident Potential Zones

The DOD identifies APZs as areas when an aircraft is most likely to occur in the vicinity of airfields; however, APZs do not reflect the probability of an accident. APZs follow the departure, arrival, and pattern flight tracks of a runway and are based upon analysis of historical data. The DOD provides APZs as a planning tool to assist municipalities with land use planning and future community development. The AICUZ map defines three APZs – The Clear Zone, APZ I, and APZ II. The Clear Zone extends beyond the runway and has the highest potential for accidents. APZ I extends beyond the Clear Zone, and APZ II extends beyond APZ I. If an accident were to occur, it is most likely to occur in the Clear Zone and more likely to occur in APZ I than APZ II.

NAS Kingsville, Kingsville, Texas



The mission of Naval Air Station Kingsville is to train tactical jet pilots for the Navy and Marine Corp. In support of that mission, the aviation training facility enables and supports Fleet, fighter, and family readiness through reliable and sustainable shore infrastructure and services, as well as provides for the safety and security of NAS Kingsville personnel.

Today, NAS Kingsville is one of Chief of Naval Air Training's (CNATRA's) two jet strike pilot training bases (the second jet strike training base is located at NAS Meridian, Mississippi). CNATRA, which is headquartered at NAS Corpus Christi, is responsible for the coordination of pilot training operations and the administration of the Naval Air Training Command (NATRACOM).

The station has been a military aviation facility since it was built in 1942 and continues to be an ideal location for military aircraft training air operations. NAS Kingsville is comprised of four Class B runways, each measuring 200 feet wide by 8,000 feet long. The two sets of parallel runways run southeast/northwest (13L/31R and 13R/31L) and north south (17L/35R and 17R/35L). The airfield elevation is 50 feet above mean sea level. NAS Kingsville is located in Kleberg County, Texas, approximately 1 mile east of the City of Kingsville.

Compatible Development

To protect public health, safety, and welfare, land use should be compatible with airfield noise zones, APZs, and flight safety criteria. Although land use activities outside the installation can impact Navy operations, the use and development of the surrounding properties is under the jurisdiction of the local governments. The AICUZ Study provides tools for local governments to protect public health, safety, and welfare by encouraging compatible development around the airfield while still supporting the Navy mission.

The Navy's AICUZ compatibility guidelines encourage noise-sensitive land uses (e.g., houses, churches, etc.) to be placed outside high-noise zones and discourages people-intensive uses (e.g., apartments, theaters, etc.) in APZs. Such uses are incompatible in that they jeopardize public health, safety, and welfare. Table 1 provides a general overview of land use compatibility recommendations for development within the AICUZ noise zones and APZs. The AICUZ land use compatibility guidelines are provided in the Navy's AICUZ Instruction (OPNAVINST11010.36C).

Local communities are encouraged to restrict development that could endanger safety or compromise aircraft operations. The Federal Aviation Administration (FAA) and DOD have defined flight safety zones (imaginary surfaces) below aircraft arrival and departure flight tracks and surrounding the airfield. To ensure safety, the heights of structures and vegetation are restricted in these zones.

Additional hazards include:

- Uses that would attract birds, especially waterfowl;
- Towers, structures, and vegetation that penetrate navigable airspace
- Lighting (direct or reflected) that would impair pilot vision
- Uses that would generate smoke, steam, or dust
- Electromagnetic interference (EMI) with aircraft communication, navigation, or other electrical systems.

The FAA and DOD height standards are presented in the U.S. Code of Federal Regulations, Title 14, Part 77, "Objects Affecting Navigable Airspace." The FAA must be notified of any development that is inconsistent with height standards.

Real Estate Disclosure

Areas in the vicinity of NAS Kingsville experience aircraft noise and over-flights to varying degrees. Property owners, buyers, and lessees need to be aware of where their property is located within the noise contours and APZs and the potential impact from military activities. Real Estate disclosures allow prospective buyers, lessees, or renters of property in the vicinity of NAS Kingsville to make informed decisions regarding the purchase or lease of property.

Noise contours and APZs are subject to change. Should the installation adjust aircraft operations, change aircraft use, modify flight paths and procedures, or establish a new mission, noise contours and APZs would change. Significant or projected changes in aircraft use and airfield operations may require an update to the AICUZ Study.

Table 1: Land Use Classifications and Compatibility Guidelines

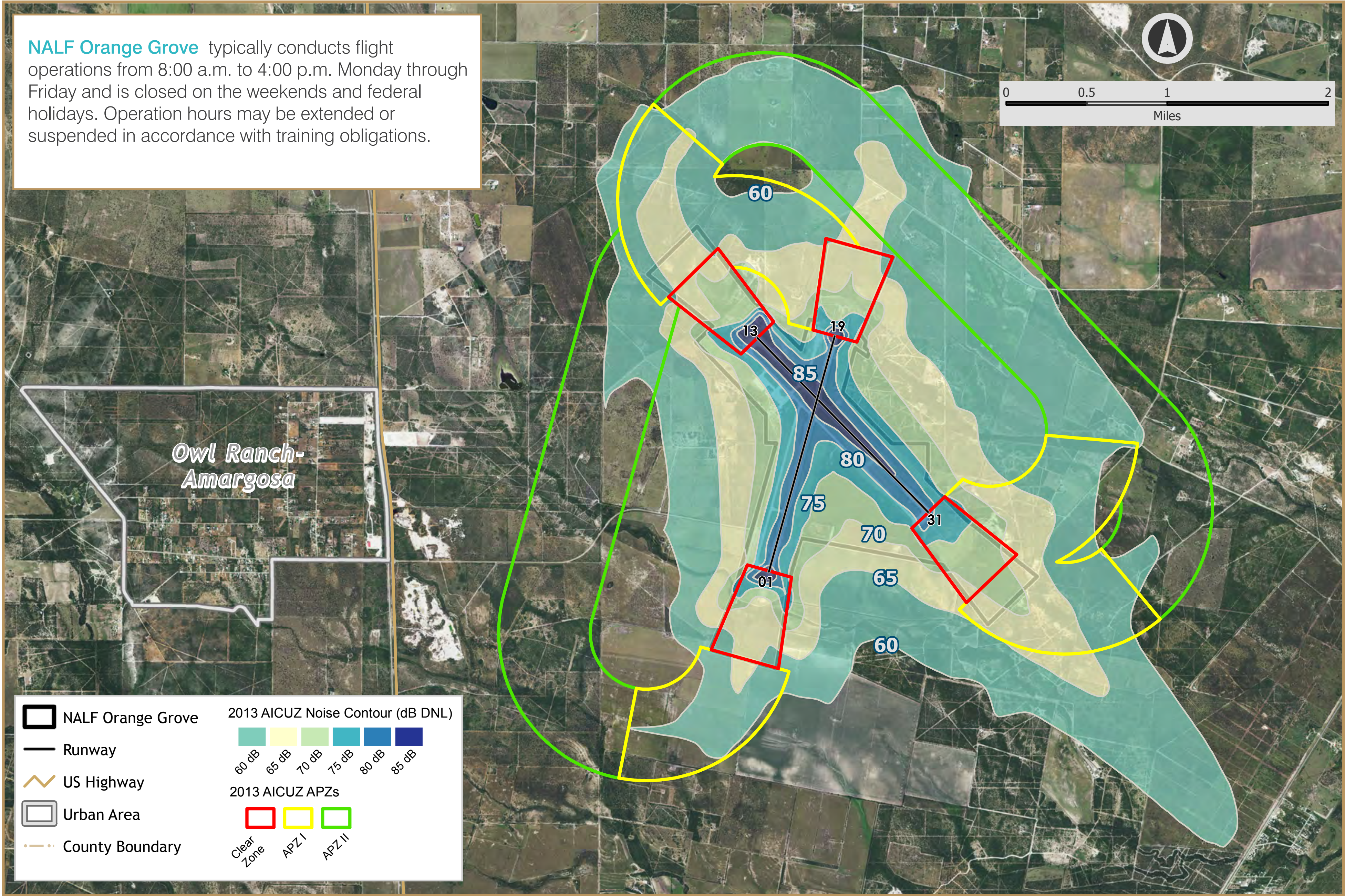
Land Use	Compatibility with AICUZ Noise Zone (DNL)						Compatibility with AICUZ APZs		
	Noise Zone 1		Noise Zone 2		Noise Zone 3		CZ	APZ I	APZ II
	<55	55-64	65-69	70-74	75-79	>80			
Single-Family Residential									(1)
Multi-Family Residential, and Hotels									
Public Assembly Areas and Auditoriums									
Schools and Hospitals			(2)	(2)					
Manufacturing/Industrial									
Outdoor Parks and Recreation Areas								(4)	(4)
Business Services			(2)		(2)			(3)	(3)
Agriculture, Forestry, and Mining									

KEY: ■ Compatible ■ Incompatible

Source: Adapted from OPNAVINST 11010.36C

NOTES: This generalized land use table provides an overview of recommended land use. To determine specific land use compatibility, see OPNAVINST 11010.36C

1. Maximum density of 1-2 dwellings per acre.
2. Land use and related structures generally compatible; however, measures to achieve recommended noise level reduction should be incorporated into design and construction of the structures.
3. Maximum floor area ratio that limits people density may apply.
4. Facilities must be low intensity.



For Further Information:
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Written inquiries and correspondence should be sent to:
Public Affairs Office
554 McCain St, Suite 214
Kingsville, TX 78363
Installation Website:
http://cnic.navy.mil/regions/cnse/installations/nas_kingsville.html

Air Installations Compatible Use Zones (AICUZ) Brochure for

Naval Air Station (NAS) Kingsville and Navy Auxiliary Landing Field (NALF) Orange Grove

Kleberg County, Texas



2013

NAS Kingsville typically conducts flight operations from 7:30 a.m. to 11:30 p.m. Monday through Thursday and from 7:30 a.m. to 5:30 p.m. on Friday. The airfield is closed on Saturdays. Extenuating circumstances can result in extended operating hours or temporarily suspended operations.



0 0.5 1 2
Miles

NUECES COUNTY

KLEBERG COUNTY

Kingsville

Bishop

Aircraft Stationed at NAS Kingsville



T-45 A/C "Goshawk" The T-45A/C is a single-engine, two-seat, advanced aircraft that is used for intermediate and advanced portions of the Navy pilot and navigator training program for jet carrier aviation and tactical strike missions.



HH-60M "Blackhawk" The HH-60M "Blackhawk" is designed for MEDEVAC missions and is equipped to provide en-route medical care for patients being transported from an injury site to a hospital facility. This rotary-wing aircraft includes an environmental control system, oxygen-generating system, patient monitors, and an external electrical rescue hoist.

