



# Air Installations Compatible Use Zones (AICUZ) for Naval Air Station (NAS) Kingsville and Navy Auxiliary Landing Field (NALF) Orange Grove

## Airfield Mission

NAS Kingsville's primary mission is to train tactical jet pilots for the Navy and Marine Corps. The installation training facility enables and supports Fleet, Fighter, and Family readiness through reliable and sustainable shore infrastructure and services, and also provides for the safety and security of NAS Kingsville personnel.

## Airfield History

**1942**

NAS Kingsville, historically known as Naval Auxiliary Air Station (NAAS) Kingsville Field, was commissioned on July 4, 1942, as an extension of NAS Corpus Christi to train Navy and Marine Corps pilots for combat during World War II.

**1951**

At the start of the Korean War, NAAS Kingsville was re-commissioned as an auxiliary airfield for NAS Corpus Christi and a permanent component of the Naval Aeronautical shore establishment. The first jet training class began on July 15 of this year.

**1957**

NALF Orange Grove was opened in 1957 to serve as an outlying airfield for NAS Kingsville and NAAS Corpus Christi.

**1968**

After years of expansion, reconstruction, and renovation, the air station was designated NAS Kingsville, an independent airfield.

**1986**

The airfield at NAS Kingsville was named in honor of Vice Admiral Alva Bernhard, the Commanding Officer of NAS Corpus Christi when Kingsville was first commissioned.



## Real Estate Disclosure

Real estate disclosures allow prospective buyers, lessees, or renters of property in the vicinity of military operations areas to make informed decisions regarding the purchase or lease of property. Disclosure of aviation noise and safety zones is an important tool in informing the community about expected impacts of aviation noise and locations of airfield safety zones, subsequently reducing frustration and anti-airport criticism by those who were not adequately informed before buying properties within impact areas.

## Sound Insulation

The AICUZ Program, as specified in OPNAVINST 11010.36C, has noise-attenuation recommendations. NAS Kingsville actively pursues operational measures to minimize aircraft noise. Noise abatement procedures apply to flight operations, as well as engine run-up and maintenance operations conducted on station. Noise abatement procedures at NAS Kingsville and NALF Orange Grove are implemented under the NAS Kingsville Air Ops Manual. The Air Ops Officer is responsible for addressing aircraft noise complaints and communicating complaints to the Installation's Commanding Officer.

## For a copy of the AICUZ Study or Further Information on Noise Concerns:

Contact the NAS Kingsville Community Plans Liaison Officer at (361) 516-4770.

## City of Kingsville Planning and Development Services Department:

(361) 595-8055.

## Naval Air Station Kingsville:

<http://www.cnic.navy.mil/Kingsville/>



## AICUZ Program

The Department of Defense (DOD) established the Air Installations Compatible Use Zones (AICUZ) Program to balance the need for aircraft operations with community concerns related to aircraft noise and accident potential. The U.S. Department of the Navy's (Navy's) guidance on the AICUZ Program is found in Office of the Chief of Naval Operations Instruction (OPNAVINST) 11010.36C.

In 2013, NAS Kingsville developed an AICUZ Study to update the noise contours and accident potential zones (APZs) for NAS Kingsville and NALF Orange Grove. The updated AICUZ Study captures anticipated changes in mission, aircraft, and projected operational levels in upcoming years.

## Noise Zones and Noise Metric

Under the AICUZ Program, the DOD provides noise zones as a planning tool for local planning agencies. Noise exposure is measured using the day-night average sound level (DNL). DNL represents the average of cumulative noise exposure produced by individual events that occur over a 24-hour period. The DNL includes a 10-decibel (dB) adjustment, or penalty, for aircraft noise occurring between 10:00 p.m. and 7:00 a.m. because people are more sensitive to noise during normal sleeping hours. DNL has become the standard metric used by many government agencies and organizations, including the U.S. Environmental Protection Agency (EPA) and the Federal Aviation Administration (FAA), for assessing aircraft noise.

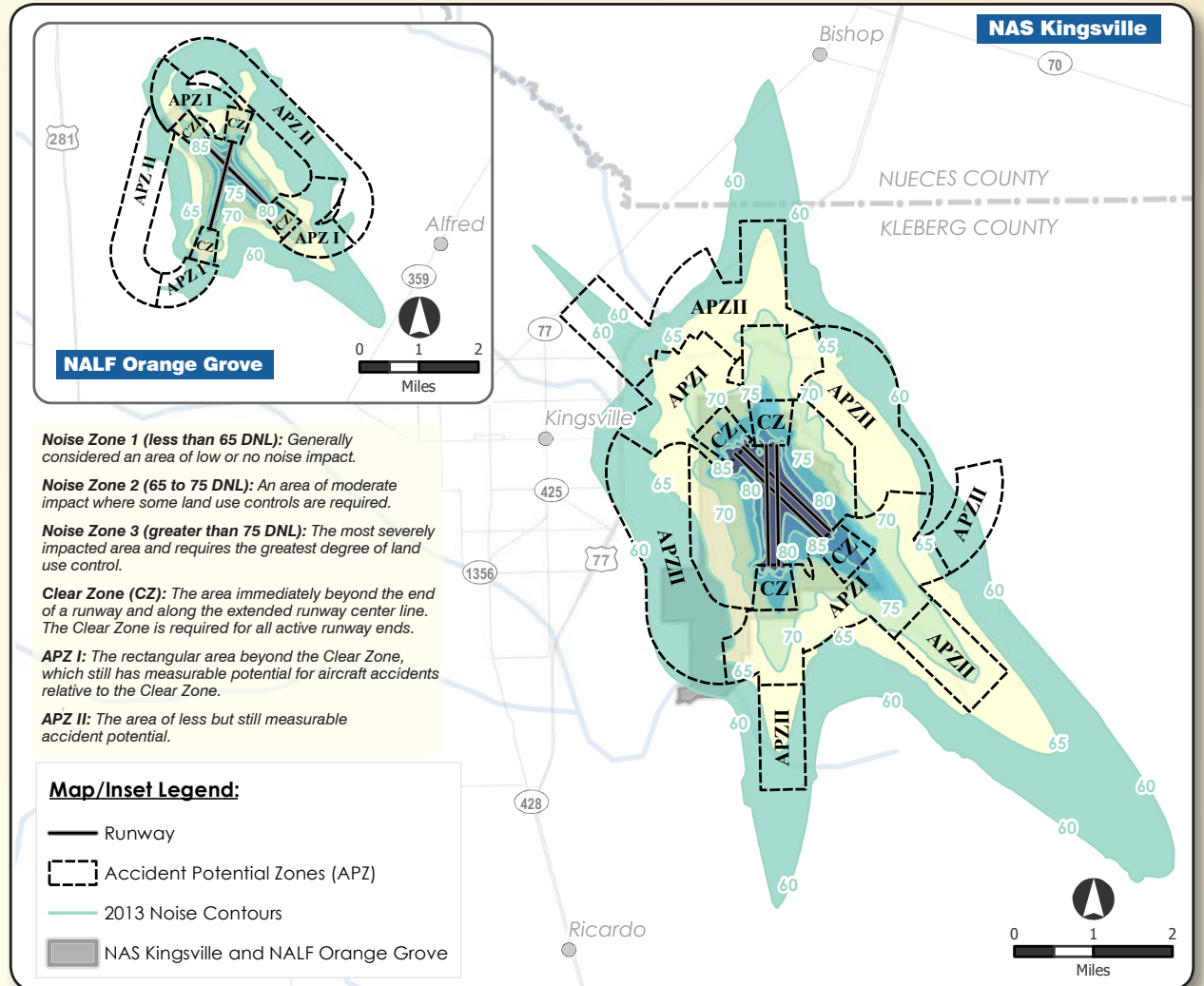
## Accident Potential Zones (APZs)

The DOD provides APZs as a planning tool for local land use agencies. APZs are areas where an aircraft accident is most likely to occur, if an accident were to take place; however, APZs do not reflect the probability of an accident. APZs are designed to minimize potential harm to the public, pilots, and property if a mishap does occur by limiting incompatible uses in the designated APZs. APZs follow arrival, departure, and pattern flight tracks and are based on an analysis of historic operational data. It should be noted that flight tracks are not roadways in the sky. Weather conditions, wind, pilot technique, and other air traffic will cause some lateral deviation within landing patterns around an airport.

## Land Use Compatibility

The Navy has developed guidelines for compatible development and land use within an airfield's AICUZ APZs and noise zones. The Navy's AICUZ compatibility guidelines, as outlined in OPNAVINST 11010.36C, encourage noise-sensitive land uses to be placed outside high-noise zones and discourages people-intensive uses in APZs. The military can advise community decision makers, but ultimately, local municipalities have the planning and zoning authority to preserve land use compatibility near the military installation. Cooperative action by all parties is essential to prevent land use incompatibility.

The goal of the AICUZ Program is to protect military operational capabilities and the health, safety, and welfare of the public by achieving compatible land use patterns and activities in the vicinity of a military installation.



- Noise Zone 1 (less than 65 DNL):** Generally considered an area of low or no noise impact.
- Noise Zone 2 (65 to 75 DNL):** An area of moderate impact where some land use controls are required.
- Noise Zone 3 (greater than 75 DNL):** The most severely impacted area and requires the greatest degree of land use control.
- Clear Zone (CZ):** The area immediately beyond the end of a runway and along the extended runway center line. The Clear Zone is required for all active runway ends.
- APZ I:** The rectangular area beyond the Clear Zone, which still has measurable potential for aircraft accidents relative to the Clear Zone.
- APZ II:** The area of less but still measurable accident potential.

### Map/Inset Legend:

- Runway
- Accident Potential Zones (APZ)
- 2013 Noise Contours
- NAS Kingsville and NALF Orange Grove

Land Use	Land Use Compatibility with AICUZ Noise Zone (DNL)						Land Use Compatibility with APZs		
	Noise Zone 1		Noise Zone 2		Noise Zone 3		Clear Zone	APZ I	APZ II
	<55	55-65	65-70	70-75	75-80	>80			
Single-Unit, Detached (residential)	Green	Green	Red	Red	Red	Red	Red	Red	(1)
Multi-Family Residential, (apartment, transient lodging)	Green	Green	Red	Red	Red	Red	Red	Red	
Public Assembly	Green	Green	Red	Red	Red	Red	Red	Red	
Schools and Hospitals	Green	Green	(2)	(2)	Red	Red	Red	Red	
Manufacturing (e.g., petrol/chem, textile)	Green	Green	Green	Green	Red	Red	Red	Red	
Parks	Green	Green	Green	Green	Red	Red	Red	Red	(4) (4)
Business Services	Green	Green	Green	(2)	(2)	Red	Red	Red	(3) (3)
Agriculture, Forestry, and Mining	Green	Green	Green	Green	Green	Green	Green	Green	

**KEY:** ■ Compatible ■ Incompatible

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

- Maximum density of 1-2 dwellings per acre.
- Land use and related structures generally compatible; however, measures to achieve Noise Level Reduction (NLR) 25 or 30 must be incorporated into design and construction of the structures.
- Maximum floor area ratio that limits people density may apply.
- Facilities must be low intensity.

Source: Adapted from OPNAVINST 11010.36C, Navy 2008