

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 Installations 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) Meridian (McCain Field) and Navy Outlying Landing Field (NOLF) Joe Williams, Mississippi, presented in this brochure reflect noise exposure in the surrounding area.

Accident Potential Zones

The DOD identifies APZs as areas where an aircraft accident 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.

Naval Air Station Meridian, Meridian, Mississippi



NAS Meridian is an 8,061-acre installation containing McCain Field, a training airfield that supports advanced training for jet strike aviators in the T-45C Goshawk for Navy, USMC, and international military aviators. NOLF Joe Williams comprises 1,255 acres and supports practice landings and take-offs in a low-traffic location without the risks and distractions common to McCain Field. Both airfields were designed and built specifically for jet training and have been in operation for training since commissioning in July 1961.

NAS Meridian is home to Training Air Wing One, or TRAWING ONE, instructing Student Naval Aviators (SNAs) in the T-45C "Goshawk," the Navy's most advanced strike jet trainer.

TRAWING ONE is comprised of two training squadrons, Training Squadron Seven (VT-7) "Eagles" and Training Squadron Nine (VT-9) "Tigers." VT-7 and VT-9 conduct Total System (TS) Strike Flight Training in the T-45C for Navy and USMC aviators and international military aviators. Their collective mission is the training of advanced strike SNAs to provide the fleet with the finest naval aviators in the world.

There is a continuous pool of approximately 90 SNAs in each squadron. Students are onboard VT-7 and VT-9 for approximately nine to twelve months prior to earning their Wings of Gold.

Transient aircraft that occasionally stop at NAS Meridian to refuel include the F/A-18 Hornet, AV-8B Harrier, T-38 Talon, and the F-35 Joint Strike Fighter (JSF) (projected).

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) to be placed outside high-noise zones and discourages people-intensive uses (e.g., apartments, theaters) 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) and can also be obtained from the NAS Meridian AICUZ Office at (601) 679-3896.

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. Further information on height restrictions and flight safety zones is available at the NAS Meridian AICUZ Office at (601) 679-3896.

Real Estate Disclosure

Areas in the vicinity of NAS Meridian and NOLF Joe Williams 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 Meridian and NOLF Joe Williams 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.

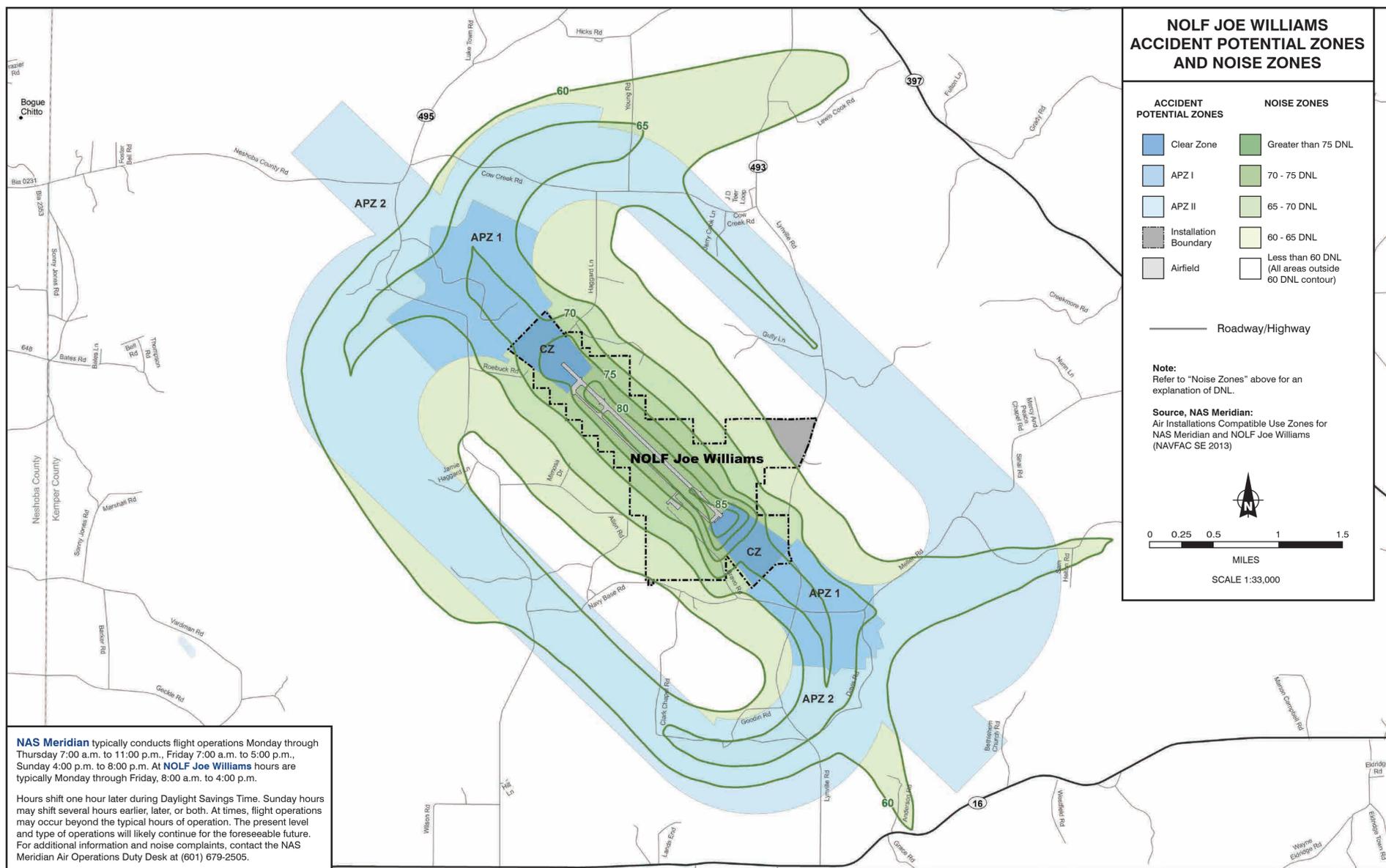
The Lauderdale County Permit Office maintains a mapping database that shows the locations of properties within the county and can determine if a property is within the AICUZ noise zone or APZ. Additional maps and the entire AICUZ Study are available from <http://www.cnic.navy.mil/meridian/About/History/index.htm>. Questions pertaining to AICUZ should be directed to the NAS Meridian AICUZ Office at (601) 679-3896.

Table 1: Land Use Classifications and Compatibility Guidelines

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

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.
 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 the design and construction of the structures.
 3. Maximum Floor Area Ratio that limits people density may apply.
 4. Facilities must be low intensity.



<http://www.cnic.navy.mil/meridian/index.htm>
 Installation Website:
 Meridian, MS 39309
 255 Rosenbaum Avenue, Room 255
 NAS Meridian
 Attn: AICUZ Office
 be sent to:
 Written inquiries and correspondence should
 NAS Meridian and NOLF Joe Williams:
 AICUZ Office (601) 679-3896

For Further Information:

Air Installations Compatible Use Zones (AICUZ) Brochure for Naval Air Station (NAS) Meridian Meridian, Lauderdale County, Mississippi

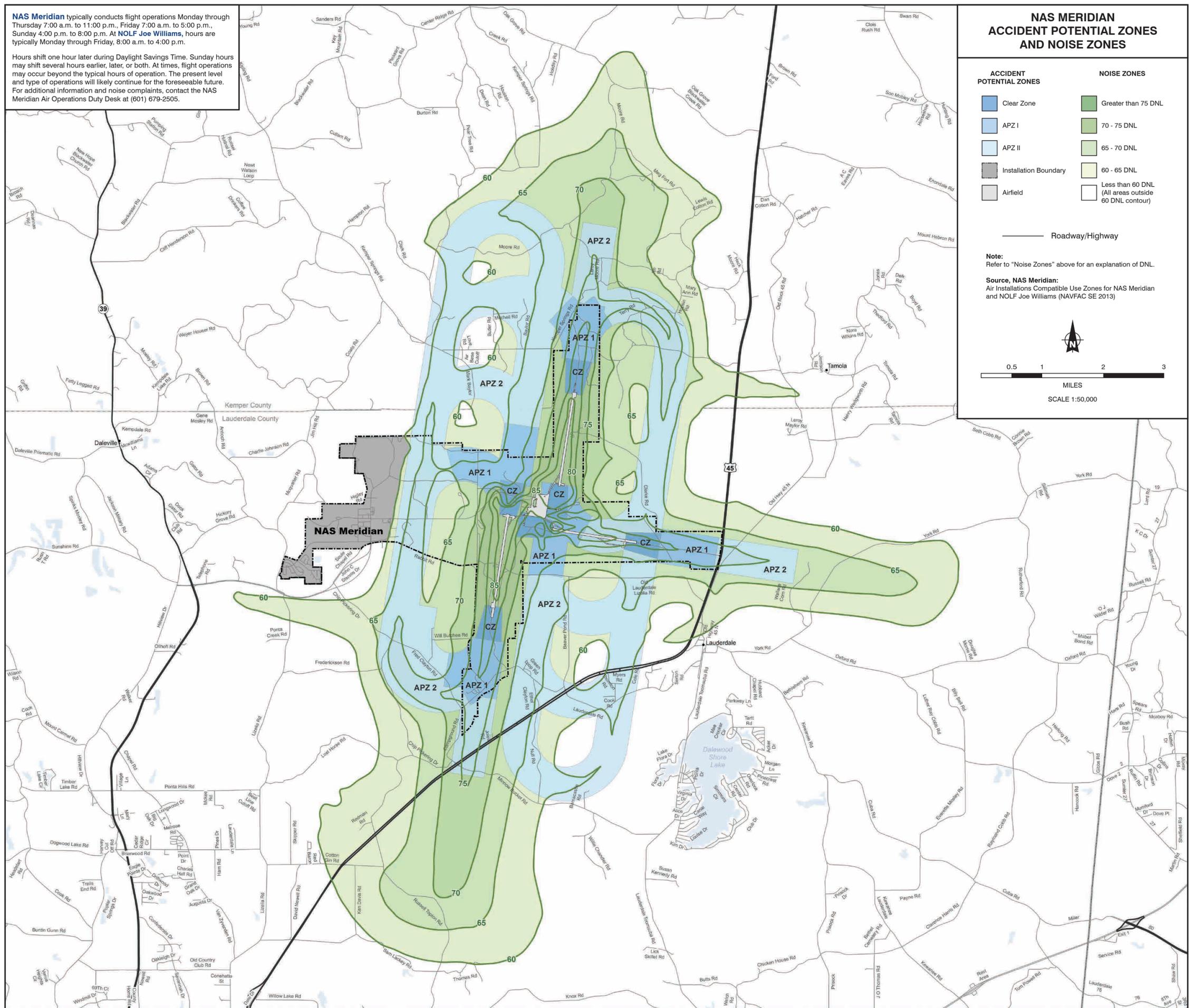
Including
 Navy Outlying
 Landing Field (NOLF)
 Joe Williams
 Kemper County, Mississippi



2013

NAS Meridian typically conducts flight operations Monday through Thursday 7:00 a.m. to 11:00 p.m., Friday 7:00 a.m. to 5:00 p.m., Sunday 4:00 p.m. to 8:00 p.m. At **NOLF Joe Williams**, hours are typically Monday through Friday, 8:00 a.m. to 4:00 p.m.

Hours shift one hour later during Daylight Savings Time. Sunday hours may shift several hours earlier, later, or both. At times, flight operations may occur beyond the typical hours of operation. The present level and type of operations will likely continue for the foreseeable future. For additional information and noise complaints, contact the NAS Meridian Air Operations Duty Desk at (601) 679-2505.



Aircraft

T-45C

The T-45C is a single-engine, two-seat aircraft, used for intermediate and advanced portions of the Navy/USMC pilot training program for jet carrier aviation and tactical strike missions. A pylon under each wing can carry practice bomb racks. It is not capable of generating sonic booms due to limited maximum airspeed. The carrier-adapted version of the British Aerospace Hawk aircraft, it replaced the T-2 Buckeye trainer (used for 43 years for intermediate training) and the T-44 Skyhawk (in use for 28 years for advanced training). With no time lost transitioning between aircraft, the T-45 Total System reduced training time from 14 months to 10 months. The T-45 Total System is the first Navy totally integrated training system, including aircraft, simulators, and academics. The T-45C's digital glass cockpit is similar to that of the fleet's F/A-18 Hornet and AV-8B Harrier II, shortening transition time.



Transient Aircraft

F/A-18 Hornet

The F/A-18 Hornet is an all-weather supersonic aircraft and is used as an attack aircraft as well as a fighter. In its fighter mode, the F/A-18 is primarily used as a fighter escort, for reconnaissance, and for fleet air defense. In its attack mode, it is used for force protection, interdiction, and close and deep air support. The majority of F/A-18s use NAS Meridian as a stop-over when flying cross-country missions to/from the west and east coasts.



AV-8B Harrier

The AV-8B Harrier II is a subsonic, tactical strike aircraft. The AV-8B is primarily used for light attack or multi-role tasks and is typically operated from small aircraft carriers, large amphibious assault ships, and simple forward operating bases. The AV-8B is used by the USMC and, similar to the transient F/A-18s utilize NAS Meridian as a stop-over when flying cross-country missions. With the upcoming deployment of the F-35 JSF aircraft, it is anticipated that the AV-8B will be replaced by the F-35B variant of the aircraft.



T-38 Talon

The T-38 Talon is a tandem-seat, twin-engine, high-altitude, supersonic, jet trainer primarily used for joint undergraduate pilot and pilot instructor training. Student pilots fly the T-38 to learn supersonic techniques, aerobics, formation, night and instrument flying, and cross-country navigation. Advanced training for the bomber-fighter track is accomplished using the T-38 Talon and prepares pilots for the transition to fighter and bomber aircraft. The Talon is predominantly utilized by the USAF. Due to the proximity of Columbus AFB to NAS Meridian, USAF student pilots utilize the airfield.



Projected Transient Aircraft

F-35 Joint Strike Fighter (JSF), Lightning II

Lockheed Martin's F-35 has three different variants. The Air Force F-35A is the conventional takeoff and landing variant. The USMC F-35B is a Short Take-Off and Vertical Landing (STOVL) variant. The Navy F-35C is a carrier-based variant with a larger, folding wing and larger control surfaces for improved low-speed control, and stronger landing gear for the stresses of carrier landings. It is anticipated that the F/A-18 will be replaced by the F-35C variant of the aircraft. Therefore, there is potential for the F-35C and F-35B to utilize NAS Meridian as transient aircraft.

