



A Guide to the Air Installations Compatible Use Zones Program





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Front middle cover photo:
F/A-18C, Hornet.

Front main cover photo:
SH-60B, Seahawk.





P-8A, Poseidon

Introduction

This purpose of this document is to provide internal Navy stakeholders and external community partners and neighboring communities with an increased understanding of the Air Installations Compatible Use Zones (AICUZ) Program. This document provides an overview of the overall AICUZ Program; AICUZ studies and their development; land use compatibility; and AICUZ Program implementation and resources.

The information presented herein is based on AICUZ Program guidance developed by the U.S. Department of the Navy (DON) and Department of Defense (DOD): Chief of Naval Operations Instruction (OPNAVINST) 11010.36C (2008) and DOD Instruction (DODI) 4165.57 (2011).

The AICUZ Program

We've all seen the sign outside military bases—"If you lived here, you'd be home by now." People who work on base want to live nearby; still others want to provide services to those employees and to the base.

Military installations attract development. When incompatible development takes place near an air station, affected parties may try to seek relief through the imposition of reduced take-off weights, flight track changes, quiet hours and even loss of flying mission.

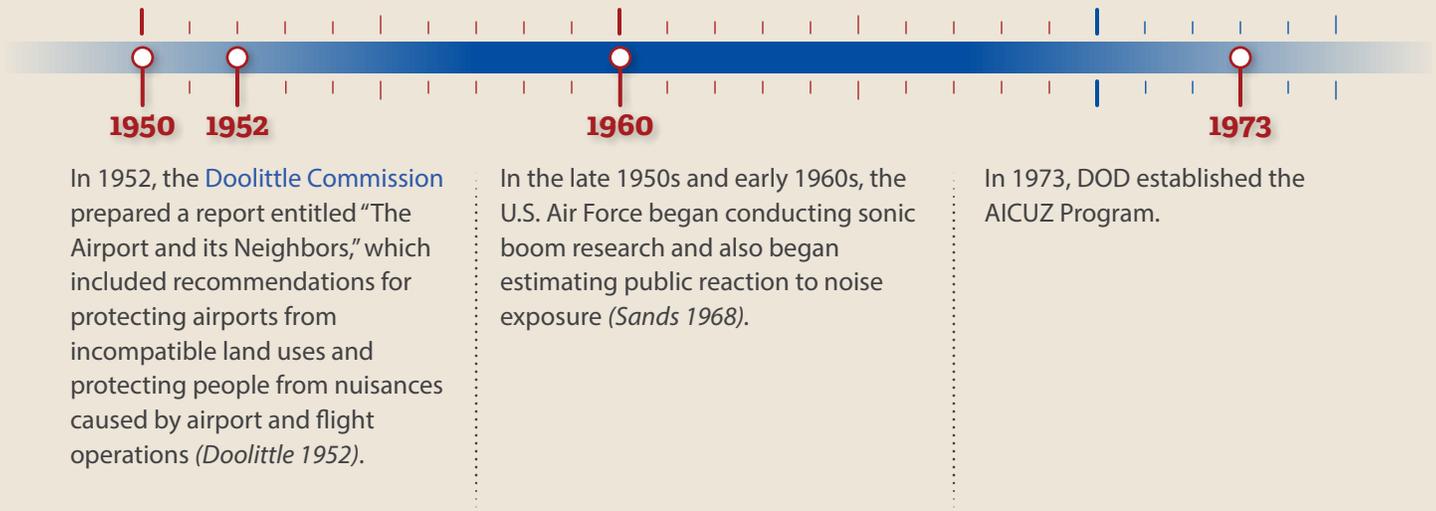
The Department of Defense (DOD) initiated the AICUZ Program to promote compatible development near military airfields. The goal of this Program is to protect the health, safety, and welfare of people living near the airfield, while preserving the defense flying mission.

The AICUZ Program recommends incorporation of noise contours, accident potential zones (APZs), and other safety criteria, into the local land use planning process and provides recommendations for development that is compatible with the air station's mission.



History

Historically, military installations were located in rural areas, which provided an ample buffer between military training areas and urban areas. Following World War II, rapid development resulted in population growth in many of these formerly rural areas, which began to impact the missions of military installations. Military installations became magnets for employment and economic growth opportunities because of the large number of military and civilian personnel employed at the installations. In addition, expansion of the interstate highway system, lack of developable land near urban centers, affordable real estate, and mortgage programs pushed development outward toward rural areas and increased development near military installations.



In the early 1950s, the military initiated studies to better understand the relationship between aircraft operations and neighboring communities. These early studies analyzed land uses, aircraft operations, and human sensitivity to aircraft noise as well as provided recommendations to promote compatible land uses. Aircraft safety and accident potential emerged as concerns after increased military and community awareness of the types of development that occur around air installations.

In the 1970s, in response to continuing growth pressure, the DOD established the AICUZ Program.

Today, the Navy AICUZ Program is guided by these policies:

- **DOD Instruction 4165.57.** Air Installations Compatible Use Zones (AICUZ), DOD Instruction (DODI), May 2, 2011; and
- **Chief of Naval Operations Instruction (OPNAVINST) 11010.36C/MCO 11010.16.** Air Installations Compatible Use Zones (AICUZ) Instruction, October 9, 2008.

Through this guidance, the Navy AICUZ Program has been established at every Naval Air Station (NAS) and Marine Corps Air Station (MCAS) in the United States. Today, the Program serves as a crucial tool to promote compatible development; it continues to evolve to address new development trends, compatible land use challenges, and critical needs of the mission.



Chambers Field, Naval Station Norfolk, circa 1940 (top) and 2013 (below)

AICUZ Program Objectives

The AICUZ Program has four objectives:

- To protect the health, safety, and welfare of civilians and military personnel by encouraging land use that is compatible with aircraft operations;
- To protect military installation investments by safeguarding the installation's operational capabilities;
- To reduce noise impacts caused by aircraft operations while meeting operational, training, and flight safety requirements, both on and in the vicinity of air installations; and
- To inform the public about the AICUZ Program and seek cooperative efforts to minimize noise and aircraft accident potential impacts by promoting compatible development in the vicinity of military air installations.

To satisfy these objectives, the Navy works with local communities to discourage incompatible development of lands adjacent to an installation, while promoting development compatible with the mission. Cooperation between the installation and neighboring communities is the key to the AICUZ Program's success.

AICUZ Study

The AICUZ Program promotes development compatible with the military flying mission. The Program encourages local governments to incorporate AICUZ guidelines into their land use planning and development practices. AICUZ studies are an integral component of the AICUZ Program and are the tool the Navy uses to communicate with local governments and provide compatible land use recommendations.

AICUZ studies are advisory planning documents—land use control is the responsibility of local governments. AICUZ studies provide recommendations to support the Navy and community’s collaborative efforts in compatible land use planning.

An AICUZ study is based on best available, realistic long-range projections of air installation operations in support of local, state, and regional government land use planning objectives. This approach allows the Navy and local governments to properly plan for and manage development that is compatible with the air station’s flying mission.

AICUZ studies are advisory planning documents.

The AICUZ Study Process

AICUZ studies are initiated in coordination with the installation and higher headquarters, and should be updated when an air installation has:

- A significant change or projected change in aircraft operations (i.e., the number of takeoffs and landings);
- Significant changes or projected changes in flight paths or procedures; or
- A change or projected change in the type of aircraft stationed and operating from the installation.

Navy AICUZ Studies developed through a coordinated and strategic team effort, involve the installation Commanding Officer (CO), the Community Planning and Liaison Officer (CPLO), pilots and air operations personnel, Naval Facilities Engineering Command (NAVFAC) representatives, Navy or Marine Corps headquarters personnel, and a consulting team composed of technical staff and noise experts.

The core of an AICUZ study includes:

- Noise Analysis and Noise Contours;
- Aircraft Safety and Accident Potential Zones (APZs); and
- Land Use Compatibility Analysis and Recommendations.

Noise contours, developed using DOD-approved computerized simulation models, include the following data inputs:

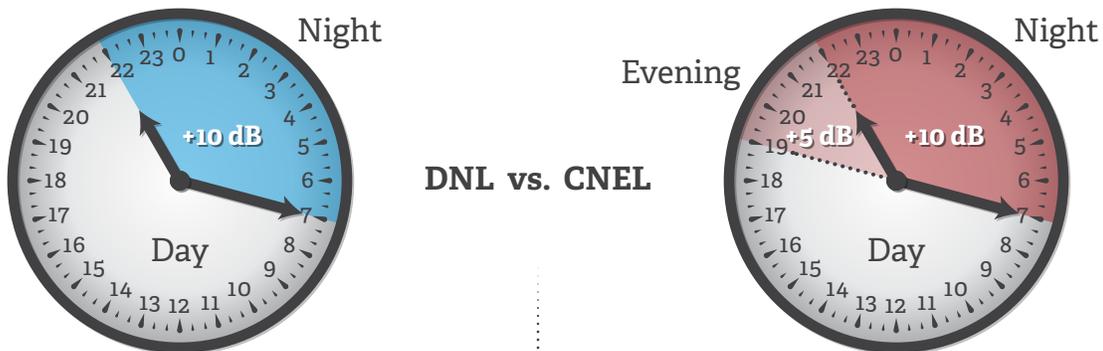
- Flight tracks;
- Type and mix of aircraft;
- Aircraft speed, altitude, and power settings;
- Ground and maintenance activities;
- Frequency and times of operation; and
- Weather and terrain.

Noise Analysis and Noise Contours

The AICUZ process starts with the collection of aircraft operational data from the installation, which is used to develop noise exposure contours. The Navy identifies noise exposure zones surrounding a military air station as a planning tool for local planning agencies.

The noise exposure from aircraft is measured using the day-night average sound level (DNL) metric. The DNL metric, established in 1980, presents a reliable measure of community sensitivity to aircraft noise and has become the standard metric used in the United States (except California, which uses a similar metric, Community Noise Equivalent Level [CNEL]). The DNL presents the average sound energy from aircraft operations at a location over a 24-hour period. The DNL also adds an additional 10 decibels (dB) to events occurring between 10:00 p.m. and 7:00 a.m. This 10-dB “night-time adjustment” represents the added intrusiveness of sounds due to the increased sensitivity to noise when ambient sound levels are low.

Sound is often measured and described in terms of its overall energy, taking all frequencies into account. However, the human ear is not uniformly sensitive to all frequencies; therefore, weighting scales have been developed so that noise can be evaluated based on human perception. AICUZ studies utilize the A-weighted scale to present the level of noise exposure around air installations.



DNL was developed by the U.S. Environmental Protection Agency to define the level of noise exposure on a community.

DNL describes the average noise level of all aircraft operations over a 24-hour period and does not represent the sound level for a specific event. Noise is measured in intervals (e.g., seconds, minutes, and hours) and normalized over a 24-hour period. *Ten decibels are added to nighttime (10:00 p.m. to 7:00 a.m.) sound levels to account for heightened sensitivity to noise during night hours.*

CNEL was developed similar to DNL and other noise exposure metrics.

As such, CNEL is very similar to DNL except that in addition to *adding 10 decibels to noise levels during nighttime hours, CNEL adds 5 decibels to noise levels during the evening hours (between 7:00 p.m. and 10:00 p.m.) to account for people’s increased sensitivity to noise when they are outdoors, at home, or when fewer noise-producing activities typically occur.*

Sound Metrics



A-weighted

The “A-weighted” scale (denoted as dBA and DNL) screens out the very high- and low-sound frequencies to mimic the human ear’s sensitivity and perception to more accurately reflect what people hear. In an AICUZ study, the A-weighted scale is used for aircraft noise.



C-weighted

The “C-weighted” scale (denoted as dBC and CDNL) is nearly flat through the audible frequency range and does not screen out frequencies like the A-weighted scale. The C-weighted scale is used to describe impulsive sounds that generally occur at lower frequencies that cause secondary effects such as vibrations and rattling of windows. The C-weighted scale is used for the firing of large-caliber weapons, the detonation of ordnance, and sonic booms in RAICUZ studies.



Peak Sound Level

The peak sound pressure level (denoted as dBPk) is the highest instantaneous sound level over any given time period. It is generally used to quantify the potential for noise complaints during impulsive, short duration events, such as a large-caliber weapon firing or a sonic boom, specifically for RAICUZ studies. Peak contours are not from any individual firing event, but from the range of possible firing events.

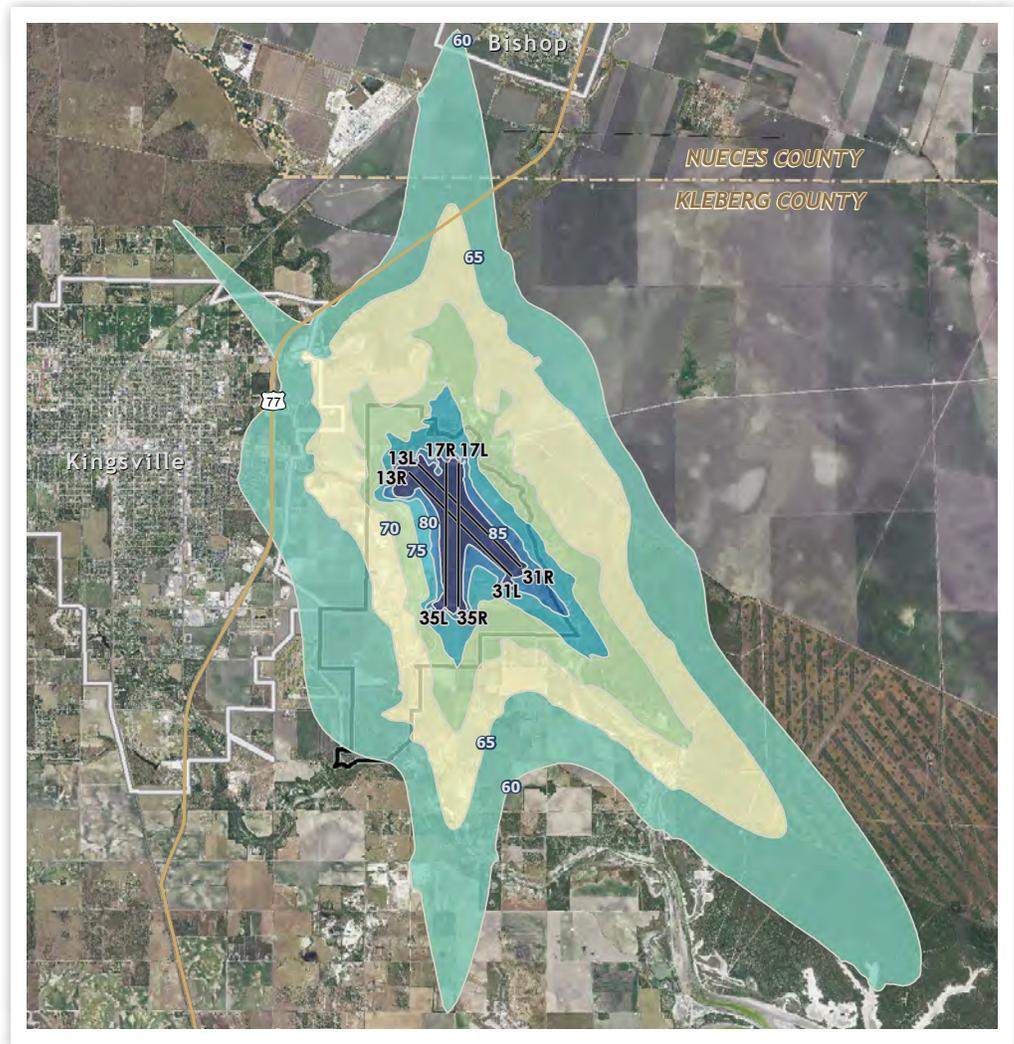
Note: *DNL/CNEL in AICUZ studies is calculated using the A-weighted scale. C-weighted and Peak Sound Level metrics are other noise metrics used in RAICUZ studies, and are included for informational purposes.*

An AICUZ study provides air stations, local planning organizations, the public, and other stakeholders with maps of the modeled noise-related exposure from aircraft operations. Noise contours, when overlaid with local land uses, can help identify areas of incompatible land uses and can assist in planning for future development.

Every AICUZ study contains a map that depicts the noise exposure contours. The noise exposure contour figure shows the 60-, 65-, 70-, 75-, and 80-dB DNL contours. Contours outside of 60-dB DNL are not usually mapped unless local conditions, such as sensitive land uses, warrant a discussion or if noise complaints have been received outside the 60-dB DNL contour.

For land use planning purposes, an area less than 65-dB DNL is considered an area of low or no impact and does not normally require land use controls. The 65- to 75-dB DNL noise zone, is considered an area of moderate noise impact, where some land use controls are needed. The 75- and greater dB DNL noise zone is the most severely impacted area and requires the greatest degree of land use controls to achieve land use compatibility.





Representative Noise Contours, NAS Kingsville, Texas

Accident Potential Zones (APZs) and Flight Safety

Land use compatibility around air installations depends on identification of areas that possess the highest potential for aircraft mishaps. These areas, called Accident Potential Zones, or APZs, are identified based on the type of aircraft (fixed-wing or rotary-wing [helicopter]), flight tracks, and the number of annual operations. APZs extend from the end of the runway and apply to the predominant arrival, departure, and pattern flight tracks.

The APZs are not a prediction of accidents or accident frequency.

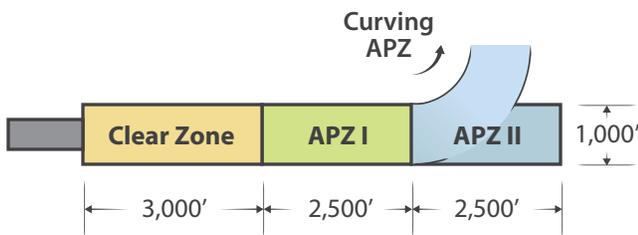
In the 1970s and 1980s, the military conducted studies of historical accident and operations data. The studies showed that most aircraft mishaps occur on or near the runway, diminishing in likelihood with distance from the runway. Based on these studies, the DOD identified APZs as areas where an aircraft accident is most likely to occur, if one occurs.

There are three types of APZs:

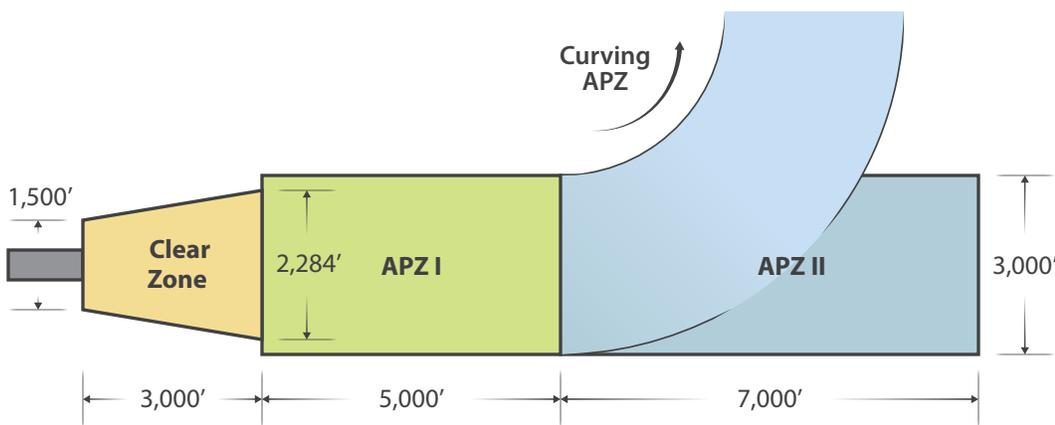
- **Clear Zone.** Extends beyond the runway and has the highest probability for accidents. A Clear Zone is required for all active runways.
- **APZ I.** Extends beyond the Clear Zone and has a measurable potential for aircraft mishaps relative to the Clear Zone.
- **APZ II.** Extends beyond APZ I and is always present when there is an APZ I.

The DOD provides dimensions (DODI 4165.57) for APZs based on runway classification. There are two classes of runways: Class A and Class B. Class A runways are primarily intended for small light aircraft and do not have the potential for use by high performance and large heavy aircraft. Class B runways are primarily intended for high performance and large heavy aircraft.

The Clear Zones for Class B runways are fan-shaped and account for the arrival/departure surface of high performance aircraft. APZs I and II for Class A and B runways may be altered to conform to the flight shadow, resulting in curved APZs. Navy AICUZ guidance provides specific dimensions for the Clear Zones and APZs. In addition, APZs can be associated with helicopter operations at helipads and heliports.



Standard Class A Runway, Fixed-Wing APZs



Standard Class B Runway, Fixed-Wing APZs

The DOD provides APZs as a planning tool to assist local governments with land use planning and future community development. While the possibilities of an aircraft mishap are remote, the AICUZ Program recommends that land uses that promote high concentrations of people be avoided in the APZs.

Clear Zones are the areas with the greatest potential for occurrence of aircraft accidents and should remain undeveloped. APZ I and APZ II have a decreasing probability of an aircraft accident occurring and have less stringent development recommendations than Clear Zones.

On April 6, 2012, a Navy FA-18D Hornet crashed into the Mayfair Mews apartment complex in Virginia Beach, Virginia, shortly after takeoff from NAS Oceana during a scheduled training exercise. The apartments are located in established APZs for NAS Oceana.



Flight Safety Considerations

In addition to defining APZs for an air station, AICUZ studies include discussion of other uses or structures that could be hazardous to or incompatible with aircraft operations. Hazards to flight safety that should be avoided in the airfield vicinity include:

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

Land Use Compatibility Analysis and Recommendations

The AICUZ footprint of an air station—the combination of noise contours and APZs—defines the minimum acceptable area in which land use control measures are recommended to protect the public's health, safety, and welfare while sustaining the Navy's flying mission. Control over land use and development in areas neighboring the air installation is ultimately the responsibility of local governments; however, through the AICUZ Program, local governments are encouraged to plan for compatible development.

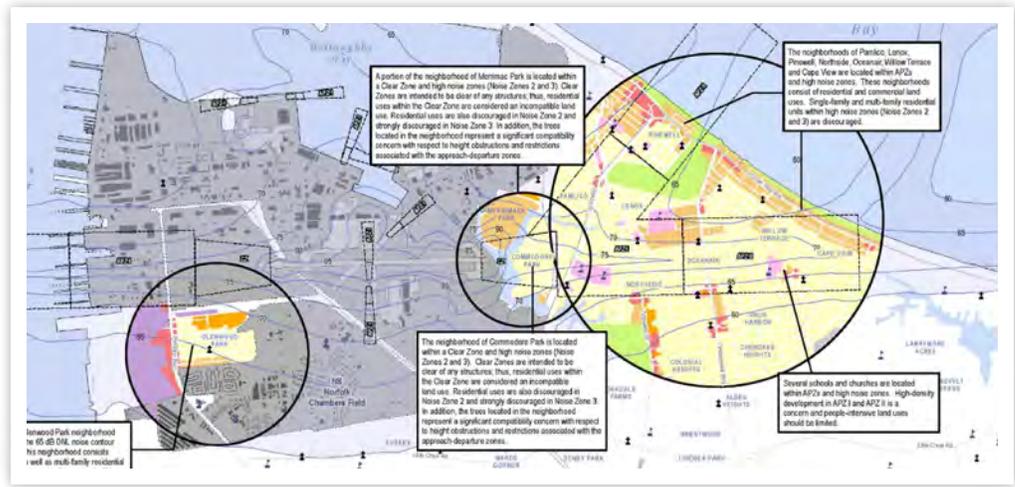
The land use compatibility analysis section of an AICUZ study examines existing land uses within the AICUZ footprint and determines the level of compatibility with military air operations. Existing land uses are identified through data acquired from local or state governments and supplemented with aerial photography interpretation and ground verification. General and/or comprehensive plans for the municipalities in the vicinity of the air installation are reviewed for goals and policies that would influence future land uses within the AICUZ footprint, allowing for analysis of future land uses. In addition, local zoning ordinances and zoning maps are analyzed for compatibility of allowable land uses and density and intensity of development (e.g. building heights, dwelling units per acre, floor-to-area ratios).

The land use compatibility analysis examines whether existing and future land uses are compatible with current and foreseeable military aircraft operations. The land use recommendations in the AICUZ Study are dependent on the level of incompatibility and intensity of land uses in the AICUZ footprint. AICUZ studies typically include maps and descriptions of compatibility concerns and recommendations for compatible land use.

The AICUZ footprint consists of the noise contours and APZs.

The land use compatibility analysis provides the basis for land use recommendations.

Example map supporting the Land Use Compatibility Analysis in AICUZ Studies.



Compatible Land Use

As previously discussed, to protect the health, safety, and welfare of the public, land uses should be compatible with noise zones, APZs, and flight safety criteria. Although land use activities outside the installation can impact military operations, the use and development of the surrounding properties is under the jurisdiction of the local governments.

The AICUZ Program’s compatibility guidelines encourage noise-sensitive land uses (e.g., houses and churches) to be placed outside high-noise zones and discourages people-intensive uses (e.g., apartments and theaters) in APZs. The table below provides a list of common land use classifications and their generalized compatibility recommendations within AICUZ noise zones and APZs. Land use classifications in this table are generalized and do not represent the local communities’ land use designations.

Land Use Classifications and Compatibility Guidelines

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

Source: Adapted from OPNAVINST 11010.36C, Navy 2008

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 Noise Level Reduction (NLR) 25 or 30 must 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.



F/A-18D, Hornet

AICUZ Implementation

The AICUZ Program, specifically AICUZ studies, provides guidance on implementing recommendations.

The Navy and local governments share the responsibility of implementing AICUZ study recommendations.

Roles

Both the Navy and the community share responsibility for the successful implementation of the AICUZ Program. Although the Navy is responsible for preparing the AICUZ study, the action to implement many of the land use recommendations resides with local governments.

The Installation's Role

The Navy works to actively engage the local community throughout implementation of an AICUZ study. The CO of an installation leads this effort and often delegates the day-to-day responsibilities of engaging the community to the installation's Community Planning and Liaison Officer (CPLO). The CPLO works closely with community planners, government officials, and the CO to develop appropriate recommendations promoting compatible development within noise zones and APZs, as well as recommendations to minimize noise impacts on existing land uses. In addition, the Navy actively encourages local governments to incorporate AICUZ study maps, land use compatibility tables, and recommendations into their local zoning ordinances.

The Community's Role

Within any jurisdiction, only the local government has authority to regulate land use and, therefore, is responsible for adopting and implementing the appropriate control measures that pertain to zoning ordinances, general plans, and building codes. Partnership and coordination with the Navy ensures that incompatible land uses are minimized within noise zones and APZs. In addition, local governments may provide valuable land use and zoning information and data to support the AICUZ study process.

Land Use Tools and Recommendations

The purpose of an AICUZ Study is to identify the AICUZ footprint, analyze and identify existing and potential incompatible land uses, and provide recommendations to minimize land use conflicts. Local circumstances may require unique solutions, which are often the result of a collaborative effort between the Navy and local governments.

The following are some of the common actions taken by the Navy to minimize impacts on sensitive land uses in the AICUZ footprint.

- **Noise Abatement.** Flight crews and aircraft maintenance personnel are briefed on noise abatement procedures and noise-sensitive areas detailed in in-flight guides.
- **Hush Houses and Test Cells.** Where possible, hush houses and test cells should be utilized to reduce ground maintenance run-up noise. These facilities are located on base. Aircraft are positioned inside these facilities to reduce the noise generated during engine maintenance run-ups.
- **Acquisition of Real Property or Restrictive Easements.** While the Navy may purchase land or restrictive easements under certain conditions, funding for this program is scarce and other options are often pursued. If acquisition is required, the Navy's first priority is the Clear Zone and then APZ I and APZ II. The primary focus of these acquisition efforts is on undeveloped land.
- **Complaint Response Programs.** Navy installations may set up a telephone hotline or website to allow the public to submit noise complaints to the Navy. The Navy uses these complaints to determine if further action is needed to minimize the impact. (Contact the installation CPLO or Public Affairs Office [PAO] for more information.)
- **Encroachment Partnering.** Encroachment partnering is a cooperative, multi-party, real estate-based program authorized by Congress to mitigate the impacts of potential off-base development that would be incompatible with military operations or to preserve habitat off-base. Under this program, the Navy can partner with state, county, and city governments, and private non-governmental organizations to share the costs of acquiring real estate in the vicinity of an installation to prevent development. Funding is provided by the DOD through the Readiness and Environmental Protection Initiative (REPI) and Navy appropriation funds.
- **Monitor and Comment on Proposed Developments.** The CO and his staff, primarily the CPLO, are encouraged to monitor development activities within and outside of the AICUZ footprint and, if needed, present their concerns to the appropriate decision-making body (e.g., planning commission or city/county council).

The following actions are taken primarily by local governments in coordination with the Navy.

- **Incorporate AICUZ Study Elements into Local Planning.** General or comprehensive plans are long-term planning documents that define the vision of a community. These planning documents include goals and policies that guide future development and provide the basis for land use-related decisions. Incorporating AICUZ recommendations into the general plan emphasizes the importance of ensuring the AICUZ footprint is free of incompatible land uses and provides the basis for amending zoning ordinances, building codes, and other city or county codes to incorporate AICUZ recommendations.

St. Mary's County, Maryland, Incorporates AICUZ Recommendations into its Comprehensive Plan

In 2010, St. Mary's County, Maryland, updated its comprehensive plan to incorporate goals and policies for implementation of the AICUZ recommendations surrounding Naval Air Station (NAS) Patuxent River and Outlying Landing Field (OLF) Webster Field. The following goals are taken from the St. Mary's County, Maryland, Comprehensive Plan (St. Mary's County 2010):

- Support semi-annual encroachment partnering meetings between the Navy and St. Mary's County Board of County Commissioners;
- Incorporate AICUZ studies in Land Use and Planning ordinances;
- Incorporate Range AICUZ studies into Land Use and Planning ordinances;
- Support Joint Land Use Studies (JLUSs); and
- Support the purchase of property or easements to protect the missions of NAS Patuxent River and OLF Webster Field.

- **Amending Zoning Ordinances.** A zoning ordinance and associated zoning map controls and regulates land use in a city or county and is the primary tool for implementing the goals and policies of the general or comprehensive plan. As such, amending a zoning ordinance to incorporate the recommendations of an AICUZ study is one of the most effective tools for ensuring compatible development in the AICUZ footprint. Zoning ordinances and zoning maps can either be amended to change the base zoning or incorporate an AICUZ overlay zone, which adds another layer of regulations directed towards promoting compatible land use.

NAS Overlay Planning District

The City of Benbrook, Texas, adopted an NAS Overlay District into their zoning regulations to regulate development and guide land use activities around NAS Fort Worth Joint Reserve Base (JRB). The purpose of this overlay district is to provide uses that are compatible with aircraft operations at NAS Fort Worth JRB. Nearly 500 acres of land within the 65-dB DNL contour were rezoned, comprising the entire AICUZ footprint within the City of Benbrook. In addition to the zoning restrictions contained within the NAS Overlay District, no new building or newly developed land shall be used, and no building shall be built, reconstructed, altered, or enlarged within the NAS Overlay District unless the structure complies with specific requirements.

- **Revising Building Codes.** Building codes govern the construction and maintenance of new and existing buildings to ensure buildings are safe for occupancy. In some instances, building codes should incorporate additional sound attenuation to limit the amount of military aircraft-related noise that is detectable inside a structure, especially residences.
- **Real Estate Disclosure.** Real estate disclosures require disclosure to prospective buyers and lessees that residential properties are located within noise zones and/or APZs. The Navy encourages local jurisdictions to adopt legislation that requires this disclosure.

Escambia County, Florida

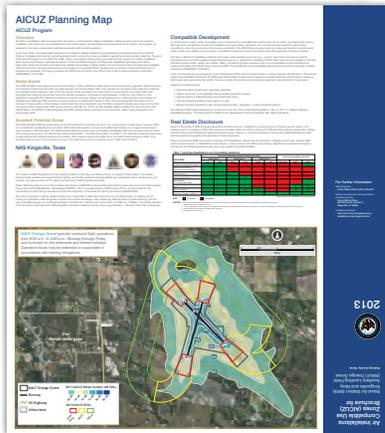
Section 58-2, Escambia County Code of Ordinances and Article 11, Land Development Code, Airport/Airfield Environs Real Estate Sale/Lease Disclosure

The following is an excerpt from the Escambia County Airport/Airfield Environs Real Estate Sale/Lease Disclosure Form, which is provided to assist owners who intend to sell or lease real property within the unincorporated areas of Escambia County near military airfields or the Pensacola Gulf Coast Regional Airport:

1. All real estate transactions within an Airfield Influence Planning District or the Pensacola Gulf Coast Regional Airport Real Estate Disclosure Area shall include a form disclosing the proximity of the site to the military airfield or the Pensacola Gulf Coast Regional Airport. The form shall be affixed to all listing agreements, sales and rental contracts, subdivision plats, and marketing materials provided to prospective buyers and lessees. However, the form need not be included in advertisements directed to the public at large. Disclosure is required as soon as practicable during the listing, advertisement, or other posting of information pertaining to the sale or lease of real property, but must be before the execution of a contract, i.e., before the making or acceptance of an offer. As proof of compliance with this disclosure requirement, the owner and the buyer or lessee shall execute the attached disclosure form. However, a "blanket disclosure," i.e., a copy of the lessor's original execution of the form, may be used in subsequent lease transactions so long as each subsequent lessee signs a disclosure form.
2. The determination as to whether the real property lies within an Airfield Influence Planning District, Accident Potential Zone, and/or Noise Zone shall be made by the Development Services Bureau upon the written request of the property owner or agent and shall be provided within five business days. The request must include the street address as to the leased property and both the street address and the legal description contained in the deed for such real property in the event of a sale.

Resources

In addition to the CO, the base-level and the regional CPLOs are important resources serving as direct representatives with local communities, public elected officials, other government agencies, and major landowners surrounding installations and within the region.



- **Regional Community Planning and Liaison Officer (RCPLO).** The RCPLO provides regional perspective on AICUZ implementation, assists in encroachment partnering, and oversight of the Compatible Use Program. RCPLOs provide necessary training and education on AICUZ-related topics.
- **Community Planning and Liaison Officer (CPLO).** The CPLO manages the day-to-day responsibilities of responding to community complaints or inquiries and administering the installation's AICUZ and compatible use programs.
- **Public Outreach Materials.** A suite of public outreach materials, such as map brochures, trifold, factsheets, and presentations, is often developed in coordination with an AICUZ study, which provides excellent tools to communicate with the local community.

Summary

The AICUZ Program, initiated by the DOD to protect and promote the public's health, safety, and welfare while concurrently preventing the degradation of the installation's mission, is critical to sustaining our military mission. Communities that surround air stations will continue to grow, and the DOD has the responsibility to communicate and collaborate with local governments regarding compatible land use planning.

The AICUZ Program, through AICUZ studies, assists governmental entities and communities in identifying and planning for compatible land use and development. AICUZ Studies describe the projected, long-term (5- to 10-year) aircraft noise and accident potential environment for communities to incorporate into their planning horizons.

Today, the AICUZ Program is considered a vital tool used by the military to communicate with neighboring communities regarding public health and safety, compatible land use, and development concerns.

For More Information:

Contact the CPLO or PAO at the Navy or Marine Corps air station nearest you.



