

AIR INSTALLATIONS COMPATIBLE USE ZONES (AICUZ) PROGRAM

The Department of Defense (DOD) established the AICUZ Program to balance the need for aircraft operations with community

concerns regarding aircraft noise and accident potential. The AICUZ Program provides a format to document the

effects of aircraft operations in a community, while encouraging compatible development to minimize future conflicts. **The primary objective of the AICUZ Program is to achieve compatibility between air installations and the community by encouraging compatible land uses that safeguard the installation's operational capabilities.**

Through implementation of the AICUZ Program, the Navy works with neighboring communities to encourage compatible land use and development. Many organizations and groups collaborate to ensure land use compatibility near an air installation, including the DOD, Navy, local naval installation command, state and local governments, planning and zoning agencies, developers, real estate agencies, and residents. To effectively accomplish the goal of the AICUZ Program, all involved parties must be active participants.

The Navy's AICUZ Program Instruction (OPNAVINST 11010.36C) governs the AICUZ Program and provides guidelines for compatible land use.



NAVAL AIR STATION WHIDBEY ISLAND (NASWI)

NASWI was commissioned on September 21, 1942, in support of American operations in World War II and has served as the home base for the Navy's tactical electronic warfare community for more than 45 years.

NASWI, as the sole provider of naval aviation support in the Pacific Northwest, provides the highest quality facilities, services, and products to the naval aviation community and all organizations using the installation. The installation offers a variety of services required to operate and maintain a fully functioning airfield:

- Mission support and facilities
- Environmental resources management
- Personnel and family support services

2021 AICUZ STUDY UPDATE

Updates to an AICUZ study account for changes in aircraft types at an installation, changes in operations, and changes resulting from revisions to the Navy AICUZ Program guidance and instructions. The 2021 AICUZ Study for NASWI is a formal update to the installation's 2005 AICUZ Study Update. The primary reasons for this update include:

- Changes in aircraft types operating at the installation, including replacement of the P-3C with the P-8A and homebasing additional EA-18G at the installation
- Changes in the number and types of annual aircraft operations
- Changes in local land use and development patterns

The AICUZ Study uses the projected 2024 aircraft operational levels and noise contours of the Growler EIS Record of Decision as a reasonably foreseeable long-term planning projection. These projected operational levels account for all past and expected changes in mission and aircraft at NASWI.

FOR MORE INFORMATION ABOUT THE AICUZ PROGRAM AT NASWI, CONTACT:

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TO SUBMIT A NOISE COMPLAINT:

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Email: comments@navy.mil



2021 AIR INSTALLATIONS COMPATIBLE USE ZONES STUDY FOR NAVAL AIR STATION WHIDBEY ISLAND AND OUTLYING LANDING FIELD COUPEVILLE



FLIGHT OPERATIONS

Based and transient aircraft at NASWI include:

Based Aircraft	Transient Aircraft
EA-18G Growler	C-40 Clipper
P-8A Poseidon	C-17 Globemaster III
EP-3 Aries II	C-5M Super Galaxy
C-40 Clipper	Boeing 747
MH-60S Seahawk	Boeing 767

A flight operation refers to any occurrence of an aircraft taking off or landing on the runway at an airfield. Training maneuvers or patterns are considered two operations because the departure at the beginning of the pattern and arrival at the end each count as one operation.

Typical flight operations include:

- Departures
- Arrivals (straight-in/full-stop arrival, overhead break arrival, and instrumented approach)
- Pattern Operations (touch-and-go, field carrier landing practice, and ground-controlled approach/carrier-controlled approach)
- Interfacility Operations

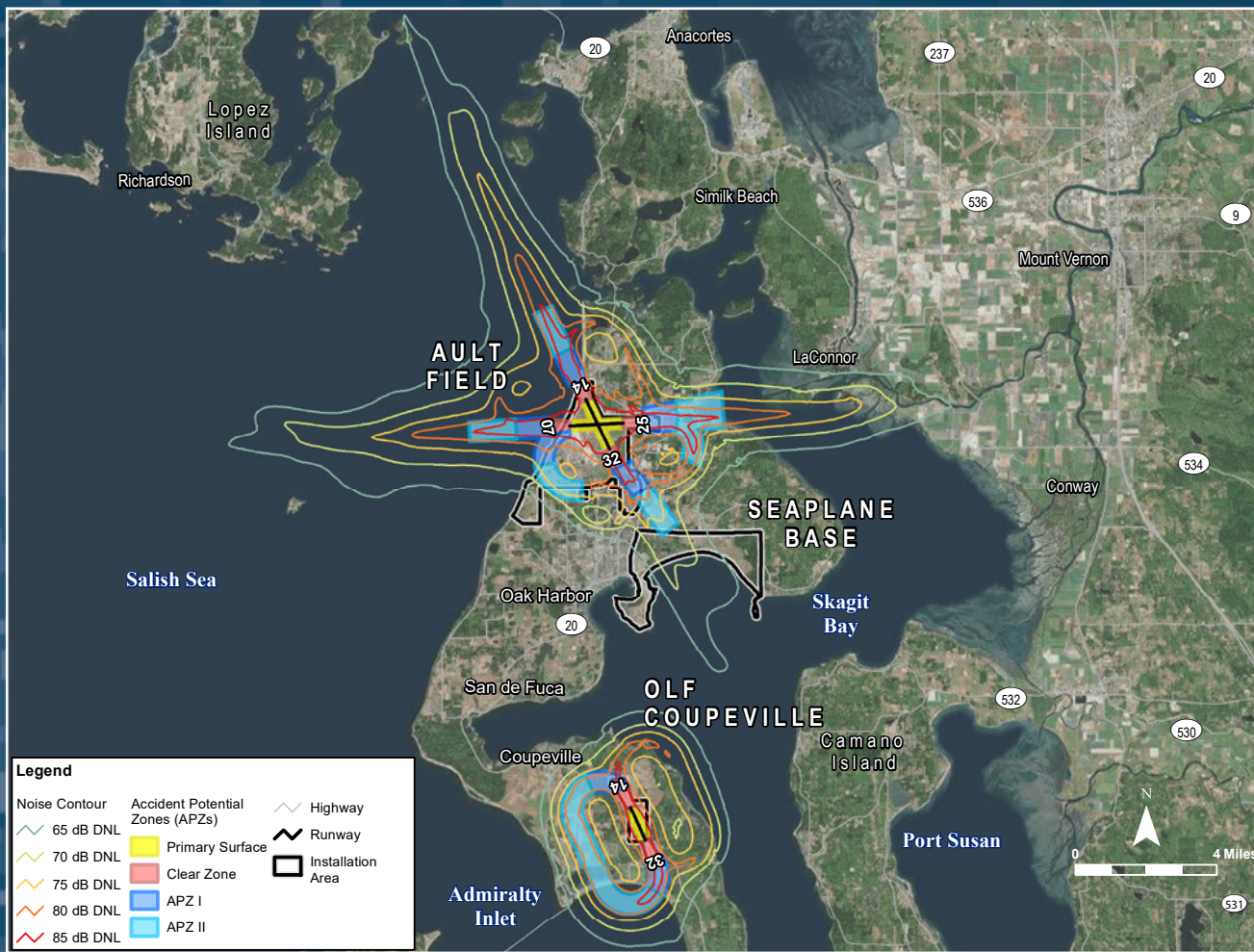
The 2021 AICUZ Study incorporates past and expected changes in mission and operations, as analyzed in the 2018 Growler EIS. Based on the changes

At NASWI, the majority of operations at Ault Field use Runways 25 and 14. The majority of operations at OLF Coupeville use Runway 32, based on historic meteorological conditions.

described in the EIS, total annual operations at NASWI are projected to increase to 112,100, with 88,000 operations at Ault Field and 24,100 operations at Outlying Landing Field (OLF) Coupeville.

AICUZ FOOTPRINT

The AICUZ footprint for Ault Field and OLF Coupeville reflect day-night average sound level (DNL) contours and Accident Potential Zones (APZs), based on projected aircraft operations. The AICUZ footprint includes areas within Noise Zone 2 (65 to 74 decibels [dB] DNL) and Noise Zone 3 (≥ 75 dB DNL), as well as the APZs (Clear Zone, APZ I, and APZ II). The Navy recommends that the noise contours and APZs presented in this AICUZ Study be adopted into individual county and municipal planning studies, regulations, and processes to best guide compatible development around the installation.



COMPATIBLE LAND USE DEVELOPMENT

Within the AICUZ footprint, the Navy seeks to ensure compatibility with local land use plans by clearly identifying areas where Navy activity may impact or be impacted by development. The Navy provides land use compatibility guidelines and recommendations in the 2021 AICUZ Study to inform local governments as they consider zoning and development choices for areas within the AICUZ footprint and encourage compatible land use and development. In general, the AICUZ Study recommends that noise-sensitive uses be avoided in Noise Zones 2 and 3 and uses that concentrate large numbers of people (e.g., apartments, churches, and schools) be avoided within the APZs.

COMPATIBILITY RECOMMENDATIONS

The 2021 AICUZ Study recommendations will continue to advance the goal to achieve compatibility between air installations and the community by encouraging compatible land uses that safeguard the installation's operational capabilities.

While the Navy can advise local government agencies on land use near the installation by providing information on aircraft noise and accident potential, state and local government agencies possess the authority to preserve land use compatibility through adoption and implementation of the recommendations included in an installation's AICUZ Study.