



NAS Key West

AICUZ - NEW! FAQs

Home

- Welcome Aboard
- Mission
- Leadership
- Command History
- Southernmost Flyer
- MWR
- Housing - PPV
- Base Services
- Base Information
- AICUZ - NEW! FAQs
- Hurricane Information
- Voting Assistance Program
- Site Functions
- Privacy Policy

Search

All Sites
 Current Site

Links

- U.S. Navy Web Site
- U.S. Navy Recruiting

- Fleet Forces Command
- FFC Hosted Public Sites

Air Installations Compatible Use Zones (AICUZ) Frequently Asked Questions

***To go directly to the 2007 AICUZ document click [HERE](#).
(It is a very large pdf file, so the download will take a few minutes.)**

1. What is an Air Installations Compatible Use Zone (AICUZ) Study?
2. What is the Navy doing to reduce the noise levels in the community?
3. What is FCLP?
4. Why do aviators have to train at night?
5. What is the likelihood of an aircraft mishap?
6. How can I reduce noise in my house?
7. Why did NAS Key West's AICUZ change?
8. When did the Navy release the 2007 AICUZ update to the public?
9. Who is responsible for the current AICUZ study?
10. Who do we send questions or comments to regarding the AICUZ?
11. How much noisier is the F/A -18 Super Hornet than other planes that fly at Boca Chica field?
12. There have been press reports about the safety of the F/A 18 Hornet. How safe is the airplane?
13. Was there an Environmental Impact Study done with the new AICUZ?
14. Where can I get a copy of the 2007 AICUZ for NAS Key West?
15. I'm looking to buy or rent a house near NAS Key West. Why is the AICUZ important to me?
16. The Navy shifted a flight path off Key Haven in 2004. Why was this decision made?
17. Did the modification to the Runway 07 approach impact noise levels and aircraft accident potential zones in any other neighborhood such as Stock Island or Tamarac Park?
18. Has NAS Key West altered any other flight path as a result of a request?
19. Why do planes fly over my house when the flight paths shown in the AICUZ study (figures 3-1 to 3-6 on pages 3-15 to 20) show them crossing other parts of the community nearby?
20. What is the difference between the 1977 AICUZ and the 2007 AICUZ update?

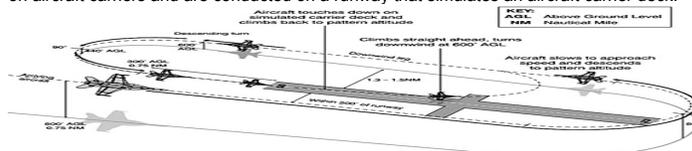
1. What is an Air Installations Compatible Use Zone (AICUZ) Study?
 A. The purpose of the AICUZ is to ensure compatible development in high noise exposure areas, to minimize public exposure to potential safety hazards associated with aircraft operations and to protect the operational capability of NAS Key West. The program was initiated locally with the adoption of a study in 1977. This study was updated and approved by the Navy in 2004 but not incorporated into local government comprehensive plans. At the request of Monroe County, the approved 2007 study reflects an operational alternative implemented after the 2004 study.

[back to top](#)

2. What is the Navy doing to reduce the noise levels in the community?
 A. Jet noise is a constant challenge and one that we will never eliminate. Here at NAS Key West, the station continually reviews air traffic control procedures for limiting noise around Boca Chica Field and surrounding neighborhoods. Procedures used to reduce noise upon takeoff include judicious use of afterburner and climbing rapidly on departure, taking the noise away from the community. Aviators are briefed on the existing patterns and the need to maintain the published patterns. Night operations are limited to those that are necessary and essential.

[back to top](#)

3. What is FCLP?
 A. FCLP refers to "Field Carrier Landing Practice." These exercises train pilots for landing on aircraft carriers and are conducted on a runway that simulates an aircraft carrier deck.



News

- Top Headlines
- Navy Newsstand
- DefenseLink
- Early Bird
- Key West Weather

Calendar

July 2007						
S	M	T	W	Th	F	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

July 2007

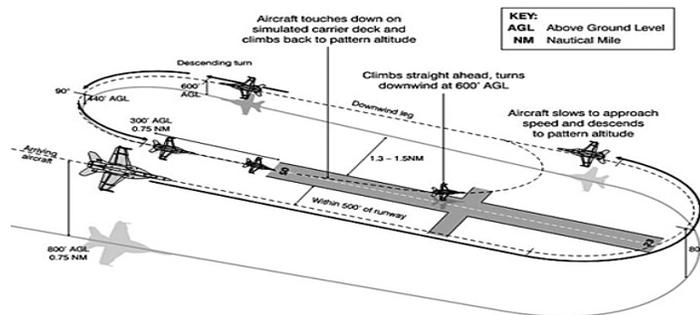
Go

Web Site Regulations

- DOD Web Site Administration Policies and Procedures
- SECNAVINST 5720.47A (pdf)
- NAVADMIN 088/99
- SECDEF Memo 28DEC2001 (pdf)

Visitor Count

Total site visits **7714**
 Visits of this page **30**
 Users logged in **0**



[back to top](#)

4. Why do aviators have to train at night?

A. Aviators must train the way they will be required to fight. Over the modern battlefield, an increasing percentage of operations are conducted at night. Night flying is an integral part of an aviator's training program. In particular, night Field Carrier Landing Practice (FCLP) - the simulated carrier landing practice conducted at NAS Key West - is crucial training for maintaining the proficiency of aircrews. To be effective, night flight training must occur in sufficient conditions of darkness, which necessitates later hours of operations during summer months, when sunset occurs after 8:30 p.m. Night training tempo may increase prior to carrier deployment, resulting in a higher number of scheduled night operations. Night Vision Goggle training requires moonlight, necessitating later night operations as pilots "chase the moon" between moonrise and moonset.

[back to top](#)

5. What is the likelihood of an aircraft mishap?

A. The likelihood of an aircraft mishap is remote. Worldwide, only a small number of mishaps occur in hundreds of thousands of military aircraft operations each year. An examination of military aircraft mishaps over the last 30 years indicates that a majority of the mishaps occurring within 5 miles of an airfield occur on the airfield itself or in the extended arrival and departure corridors close to the airfield. Accident potential zones (APZs) were developed for land use planning purposes. These zones represent areas where a mishap is likely to occur if one occurs. APZs indicate only where a mishap is likely to occur. They are not predictors of whether a mishap is likely to occur.

[back to top](#)

6. How can I reduce noise in my house?

A. Standard construction provides 15 to 25 dB of sound attenuation from outdoor noise levels, depending on whether the windows are open or closed. Greater noise attenuation may be achieved by caulking and filling exterior openings, installing sound-insulating windows and doors, and adding thermal insulation to outer walls.

[back to top](#)

7. Why did NAS Key West's AICUZ change?

A. NAS Key West's Air Installation Compatible Use Zone (AICUZ) is reviewed periodically. New recommendations are provided to local governments when operations alter previous safety recommendations. Increased operations, introduction of new aircraft and requested air traffic control procedures by local governments can result in changes as they have in the past.

[back to top](#)

8. When did the Navy release the 2007 AICUZ update to the public?

A. It became available on NAS Key West's website www.naskw.navy.mil on April 17, 2007.

[back to top](#)

9. Who is responsible for the current AICUZ study?

A. NAS Key West Commanding Officer is responsible for preparing an Air Installation Compatible Use Zone study. The current study was prepared by the Louis Berger Group, Washington, D.C. for the Naval Facilities Engineering Command. The study received final approval on April 3, 2007, by the Director, Ashore Readiness Division.

[back to top](#)

10. Who do we send questions or comments to regarding the AICUZ?

A. NAS Key West Public Affairs
 P.O. Box 9001
 Key West, FL 33040
 305-293-2425
 E-mail: james.e.brooks@navy.mil

[back to top](#)

11. How much noisier is the F/A -18 Super Hornet than other planes that fly at Boca Chica field?

Operation	Altitude (ft AGL)	F-14 B/D	F/A-18 C/D	F/A-18 E/F	E-2/C-2	C-5A	H-60	H-53
Approach	1,000	87	109	114	82	110	85	97
Departure	1,000	108	117	117	94	114	79	96
FCLP*								
	1,000	95	108	113	87	109	83	92
	800	97	109	115	89	109	86	93

* FCLP or touch-and-go pattern altitude reflects the highest altitude of the downwind leg of the pattern.
 SEL values for helicopters is given for level flight.

Key:
 AGL- Above Ground Level
 FCLP- Field Carrier Landing Practice

[back to top](#)

12. There have been press reports about the safety of the F/A 18 Hornet. How safe is the airplane?

A. For Navy and Marine Corps aviation safety statistics, please visit the Naval Safety Center Web site at <http://www.safetycenter.navy.mil>.

[back to top](#)

13. Was there an Environmental Impact Study done with the new AICUZ?

A. No. An environmental impact study was not required. NAS Key West completed an Environmental Assessment in April 2003 for Fleet Support and Infrastructure Improvements that included transition to F/A-18 E/F "Super Hornet". This environmental assessment was completed in accordance with National Environmental Policy Act (NEPA).

[back to top](#)

14. Where can I get a copy of the 2007 AICUZ for NAS Key West?

A. For the latest AICUZ update click [HERE](#). This pdf file is very large and will take a few minutes to download.

[back to top](#)

15. I'm looking to buy or rent a house near NAS Key West. Why is the AICUZ important to me?

A. People use many variables to choose where they live. The AICUZ study provides homeowners important information regarding how much noise may be experienced by living near an air field. An AICUZ study also provides information regarding aircraft accident potential zones. Noise and safety should be part of the housing decision process.

[back to top](#)

16. The Navy shifted a flight path off Key Haven in 2004. Why was this decision made?

A. After reviewing an AICUZ update to the 1977 study, Monroe County asked the Navy if a flight path could be slightly shifted off Key Haven residential areas. The flight track for the approach to runway 07 was subsequently shifted to the east from the standard flight track used. This change has a negative impact on air operations but was modified due to several factors including: the majority of operations are by tactical military aircraft capable of tighter turns; pilots using the airfield are experienced in tactical maneuvers; weather for Boca Chica Field provides for 97 percent VFR flight conditions; and the pattern could be managed through a modification of course rules, thorough flight briefings and aggressive air traffic control procedures. This flight path will likely change in the future when the next generation of tactical fighter jets is introduced.

[back to top](#)

17. Did the modification to the Runway 07 approach impact noise levels and aircraft accident potential zones in any other neighborhood such as Stock Island or Tamarac Park?

A. This decision moved an Aircraft Accident Potential Zone and decreased noise in Key Haven residential areas. It did not increase noise or aircraft accident potential on any other neighborhood on or near Boca Chica. The decision decreased potential noise levels in areas of Stock Island.

[back to top](#)

18. Has NAS Key West altered any other flight path as a result of a request?

A. No. NAS Key West constantly reviews field rules to minimize noise in the community. Noise will be ever present when aircraft are flying. NAS Key West faces many constraints with regards to flight paths outside our control (commercial air traffic routes, Sugarloaf Loaf Key Airport operations, and U.S. Air Force Aerostat operating area over Cudjoe Key) so alterations to flight tracks and field rules are extremely limited without impacting other neighborhoods or safety.

[back to top](#)

19. Why do planes fly over my house when the flight paths shown in the AICUZ study (figures 3-1 to 3-6 on pages 3-15 to 20) show them crossing other parts of the community nearby?

A. The depicted flight tracks are statistical representations of how planes fly around Boca Chica Field. The depicted flight paths can be thought as the centerline of an imaginary road in which the majority of the aircraft will fly on either side. The ability of a pilot to fly an intended path depends on many variables such as wind, weather, how much fuel is aboard, the training scenario, and number of aircraft in the landing/take off pattern. Because of these many variables, a jet may fly over a home in close proximity to one of the depicted flight paths.

[back to top](#)

20. What is the difference between the 1977 AICUZ and the 2007 AICUZ update?

A. Prior to the mid 1980's, aircraft at NAS Key West flew different approach and departure tracks. The 1977 AICUZ was modeled using those flight tracks. Although the 1977 AICUZ study used the most advanced modeling system at the time, technology for studying airfield noise has improved significantly. The first models were designed in the early 1970s.

The air station's military capabilities increased in importance in the late 1990s, especially after September 11, 2001. Furthermore, aircraft operations changed considerably with the introduction of new aircraft and operations tempo. In order to provide the best information

regarding development around NAS Key West, an updated AICUZ was prepared using newer and improved noise modeling techniques that account for sound over water as well as noise during evening hours. The 2007 AICUZ provides our best information for local governments regarding compatible use of land around NAS Key West.

[back to top](#)

Last update: 11 Jul 2007 14:15

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