Joint Land Use Study (JLUS)

The Joint Land Use Study (JLUS) for the Naval Air Station (NAS) Fort Worth Joint Reserve Base (JRB) region was published in March 2008 and is an initiative of Stard, Fort Worth, Lake Worth, River Oaks, Westworth Village, White Settlement, and Tarrant County, in cooperation with the North Central Texas Council of Governments.

The JLUS program was developed by the Department of Defense as a cooperative land use planning effort between affected local government(s) and military installations. The JLUS program is designed to provide a cooperative environment within which present and future land development and land-use decisions can be made.

The 2008 JLUS evaluated the current status of the implementation of the recommendations issued in the 2002 Air Installations Compatibility Use Zones (AICUZ) Study and to make recommendations for additional actions by local governments designed to improve land use decisions that may affect the mission of the base.

Overview

All military installations attract development. Housing is constructed for military installation employees who want to live near the installation, and businesses are catered to the air force. As development increases around the air force, more people are exposed to the noise and potential associated with aircraft operations.

In the early 1970s, the United States Department of Defense (DOD) initiated the Air Installations Compatibility 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 delineate high-noise zones and accident potential zones (APZs) surrounding a military airport and recommends land uses that are compatible within those zones. Local governments are encouraged to incorporate AICUZ guidelines as an element of land use planning and development policies. The Navy’s guidance on AICUZ can be found in the Naval Operations Instruction (OPNAVINST) 10010.34C.

Noise Zones

The DOD identifies noise exposure zones surrounding a military airport as a planning tool for local municipalities. 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 sound level over time. Aircraft operations conducted at night (10:00 p.m. and 7:00 a.m.) are weighted to represent the added intrusiveness of sounds occurring during normal sleeping hours, when sensitive 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.

Accident Potential Zones (APZs)

The DOD identifies APZs as areas where an aircraft accident is most likely to occur in the vicinity of airports. 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. DOD provides APZs as a tool to assist municipalities with land use planning and future community development. The DOD defines three APZs—the Clear Zone, Zone I, and Zone II. The Clear Zone extends beyond the runway and has the highest potential for accidents. APZ II extends beyond the Clear Zone, and APZ I extends beyond APZ II. If an accident were to occur, it would most likely occur in the Clear Zone and would be less likely to occur in APZ II than APZ I.

NAS Fort Worth JRB, Fort Worth, Texas

The mission of NAS Fort Worth JRB is to provide “unimpaired support and quality training for our Reserve and Guard war fighters in all branches of the Armed Services.” NAS Fort Worth JRB ensures that reserve quality training in preparation for mobilization readiness. Specifically, the installation’s primary responsibility is to train and equip air crews and aviation ground support personnel in preparation for deployment.

The Navy is the host of the JRB, which is currently used by units of the United States Army, Navy, Marine Corps, and Air Force. The Texas National Guard and the Texas Air National Guard Air Force Reserve are stationed at NAS Fort Worth JRB. The Texas Air National Guard’s 136th Airlift Wing is located at NAS Fort Worth JRB.

The station has been a military aviation facility since it was built in 1932 and continues to be an ideal location for military air operations. NAS Fort Worth JRB has one north-south runway. Runway 18/36, and utilizes designated airmen to conduct training exercises. NAS Fort Worth JRB is located in Tarrant County, Texas, within the greater Dallas/Fort Worth metro area, just six miles west of downtown Fort Worth and immediately south of the Lake Worth reservoir.
NAS Fort Worth JRB typically conducts flight operations daily from 7:00 a.m. to 11:00 p.m., with occasional operations conducted outside of published hours to accommodate mission requirements. Extenuating circumstances can result in extended operation hours, open days, or temporary suspension of operations.