

Installation Mission

NAS Fort Worth JRB's primary responsibility is to train and equip air crews and aviation ground-support personnel in preparation for deployment. The Navy has been the host of the Installation since it was designated a JRB. The JRB is used by fighter/attack and airlift units from Navy, Army, Marine Corps, Air Force (USAF), and Texas Air National Guard commands, along with non-military tenants. The installation shares the runway with Government Contractor Lockheed Martin, where its Air Force Plant 4 manufactures the F-16 and provides final stages of manufacture, assembly, and delivery of the F-35.

Airfield History

- 1932** The Installation was built and known as Tarrant Field Airdrome.
- 1941** Following the attack on Pearl Harbor, the airdrome became Fort Worth Army Air Field.
- 1948** The base became one of the first Strategic Air Command (SAC) bases.
- 1992** SAC was officially disestablished during the Air Force-wide reorganization period.
- 1993** In September 1993, BRAC recommendation was implemented and the base was closed; however, in October, the 301st Fighter Wing assumed base responsibilities, establishing Carswell as an Air Reserve Base (ARB). Under the 1993 BRAC decision, a new concept of joint reserve operations was formed, and numerous reserve units from the Navy, Marine Corps, and Air Force, and the Texas Air National Guard, were relocated to the Installation.
- 1994** After the restructuring, the base reopened as the first JRB in the country, assuming the name NAS Fort Worth JRB at Carswell Field.

Real Estate Disclosure

Real estate disclosures allow prospective buyers, lessees, or renters of property in the vicinity of military operations areas to make informed decisions regarding the purchase or lease of property. Disclosure of aviation noise and safety zones is an important tool in informing the community about expected impacts of aviation noise and locations of airfield safety zones, subsequently reducing frustration and anti-airport criticism by those who were not adequately informed before buying properties within impact areas.

Sound Insulation

The AICUZ Program, as specified in OPNAVINST 11010.36C, has noise-attenuation recommendations. NAS Fort Worth JRB actively pursues operational measures to minimize aircraft noise. Noise abatement procedures apply to flight operations and engine run-up and maintenance operations conducted on station. Noise abatement procedures at NAS Fort Worth JRB are implemented under the NAS Fort Worth JRB Air Ops Manual. The Public Affairs Officer is responsible for addressing aircraft noise complaints and communicating complaints to the Installation's Commanding Officer.

Further Information:

Contact the Community Plans and Liaison Officer at (817) 782-7609

Noise Concerns:

Contact the Public Affairs Office at (817) 782-7764

Naval Air Station Fort Worth JRB:

www.cnic.navy.mil/fortworth



Joint Land Use Study (JLUS) for Naval Air Station (NAS) Fort Worth Joint Reserve Base (JRB)



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.

Joint Land Use Study (JLUS)

The JLUS for NAS Fort Worth JRB was published in March 2008 and is an initiative of Benbrook, Fort Worth, Lake Worth, River Oaks, Westworth Village, White Settlement, and Tarrant County in cooperation with the North Central Texas Council of Governments.

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

AICUZ Program

The DOD established the AICUZ Program to balance the need for aircraft operations with community concerns related to aircraft noise and accident potential. The U.S. Department of the Navy's (Navy's) guidance on the AICUZ Program is found in Office of the Chief of Naval Operations Instruction (OPNAVINST) 11010.36C.

Noise Zones and Noise Metric

Under the AICUZ Program, the DOD provides noise zones as a planning tool for local planning agencies. Noise exposure is measured using the day-night average sound level (DNL). DNL represents the average of cumulative noise exposure produced by individual events that occur over a 24-hour period. The DNL includes a 10-decibel (dB) adjustment, or penalty, for aircraft noise occurring between 10:00 p.m. and 7:00 a.m. because people are more sensitive to noise during normal sleeping hours.

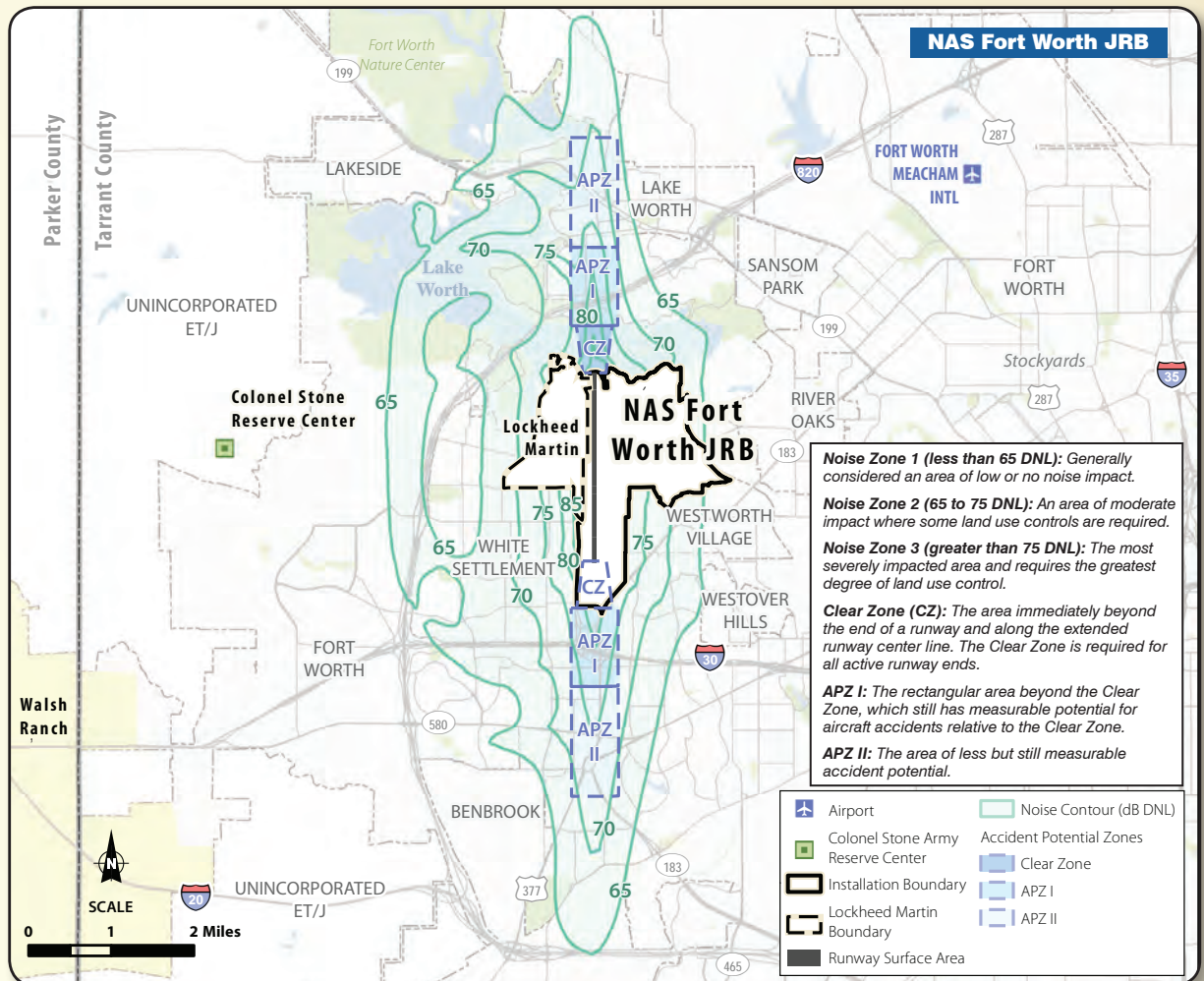
Accident Potential Zones (APZs)

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 DOD-wide.

Land Use and Compatibility

To protect public health, safety, and welfare, land use should be compatible with airfield noise zones and APZs. Land use activities outside of the installation boundaries fall under the jurisdiction of local governments and can have impacts on DOD operations in the area. The JLUS provides recommendations for local governments that encourage 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 noise zones and APZs.



Noise Zone 1 (less than 65 DNL): Generally considered an area of low or no noise impact.

Noise Zone 2 (65 to 75 DNL): An area of moderate impact where some land use controls are required.

Noise Zone 3 (greater than 75 DNL): The most severely impacted area and requires the greatest degree of land use control.

Clear Zone (CZ): The area immediately beyond the end of a runway and along the extended runway center line. The Clear Zone is required for all active runway ends.

APZ I: The rectangular area beyond the Clear Zone, which still has measurable potential for aircraft accidents relative to the Clear Zone.

APZ II: The area of less but still measurable accident potential.

- Airport
- Noise Contour (dB DNL)
- Colonel Stone Army Reserve Center
- Accident Potential Zones
- Installation Boundary
- Clear Zone
- Lockheed Martin Boundary
- APZ I
- Runway Surface Area
- APZ II

Table 1

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

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.

- Maximum density of 1-2 dwellings per acre.
- 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.
- Maximum floor area ratio that limits people density may apply.
- Facilities must be low intensity.

Source: Adapted from OPNAVINST 11010.36C, Navy, 2008