AIRPORT DATA

		EXISTING	FUTURE
AIRPORT SERVICE LEVEL (NPIAS)		General Aviation	No Change
		B-I (Small)	No Change
AIRPORT REFERENCE POINT	Latitude	39° 13' 26.54" N	39° 13' 26.61" N
	Longitude	121° 00' 11.11" W	121° 00' 09.21" W
AIRPORT ELEVATION (Above Mean Sea Level)		3,154'	3,157'
MEAN MAX. TEMP. (Hottest Month)		87° F (July)	No Change
AIRPORT AND TERMINAL NAVIGATIONAL AIDS		GPS/VOR/BEACON	No Change
GPS APPROACH ESTABLISHED		Yes	No Change
AIRPORT ACREAGE	Fee Simple	120	190
	Easement	23	24
AIRCRAFT PARKING SPACES	Tiedowns	178	126
	Individual Hangar Units	106	144
	Helicopter Spaces	1	No Change

RUNWAY DATA

		RUNWAY 7-25			
		EXISTING		FUTURE	
AIRPORT REFERENCE CODE		B-I (Small)		No Change	
CRITICAL AIRCRAFT	AIRCRAFT	Cessna 421		No Change	
	WINGSPAN	47.1'		No Change	
	UNDERCARRIAGE WIDTH	12.07'		No Change	
	APPROACH SPEED	96 kts		No Change	
	MAX. TAKEOFF WT. (lbs.)	7,420 lbs		No Change	
EFFECTIVE GRADIENT (%)		1.93%		No Change	
MAXIMUM GRADIENT (%)		2.0%		No Change	
PAVEMENT DESIGN STRENGTH (1,000#) - S/D/DT		30/-/-		No Change	
APPROACH VISIBILITY (Minimums)	7	1 SM	7	No Change	
	25	1 1/4 SM	25	No Change	
RUNWAY SAFETY AREA (Length Beyond Runway End)	7	240'	7	No Change	
	25	240'	25	No Change	
RUNWAY SAFETY AREA WIDTH		120'		No Change	
OBJECT FREE AREA (Length Beyond Runway End)	7	240'	7	No Change	
	25	240'	25	No Change	
OBJECT FREE AREA WIDTH		250'		No Change	
OBSTACLE FREE ZONE (Length Beyond Runway End)	7	200'	7	No Change	
	25	200'	25	No Change	
OBSTACLE FREE ZONE WIDTH		250'		No Change	
DISTANCE FROM RWY. ℄ to HOLD BARS	7	125'	7	No Change	
	25	125'	25	No Change	
RUNWAY MARKING	7	Basic	7	No Change	
	25	Basic	25	No Change	
APPROACH TYPE (FAR Part 77 Category)	7	[A(V)]	7	No Change	
	25	[A(V)]	25	No Change	
DISTANCE from RWY. ℄ to PARALLEL TWY. ℄		125'		No Change	
DISTANCE from TWY. ℄ to FIXED or MOVABLE OBJECT		45'		No Change	
TAXIWAY OBJECT FREE AREA WIDTH		45'		No Change	
TAXIWAY SAFETY AREA WIDTH		45'		No Change	
TAXIWAY WINGTIP CLEARANCE		45'		No Change	
RUNWAY END ELEVATIONS (a)	7	3,070.68'	7	No Change	
	25	3,154.38'	25	3,157.44'	
RUNWAY END COORDINATES (e) Latitude	7	39° 13' 25.53"N	7	No Change	
	25	39° 13' 27.55"N	25	39° 13' 27.69"N	
Longitude	7	121° 00' 38.72"W	7	No Change	
	25	120° 59' 49.51"W	25	20° 59' 39.70"W	
RUNWAY TOUCHDOWN ZONE ELEVATIONS (TDZ)	7	N/A	7	No Change	
	25	N/A	25	No Change	
RUNWAY HIGH POINT		3,154.38'		3,157.44'	
RUNWAY LOW POINT		3,070.68'		No Change	
VERTICAL LINE OF SIGHT PROVIDED		Yes		No Change	
RUNWAY LENGTH		4,350'		No Change	
RUNWAY WIDTH		75'		No Change	
RUNWAY SURFACE TYPE		Asphalt		No Change	
TAXIWAY SURFACE TYPE		Asphalt		No Change	
APPROACH SLOPE (Required/Clear)	7	20:1/20:1 (a)	7	No Change	
	25	20:1/16:1 (g)	25	No Change	
RUNWAY EDGE LIGHTING		MIRL		No Change	
NAVIGATION AIDS	7	GPS/VOR	7	No Change	
	25	GPS/VOR	25	No Change	
VISUAL AIDS	7	VASI/REIL	7	No Change	
	25	VASI/REIL	25	No Change	

ALP NOTES

(a) Elevations source: Mead & Hunt survey 2005 and 2007. Horizontal datum NAD83. Vertical datum NAVD88.

(b) Threshold Siting Surface (TSS)- Runway 25: trees and two lighted obstruction poles penetrate the TSS. Proposed disposition: lighted poles to remain. Trees are maintained on a regular basis to provide 20:1 slope clearance. Trees to be topped/removed as required to provide and maintain clear TSS to future runway end.

(c) Wind data specific to Nevada County Airport not available. Wind coverage is from Auburn Municipal Airport.

(d) FAR Part 77 Approach Surface- Runway 25: an obstruction light pole exists 3,586' from existing runway end (outside of ALP view), slope clearance is 16:1. Proposed Disposition: light pole to remain. Trees South of runway centerline to be topped/removed as required to provide and maintain clear transitional surface to future runway end; trees North of centerline are obstruction lighted and will remain.

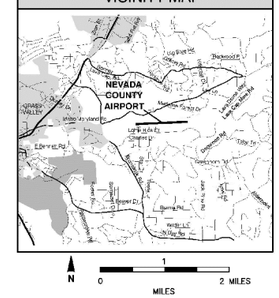
(e) Runway end coordinates source: Nevada County, Department of Transportation and Sanitation (John Steger, County Surveyor). Horizontal datum: NAD83.

(f) Building Restriction Line (BRL) is located based upon the historical pattern of development. Many existing buildings penetrate the transitional airspace surface. Future buildings should obtain airspace review (7460 review) prior to construction.

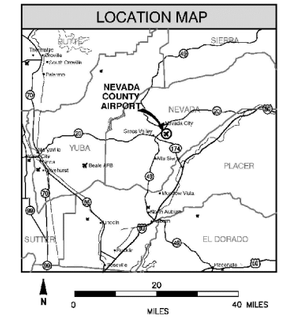
(g) Aircraft Parking Line (APL) delineated to provide clearance to better accommodate operations by fire attack aircraft (Grumman S-2); 61' from the eastern-most portion of Taxiway A.

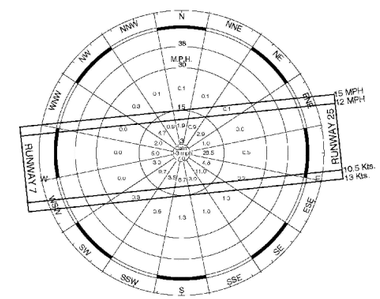
(h) Title to this parcel to be determined by the County.

VICINITY MAP



LOCATION MAP





WIND ROSE

WIND COVERAGE		
Runway	12 M.P.H. (10.5 Knots)	15 M.P.H. (13 Knots)
7-25	92.0%	96.7%

Source: U.S. WEATHER BUREAU RECORDED AT AUBURN MUNICIPAL AIRPORT
Period: SURFACE WIND VELOCITY OVER A PERIOD OF FIVE YEARS. (c)

NO.	REVISION	SPONSOR	DATE
2	Runway 25 End Relocation	Mead & Hunt	April 2009
1	Property Acquisition/Taxiway E /AWOS/ ALP Checklist	Mead & Hunt	May 2008

NEVADA COUNTY AIRPORT
GRASS VALLEY, CALIFORNIA

DATA SHEET

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DESIGN: DD/VT | DRAWN: HH/TE | DATE: September 2005 | SHEET 2 OF 4

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C:\Users\870\me\appdata\local\temp\AcPublish_10480\NVC-ALP09-Approved2010.dwg May 17, 2011 - 11:08am