

Legend

- Boundary Lines**
- Airport Property Line
 - Proposed Airport Property Acquisition
 - City Limits
 - Grass Valley Planning Area
 - Grass Valley Sphere of Influence
 - Nevada City Sphere of Influence
 - Existing Runway (4,350')
 - Future Runway (4,650')
 - Airport Influence Area

Compatibility Zones¹

- Zone A - Runway Clear Zone
- Zone B1 - Inner Approach Zone
- Zone B2 - Sideline Zone
- Zone C - Inner Turning Zone & Extended Approach Zone
- Zone D - Traffic Pattern Zone
- Zone D* - Urban Overlay Zone
- Zone E - Other Airport Environs

Calculated Noise Contours

- 55 dB CNEL
 - 60 dB CNEL
 - 65 dB CNEL
- } 60,000 Annual Operations
(164 Average Annual Day)

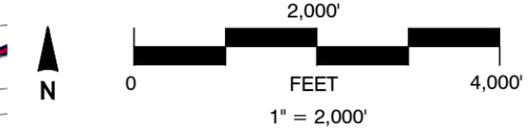
Calculated Flight Tracks³

- Arrival
- Departure
- Touch-n-Go

Notes

1. See Chapter 2, Table 2B, Compatibility Zone Delineation.
2. Source: Mead & Hunt, Inc., using Integrated Noise Model (INM) 7.0b (April 2011). Contours represent average daily noise exposure for 60,000 annual operations on future runway. Contours modeled using USGS terrain data. Terrain results in shorter contours to west and wider contours near center of airport.
3. Flight tracks represent general arrival and departure routes.
4. Prevailing winds out of the west. Runway 25 is designated calm wind runway.
5. Departures on Runway 7 and arrivals on Runway 25 not recommended at night due to severe runway gradient (rising from west to east). Fire attack aircraft typically land on Runway 7.
6. Aircraft departing Runway 25 advised to climb to 3,800' MSL (648' above airport elevation) before turning (source: Airport management).

**Nevada County Airport
Land Use Compatibility Plan
(July 2011 Draft)**



Base Map Sources:
 • Nevada County GIS (January 2011).

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