

Zone	Noise and Overflight Factors	Safety and Airspace Protection Factors
<p><b>A</b> Runway Protection Zone and within Building Restriction Line</p>	<p><i>Noise Impact: Very High</i></p> <ul style="list-style-type: none"> <li>&gt; Much of area is within peak season 65-CNEL contour</li> </ul>	<p><i>Risk Level: Very High</i></p> <ul style="list-style-type: none"> <li>&gt; Lateral to runways, zone boundary defined by the Building Restriction Line as depicted on adopted Airport Layout Plan drawing</li> <li>&gt; Length set to include Runway Protection Zones as indicated on Airport Layout Plan drawing</li> <li>&gt; Nearly 40% of off-runway general aviation accidents near airports occur in this zone</li> </ul>
<p><b>B1</b> Inner Approach / Departure Zone</p>	<p><i>Noise Impact: High</i></p> <ul style="list-style-type: none"> <li>&gt; Encompasses peak season 60-CNEL contour</li> <li>&gt; Single-event noise sufficient to disrupt wide range of land use activities including indoors if windows open</li> </ul>	<p><i>Risk Level: High</i></p> <ul style="list-style-type: none"> <li>&gt; Encompasses areas overflowed by aircraft at low altitudes—typically only 200 to 400 feet above the runway elevation.</li> <li>&gt; Some 10% to 20% of off-runway general aviation accidents near airports take place here</li> <li>&gt; Object heights restricted to as little as 50 feet</li> </ul>
<p><b>B2</b> Adjacent to Runway</p>	<p><i>Noise Impact: Moderate to High</i></p> <ul style="list-style-type: none"> <li>&gt; Partly within peak season 60-CNEL contour</li> <li>&gt; Exposed to loud single-event noise from takeoffs and jet thrust-reverse on landing; also from pre-flight run-ups</li> </ul>	<p><i>Risk Level: Low to Moderate</i></p> <ul style="list-style-type: none"> <li>&gt; Area not normally overflowed by aircraft; primary risk is with aircraft (especially twins) losing directional control on takeoff</li> <li>&gt; About 3% of off-runway general aviation accidents near airports happen in this zone</li> <li>&gt; Object heights restricted to as little as 35 feet</li> </ul>
<p><b>C</b> Extended Approach/ Departure Zone</p>	<p><i>Noise Impact: Moderate</i></p> <ul style="list-style-type: none"> <li>&gt; Contains average annual 55-CNEL contour</li> <li>&gt; Aircraft typically at or below 1,000-foot traffic pattern altitude; individual events occasionally loud enough to intrude upon indoor activities</li> </ul>	<p><i>Risk Level: Moderate</i></p> <ul style="list-style-type: none"> <li>&gt; Includes areas where aircraft turn from base to final approach legs of standard traffic pattern and descend from traffic pattern altitude</li> <li>&gt; Zone also includes areas where departing aircraft normally complete transition from takeoff power and flap settings to climb mode and have begun to turn to their en route heading</li> <li>&gt; Some 10% to 15% of off-runway general aviation accidents near airports occur here</li> <li>&gt; Object heights restricted to as little as 50 feet</li> </ul>
<p><b>D</b> Primary Traffic Patterns</p>	<p><i>Noise Impact: Moderate</i></p> <ul style="list-style-type: none"> <li>&gt; Noise more of a concern with respect to individual loud events than with cumulative noise contours</li> <li>&gt; Portions of the peak season, average day 55-CNEL contour extend into this zone</li> <li>&gt; Residential density criteria for this zone provide two options on the basis that noise concerns can be minimized either by limiting the number of dwelling units in affected areas or by allowing high-density development which tends to have comparatively high ambient noise levels</li> </ul>	<p><i>Risk Level: Low</i></p> <ul style="list-style-type: none"> <li>&gt; About 20% to 30% of general aviation accidents take place in this zone, but the large area encompassed means a low likelihood of accident occurrence in any given location</li> <li>&gt; Risk concern is primarily with uses for which potential consequences are severe (e.g. very-high-intensity activities in a confined area)</li> <li>&gt; Object height limits generally 100 feet above runway elevation</li> </ul>
<p><b>E</b> Other Airport Environs</p>	<p><i>Noise Impact: Low</i></p> <ul style="list-style-type: none"> <li>&gt; Beyond peak season 55-CNEL contour</li> <li>&gt; Occasional overflights intrusive to some outdoor activities</li> </ul>	<p><i>Risk Level: Low</i></p> <ul style="list-style-type: none"> <li>&gt; Only 10% to 15% of near-airport accidents here</li> <li>&gt; Risk concern only with uses for which potential consequences are severe (e.g. very-high-intensity activities in a confined area)</li> </ul>
<p> Height Review Overlay</p>	<p><i>Noise Impact: Low</i></p> <ul style="list-style-type: none"> <li>&gt; Individual noise events slightly louder because high terrain reduces altitude of overflights</li> </ul>	<p><i>Risk Level: Moderate</i></p> <ul style="list-style-type: none"> <li>&gt; Modest risk because high terrain constitutes airspace obstruction</li> <li>&gt; Key concern is tall single objects (e.g., antennas)</li> </ul>

Table 2B

## Compatibility Zone Delineation