

Legend

- Boundary Lines**
- Airport Property Line
 - County Boundary Line
 - - - Truckee Town Limits
 - - - Truckee Sphere of Influence
 - Federal Lands (USFS & Corps of Engineers)
 - Existing Runway 11-29 (7,000')
 - Existing Runway 2-20 (4,650')
 - Future Runway 2-20 (5,055')
 - Airport Influence Area
 - Compatibility Zones
- Compatibility Zones**
- A** Runway Protection Zone
 - B1** Inner Approach/Departure Zone
 - B2** Sideline Zone
 - C** Outer Approach/Departure Zone
 - D** Primary Traffic Pattern Zone
 - E** Other Airport Environs
 - ★ Height Review Overlay Zone
 - # See Section 6.2 for site-specific exceptions at these locations

Noise Contours¹

- 70 dB CNEL
- 65 dB CNEL
- 60 dB CNEL

Generic Safety Zones²

- Medium General Aviation Runway
- Long General Aviation Runway
- 1** Runway Protection Zone
- 2** Inner Approach/Departure Zone
- 3** Inner Turning Zone
- 4** Outer Approach/Departure Zone
- 5** Sideline Zone
- 6** Traffic Pattern Zone

Runway Factors³

- Runway Protection Zone

Notes

1. Source: Truckee Tahoe Airport Master Plan (June 2016). Noise contours represent 31,139 annual operations (182 avg. day, peak season).
2. Source: California Airport Land Use Planning Handbook (2011).
3. Source: Airport Layout Plan (Adopted by FAA January 2016).

Truckee Tahoe Airport Land Use Commission

*Truckee Tahoe Airport
Land Use Compatibility Plan
(Adopted October 27, 2016)*

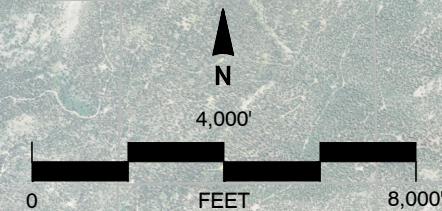


Exhibit 3-4

**Compatibility Factors:
Noise & Safety
Truckee Tahoe Airport**