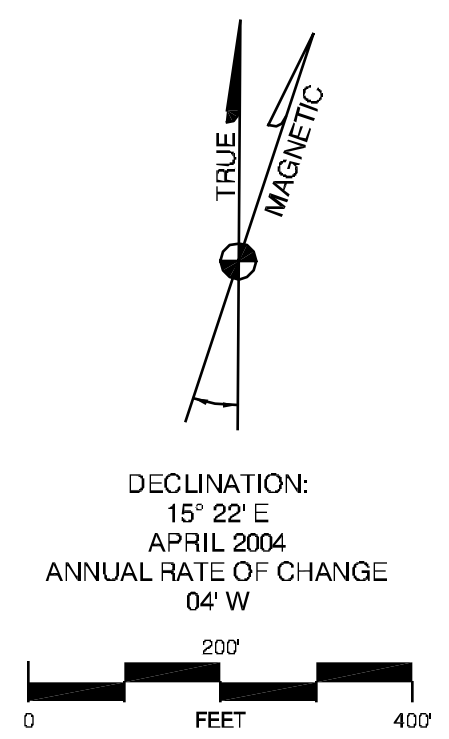


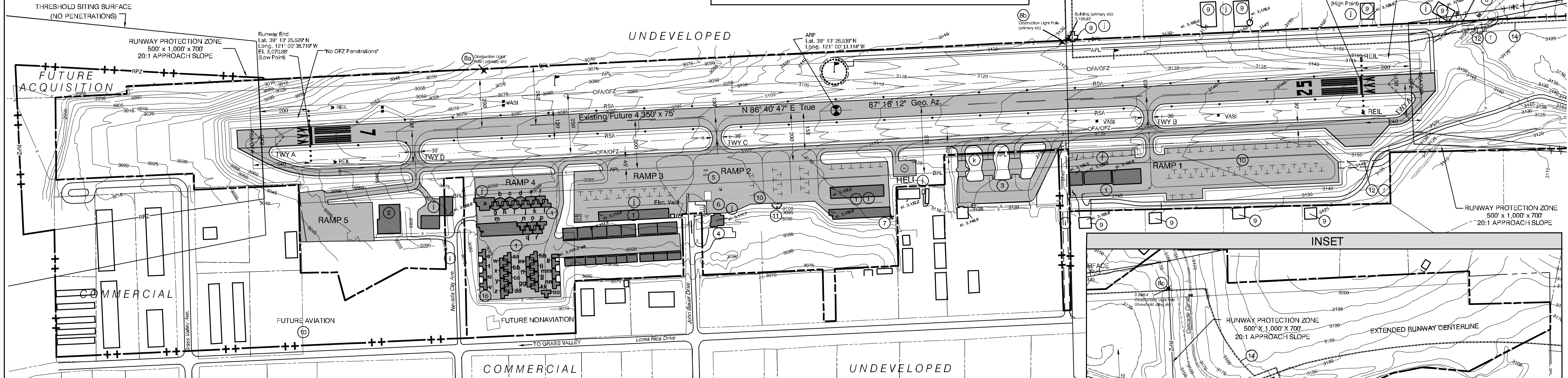
RUNWAY DATA			
	RUNWAY 7-25		
	EXISTING	FUTURE	
CRITICAL AIRCRAFT	AIRCRAFT	Cessna 421	No Change
	WINGSPAN (ft.)	47.1	No Change
	UNDERCARRIAGE WIDTH	12.07	No Change
	APPROACH SPEED (kts.)	96	No Change
WIND COVERAGE	MAX. TAKEOFF WT. (#s)	7,450	No Change
		(e)	
PHYSICAL LENGTH AND WIDTH	4,350' x 75'	No Change	
VERTICAL LINE OF SIGHT PROVIDED	Yes	No Change	
EFFECTIVE GRADIENT (%)	1.93	No Change	
MAXIMUM GRADIENT (%)	2.0	No Change	
RUNWAY/TAXIWAY SURFACE TYPE	Asphalt	No Change	
PAVEMENT STRENGTH (1,000#) - SID/DT	30/-	No Change	
RUNWAY SAFETY AREA (Width)	120'	No Change	
RUNWAY SAFETY AREA (Length Beyond Runway End)	7	240'	No Change
OBJECT FREE AREA (Width)	250'	No Change	
OBJECT FREE AREA (Length Beyond Runway End)	7	240'	No Change
OBSTACLE FREE ZONE (Width)	250'	No Change	
OBSTACLE FREE ZONE (Length Beyond Runway End)	7	200'	No Change

RUNWAY DATA (CONT'D)				
		RUNWAY 7-25		
		EXISTING	FUTURE	
APPROACH TYPE (FAR Part 77 Category)	Approach End of Runway	7	A(NP)	No Change
APPROACH VISIBILITY (Minimums)	Approach End of Runway	7	1 1/4 mile	No Change
APPROACH SLOPE (Required/Clear)	Approach End of Runway	25	20:1/16:1 (a)	No Change
APPROACH AND LANDING AIDS	Approach End of Runway	7	GPS/VOR/VASI (N4) REILS	No Change
RUNWAY END COORDINATES (NAD83)	Approach End of Runway 13	Latitude	39° 13' 25.529" N	No Change
	Approach End of Runway 31	Longitude	121° 00' 38.719" W	No Change
RUNWAY END ELEVATIONS (a)	7	3,070.68' (Low)	No Change	
	25	3,154.38' (High)	No Change	
RUNWAY MARKING		Non-Prec	No Change	
RUNWAY EDGE LIGHTING		MIRL	No Change	
TAXIWAY LIGHTING		MIRL	No Change	
DISTANCE FROM RW CL TO HOLD BAR		>125'	No Change	



- ### ALP NOTES
- Elevations source: Mead & Hunt survey June, 2005. Vertical Datum: NAVD88. Note: A sampling of hundreds of trees line the transitional surface on the north, south side of the airport, as well as in the approach and threshold stiling surfaces of each runway end. The approach and transitional surfaces and ISS are maintained on a regular basis to provide a 20:1 slope clearance.
  - Topography source is approximation of as-built contours per 1997 ALP.
  - An airport height zoning ordinance is in effect.
  - Threshold stiling 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.
  - Wind data specific to Nevada County Airport not available. Wind coverage from Auburn Airport. Wind analysis to be conducted as part of the next ALP update; after AWOS installation.
  - County anticipates seeking non-AIP funding for any non-AIP eligible proposed development.
  - FAR Part 77 Approach Surface-Runway 25: An obstruction light pole exists 3,588' from runway end (outside of ALP view), slope clearance is 16:1. Proposed Disposition: Light pole to remain.
  - Runway End Coordinates Source: Nevada County, Department of Transportation and Sanitation (John Steger, County Surveyor). Horizontal Datum: NAD83.
  - Legal title to be resolved by the County of Nevada.
  - Building Restriction Line (BRL) BRL (north): Buildings penetrate FAR Part 77 transitional surface, but clear the OFA, and OFZ. BRL (south): Buildings penetrate FAR Part 77 transitional surface, but clear the OFA, OFZ, and FAR Part 77 primary surface.
  - 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.

AIRPORT DATA		
	EXISTING	FUTURE
AIRPORT SERVICE LEVEL (NPAS)	General Aviation	No Change
AIRPORT REFERENCE CODE	B-1 (Small)	No Change
AIRPORT REFERENCE POINT	Latitude	39° 13' 26.538" N
	Longitude	121° 00' 11.114" W
AIRPORT ELEVATION (Above Mean Sea Level)	3,154.38'	No Change
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
	Easement	23
AIRCRAFT PARKING SPACES	Tiedowns	173
	Individual Hangar Units	76
	Helicopter Spaces	1



DRAWING LEGEND		
	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT	—————	—————
POTENTIAL AIRCRAFT ACCESS TO OFFSITE PRIVATE PROPERTY	—————	—————
DIRT OR GRAVEL ROAD	—————	—————
AIRPORT PROPERTY LINE	—————	—————
OTHER PROPERTY LINES	—————	—————
AVIGATION EASEMENT	—————	—————
INTERNAL BOUNDARY (base, R.O.W., etc.)	—————	—————
CRITICAL AIRFIELD AREAS *	XYZ	XYZ
BUILDING	—————	—————
BUILDING TO BE REMOVED	N/A	—————
FENCE	—————	—————
VEHICLE GATE	—————	—————
WIND CONE	—————	N/A
AIRFIELD LIGHTS: SINGLE/GROUP/FLASHING	—————	—————
BEACON	—————	—————
UTILITY POLE / POWER LINE	—————	—————
TOPOGRAPHIC CONTOURS	—————	—————
WATERWAY / CULVERT	—————	—————
AIRPORT REFERENCE POINT	—————	—————
OBJECT PENETRATION	—————	—————
SECTION CORNER	—————	—————

\* applicable to the following:  
APL - Aircraft Parking Limits  
BRL - Building Restriction Line  
OFZ - Obstacle Free Zone  
RPZ - Runway Protection Zone  
OFA - Object Free Area  
RSA - Runway Safety Area

BUILDING AND FACILITY LEGEND	ELEVATION (MSL)	
	EXISTING	FUTURE
① Hangars	a) 3,099.8'	x) 3,097.0' est.
	b) 3,099.7'	y) 3,097.2' est.
	c) 3,100.5'	z) 3,095.5' est.
	d) 3,102.8'	aa) 3,099.5' est.
	e) 3,102.3'	bb) 3,099.0' est.
	f) 3,103.0'	cc) 3,098.0' est.
	g) 3,099.0' est.	cd) 3,097.3' est.
	h) 3,100.5' est.	ee) 3,100.5' est.
	i) 3,102.8' est.	ff) 3,100.0' est.
	j) 3,102.3' est.	gg) 3,099.0' est.
	k) 3,103.0' est.	hh) 3,101.0' est.
	l) 3,104.5' est.	ii) 3,100.5' est.
	m) 3,101.0' est.	jj) 3,100.0' est.
	n) 3,104.1' est.	kk) 3,099.3' est.
	o) 3,103.5' est.	ll) 3,100.0' est.
	p) 3,105.5' est.	mm) 3,099.1' est.
	q) 3,104.0' est.	nn) 3,098.4' est.
	r) 3,103.5' est.	oo) 3,099.0' est.
	s) 3,095.5' est.	
	t) 3,095.0' est.	
	u) 3,094.5' est.	
	v) 3,094.0' est.	
	w) 3,098.0' est.	

BUILDING AND FACILITY LEGEND cont.		ELEVATION (MSL)
② FBO		3,077.8'
③ CDF Apron		n/a
④ Auto Parking		n/a
⑤ Fuel Island		n/a
⑥ Terminal Building		3,117.7'
⑦ Rotating Beacon		3,170.6'
⑧ Obstruction Light Pole		
	a)	3,170.4'
	b)	3,232.4'
	c)	3,286.4'
	d)	3,292.4'
⑨ Private Hangar with Airport Access		n/a
⑩ Aviation Development (Future)		n/a
⑪ AWOS (under construction)		n/a
⑫ Potential access to offsite private property		n/a
⑬ Nevada Irrigation District (alternate route)		n/a
⑭ Nevada Irrigation District possible underground waterline alignment location subject to County and FAA approval		n/a
⑮ Hydro-Electric Generation Plant (possible site)		n/a
⑯ Nextel Tower (future site)		n/a

Vertical Datum: NAVD88.

Submitted by: County of Nevada

NO.	REVISION	PREPARER	DATE
2	Hangar Development/ALP Checklist	Mead & Hunt	April 2004
1	Runway Reconstruction	Wacell Engineering Corp.	January 1997

## NEVADA COUNTY AIRPORT

### GRASS VALLEY, CALIFORNIA

## AIRPORT LAYOUT PLAN

MEAD & HUNT ENGINEERS ARCHITECTS SCIENTISTS PLANNERS

707 Aviation Blvd., Santa Rosa, California 95403 • (707) 528-0070

DESIGN: MS/CB DRAWN: TE/HH DATE: SEPTEMBER 2005 SHEET 1 OF 2