

Zone	Noise and Overflight Factors		Safety and Airspace Protection Factors	
	Noise Impact	Overflight Factors	Relative Risk Level (% of accidents)	Nature of Accident Risk ¹
A <i>Runway Protection Zone and Object Free Area</i>	Very High	<ul style="list-style-type: none"> Contains the 65-CNEL contour. Exposed to loud overflight of departing aircraft. 	Very High - 39%	<ul style="list-style-type: none"> Landing undershoots and overshoots; overruns on aborted takeoffs; loss of control on takeoff.
B1 <i>Inner Approach/Departure Area</i>	High	<ul style="list-style-type: none"> Generally contains the 60-CNEL contour. Single-event aircraft noise sufficient to disrupt wide range of land use activities including indoors if windows open. 	High - 22%	<ul style="list-style-type: none"> Aircraft at low altitude with limited directional options in emergencies, typically below 200-400 feet on approach, engine at maximum stress on takeoff with essentially no chance of turning back to the airport.
B2 <i>Extended Approach/Departure Area and Turning Area</i>	Moderate	<ul style="list-style-type: none"> Aircraft typically below 1,000 feet above ground on arrival and departure. Individual events occasionally loud enough to intrude upon indoor activities; may disrupt noise-sensitive outdoor activities such as music concerts. 	Moderate - 6%	<ul style="list-style-type: none"> Includes areas where aircraft turn from base to final approach legs of standard pattern and descend toward runway. On departure, normally complete transition from takeoff power and flap settings to climb configuration and begin turns
C <i>Runway Sideline</i>	Moderate to High	<ul style="list-style-type: none"> Generally contains the 60-CNEL contour. Exposed to loud single-event from takeoffs and jet thrust-reverse on landing; also from pre-flight run-ups and extended idling on the ramp. 	Low to Moderate - 5%	<ul style="list-style-type: none"> Area not normally overflown by aircraft; primary risk is with aircraft (especially twins) losing directional control on takeoff.
D <i>Primary Traffic Pattern</i>	Moderate	<ul style="list-style-type: none"> Aircraft at or above traffic pattern altitude. More concern with respect to individual loud events than with cumulative noise contours. Outdoor events, such as music concerts, may be affected by single events or repetitive overflight. Residential density criteria for this zone provide two options on the basis that noise concerns can be minimized either by limiting number of dwelling units in affected areas or by allowing high-density development that tends to have comparatively high ambient noise levels. 	Low - 18%	<ul style="list-style-type: none"> Aircraft at traffic pattern altitude Risk concern is primarily with uses for which potential consequence are severe (e.g., very busy day, high intensity of activity in a confined area) Significant percentage of accidents, but spread over a wide area.
E <i>Other Airport Environs</i>	Low	<ul style="list-style-type: none"> Occasional overflights intrusive to some outdoor activities 	Low	<ul style="list-style-type: none"> Risk concerns only with uses for which potential consequences are severe.

Table 2-2 Compatibility Zone Factors

1. Accident rates are based on the CalTrans *Handbook*