



TRUCKEE TAHOE AIRPORT LAND USE COMMISSION

RICHARD ANDERSON – Nevada County Board of Supervisors (2015/16 Chairman)
BRENT P. COLLINSON – Placer County Airport Managers
CAROLYN WALLACE DEE – Nevada County City Selection Committee
KEN FOSTER – General Public (2015/16 Vice Chairman)
PAUL JOINER – Placer County City Selection Committee
JENNIFER MONTGOMERY – Placer County Board of Supervisors
KEVIN SMITH – Nevada County Airport Managers

DANIEL B. LANDON, Executive Director
Nevada County Transportation Commission
Truckee Tahoe Airport Land Use Commission

MINUTES OF TELECONFERENCE MEETING November 16, 2015

A meeting of the Truckee Tahoe Airport Land Use Commission (TTALUC) was held on Monday, November 16, 2015 in the Truckee Tahoe Airport Meeting Room A, 10356 Truckee Airport Road, Truckee, California. Other participating locations were the Lincoln City Hall, 600 Sixth Street, Lincoln, CA, and the Placer County Board of Supervisors Offices, 175 Fulweiler Avenue, Auburn, CA. The meeting was scheduled for 3:00 p.m.

Members Present: Richard Anderson, Brent Collinson, Carolyn Wallace Dee, Ken Foster, and Kevin Smith

Teleconferencing: Paul Joiner and Jennifer Montgomery* (see page 6)

Staff Present: Daniel Landon, Executive Director and Toni Perry, Administrative Assistant

Standing Orders: Vice Chairman Anderson convened the Truckee Tahoe Airport Land Use Commission meeting at 3:10 p.m.

Pledge of Allegiance

Roll Call was taken and Commissioners Anderson, Collinson, Dee, Foster, and Smith were present in the Truckee Tahoe Airport Meeting Room A. Commissioner Joiner was teleconferencing from the Lincoln City Hall and Commissioner Montgomery was teleconferencing from the Placer County Board of Supervisors Offices, as listed on the agenda.

PUBLIC COMMENT

There was no public comment.

Vice Chairman Anderson announced that he was moving Action Item #4 forward due to Commissioner Montgomery's limited time available to participate in the meeting.

ACTION ITEM

4. Determine Consistency of Truckee Tahoe Airport Master Plan Update with Current Truckee Tahoe Airport Land Use Compatibility Plan

Commissioner Collinson stated that he received an opinion from the TTALUC Legal Counsel that he may have a financial interest in the topic to be discussed, which created a conflict of interest,

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therefore he recused himself from Action Item #4 and left the room until that portion of the meeting was completed.

Executive Director Landon reported that the Truckee Tahoe Airport District had submitted a Draft Truckee Tahoe Airport Master Plan for the TTALUC's review and determination of consistency with the Truckee Tahoe Airport Land Use Compatibility Plan (TTALUCP). A formal letter was received by staff from Kevin Smith, Truckee Tahoe Airport Manager, requesting the review. Executive Director Landon introduced Maranda Thompson of Mead & Hunt, Inc., the consultant for airport land use review, who was at the meeting to give an overview of the Master Plan and present her findings of determined consistency.

Maranda Thompson of Mead & Hunt, Inc. said her firm was hired to do a consistency review of the Draft Truckee Tahoe Airport Master Plan relative to the adopted TTALUCP. She reminded the Commission that in accordance with state law, the Truckee Tahoe Airport District is required to submit the Draft Master Plan to the TTALUC for their review before any action can be taken on the document. Ms. Thompson also noted that the state law limits the TTALUC's authority in terms of airport operations and an ALUC has no authority over where aircraft fly or what types of improvements an airport can make to upgrade their facilities. She said the TTALUC's main objective in reviewing the Master Plan is to determine whether or not the airport proprietor has appropriately addressed any off-airport land use impacts. The TTALUC also is to determine whether or not the TTALUCP should be amended to reflect the proposals of the Draft Master Plan.

Ms. Thompson noted that in the procedural policies of the TTALUCP there are three action choices related to the review of the Draft Master Plan:

- a) Find the airport plan consistent with the airport land use compatibility plan.
- b) Find the airport plan inconsistent with the airport land use compatibility plan.
- c) Modify the airport land use compatibility plan (after duly noticed public hearing) to reflect the assumptions and proposals in the airport plan.

Ms. Thompson said staff was recommending action "c" to the ALUC.

The focus of Mead & Hunt's consistency review was in two areas. Ms. Thompson reported the first was in terms of identifying any aeronautical assumptions that differ in the Draft Master Plan from those in the adopted TTALUCP, which is based on the 2000 Truckee Tahoe Airport Master Plan. The second is to determine whether or not there is any off-airport impacts from the Draft Master Plan proposals that would require additional restrictions on adjacent land uses to address compatibility concerns. Ms. Thompson said, based on their preliminary review, they found that in terms of air space protection surfaces there will be some additional properties that may see some restrictions to protect the air space surfaces for the airport.

Ms. Thompson addressed the different assumptions between the Draft Master Plan and the 2000 Truckee Tahoe Airport Master Plan. She said in the 2000 Master Plan it showed two new parallel runways; one was going to be used for flight training operations, so it is parallel to Runway 11-29. Then there was a sail plane runway that paralleled across one runway. Ms. Thompson said both of those are now eliminated from the Draft Master Plan. She said the other difference is the primary runway would no longer be considered for upgrading to accommodate larger aircraft; it will remain as what the FAA (Federal Aviation Administration) calls a B2 facility. She said the same types of aircraft that are at the airport now will also be the types in the future. Executive Director Landon noted for the teleconferencing Commissioners offsite that on the airport layout drawing Figure 3B

was the foldout in the packet material and Items #1 and #2 in red on the figure are the items that are being deleted from the Master Plan.

Ms. Thompson said the primary difference of this Draft Master Plan is that there is a proposed runway extension of the crosswind runway on the southeast, therefore the extension is proposed to run southwest and it will also be upgraded from a B1 facility to a B2 facility. She said the whole purpose of this improvement is to allow the aircraft that are using the primary runway to also utilize the crosswind runway in order to fairly distribute the aircraft activity at the airport over the more noise sensitive areas of the community. Executive Director Landon clarified for the tele-conferencing Commissioners that the crosswind runway corresponded to Item #4 on the figure.

Vice Chairman Anderson confirmed that the extension is not intended to allow even larger planes than currently use the airport. Commissioner Smith replied that was correct. He explained that B2 is the same classification as the main Runway 11-29, therefore the aircraft are the same. He said the intent of the runway extension is that Airport Operators have standard operating procedures, so there is what the FAA will allow them to do and there is what the owner or company will let them do. He said Runway 02-20 is 4,600 feet long and aircraft are less prone to use it. If it was 5,000 feet long there is more of a benefit since it is a number that more standard operating procedures fit into. Commissioner Smith explained that instead of the aircraft coming in on a landing approach of Runway 02-20, which is the primary instrument approach, what they end up doing is circling the land to get the runway in sight. When they see that Runway 02-20 is too short, even though that is the instrument approach they have been brought in on, they circle, passing over North Star, sometimes fairly low, and they land on Runway 11-29. The airport would prefer that they land on Runway 02-20. The intent is to try to incentivize more use of Runway 02-20 both on landing and takeoff.

Vice Chairman Anderson asked if there were any questions for Ms. Thompson. Commissioner Montgomery asked if the extension of the runway would have any height issues in the open space of Martis Valley, which is in Placer County. She said it appeared that it would not add any meaningful impact. Ms. Thompson said that was correct and she would provide more details shortly.

Commissioner Foster commented that the Airport Master Plan update was eliminating the future plan to upgrade Runway 11-29 from a B2 facility to a C2 facility. He said when it was shown as a C2 there were a considerable number of structures within the runway setback area. He asked if keeping the airport at B2 still resulted in some structures being within the runway setback. Commissioner Smith replied yes. He said there are buildings that are still within the building restriction line and there is also an intersection that is called the runway protection zone and that is the hot spot for intersections to cross. Commissioner Smith said essentially the building he was talking about is the ~~V~~A EAA (Experimental Aircraft Association) Building that eventually has to be taken down or moved. Also Buildings J and K are technically in that space, but at this point, until those reach the end of their useful life, or until a major change or drastic remodel, they can stay. Commissioner Smith said the Draft Airport Master Plan does show those buildings removed in the future. Commissioner Foster said he has obvious interest in that because he probably is the most frequent user of the airport facilities on the TTALUC. He is a tenant inside the building setback and limit line, therefore he is interested in what will happen. Commissioner Smith gave him a perspective by saying the 2000 Airport Master Plan also showed those buildings as needing to be removed, and many more, so the plan goes way back. Commissioner Foster said the plan sounded like it was more of a designation and not a real threat to those buildings in the near future. Commissioner Smith said they do not have plans to remove those buildings right now.

Ms. Thompson referred to the Airspace Comparison map, Exhibit 3, and how the differences will affect the airspace surfaces for the airport. She said for the primary runway what they are expecting to see is a narrowing of the airspace surfaces very slightly on both ends of the runway because they are not upgrading the primary runway to the Class C2 facility. She said the elimination of the future parallel runways will also narrow the zones, particularly to the north and east of the airfield. Ms. Thompson reported there is also the elimination of a future non-precision instrument approach to Runway 11-29 and that brings in the airspace surfaces, so there are lesser restrictions on portions of the effected properties southeast of the airport. She said with the upgrade of the crosswind Runway 02-20 and the slight extension to the southwest, the new surfaces were shown in red and the adopted surfaces in the TTALUCP were shown in black. Ms. Thompson noted the southwest air space surfaces get pushed out to reflect the runway extension. She said there is also a proposal for a future non-precision approach from the northeast and that increases the airspace surfaces. Ms. Thompson said when they looked at how the height restrictions would affect the underlying properties they found that, at least for Placer County, there will be some restrictions for the unincorporated area. She said it is zoned as open space so the overall effect of height restrictions is minimal to those open space properties. Ms. Thompson thought at the nearest point the zoning allows a 35 foot structure and the height restriction for Part 77 is about 20 feet for a tall structure. On the north side, the extension of the airspace surfaces would likely push the airport influence area boundary to encompass some of those additional areas.

Ms. Thompson referred to a map on the screen that was not sent out in the meeting packet (see attached), therefore the teleconferencing Commissioners were not able to view it. She said Mead & Hunt compared the compatibility zones with the airspace protection surfaces. She said there was an area to the southwest that was not covered by the current airport influence area boundaries. Ms. Thompson noted everything that was shaded on the map was within the adopted airport influence area boundary; the red line is part of the airport protection surfaces so there is additional property that is being encompassed to insure that the airport can monitor what is going on in the community in terms of protecting the airspace surfaces. Vice Chairman Anderson commented that it was important that Commissioner Montgomery could not see the map, therefore he asked a question on her behalf. He looked at the properties that represent Northstar and Martis Camp and asked if additional height restrictions were being applied to those properties as a result of the reconfigured plan. Ms. Thompson said what airspace surfaces essentially do is trigger a review by the FAA. Therefore, if someone were to propose a building in that area and it would penetrate the FAA's notification surface, it requires a review by the FAA to determine whether or not that project would be a hazard to flight. Ms. Thompson said being that it is a higher terrain and there are also trees, most of the projects that someone may want to build would be shielded by existing taller objects. The only difference is if someone would want to put a cell tower that would exceed the heights of the tree line, then it would allow the FAA to determine whether or not there would be an airspace hazard. Ms. Thompson said there are restrictions to a certain extent because of the way the FAA reviews proposals within the airspace surfaces.

Commissioner Montgomery asked if the height restrictions would impact the Tahoe Expedition Academy School. Commissioner Smith replied no; they are already in the E Zone, which is what is being discussed, so the restrictions of airspace are 100 feet tall. He said a 35 foot structure is permitted in the E Zone. Ms. Thompson said the only reason they would want to consider expanding the AIA (airport influence area) is to encompass that area to allow the FAA to review certain projects that might be a hazard to flight, such as a cell tower. Most projects should not be an issue.

Ms. Thompson stated there are four compatibility concerns that are addressed in the current compatibility plan: noise impacts, overflight annoyance, airspace protection, and safety. She had

addressed airspace and now she wanted to address noise contours that were displayed on Exhibit 2 in the meeting packet. She noted that the red noise contours were in the Draft Airport Master Plan and the black line noise contours were shown in Exhibit 2. She said generally the dotted black line noise contours in the adopted TTALUCP (the 2004 Forecast Noise Contours) are larger than the Draft Airport Master Plan contours and the outer contours reflect the 55 CNEL (Community Noise Equivalent Level) contours. She said, in general, the TTALUCP noise contours are much larger than the Draft Airport Master Plan noise contours, primarily because of the number of operations that are assumed in generating these noise contours. Ms. Thompson said the adopted TTALUCP reflects approximately 120,000 annual operations and it also reflects a four runway airport. She reminded the Commission that the future two new runways were eliminated. Ms. Thompson stated the Draft Airport Master Plan also assumes a much lower activity level of about 30,000 annual operations. She said despite that smaller level of activity, there are a few areas where the noise impacts will be slightly greater and they were shown in green. She said the area to the northeast is within the Town of Truckee and it is designated as public facility. Ms. Thompson reported that the other consideration that was not reflected in the noise contours, per se, is the fact that the airport is on a bluff and the noise impacts to the southwest are very minimal and could essentially follow the highway right-of-way since it is a very small area that is affected. Executive Director Landon added that it is 0.17 acres on the southwest side. Ms. Thompson said overall there is very small and negligible noise impacts from the Draft Airport Master Plan. There were no questions from the Commission at this point.

Ms. Thompson reported the last two compatibility factors to consider were safety and overflight. She reviewed that the main reason for upgrading the crosswind Runway 02-20 is to more evenly distribute traffic from the primary runway to the crosswind runway in order to alleviate some of the overflight annoyance impacts on the residential areas to the west. She said although there is going to be a shift in where or how many aircraft are flying over different parts of the community, the zones and the airport influence area boundary in the compatibility plan adequately protects for those overflight changes. Ms. Thompson said, from a safety standpoint, the State of California Airport Land Use Planning Handbook provides a set of safety zones or risk contours, which the TTALUCP considers, although they have made some changes to the type of land uses that would be appropriate with the different areas of the risk safety zones. She said, in fact, what the handbook is now allowing is higher intensities of nonresidential land uses. What they envision as part of the compatibility planning update, if they choose to go that route, is possibly narrowing of some of the zones to reflect elimination of the runways and possibly relaxing some of the criteria for the nonresidential land uses to be more reflective of what is in the state handbook.

Ms. Thompson reported that those are the overall changes they see with the draft plan. She reiterated that staff was recommending the TTALUC agree to amend the TTALUCP to reflect the Draft Truckee Tahoe Airport Master Plan. Executive Director Landon noted that staff anticipated a favorable action on the TTALUCP update, and he prepared an amendment to the Nevada County Transportation Commission budget to provide for the funding needed to update the TTALUCP. He said it would be done in parallel with the adoption of the Truckee Tahoe Airport Master Plan so the two will go through their CEQA (California Environmental Quality Act) processes at the same time. Vice Chairman Anderson asked, in looking at the staff report, if there was a need to make a separate motion with regard to the update of the TTALUCP. Executive Director Landon replied that it is included in Resolution 15-01.

Commissioner Dee said she wanted to be clear that the Commission was only voting on the update of the TTALUCP and not the Draft Airport Master Plan. Ms. Thompson replied that was correct. Commissioner Dee stated there was an error on the Mead & Hunt letter dated October 27, 2015 where it listed under Project Schedule that the CEQA Circulation would be January "2015". She

assumed that would be January "2016". Ms. Thompson said 2016 would be correct. Commissioner Smith said that would be the CEQA process for the TTALUCP update. He said the Airport Master Plan CEQA documents are out now and they will make a negative declaration soon that the Airport Master Plan is complete.

Ms. Thompson reviewed the project schedule for the update of the TTALUCP. Mead & Hunt envisioned that they will initiate the TTALUCP update this month and it will entail the update of the background maps to reflect any noise contours changes, new airspace surfaces, etc. They will also go through the compatibility plan and clean up any references to the former Foothill Airport Land Use Commission and possibly make some changes to a few of the criteria to better reflect what is in the state handbook. Ms. Thompson said it will be a very focused update and in December 2015 they will prepare the CEQA document for the TTALUCP update. She stated they will have a workshop in January 2016 for the TTALUC, affected agencies, and the public, to release the Draft TTALUCP and draft CEQA document for formal public review and agency review and comment. This is a 30 day review period. Ms. Thompson said sometime in February they anticipate holding a TTALUC meeting to adopt the TTALUCP update. She said because there is a possibility they will be modifying the airport influence area boundary, it does require a formal hearing and also coordination with the affected agencies. She felt holding the agency/public workshop will be the way they can coordinate with the affected agencies. Ms. Thompson said Mead & Hunt staff will also make themselves available to make any presentations to the Town of Truckee, Nevada County, Placer County, or any other affected agencies at their board or council meetings. Ms. Thompson said they will put out a letter to the affected agencies to let them know of the project. Executive Director Landon asked if the public hearing would be a part of the workshop. Ms. Thompson said the workshop would occur sometime in January and the document hearing sometime in February.

Commissioner Foster made a motion to adopt Resolution 15-01 making a consistency determination of the 2014 Draft Truckee Tahoe Airport Master Plan and agreeing to modify the TTALUCP to reflect the assumptions and proposals in the Draft Airport Master Plan. Commissioner Smith seconded the motion. A roll call vote was taken and Aye votes were made by Commissioners Anderson, Dee, Foster, Joiner, Montgomery, and Smith. Commissioner Collinson recused himself and was not in the room for discussion and voting actions. The motion passed.

5. Election of Officers

Commissioner Collinson rejoined the TTALUC meeting at this point.

Commissioner Montgomery nominated Vice Chairman Anderson for Chairman for the 2015/2016 term. Commissioner Smith seconded the nomination. A roll call vote was taken and Aye votes were made by Commissioners Collinson, Dee, Foster, Joiner, Montgomery, and Smith. Vice Chairman Anderson abstained. The motion passed.

Chairman Anderson nominated Commissioner Foster for Vice Chairman for the 2015/2016 term. Commissioner Montgomery seconded the nomination. A roll call vote was taken and Aye votes were made by Commissioners Anderson, Collinson, Dee, Joiner, Montgomery, and Smith. Commissioner Foster abstained. The motion passed.

*Commissioner Montgomery discontinued her participation by teleconferencing at this point and left the meeting due to other obligations.

CONSENT ITEM

1. TTALUC Minutes
May 30, 2014 TTALUC Meeting Minutes. *Approved.*

Commissioner Collinson made a motion to approve the TTALUC Minutes of May 30, 2014. Commissioner Foster seconded the motion. A roll call vote was taken and Aye votes were made by Commissioners Anderson, Collinson, Foster, Joiner, and Smith. Commissioner Dee abstained and Commissioner Montgomery was absent. The motion passed.

INFORMATIONAL ITEMS

2. Correspondence

Executive Director Landon noted most of the correspondence referred to changes or reappointments of TTALUC members and notices relative to planning actions. He did not highlight any item and there were no questions.

3. Executive Director's Report

Executive Director Landon reported staff worked on the projects listed in the report during the intervening time since the previous TTALUC meeting on May 30, 2014. They included the Pollard Station Senior Housing project put forward by the Town of Truckee; Joerger Ranch Specific Plan, which the TTALUC gave a consistency determination in November 2013; Tahoe Expedition Academy School processed by the Placer County Planning Department; Clear Capital/Truckee Tahoe Airport District Use Permit/General Plan Amendment submitted by the Nevada County Planning Department; California Highway Patrol (CHP) Truckee Area Office, which proposed a new facility with a communications tower near Donner Pass Road and I-80; and Liberty Utilities 650 Line Upgrade who requested to replace existing utility poles. He asked for questions.

Commissioner Foster asked if the Liberty Utilities line upgrade was the work that had been going on along SR 267 near Northstar. Executive Director Landon replied that was correct. He said the plans were submitted early summer and staff looked at each location and determined they were all within the height restrictions. Commissioner Foster asked if the potential issue was that the new utility poles were taller. Executive Director Landon said that was correct.

Chairman Anderson asked for more detail regarding the new California Highway Patrol (CHP) facility and communications tower. Executive Director Landon replied that one year previously staff received the initial application on this project and he worked with consultant Mead & Hunt, Inc. and Airport District staff who noted that the proposed communications tower at 148 feet actually penetrated two of the three surfaces that were in the project area. He said they provided comments to the California Department of General Services and when the application came back this fall they had lowered the tower by 59 feet, which put it below the surfaces. Commissioner Foster asked where that facility is located. Several Commissioners explained it is near the old Forest Service offices and the Recreation Center, near I-80, the first roundabout, Pioneer Trail, and Donner Pass Road. Commissioner Dee said the state purchased the land already. Commissioner Collinson said there had been an article in the Sierra Sun newspaper about the project and the height of the tower was taller than what was stated in the Executive Director's Report. Executive Director Landon replied that the original height was 148 feet and the application received by staff recently has the tower at 89 feet.

Commissioner Dee provided some history of the CHP project at their current location. She said they wanted to develop the small triangular piece off the back of the property, which would not give them much space. She said they needed to go up because they need so much additional storage space in anticipation of supporting a staff of 58 people in the next several years. They wanted to put a 120 foot radio tower on that property. Commissioner Dee said she made complaints about the project but knew the Town Council could not stop it. The Town met with the Governor, but he said they could not do anything about it because it is the new federal requirements. The Town enlisted help from their Senator and Assemblyman. The state agreed to decrease the new tower height to 80 feet on their current property, but then said they would really like to find a different piece of property. The Town provided the state with about ten locations that could work for them in the basin. Commissioner Dee said the location under discussion is the one the state preferred. The state made a presentation to the Truckee Town Council recently and they have purchased the land. The state will build the project; it will not be a lease or buy situation. She said that changed the dynamics of everything. Commissioner Dee said unfortunately when the information was put in the newspaper it was shown as a huge white building and she did not think it was going to be white, so it will not stand out quite as much as it was portrayed. She said General Services has been working well with the Town of Truckee on the project and the Town has influenced the state a lot on the project. Commissioner Dee was hopeful the project will go forward because the Town would like to see the CHP facility move out of the current location due to the surplus of property they have that could become useful for other things.

Commissioner Collinson asked if the reduction of the tower height would reduce the efficiency or did they propose a better grade of tower. Commissioner Dee said they went back to the manufacturer and asked what could be done. The manufacturer said they could function with an 80 foot tower and used a drone to measure and take pictures. She said the criterias are they must be able to see Mt. Rose and Donner Peak where the communicators are located. Commissioner Dee said they are also able to put some sort of repeater antenna, which is a pipe, up on some of the Caltrans lines on I-80 that will pick up the signal. She said they need to pick up a 13 county transmission since the top CHP officer in Truckee is the Commander of the region, therefore this location is their main communications base. They said it was going to be as effective. Commissioner Dee said the Town of Truckee's big concern was once they build the tower, they can put as many dishes on it as they want without going back to the Town for approval. She said an 80 foot tower will still be visible in the trees, as shown in the schematic they created. Commissioner Dee went to see the CHP tower at the new Grass Valley facility, which is 120 feet. Chairman Anderson asked if the tower is camouflaged. Commissioner Dee replied no, it is not like a cell tower; it is a regular tower that will have radio dishes on it. She said they were asking for three dishes but they could go up to as many as twelve without getting approval, so the Town wanted to get that stopped before they went to construction at the current site. She thought in the long run this new location will work out better for everyone and be a much better facility for them. Commissioner Dee said there is one aspect of the project that is a large concern, which is they want to do their ticket write-off inspections on their property. That would mean semi-trucks would have to come into Pioneer Trail, turn to the right, and then back into Pioneer Trail, which could severely impact traffic. She said the Town is objecting to that.

COMMISSION ANNOUNCEMENTS

Commissioner Smith thanked the TTALUC for reviewing the Truckee Tahoe Airport Master Plan. It is a project the airport staff has been working on for several years and they are anxious to complete it.

Executive Director Landon said, based on the schedule given by Ms. Thompson of Mead & Hunt, TTALUC staff will give the Commissioners notification of a workshop to be held in January and then a TTALUC meeting to be held sometime in February. Chairman Anderson asked staff if they would like the Commissioner's schedules to help define better dates to meet. He asked the Commissioners to email Administrative Assistant Perry with their February agenda schedules.

SCHEDULE FOR NEXT MEETING

The next scheduled meeting of the Truckee Tahoe Airport Land Use Commission will be determined as work on the Draft Airport Master Plan and TTALUCP update progresses.

ADJOURNMENT OF MEETING

Chairman Anderson adjourned the meeting at 3:58 p.m.

Respectfully submitted: Antoinette Perry
Antoinette Perry, Administrative Assistant

Approved on: March 31, 2016 / as corrected

By: Richard Anderson
Richard Anderson, Chairman
Truckee Tahoe Airport Land Use Commission

- Attachments – figures viewed at the meeting:
- Truckee Tahoe Airport Layout Drawing
 - Airport Influence Area
 - Figure 3 – Noise Contour Comparison
 - Figure 4 – Airspace Comparison

