

GENERAL INFORMATION

- *Airport Ownership:* Truckee Tahoe Airport District
- *Year Opened:* 1964
- *Property Size:* 936 acres in fee; no aviation easements
 - Open Space Land: owned in fee, ±1,529 acres; majority east of Airport
 - Conservation Easements: ±141 acres; majority east of Airport (held by third party)
- *Airport Classification:* Regional - General Aviation
- *Airport Elevation:* 5,904.5 ft. MSL

RUNWAY/TAXIWAY DESIGN**Runway 11-29**

- *Critical Aircraft:* Gulfstream IV
- *Airport Reference Code:* B-II
- *Dimensions:* 7,000 ft. long, 100 ft. wide
- *Pavement Strength (main landing gear configuration)*
 - 50,000 lbs (single wheel)
 - 80,000 lbs (dual wheel)
- *Average Gradient:* 0.1% (rising to northwest)
- *Runway Lighting:* Medium-intensity edge lights
- *Primary Taxiways:* Full-length parallel on southwest

Runway 2-20

- *Critical Aircraft:* Beech Baron
- *Airport Reference Code:* B-I
- *Dimensions:* 4,650 ft. long, 75 ft. wide
 - Runway 20 threshold displaced 115 ft.
- *Pavement Strength (main landing gear configuration)*
 - 35,000 lbs (single wheel)
 - 50,000 lbs (dual wheel)
- *Average Gradient:* 0.0%
- *Runway Lighting:* Medium-intensity edge lights
- *Primary Taxiways:* Full-length parallel on northwest

APPROACH PROTECTION

- *Runway Protection Zones (RPZs)*
 - Runways 11 & 29: 1,000-ft. long; all on airport property
 - Runway 2: 1,000-ft. long; 76% on airport property
 - Runway 20: 1,000-ft. long; 13% on airport property
- *Approach Obstacles*
 - Runway 11: Tree 1,470 ft. from Runway end (clear 23:1)
 - Runway 2: Tree 4,800 ft. from Runway end (clear 20:1)

AIRPORT PLANNING DOCUMENTS

- Airport Master Plan
 - Adopted by TTAD Board of Directors, June 2016
- Airport Layout Plan Drawing
 - Approved by FAA, January 2016

TRAFFIC PATTERNS AND APPROACH PROCEDURES

- *Airplane Traffic Patterns*
 - Runway 20: Right traffic; gliders, left traffic
 - Runways 2, 11, 29: Left traffic
 - Pattern altitude: 1,100 ft. AGL (7,000 ft. MSL) light aircraft; 1,600 ft. AGL (7,500 ft. MSL) heavy aircraft
- *Instrument Approach Procedures (lowest minimums)*
 - Runway 11 GPS (LNAV)
 - Straight-in: 1¼ mile vis., 8,160 ft. MSL descent ht.
 - Circling: 1¼ mile visibility, 7,120 ft. MSL descent ht.
 - Runway 20 GPS Z (LP)
 - Straight-in: 1 mile vis., 6,420 ft. MSL descent ht.
 - Circling: 1¼ mile visibility, 7,120 ft. MSL descent ht.
 - Runway 20 GPS Y (LNAV)
 - Straight-in: 1¼ mile vis., 7,400 ft. MSL descent ht.
 - Circling: 1¼ mile visibility, 7,460 ft. MSL descent ht.
- *Standard Inst. Departure Procedures (initial course)*
 - Runway 2: Left turn to 275° heading
 - Runway 29: Right turn to 320° heading
- *Visual Approach Aids*
 - Airport: Rotating beacon
 - Runway 11: REIL
 - Runway 20: VASI 2L (3.5°)
- *Operational Restrictions / Noise Abatement Procedures*
 - Runway 29 departures: "Bypass departure" Turn right to 300° to Highway 267 bypass then turn over I-80 corridor. No turns before RR tracks.
 - Runway 20 departures: All low powered aircraft requested to turn left to 300° then join 'bypass departure'
 - Runway 2 departures: Fly direct to I-80 scales then follow I-80 corridor
 - Runway 20 and 29 arrivals: From Gateway checkpoint join Hwy 267 for left downwind for Runway 29 or enter Runway 20 right downwind.
 - Voluntary curfew on arrivals and departures 11 p.m. to 6:30 a.m.

Exhibit 3-1

Airport Features Summary

Truckee Tahoe Airport

BUILDING AREA

- *Location:* West quadrant of airport
- *Aircraft Parking Capacity*
 - 219 hangar spaces
 - 210± tiedowns
- *Other Major Facilities*
- Terminal/Administration Building
- *Services*
 - Fuel: Jet-A, 100LL (from truck; 7 a.m. to 7 p.m.)
 - Aircraft rental and charter; flight instruction; airframe and avionics repair
 - Glider facilities and service
 - Car rental

PLANNED FACILITY IMPROVEMENTS

- *Airfield*
 - Extend Runway 2-20 to 5,055 ft. and widen to 100 ft. with declared distances
 - Upgrade Runway 2-20 to B-II, critical aircraft: Super King Air
 - Shift Runway 2 RPZ onto Airport property with threshold shift and declared distances
- *Building Area*
 - Establish commercial and aviation use building southeast of administration building
 - Planned multi-use hangar south of administration building
 - Potential to add up to 24 executive hangars, west side of airfield
- *Property*
 - Acquire remainder of existing RPZ (Runway 20)
 - Acquire property north of Runway 11 approach, for north airfield access

Exhibit 3-1, Continued