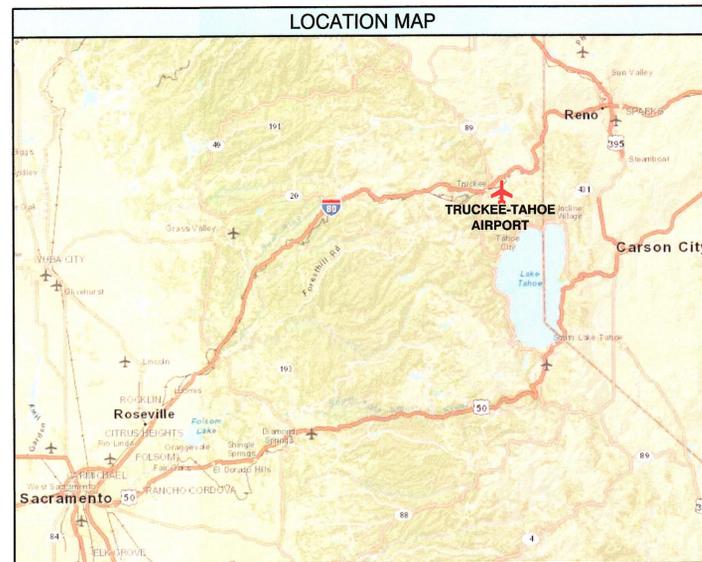


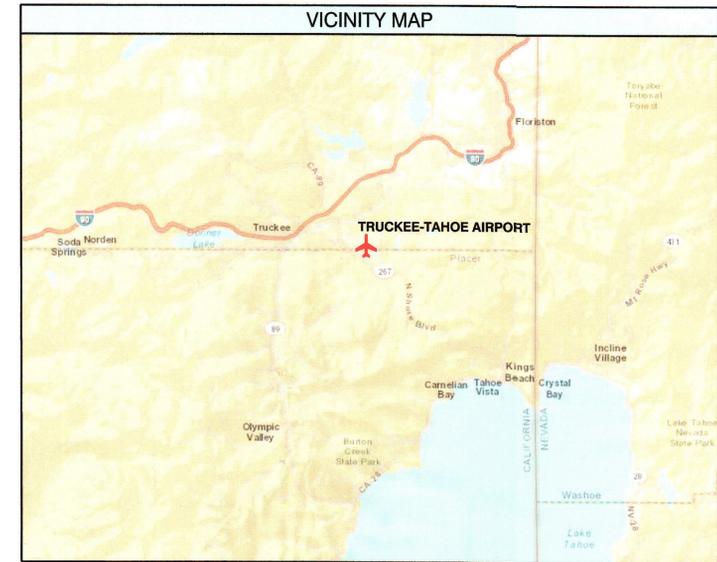
Truckee-Tahoe Airport Airport Layout Plan

Truckee, California
Truckee-Tahoe Airport District
July 2015



SHEET INDEX

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8. RUNWAY 2-20 DECLARED DISTANCES
9. BUILDING AREA PLAN
10. EXHIBIT 'A' PROPERTY MAP
11. TTAD PROPERTY MAP



SUBMITTED BY:
Truckee-Tahoe Airport District

By Kevin Smith (Kevin Smith)

Title General Manager Date 12/9/2015

NO.	REVISION	SPONSOR	DATE
4	Airport Master Plan Update (Rwy 2-20 extension, 13A requirements)	Mead & Hunt, Inc.	2015
3	ALP Update	PBS&J	2009
2	ALP Update	PBS&J	2007
1	ALP Update	PBS&J	2005

TRUCKEE-TAHOE AIRPORT
TRUCKEE, CALIFORNIA

INDEX

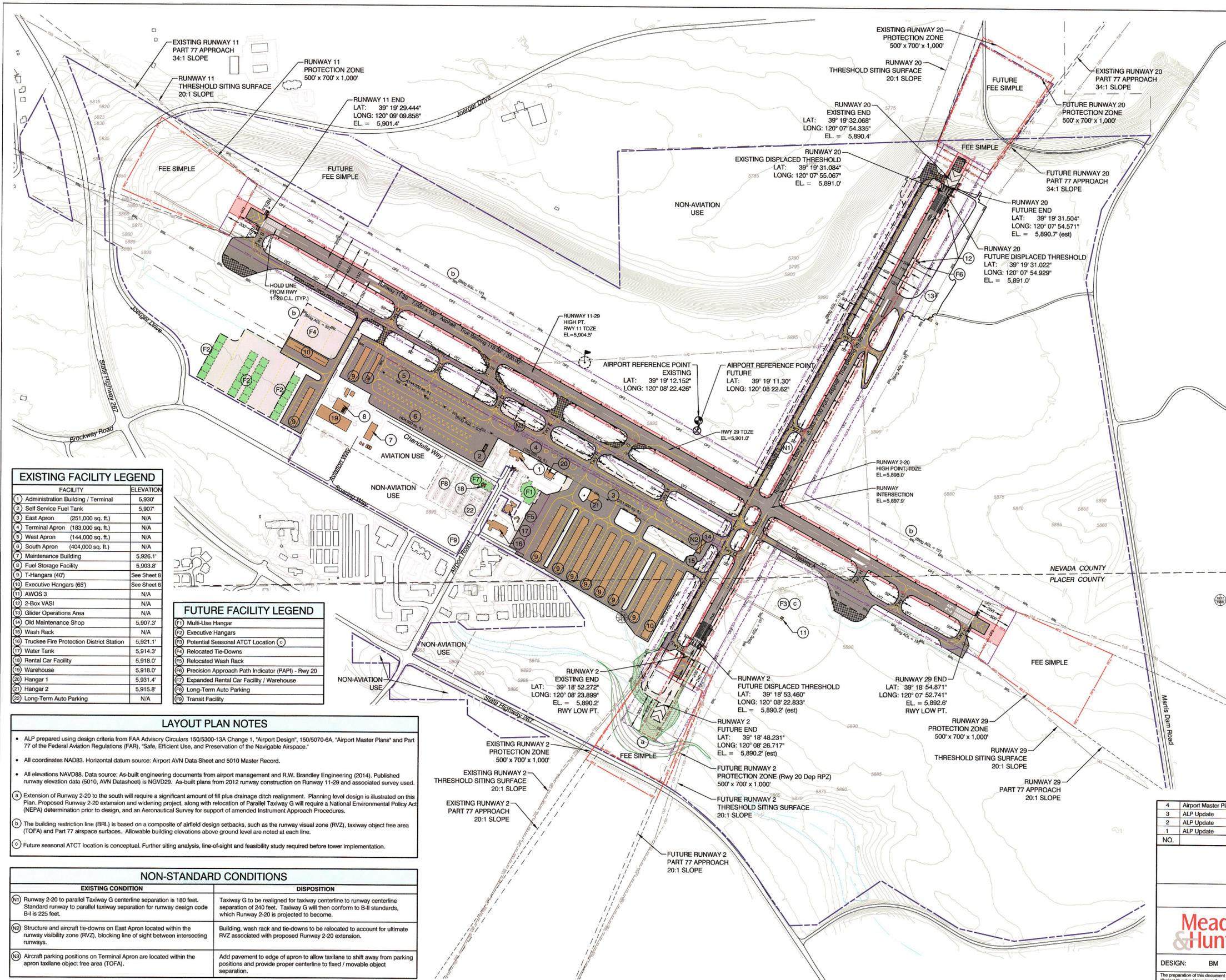


133 Aviation Boulevard, Suite 100
Santa Rosa, California 95403
(707) 526-5010
Fax (707) 526-9721
www.meadhunt.com



DESIGN: BM DRAWN: TE/BM DATE: JULY 2015 SHEET 1 OF 11

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DRAWING LEGEND		
	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT		
PAVEMENT TO BE REMOVED		
AIRPORT PROPERTY		
AIRPORT REFERENCE POINT		
COUNTY BOUNDARY		N/A
TOWN OF TRUCKEE BOUNDARY		N/A
RUNWAY SAFETY AREA (RSA)		
RUNWAY PROTECTION ZONE (RPZ)		
RUNWAY OBJECT FREE AREA (ROFA)		
TAXIWAY OBJECT FREE AREA (TOFA)		
OBSTACLE FREE ZONE (OFZ)		
AWOS CRITICAL AREA (ACA)		N/A
BUILDING RESTRICTION LINE (BRL)		N/A
RUNWAY VISIBILITY ZONE (RVZ)		N/A
FAR PART 77 APPROACH SURFACE		N/A
THRESHOLD SITING SURFACE (TSS)		
BUILDING - ON AIRPORT		
BUILDING - ON AIRPORT - TO BE RELOCATED		N/A
BUILDING - OFF AIRPORT		N/A
TAXIWAY MARKING (C.L. / TIE-DOWNS)		
BEACON		N/A
VISUAL APPROACH SLOPE INDICATOR (VASI)		N/A
PRECISION APPROACH PATH INDICATOR (PAPI)		N/A
WIND CONE		N/A
RUNWAY LIGHTS (EDGE/THRESHOLD/REIL/TWY)		
RUNWAY / TAXIWAY SIGN		
UTILITY / LIGHT POLE		N/A
PUBLIC ROAD / PARKING LOT		N/A
FENCE		N/A
FILL FOR RUNWAY AND RSA EXTENSION	N/A	
CHANNEL / STREAM / DITCH		N/A
TERRAIN CONTOUR		N/A
CENTER SECTION MARKER		N/A

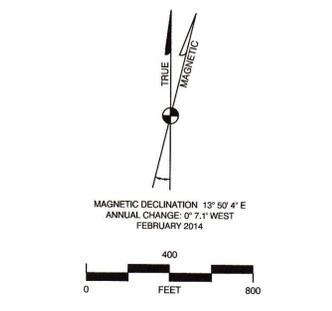
EXISTING FACILITY LEGEND		
FACILITY	ELEVATION	
1 Administration Building / Terminal	5,930'	
2 Self Service Fuel Tank	5,907'	
3 East Apron (251,000 sq. ft.)	N/A	
4 Terminal Apron (183,000 sq. ft.)	N/A	
5 West Apron (144,000 sq. ft.)	N/A	
6 South Apron (404,000 sq. ft.)	N/A	
7 Maintenance Building	5,926.1'	
8 Fuel Storage Facility	5,903.8'	
9 T-Hangars (40)	See Sheet 8	
10 Executive Hangars (65)	See Sheet 8	
11 AWOS 3	N/A	
12 2-Box VASI	N/A	
13 Glider Operations Area	N/A	
14 Old Maintenance Shop	5,907.3'	
15 Wash Rack	N/A	
16 Truckee Fire Protection District Station	5,921.1'	
17 Water Tank	5,914.3'	
18 Rental Car Facility	5,918.0'	
19 Warehouse	5,918.0'	
20 Hangar 1	5,931.4'	
21 Hangar 2	5,915.8'	
22 Long-Term Auto Parking	N/A	

FUTURE FACILITY LEGEND		
FACILITY	ELEVATION	
11 Multi-Use Hangar		
12 Executive Hangars		
13 Potential Seasonal ATCT Location (C)		
14 Relocated Tie-Downs		
15 Relocated Wash Rack		
16 Precision Approach Path Indicator (PAPI) - Rwy 20		
17 Expanded Rental Car Facility / Warehouse		
18 Long-Term Auto Parking		
19 Transit Facility		

LAYOUT PLAN NOTES

- ALP prepared using design criteria from FAA Advisory Circulars 150/5300-13A Change 1, "Airport Design", 150/5070-6A, "Airport Master Plans" and Part 77 of the Federal Aviation Regulations (FAR), "Safe, Efficient Use, and Preservation of the Navigable Airspace."
- All coordinates NAD83. Horizontal datum source: Airport AVN Data Sheet and 5010 Master Record.
- All elevations NAVD83. Data source: As-built engineering documents from airport management and R.W. Brandley Engineering (2014). Published runway elevation data (5010, AVN Datasheet) is NAVD83. As-built plans from 2012 runway construction on Runway 11-29 and associated survey used.
- Extension of Runway 2-20 to the south will require a significant amount of fill plus drainage ditch realignment. Planning level design is illustrated on this plan. Proposed Runway 2-20 extension and widening project, along with relocation of Parallel Taxiway G will require a National Environmental Policy Act (NEPA) determination prior to design, and an Aeronautical Survey for support of amended Instrument Approach Procedures.
- The building restriction line (BRL) is based on a composite of airfield design setbacks, such as the runway visual zone (RVZ), taxiway object free area (TOFA) and Part 77 airspace surfaces. Allowable building elevations above ground level are noted at each line.
- Future seasonal ATCT location is conceptual. Further siting analysis, line-of-sight and feasibility study required before tower implementation.

NON-STANDARD CONDITIONS	
EXISTING CONDITION	DISPOSITION
(N1) Runway 2-20 to parallel Taxiway G centerline separation is 180 feet. Standard runway to parallel taxiway separation for runway design code B-I is 225 feet.	Taxiway G to be realigned for taxiway centerline to runway centerline separation of 240 feet. Taxiway G will then conform to B-II standards, which Runway 2-20 is projected to become.
(N2) Structure and aircraft tie-downs on East Apron located within the runway visibility zone (RVZ), blocking line of sight between intersecting runways.	Building, wash rack and tie-downs to be relocated to account for ultimate RVZ associated with proposed Runway 2-20 extension.
(N3) Aircraft parking positions on Terminal Apron are located within the apron taxiway object free area (TOFA).	Add pavement to edge of apron to allow taxiway to shift away from parking positions and provide proper centerline to fixed / movable object separation.



SUBMITTED BY:
Truckee Tahoe Airport Board
 By Kevin Smith 12/9/2015
 Date
 APPROVED CONDITIONALLY
 FEDERAL AVIATION ADMINISTRATION
 AIRPORTS DISTRICT OFFICE
 SAN FRANCISCO, CALIFORNIA
 By [Signature] Date 1/25/16
 Manager
 Subject to Letter dated 1/25/16

4	Airport Master Plan Update (Rwy 2-20 extension, 13A requirements)	Mead & Hunt, Inc.	2015
3	ALP Update	PBS&J	2009
2	ALP Update	PBS&J	2007
1	ALP Update	PBS&J	2005
NO.	REVISION	SPONSOR	DATE

TRUCKEE-TAHOE AIRPORT
 TRUCKEE, CALIFORNIA
AIRPORT LAYOUT PLAN

Mead & Hunt
 133 Aviation Boulevard, Suite 100
 Santa Rosa, California 95403
 (707) 526-5010
 Fax (707) 526-9721
 www.meadhunt.com

DESIGN: BM DRAWN: TE/BM DATE: JULY 2015 SHEET 2 OF 11

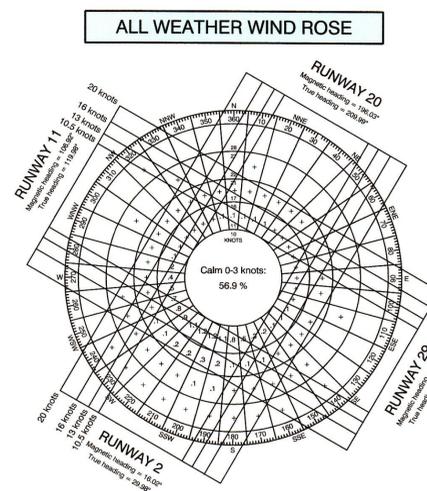
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AIRPORT DATA		
	EXISTING	FUTURE
AIRPORT IDENTIFIER	KTRK	No Change
AIRPORT REFERENCE CODE	B-II-5000	No Change
MEAN MAX. TEMP. (Hottest Month) (d)	82.3° F (July)	No Change
AIRPORT ELEVATION (Above Mean Sea Level) (c)	5,904.5'	No Change
AIRPORT NAVIGATIONAL AIDS	Beacon, Seq. Circl., GPS, VASI, REILs	Same +PAPI, -VAS
AIRPORT REFERENCE POINT (d)	LATITUDE 39° 19' 12.152" N LONGITUDE 120° 08' 22.426" W	39° 19' 11.30" N 120° 08' 22.62" W
MISCELLANEOUS FACILITIES	Fuel: 100LL JET-A, powerplant and airframe service	No Change
CRITICAL AIRCRAFT	Citation Citation V 500	No Change
MAGNETIC VARIATION	13° 50' 4" E Feb. 2013	Moving 0° 7.1' W / Year
NPIAS SERVICE LEVEL	Regional/General Aviation	No Change
STATE SERVICE LEVEL	Regional	No Change
AIRPORT ACREAGE (1)	Fee Simple Aviation Easement	936 acres 966 acres None No Change

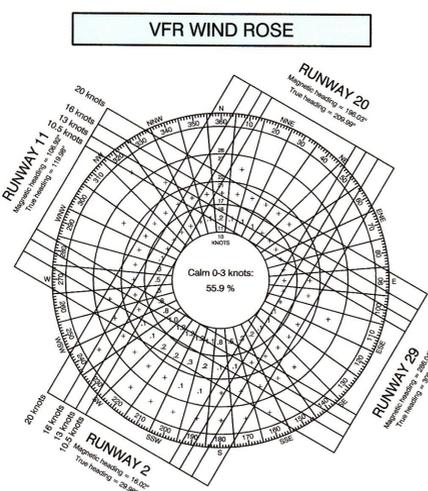
ALP DATA NOTES	
(a)	ALP prepared using design criteria from FAA Advisory Circulars 150/5300-13A Change 1, "Airport Design", 150/5070-6A, "Airport Master Plans" and Part 77 of the Federal Aviation Regulations (FAR), "Safe, Efficient Use, and Preservation of the Navigable Airspace."
(b)	All coordinates NAD83. Horizontal datum source: Airport AVN Datasheet and 5010 Master Record.
(c)	All elevations NAVD83. Data source: As-built engineering documents from airport management and R.W. Brandy Engineering (2014). Published runway elevation data (5010, AVN Datasheet) is NGVD29. As-built plans from 2012 runway construction on Runway 11-29 and associated survey used instead.
(d)	Temperature data source: Western Regional Climate Center, Station ID: Truckee Ranger Station, CA #049043.
(e)	Pavement design strength source: Truckee-Tahoe Airport District management per 2014 pavement maintenance plan.
(f)	Airport acreage calculated for immediate property dedicated to aviation functions. All Truckee-Tahoe Airport District property holdings are detailed on the Airport Property Maps, Sheets 10 and 11.
(g)	Declared distances proposed for future Runway 2-20 to obtain necessary length while obtaining standard RSA, and to mitigate unacceptable incompatible land uses in the RPZ (Highway 267). See Sheet 8 (Runway 2-20 Declared Distances) for more information.

RUNWAY DATA					
		RUNWAY 11-29		RUNWAY 2-20	
		EXISTING	FUTURE	EXISTING	FUTURE
UTILITY / GREATER THAN UTILITY		Greater than Utility	No Change	Greater than Utility	No Change
RUNWAY DESIGN CODE		B-II-Vis	B-II-5000	B-I-5000	B-II-5000
APPROACH REFERENCE CODE		B-II-Vis	B-II-5000	B-I-5000	B-II-5000
CRITICAL AIRCRAFT	AIRCRAFT	Citation Citation V 500	No Change	Beech Baron	Super King Air
	WINGSPAN	55.8'	No Change	37.7'	54.5'
	APPROACH SPEED (kts)	107	No Change	101	103
	MAX. TAKEOFF WT. (lbs.)	16,830	No Change	6,200	12,500
	COCKPIT TO MAIN GEAR	19'	No Change	7'	10'
	MAIN GEAR WIDTH	15'	No Change	8'	18'
	TAXIWAY DESIGN GROUP	2	No Change	1A	2
PAVEMENT STRENGTH AND MATERIAL TYPE	SURFACE MATERIAL	Asphalt	No Change	Asphalt	No Change
	DESIGN STRENGTH (f, 0.009' - SIDOT)	50/80/N/A	No Change	35/50/-	No Change
	STRENGTH BY PCN	N/A	No Change	N/A	No Change
	SURFACE TREATMENT	Grooved	No Change	N/A	No Change
EFFECTIVE GRADIENT (%)	(c)	0.126%	No Change	0.004%	0.010%
MAXIMUM GRADIENT (%)	(c)	0.377%	No Change	0.004%	No Change
VERTICAL LINE OF SIGHT PROVIDED		No - Parallel Txy	Yes	No - Parallel Txy	Yes
RUNWAY LENGTH		7,000'	No Change	4,650'	5,055'
RUNWAY WIDTH		100'	No Change	75'	100'
RUNWAY END ELEVATIONS	(c)	11 5,901.4'	11 No Change	2 5,890.2'	2 5,890.2' (est)
		29 5,892.6'	29 No Change	20 5,890.4'	20 5,890.7' (est)
DISPLACED THRESHOLD	(c)	11 N/A	11 No Change	2 N/A	2 611'
		29 N/A	29 No Change	20 115'	20 55'
DISPLACED THRESHOLD ELEVATIONS	(c)	11 N/A	11 No Change	2 N/A	2 5,890.2' (est)
		29 N/A	29 No Change	20 5,891.0'	20 No Change
RUNWAY TOUCHDOWN ZONE ELEVATIONS	(c)	11 5,904.5'	11 No Change	2 5,898.0'	2 No Change
		29 5,901.0'	29 No Change	20 5,898.0'	20 No Change
RUNWAY HIGH POINT	(c)	5,904.5'	No Change	5,898.0'	No Change
RUNWAY LOW POINT	(c)	5,892.6'	No Change	5,890.2'	No Change
RUNWAY EDGE LIGHTING		Medium Intensity	No Change	Medium Intensity	No Change
RUNWAY MARKING	(c)	11 Non-Precision	11 No Change	2 Non-Precision	2 No Change
		29 Non-Precision	29 No Change	20 Non-Precision	20 No Change
RUNWAY SAFETY AREA (RSA) LENGTH BEYOND RUNWAY END	REQUIRED	11 300'	11 No Change	2 240'	2 300'
	ACTUAL	11 300'	11 No Change	2 240'	2 300'
RUNWAY SAFETY AREA WIDTH	REQUIRED	150'	No Change	120'	150'
	ACTUAL	150'	No Change	120'	150'
RUNWAY PROTECTION ZONE (RPZ) (Inner Width x Outer Width x Length)	(c)	11 500' x 700' x 1,000'	11 No Change	2 500' x 700' x 1,000'	2 No Change
		29 500' x 700' x 1,000'	29 No Change	20 500' x 700' x 1,000'	20 No Change
PART 77 APPROACH CATEGORY	(c)	11 Non Prec. [C]	11 No Change	2 Visual [B/V]	2 No Change
		29 Visual [B/V]	29 No Change	20 Non Prec. [C]	20 No Change
PART 77 APPROACH SLOPE	(c)	11 34:1	11 No Change	2 20:1	2 No Change
		29 20:1	29 No Change	20 34:1	20 No Change
APPROACH VISIBILITY MINIMUMS	(c)	11 1 1/2 Mile	11 No Change	2 Visual	2 No Change
		29 Visual	29 No Change	20 1 1/2 Mile	20 No Change
AERONAUTICAL SURVEY REQUIRED (VERTICALLY GUIDED OR NOT)	(c)	11 Vert. Guided	11 No Change	2 Not Required	2 No Change
		29 Not Required	29 No Change	20 Vert. Guided	20 No Change
RUNWAY DEPARTURE SURFACE (ROFA)	(c)	11 40:1	11 No Change	2 40:1	2 No Change
		29 40:1	29 No Change	20 40:1	20 No Change
RUNWAY OBJECT FREE AREA (Length Beyond Runway End)	(c)	11 300'	11 No Change	2 240'	2 300'
		29 300'	29 No Change	20 240'	20 300'
RUNWAY OBJECT FREE AREA WIDTH	(c)	11 500'	11 No Change	2 400'	2 500'
		29 500'	29 No Change	20 400'	20 No Change
OBSTACLE FREE ZONE (Length Beyond Runway End)	(c)	11 200'	11 No Change	2 200'	2 No Change
		29 200'	29 No Change	20 200'	20 No Change
OBSTACLE FREE ZONE WIDTH	(c)	11 400'	11 No Change	2 400'	2 No Change
		29 400'	29 No Change	20 400'	20 No Change
INNER-APPROACH OFZ LENGTH (For Runways w/ Approach Lighting System, begins 200' from Rwy end @ 50:1)	(c)	11 N/A	11 No Change	2 N/A	2 No Change
		29 N/A	29 No Change	20 N/A	20 No Change
INNER-APPROACH OFZ WIDTH (For Runways w/ <3/4-mile Approach Visibility Minimums)	(c)	11 N/A	11 No Change	2 N/A	2 No Change
		29 N/A	29 No Change	20 N/A	20 No Change
PRECISION OBSTACLE FREE ZONE (Length x Width) (For Runways w/ vert. guided approach and <250 ceiling/<3/4 mile visibility)	(c)	11 N/A	11 No Change	2 N/A	2 No Change
		29 N/A	29 No Change	20 N/A	20 No Change
THRESHOLD SITING SURFACE (Per AC 150/5300-13A, Table 3-2. See Airspace Plan for more information.)	(c)	11 20:1 - Expected to serve large airplanes (visual daylight or inst. min. = 1.5M (day only))	11 No Change	2 20:1 - Expected to serve large airplanes (visual daylight or inst. min. = 1.5M (day only))	2 No Change
		29 20:1 - Expected to serve large airplanes (visual daylight or inst. min. = 1.5M (day only))	29 No Change	20 20:1 - Expected to serve large airplanes (visual daylight or inst. min. = 1.5M (day only))	20 No Change
NAVIGATION AIDS	(c)	11 N/A	11 GPS	2 N/A	2 No Change
		29 N/A	29 No Change	20 GPS	20 No Change
VISUAL AIDS	(c)	11 REILs	11 No Change	2 N/A	2 No Change
		29 N/A	29 No Change	20 VASI (2B)	20 PAPI

RUNWAY END COORDINATES (b)		
	EXISTING	FUTURE
11	LATITUDE 39° 19' 23.444" N LONGITUDE 120° 09' 09.858" W	No Change No Change
29	LATITUDE 39° 18' 54.871" N LONGITUDE 120° 07' 52.740" W	No Change No Change
2	LATITUDE 39° 18' 52.272" N LONGITUDE 120° 08' 23.899" W	No Change 120° 08' 26.717" W
20	LATITUDE 39° 19' 32.068" N LONGITUDE 120° 07' 54.335" W	No Change 120° 07' 54.571" W

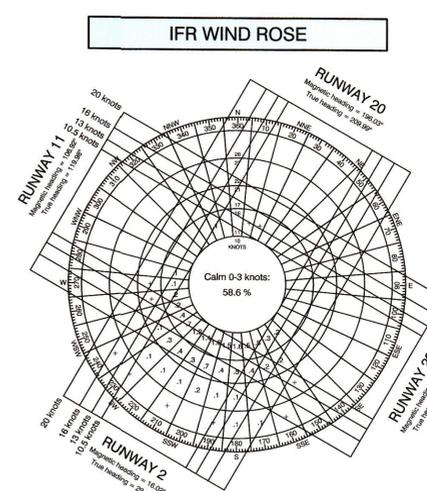


ALL WEATHER WIND COVERAGE				
RUNWAY	10.5 KNOTS (12 M.P.H.)	13 KNOTS (15 M.P.H.)	16 KNOTS (18.5 M.P.H.)	20 KNOTS (23 M.P.H.)
2-20	97.68%	99.07%	99.83%	99.97%
11-29	90.22%	94.21%	98.16%	99.45%
Combined	99.38%	99.85%	99.96%	99.99%
Number of Observations: 74,107				



VFR WIND COVERAGE				
RUNWAY	10.5 KNOTS (12 M.P.H.)	13 KNOTS (15 M.P.H.)	16 KNOTS (18.5 M.P.H.)	20 KNOTS (23 M.P.H.)
2-20	97.64%	99.07%	99.84%	99.97%
11-29	90.20%	94.27%	98.27%	99.50%
Combined	99.41%	99.86%	99.97%	100.0%
Number of Observations: 68,631				

Wind Data Source: NOAA Weather Station 72584, Truckee, California
 Period of Time: Jan. 1, 2000 - Dec. 31, 2009
 Note: Windrose compass headings are true north.



IFR WIND COVERAGE				
RUNWAY	10.5 KNOTS (12 M.P.H.)	13 KNOTS (15 M.P.H.)	16 KNOTS (18.5 M.P.H.)	20 KNOTS (23 M.P.H.)
2-20	97.60%	98.89%	99.63%	99.91%
11-29	87.21%	91.42%	96.14%	98.55%
Combined	96.65%	99.56%	99.86%	99.96%
Number of Observations: 2,913				

TAXIWAY DATA										
	PARALLEL TAXIWAYS				CONNECTOR TAXIWAYS				NOTES	
	A		G		B,C,H,I,J,L,M,N,P,Q,S,U,V		D, F		E, H	
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
TAXIWAY DESIGN GROUP	2	No Change	2	No Change	2	No Change	2	No Change	2	No Change
AIRCRAFT DESIGN GROUP	II	No Change	II	No Change	II	No Change	II	No Change	II	No Change
WIDTH	50'	No Change	50'	No Change	50'	No Change	50'	70'	70'	No Change
TAXIWAY SAFETY AREA WIDTH	79'	No Change	79'	No Change	79'	No Change	79'	No Change	79'	No Change
TAXIWAY OBJECT FREE AREA WIDTH	131'	No Change	131'	No Change	131'	No Change	131'	No Change	131'	No Change
DISTANCE FROM TWY. C to FIXED/MOVABLE OBJECT	65.5'	No Change	65.5'	No Change	65.5'	No Change	65.5'	No Change	65.5'	No Change
TAXIWAY WING TIP CLEARANCE	26'	No Change	26'	No Change	26'	No Change	26'	No Change	26'	No Change
DISTANCE FROM RUNWAY C to TAXIWAY C	250'	No Change	180'	240'	N/A	No Change	N/A	No Change	N/A	No Change
DISTANCE FROM RUNWAY C to HOLD BARS	200'	No Change	125'	200'	N/A	No Change	N/A	No Change	N/A	No Change
TAXIWAY SURFACE TYPE	Asphalt	No Change	Asphalt	No Change	Asphalt	No Change	Asphalt	No Change	Asphalt	No Change
TAXIWAY LIGHTING	Medium	No Change	Medium	No Change	Medium	No Change	Medium	No Change	Medium	No Change

DECLARED DISTANCES (d)				
	EXISTING		FUTURE	
	RUNWAY 11	RUNWAY 29	RUNWAY 11	RUNWAY 29
DISPLACED THRESHOLD	N/A	N/A	No Change	No Change
TAKEOFF RUN AVAILABLE (TORA)	N/A	N/A	No Change	No Change
TAKEOFF DISTANCE AVAILABLE (TODA)	N/A	N/A	No Change	No Change
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	N/A	N/A	No Change	No Change
LANDING DISTANCE AVAILABLE (LDA)	N/A	N/A	No Change	No Change
DISPLACED THRESHOLD	N/A	115'	611'	55'
TAKEOFF RUN AVAILABLE (TORA)	N/A	N/A	5,055'	4,444'
TAKEOFF DISTANCE AVAILABLE (TODA)	N/A	N/A	5,055'	5,055'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	N/A	N/A	5,055'	5,055'
LANDING DISTANCE AVAILABLE (LDA)	N/A	N/A	4,444'	5,000'

TAXIWAY FILLET DATA										
Table 4-5. Standard intersection details for TDG 2										
Dimension (See Figure 4-13, Figure 4-14, and Figure 4-15)	TDG 2									
	30	45	60	90	120	135	150	175	17.5	17.5
W-0 (ft)	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5
W-1 (ft)	29	35	26	26	27	26	28	29	35	40
W-2 (ft)	29	35	40	48	48	50	54	54	54	54
L-1 (ft)	192	228	183	185	192	183	194	192	228	183
L-2 (ft)	0	0	60	75	65	75	71	0	0	60
L-3 (ft)	8	14	23	48	117	170	279	8	14	23
R-Fillet (ft)	0	0	0	0	25	25	25	0	0	0
R-Outer (ft)	75	75	75	60	75	75	80	75	75	75
R-Inner (ft)	92	92	92	77	92	92	97	92	92	92

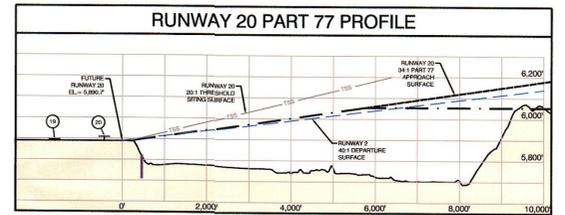
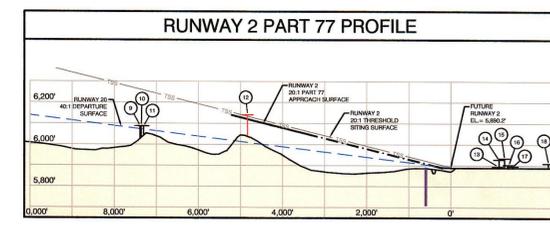
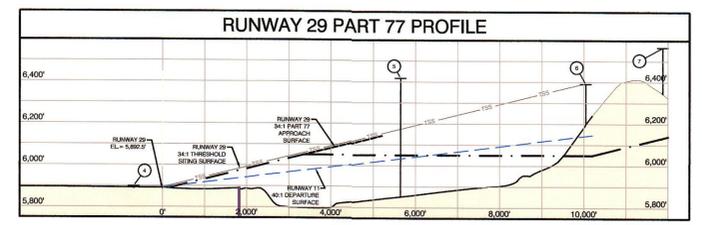
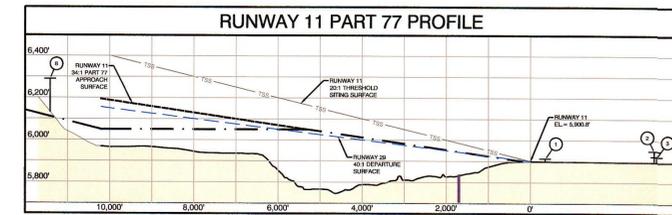
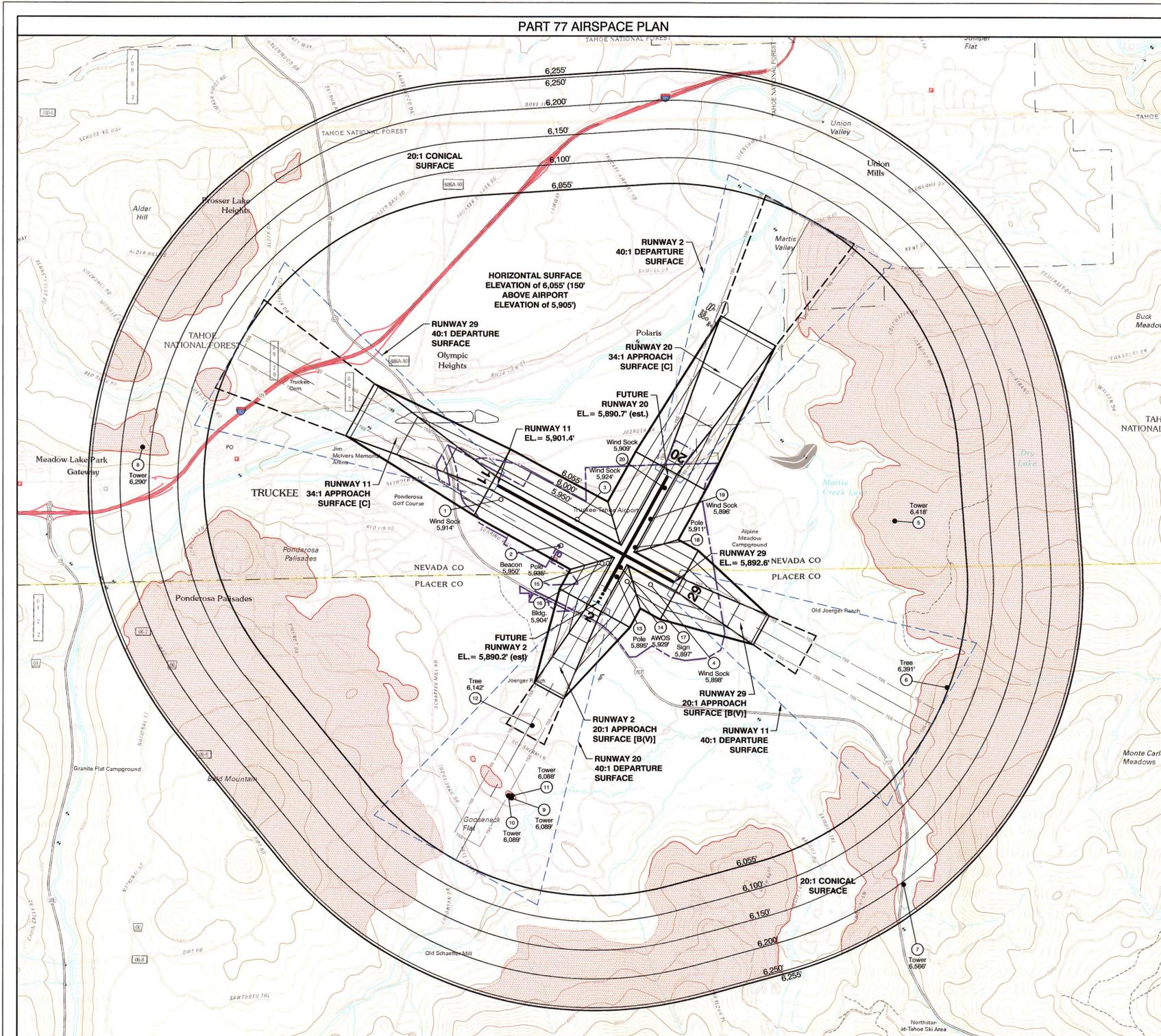
NO.	REVISION	SPONSOR	DATE
4	Airport Master Plan Update (Rwy 2-20 extension, 13A requirements)	Mead & Hunt, Inc.	2015
3	ALP Update	PBS&J	2009
2	ALP Update	PBS&J	2007
1	ALP Update	PBS&J	2005

TRUCKEE-TAHOE AIRPORT
TRUCKEE, CALIFORNIA

DATA SHEET

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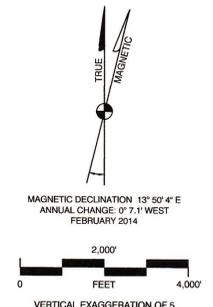
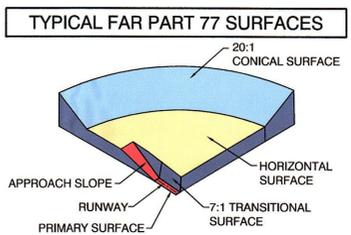
PART 77 OBJECTS

POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	AFFECTED PART 77 SURFACE	PART 77 SURFACE ELEVATION	PART 77 PENETRATION	THRESHOLD SITING SURFACE ELEVATION	THRESHOLD SITING SURFACE PENETRATION	DEPARTURE SURFACE ELEVATION	DEPARTURE SURFACE PENETRATION	DISPOSITION
1	Wind Sock	5,914'	Transitional	5,968'	-54'	Object not under surface	N/A	Object not under surface	N/A	No Action
2	Beacon	5,900'	Transitional	6,023'	-72'	Object not under surface	N/A	Object not under surface	N/A	No Action
3	Wind Sock	5,904'	Transitional	5,954'	-30'	Object not under surface	N/A	Object not under surface	N/A	No Action
4	Wind Sock	5,890'	Transitional	5,979'	-77'	Object not under surface	N/A	Object not under surface	N/A	No Action
5	Tower	6,418'	Horizontal	6,255'	163'	Object not under surface	N/A	Object not under surface	N/A	Obstruction Light
6	Tree	6,391'	Horizontal	6,055'	337'	Object not under surface	N/A	6,144'	-194'	No Action
7	Tower	6,290'	Conical	6,182'	108'	Object not under surface	N/A	Object not under surface	N/A	Obstruction Light
8	Tower	6,290'	Conical	6,154'	136'	Object not under surface	N/A	Object not under surface	N/A	Obstruction Light
9	Tower	6,089'	Horizontal	6,022'	30'	Object not under surface	N/A	6,078'	342'	Obstruction Light
10	Tower	6,089'	Horizontal	6,022'	30'	6,288'	-200'	6,078'	14'	Obstruction Light
11	Tower	6,089'	Horizontal	6,022'	34'	Object not under surface	N/A	6,074'	16'	Obstruction Light
12	Tree	6,142'	Hor. / Rwy 2 Ap.	6,022'	88'	6,162'	-20'	6,072'	76'	Call 1 Trim
13	Pole	5,890'	Primary	5,890'	0'	Object not under surface	N/A	Object not under surface	N/A	No Action
14	AWOS	5,929'	Transitional	5,981'	-52'	Object not under surface	N/A	Object not under surface	N/A	No Action
15	Pole	5,935'	Transitional	5,981'	-46'	Object not under surface	N/A	Object not under surface	N/A	No Action
16	Building	5,904'	Transitional	5,950'	-51'	Object not under surface	N/A	Object not under surface	N/A	No Action
17	Sign	5,897'	Primary	5,890'	7'	Object not under surface	N/A	Object not under surface	N/A	No Action
18	Pole	5,911'	Primary	5,890'	21'	Object not under surface	N/A	Object not under surface	N/A	No Action
19	Wind Sock	5,890'	Primary	5,890'	0'	Object not under surface	N/A	Object not under surface	N/A	No Action

Note: A negative penetration value indicates the object is clear of the airspace surface.
 * Objects fixed by aeronautical function.

- LEGEND: PLAN VIEW**
- Existing Runway
 - Future Runway
 - Airport Property Boundary
 - Future Airport Property
 - Part 77 Surfaces
 - Part 77 Approach Surface
 - Part 77 Surface Contour
 - Departure Surface
 - Threshold Siting Surface
 - Terrain Penetrates Part 77 Surface
 - Object Clear of Part 77 Surface
 - Object Penetrates Part 77 Surface
 - Terrain Contours
 - Town of Truckee Boundary
- LEGEND: PROFILE VIEW**
- Part 77 Approach Surface
 - Threshold Siting Surface
 - Departure Surface
 - Object Under Approach Surface
 - Object Under Transitional/Horizontal/Conical Surface

- NOTES:**
- Runway ends, Part 77 surface contours and obstruction elevations are shown in NAD83 and NAVD88. All elevations in feet above mean sea level (MSL).
 - Only airspace surfaces associated with ultimate runway configurations are illustrated. All objects are analyzed against the ultimate airspace surfaces.
 - Runway elevation data source: As built engineering documents from airport management and R.W. Brandle Engineering (2014).
 - Objects elevation source: Digital Obstacle File (Nov. 12, 2013 release) and 1993 20:1 Obstacle Survey (2 objects - others recently removed). AGIS survey recommended to help document any potential obstruction to approaches.
 - Basemap source: USGS Topographic maps.
 - See Inner-Approach Sheets 6 and 7 for close-in obstructions in RPZ areas.
 - Proposed Runway 2-20 extension and widening project will require an Aeronautical Survey for support of amended Instrument Approach Procedures.



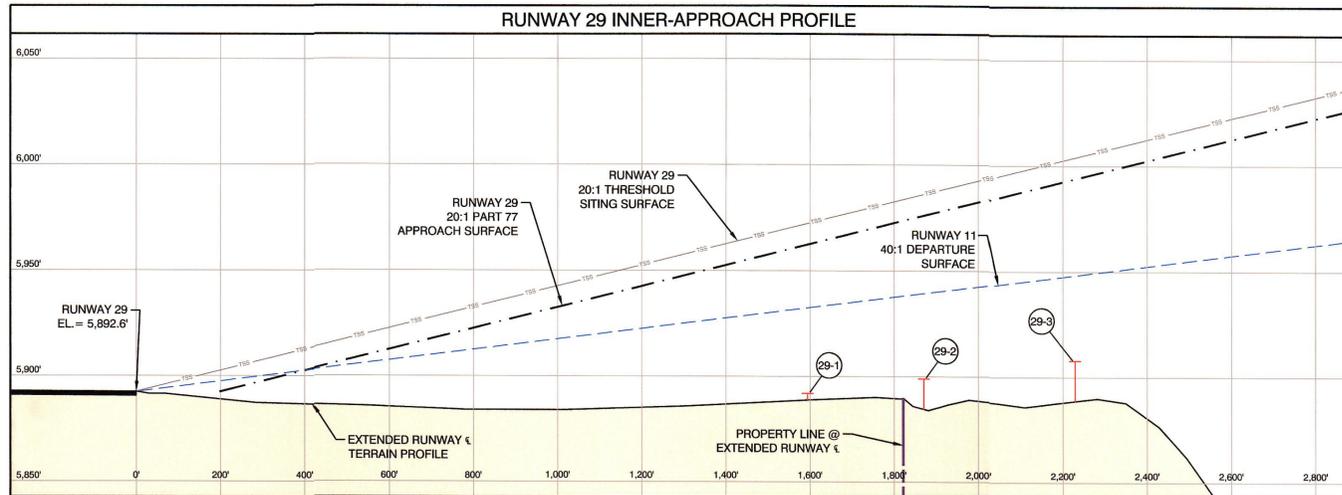
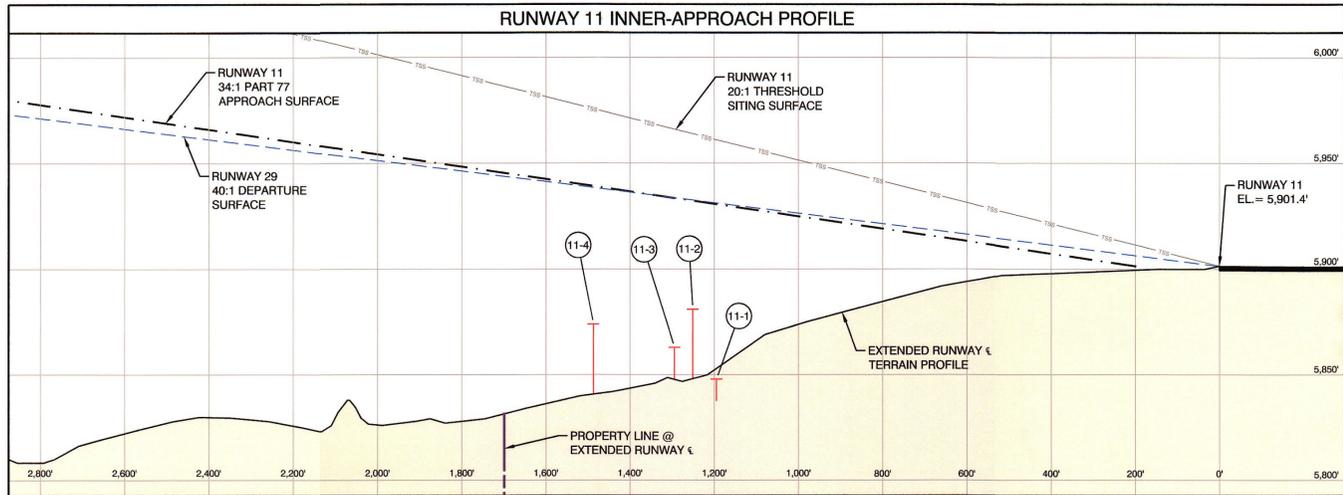
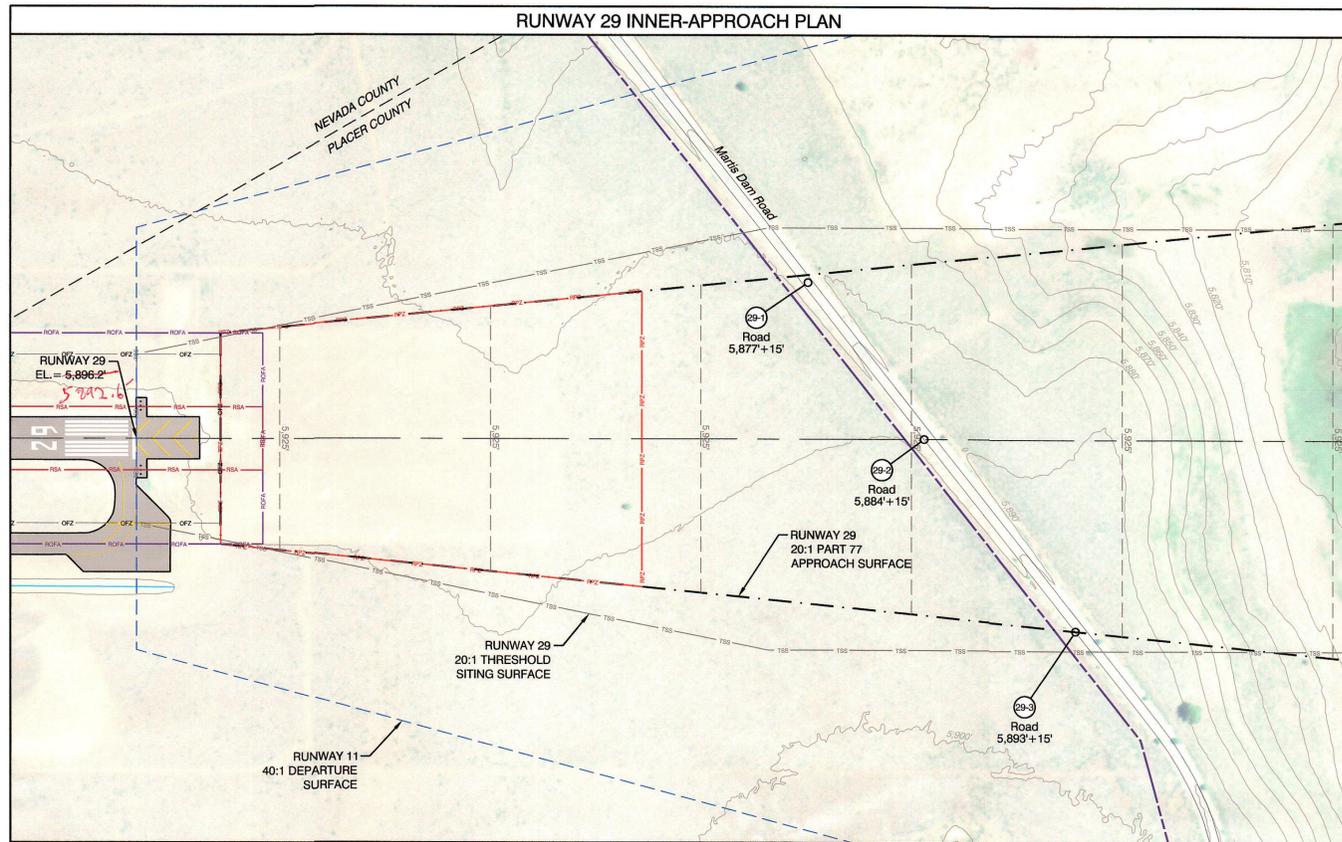
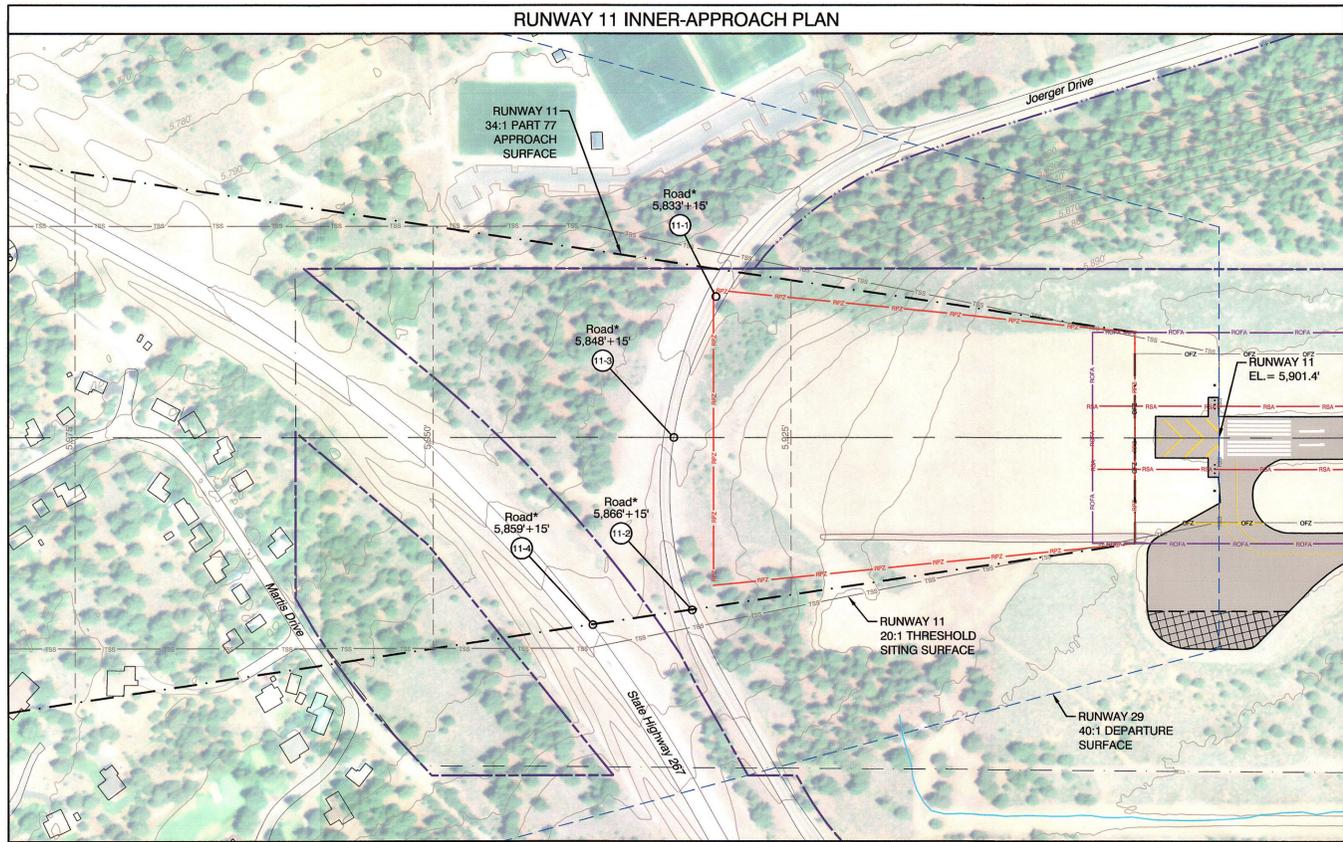
NO.	REVISION	SPONSOR	DATE
4	Airport Master Plan Update (Rwy 2-20 extension, 13A requirements)	Mead & Hunt, Inc.	2015
3	ALP Update	PBS&J	2009
2	ALP Update	PBS&J	2007
1	ALP Update	PBS&J	2005

TRUCKEE-TAHOE AIRPORT
 TRUCKEE, CALIFORNIA
PART 77 AIRSPACE

Mead & Hunt
 133 Aviation Boulevard, Suite 100
 Santa Rosa, California 95403
 (707) 526-6010
 Fax (707) 526-9721
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- #### LEGEND: PLAN VIEW
- Airport Property Boundary
 - Future Airport Property
 - Part 77 Surfaces
 - Part 77 Approach Surface
 - Part 77 Surface Contour
 - Threshold Siting Surface
 - 40:1 Departure Surface
 - Runway Protection Zone (RPZ) Object Clear of Part 77 Surface
 - RPZ Object Penetrates Part 77 Surface
 - Terrain Contours

- #### LEGEND: PROFILE VIEW
- Part 77 Approach Surface
 - Threshold Siting Surface
 - Object Under Approach Surface

- #### NOTES:
- Runway ends, Part 77 surface contours and obstruction elevations are shown in NAD83 and NAVD83. All elevations in feet above mean sea level (MSL).
 - Only airspace surfaces associated with ultimate runway configurations are illustrated. All objects are analyzed against the ultimate airspace surfaces.
 - Runway elevation data source: As built engineering documents from airport management and R.W. Brandley Engineering (2014).
 - Objects elevation source: Digital Obstacle File (Nov. 12, 2013 release), AGIS survey recommended.
 - Road elevations estimated based on LIDAR ground contours.
 - 15 feet vertical clearance added to road elevations, per Part 77.

RUNWAY 11 OBJECTS

POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE	PART 77 SURFACE ELEVATION	PART 77 PENETRATION	TSS SURFACE ELEVATION	TSS PENETRATION	RUNWAY 29 DEPARTURE SURFACE ELEVATION	RUNWAY 29 DEPARTURE SURFACE PENETRATION	DISPOSITION
11-1	Road*	5,848'	Approach	5,931'	-82.7'	5,961.1'	-113.1'	5,901.2'	-85.3'	No Action
11-2	Road*	5,861'	Approach	5,932'	-71.3'	5,963.9'	-102.9'	5,922.7'	-61.7'	No Action
11-3	Road*	5,858'	Approach	5,934'	-76.6'	5,966.1'	-103.1'	5,933.8'	-75.8'	No Action
11-4	Road*	5,874'	Approach	5,939'	-65.3'	5,975.8'	-101.8'	5,938.6'	-64.6'	No Action

Note: A negative penetration value indicates the object is clear of the airspace surface.

RUNWAY 29 OBJECTS

POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE	PART 77 SURFACE ELEVATION	PART 77 PENETRATION	TSS SURFACE ELEVATION	TSS PENETRATION	RUNWAY 11 DEPARTURE SURFACE ELEVATION	RUNWAY 11 DEPARTURE SURFACE PENETRATION	DISPOSITION
29-1	Road*	5,892'	Approach	5,962'	-70.3'	5,972.3'	-80.3'	5,932.3'	-40.3'	No Action
29-2	Road*	5,897'	Approach	5,976'	-77.1'	5,986.1'	-87.1'	5,929.4'	-40.4'	No Action
29-3	Road*	5,908'	Approach	5,984'	-76.1'	6,004.1'	-96.1'	5,948.3'	-40.3'	No Action

Note: A negative penetration value indicates the object is clear of the airspace surface.

NO.	REVISION	SPONSOR	DATE
4	Airport Master Plan Update (Rwy 2-20 extension, 13A requirements)	Mead & Hunt, Inc.	2015
3	ALP Update	PBS&J	2009
2	ALP Update	PBS&J	2007
1	ALP Update	PBS&J	2005

TRUCKEE-TAHOE AIRPORT TRUCKEE, CALIFORNIA

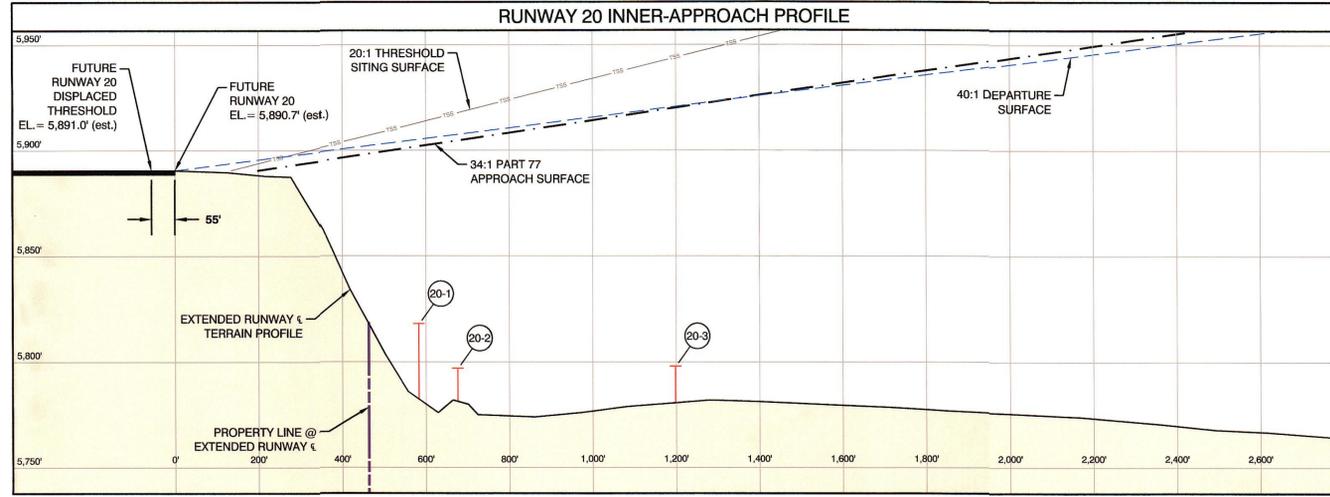
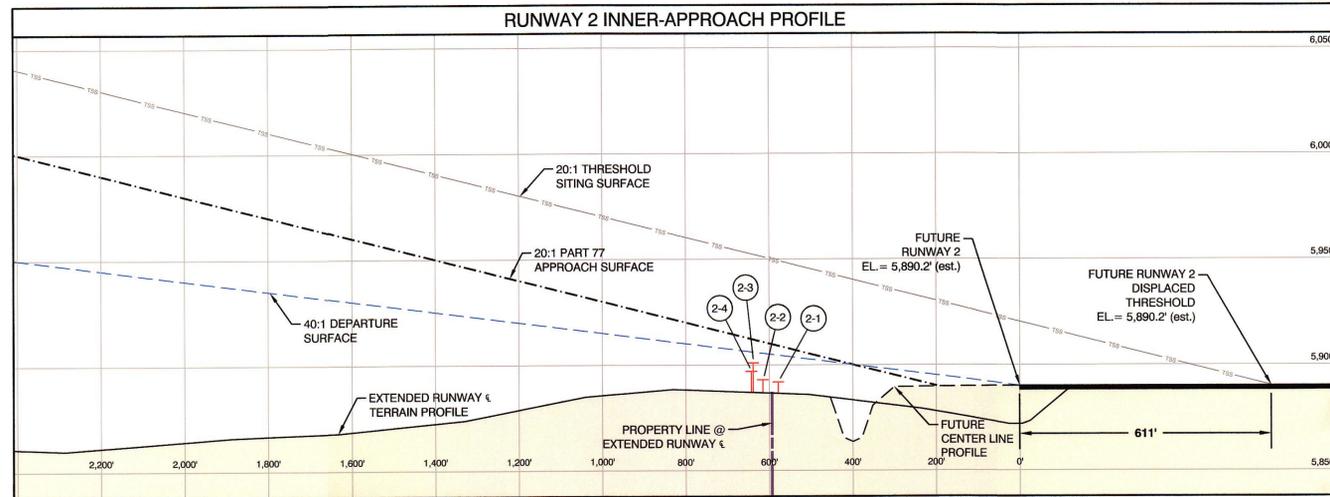
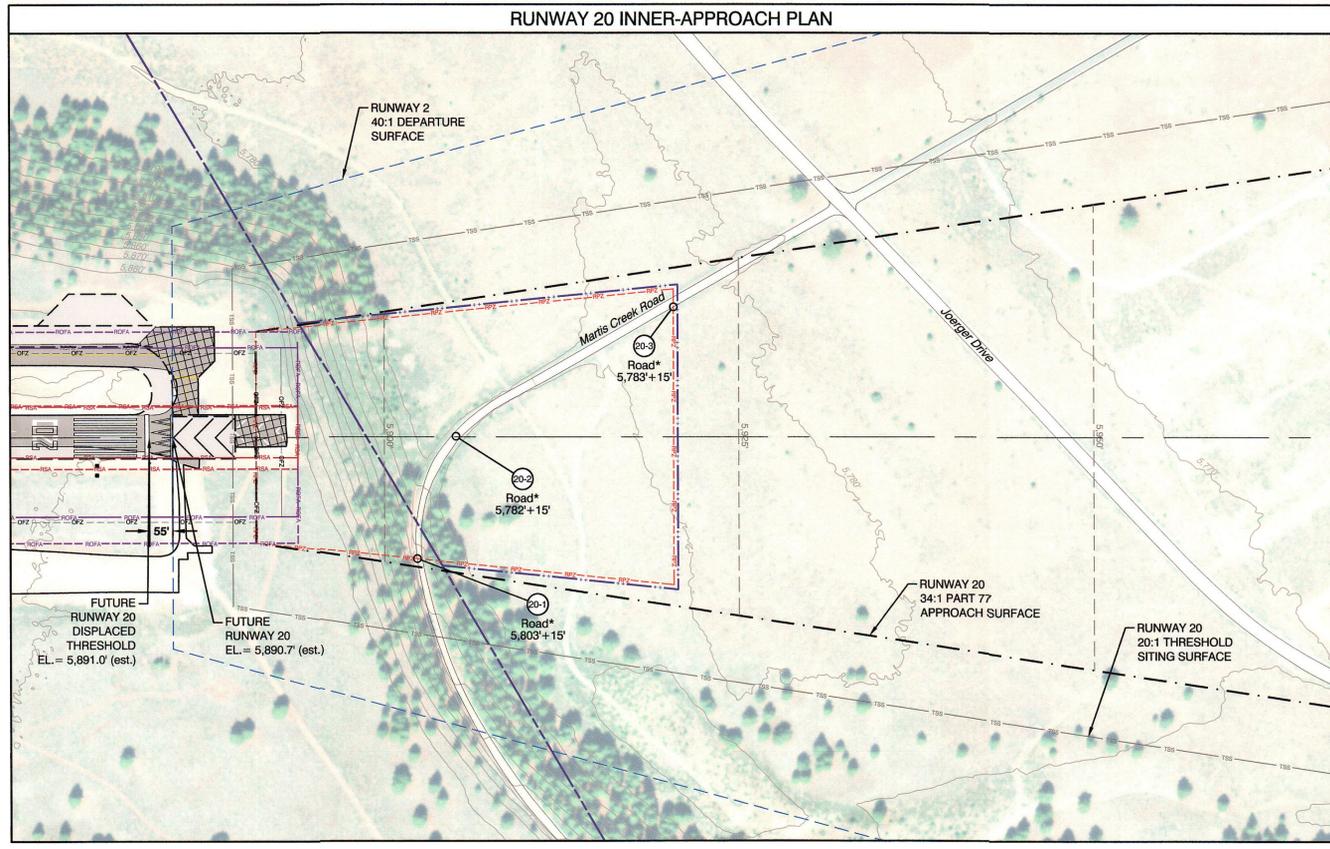
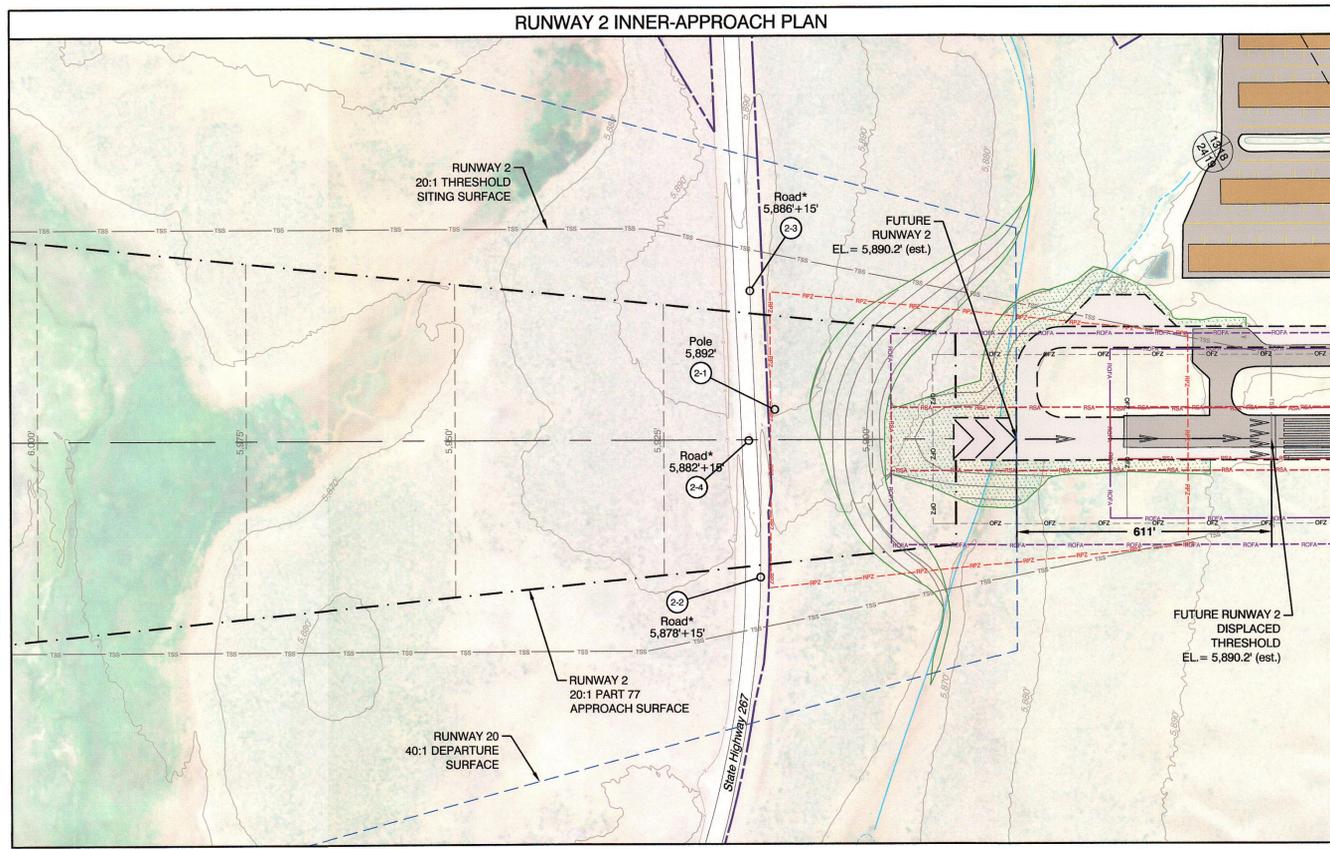
INNER-APPROACH: RUNWAY 11-29

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TRUCKEE-TAHOE AIRPORT

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- LEGEND: PLAN VIEW**
- Airport Property Boundary
 - Future Airport Property
 - Part 77 Surfaces
 - Part 77 Approach Surface
 - Part 77 Surface Contour
 - Threshold Siting Surface
 - 40:1 Departure Surface
 - Future Runway Protection Zone (RPZ)
 - Object Clear of Part 77 Surface
 - Object Penetrates Part 77 Surface
 - Terrain Contours

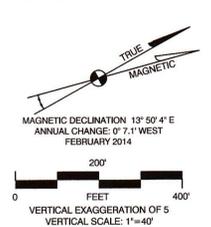
- LEGEND: PROFILE VIEW**
- Part 77 Approach Surface
 - Threshold Siting Surface
 - Object Under Approach Surface

- NOTES:**
- Runway ends, Part 77 surface contours and obstruction elevations are shown in NAD83 and NAVD88. All elevations in feet above mean sea level (MSL).
 - Only airspace surfaces associated with ultimate runway configurations are illustrated. All objects are analyzed against the ultimate airspace surfaces.
 - Runway elevation data source: As built engineering documents from airport management and R.W. Bradley Engineering (2014).
 - Objects elevation source: Digital Obstacle File (Nov. 12, 2013 release), AGIS survey recommended.
 - Road elevations estimated based on LIDAR ground contours.
 - Proposed Runway 2-20 extension and widening project will require an Aeronautical Survey for support of amended Instrument Approach Procedures.
 - 15 feet vertical clearance added to road elevations, per Part 77.

RUNWAY 2 OBJECTS

POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE	PART 77 SURFACE ELEVATION	PART 77 PENETRATION	TSS SURFACE ELEVATION	TSS PENETRATION	RUNWAY 20 DEPARTURE SURFACE ELEVATION	RUNWAY 20 DEPARTURE SURFACE PENETRATION	DISPOSITION
2-1	Pole	5,892'	Approach	5,909'	-17.1'	5,949.7'	-57.6'	5,904.7'	-12.8'	No Action
2-2	Road*	5,893'	Approach	5,911'	-17.8'	5,951.5'	-58.4'	5,905.6'	-12.6'	No Action
2-3	Road*	5,901'	Approach	5,912'	-11.1'	5,952.6'	-51.6'	5,906.1'	-5.1'	No Action
2-4	Road*	5,897'	Approach	5,912'	-15.3'	5,952.6'	-55.6'	5,906.2'	-9.2'	No Action

Note: A negative penetration value indicates the object is clear of the airspace surface.



RUNWAY 20 OBJECTS

POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE	PART 77 SURFACE ELEVATION	PART 77 PENETRATION	TSS SURFACE ELEVATION	TSS PENETRATION	RUNWAY 2 DEPARTURE SURFACE ELEVATION	RUNWAY 2 DEPARTURE SURFACE PENETRATION	DISPOSITION
20-1	Road*	5,818'	Approach	5,902'	-84.0'	5,912.8'	-94.8'	5,905.3'	-87.3'	No Action
20-2	Road*	5,797'	Approach	5,905'	-107.8'	5,917.4'	-120.4'	5,907.7'	-110.7'	No Action
20-3	Road*	5,798'	Approach	5,907'	-122.1'	5,943.3'	-145.5'	5,920.7'	-122.7'	No Action

Note: A negative penetration value indicates the object is clear of the airspace surface.

NO.	REVISION	SPONSOR	DATE
4	Airport Master Plan Update (Rwy 2-20 extension, 13A requirements)	Mead & Hunt, Inc.	2015
3	ALP Update	PBS&J	2009
2	ALP Update	PBS&J	2007
1	ALP Update	PBS&J	2005

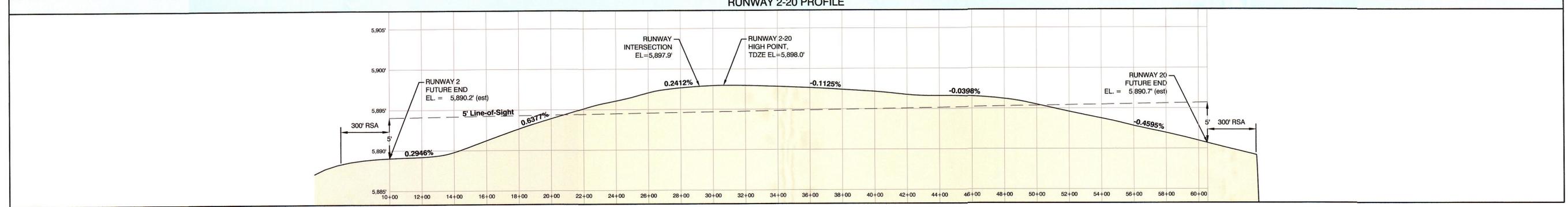
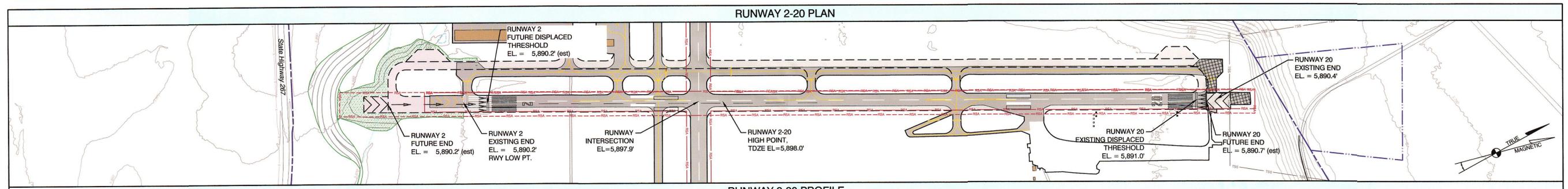
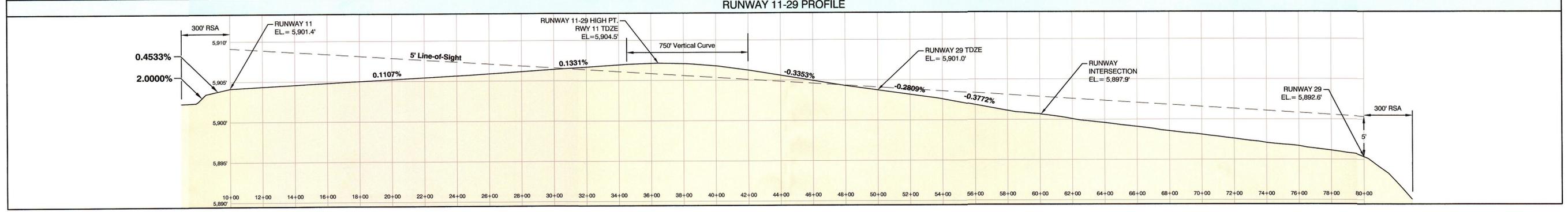
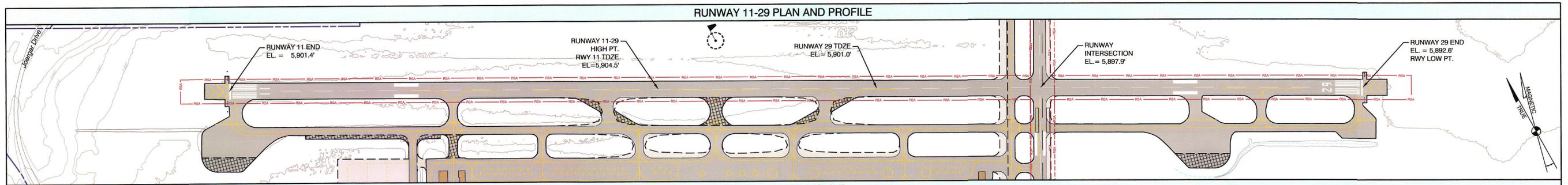
TRUCKEE-TAHOE AIRPORT
TRUCKEE, CALIFORNIA

INNER-APPROACH: RUNWAY 2-20

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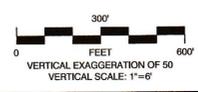
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LEGEND

- Airport Property Boundary
- Future Airport Property
- Existing Pavement
- Future Pavement
- Runway Safety Area
- Terrain Contours
- 5' Line-of-Sight

- NOTES:**
- Runway ends, Part 77 surface contours and obstruction elevations are shown in NAD83 and NAVD83. All elevations in feet above mean sea level (MSL).
 - Runway elevation data source: As built engineering documents from airport management and R.W. Brandy Engineering (2014).
 - Proposed Runway 2-20 extension and widening project will require an Aeronautical Survey for support of amended Instrument Approach Procedures and National Environmental Policy Act (NEPA) determination prior to design.
 - Magnetic declination 13° 50' 4" E, Annual change: 0° 7.1" west, February 2014.



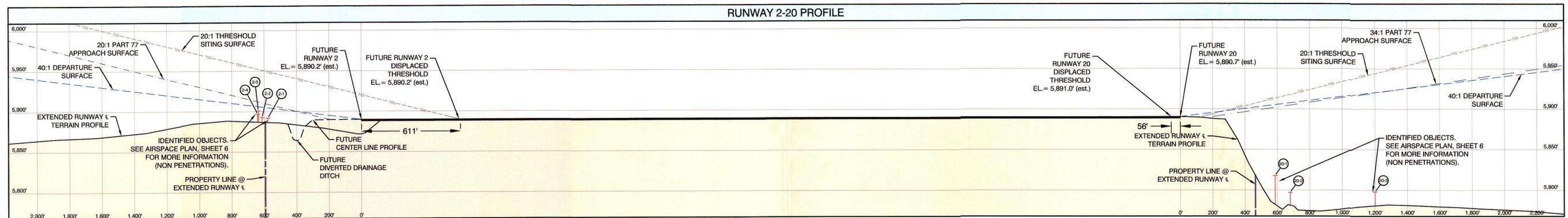
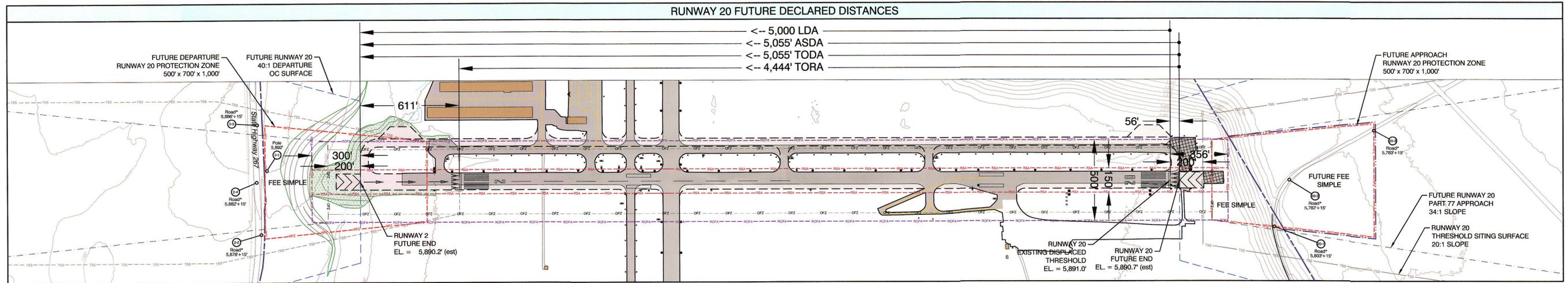
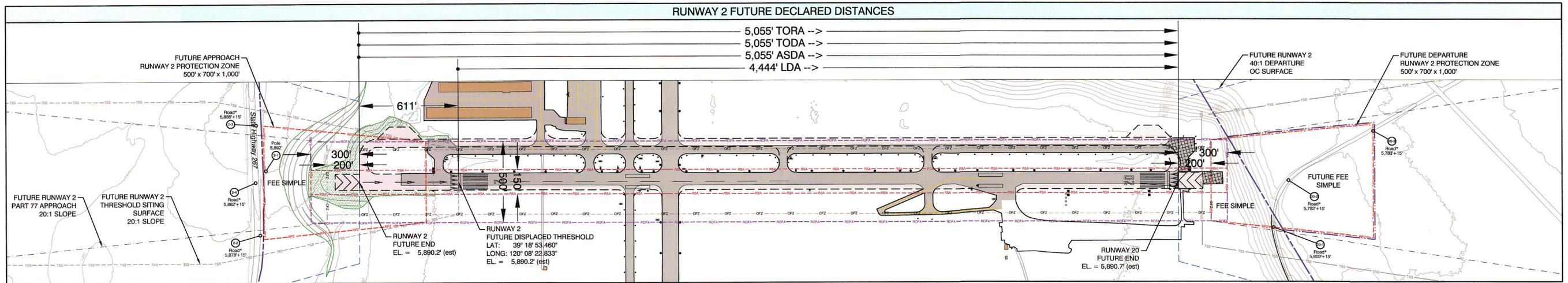
4	Airport Master Plan Update (Rwy 2-20 extension, 13A requirements)	Mead & Hunt, Inc.	2015
3	ALP Update	PBS&J	2009
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1	ALP Update	PBS&J	2005
NO.	REVISION	SPONSOR	DATE

TRUCKEE-TAHOE AIRPORT TRUCKEE, CALIFORNIA

RUNWAY CENTERLINE PROFILES

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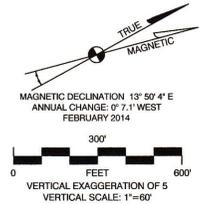


LEGEND

- Airport Property Boundary
- Future Airport Property
- Existing Pavement
- Future Pavement
- Runway Safety Area
- Runway Object Free Area
- Obstacle Free Zone
- Runway Protection Zone
- Part 77 Approach Surface
- Threshold Siting Surface
- 40:1 Departure Surface
- Terrain Contours
- Identified Object (Non-Penetration - See Sheet 6 for more information)

- #### NOTES:
- Declared distances proposed for future Runway 2-20 to obtain necessary length while obtaining standard RSA, and to mitigate unacceptable incompatible land uses in the RPZ (Highway 267).
 - Runway ends, Part 77 surface contours and obstruction elevations are shown in NAD83 and NAVD88. All elevations in feet above mean sea level (MSL).
 - Only airspace surfaces associated with ultimate runway configurations are illustrated. All objects are analyzed against the ultimate airspace surfaces.
 - Runway elevation data source: As built engineering documents from airport management and R.W. Brandley Engineering (2014).
 - Proposed Runway 2-20 extension and widening project will require an Aeronautical Survey for support of amended Instrument Approach Procedures and National Environmental Policy Act (NEPA) determination prior to design.
 - Objects elevation source: Digital Obstacles File (Nov. 12, 2013 release). All identified objects shown. See Airspace Plan, Sheet 6 for more information (objects are non-penetrations). Full AGIS survey recommended.
 - 15 feet vertical clearance added to road elevations, per Part 77.

	EXISTING		FUTURE	
	RUNWAY 2	RUNWAY 20	RUNWAY 2	RUNWAY 20
DISPLACED THRESHOLD	N/A	115'	611'	55'
TAKEOFF RUN AVAILABLE (TORA)	N/A	N/A	5,055'	4,444'
TAKEOFF DISTANCE AVAILABLE (TODA)	N/A	N/A	5,055'	5,055'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	N/A	N/A	5,055'	5,055'
LANDING DISTANCE AVAILABLE (LDA)	N/A	N/A	4,444'	5,000'



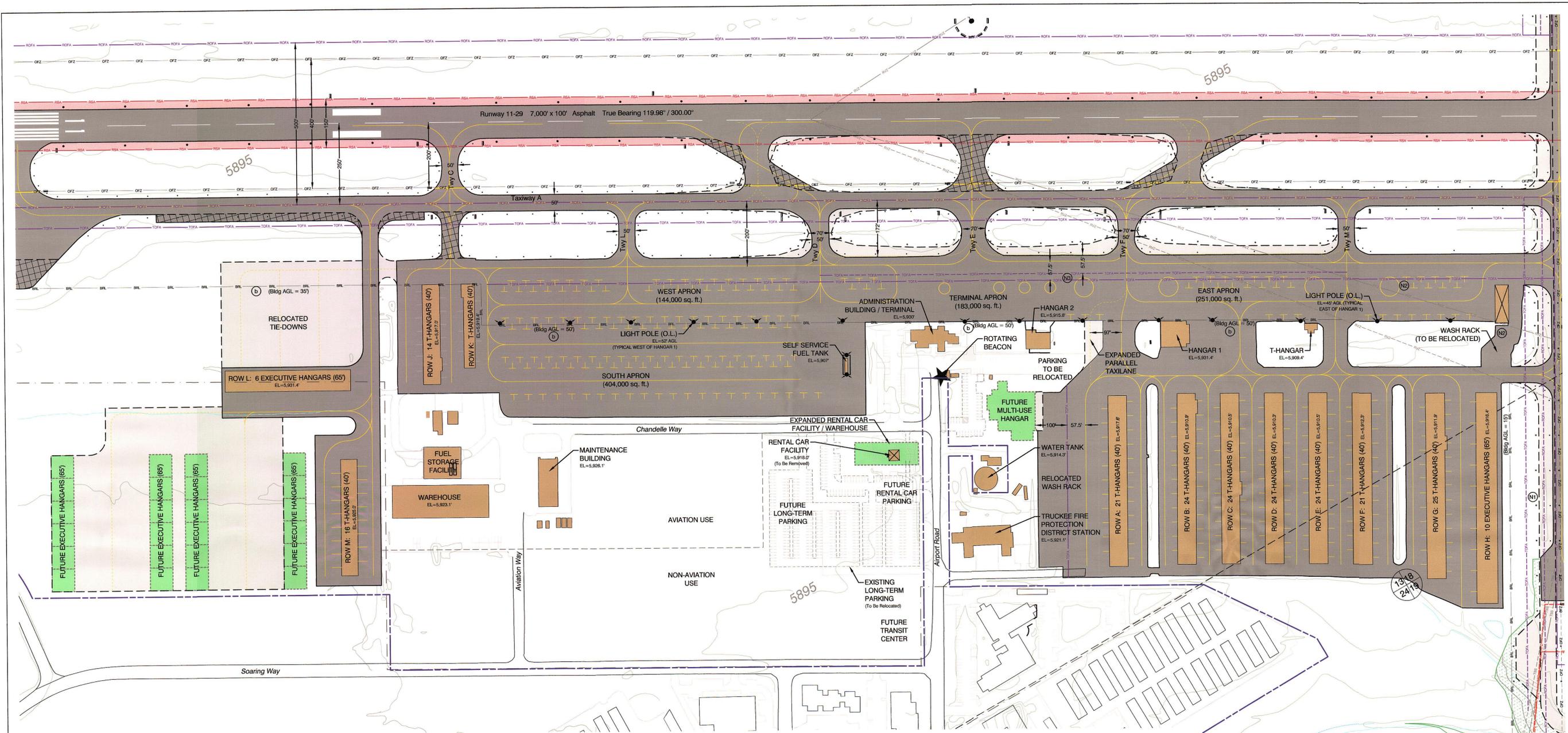
NO.	REVISION	SPONSOR	DATE
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3	ALP Update	PBS&J	2009
2	ALP Update	PBS&J	2007
1	ALP Update	PBS&J	2005

TRUCKEE-TAHOE AIRPORT TRUCKEE, CALIFORNIA RUNWAY 2-20 DECLARED DISTANCES

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DRAWING LEGEND		
	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT		
PAVEMENT TO BE REMOVED	N/A	
AIRPORT PROPERTY		N/A
COUNTY BOUNDARY		N/A
TOWN OF TRUCKEE BOUNDARY		N/A
RUNWAY SAFETY AREA (RSA)		
RUNWAY PROTECTION ZONE (RPZ)		
RUNWAY OBJECT FREE AREA (ROFA)		
TAXIWAY OBJECT FREE AREA (TOFA)		
OBSTACLE FREE ZONE (OFZ)		
BUILDING RESTRICTION LINE (BRL)		N/A
RUNWAY VISIBILITY ZONE (RVZ)		
BUILDING - ON AIRPORT		
BUILDING - ON AIRPORT - TO BE RELOCATED		N/A
BUILDING - OFF AIRPORT		N/A
TAXIWAY MARKING (C.L. / TIE-DOWNS)		
BEACON		N/A
RUNWAY LIGHTS (EDGE/THRESHOLD/REIL/TWY)		
RUNWAY / TAXIWAY SIGN		
UTILITY / LIGHT POLE		N/A
PUBLIC ROAD		N/A
FENCE		N/A
FILL FOR RUNWAY AND RSA EXTENSION	N/A	
CHANNEL / STREAM / DITCH		N/A
TERRAIN CONTOUR		N/A
CENTER SECTION MARKER		N/A

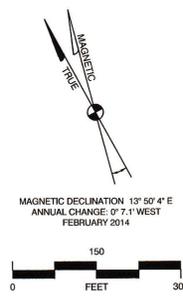
LAYOUT PLAN NOTES

- ALP prepared using design criteria from FAA Advisory Circulars 150/5300-13A Change 1, "Airport Design", 150/5070-6A, "Airport Master Plans" and Part 77 of the Federal Aviation Regulations (FAR), "Safe, Efficient Use, and Preservation of the Navigable Airspace."
- All coordinates NAD83. Horizontal datum source: Airport AVN Data Sheet and 5010 Master Record.
- All elevations NAVD88. Data source: As-built engineering documents from airport management and R.W. Bradley Engineering (2014). Published runway elevation data (5010, AVN Datasheet) is NGVD29. As-built plans from 2012 runway construction on Runway 11-29 and associated survey used.

(a) Extension of Runway 2-20 to the south will require a significant amount of fill plus drainage ditch realignment. Planning level design is illustrated on this Plan. Proposed Runway 2-20 extension and widening project, along with relocation of Parallel Taxiway G will require a National Environmental Policy Act (NEPA) determination prior to design, and an Aeronautical Survey for support of amended Instrument Approach Procedures.

(b) The building restriction line (BRL) is based on a composite of airfield design setbacks, such as the runway visual zone (RVZ), taxiway object free area (TOFA) and Part 77 airspace surfaces. Allowable building elevations above ground level are noted at each line.

NON-STANDARD CONDITIONS	
EXISTING CONDITION	DISPOSITION
(N1) Runway 2-20 to parallel Taxiway G centerline separation is 180 feet. Standard runway to parallel taxiway separation for runway design code B-4 is 225 feet.	Taxiway G to be realigned for taxiway centerline to runway centerline separation of 240 feet. Taxiway G will then conform to B-4 standards, which Runway 2-20 is projected to become.
(N2) Structure and aircraft tie-downs on East Apron located within the runway visibility zone (RVZ), blocking line of sight between intersecting runways.	Building, wash rack and tie-downs to be relocated to account for ultimate RVZ associated with proposed Runway 2-20 extension.
(N3) Aircraft parking positions on Terminal Apron are located within the apron taxiway object free area (TOFA).	Add pavement to edge of apron to allow taxiway to shift away from parking positions and provide proper centerline to fixed / movable object separation.



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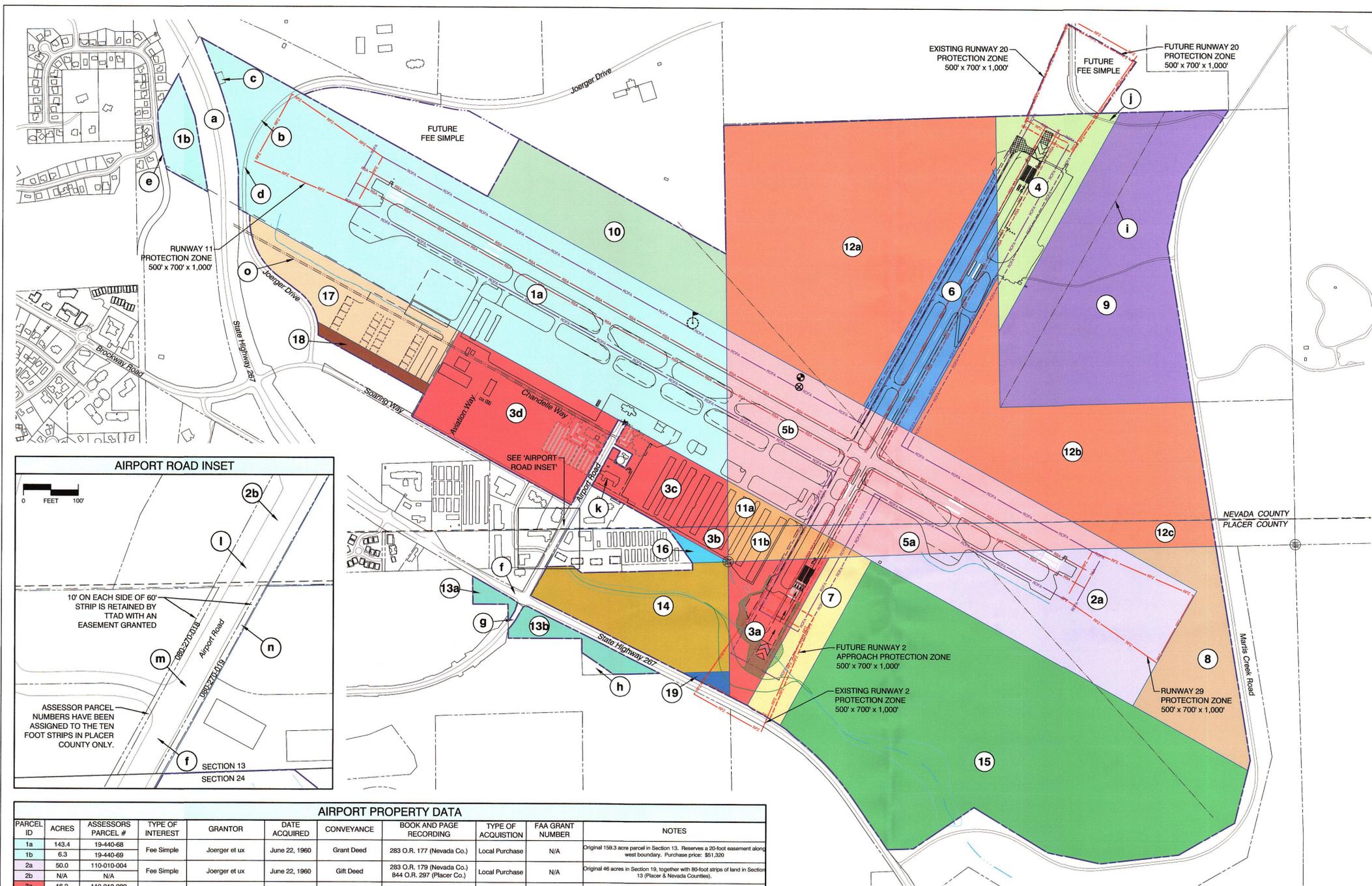
TRUCKEE-TAHOE AIRPORT
TRUCKEE, CALIFORNIA

BUILDING AREA PLAN

Mead & Hunt
133 Aviation Boulevard, Suite 100
Santa Rosa, California 95403
(707) 526-5010
Fax (707) 526-9721
www.meadhunt.com

DESIGN: BM DRAWN: TE/BM DATE: JULY 2015 SHEET 9 OF 11

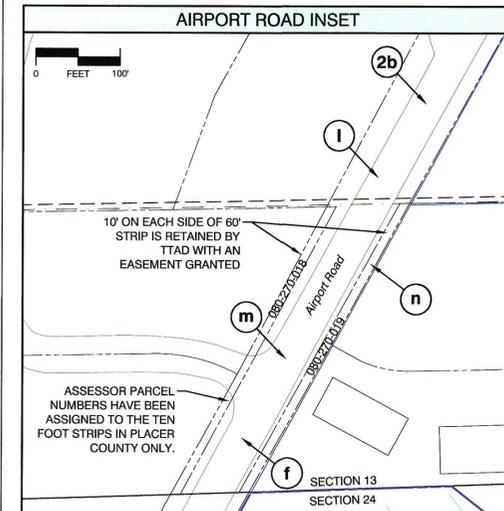
The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration (Project Number Unassigned) as provided under Title 49 U.S.C. Section 47104. The contents do not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.



DRAWING LEGEND		
	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT		
AIRPORT PROPERTY		
AIRPORT REFERENCE POINT		
AIRPORT PARCEL BOUNDARY		N/A
EXTERNAL PARCEL BOUNDARY		N/A
INTERNAL LEASE BOUNDARY		N/A
COUNTY BOUNDARY		N/A
TOWN OF TRUCKEE BOUNDARY		N/A
EASEMENT		N/A
RUNWAY SAFETY AREA (RSA)		
RUNWAY PROTECTION ZONE (RPZ)		
RUNWAY OBJECT FREE AREA (ROFA)		
BUILDING		
BEACON		N/A
VISUAL APPROACH SLOPE INDICATOR (VASI)		N/A
WIND CONE		N/A
PUBLIC ROAD		N/A
CHANNEL / STREAM / DITCH		N/A
CENTER SECTION MARKER		N/A

PROPERTY MAP NOTES

- Airport property boundary source: Truckee-Tahoe Airport. Parcel lines retained from 2005 and 2009 ALP. Airport boundary and individual parcels are not surveyed and therefore should not be considered a precise legal description. Best available data used.
- Only immediate airport property illustrated on this sheet. Remaining Truckee Tahoe Airport District property interests are shown on Sheet 11.
- Total existing Airport property = ±936 acres, based on area calculations in the digital file of this Plan. Total from individual parcels may not equal this due to rounding.



AIRPORT PROPERTY DATA										
PARCEL ID	ACRES	ASSESSORS PARCEL #	TYPE OF INTEREST	GRANTOR	DATE ACQUIRED	CONVEYANCE	BOOK AND PAGE RECORDING	TYPE OF ACQUISITION	FAA GRANT NUMBER	NOTES
1a	143.4	19-440-68	Fee Simple	Joergel et ux	June 22, 1960	Grant Deed	283 O.R. 177 (Nevada Co.)	Local Purchase	N/A	Original 159.3 acre parcel in Section 13. Reserves a 20-foot easement along west boundary. Purchase price: \$51,320
1b	6.3	19-440-69	Fee Simple	Joergel et ux	June 22, 1960	Gift Deed	283 O.R. 179 (Nevada Co.) 844 O.R. 297 (Placer Co.)	Local Purchase	N/A	Original 46 acres in Section 19, together with 80-foot strips of land in Section 13 (Placer & Nevada Counties).
2a	50.0	110-010-004	Fee Simple	Joergel et ux	June 22, 1960	Grant Deed	415 O.R. 290 (Nevada Co.) 1143 O.R. 161 (Placer Co.)	Local Purchase	N/A	Four parcels (two in Section 13 and two in Section 19) - all southerly of original airport lands. Purchase price: \$75,000.
2b	N/A	N/A	Fee Simple	Joergel et ux	June 22, 1960	Gift Deed	415 O.R. 290 (Nevada Co.) 1143 O.R. 161 (Placer Co.)	Local Purchase	N/A	
3a	16.2	110-010-002	Fee Simple	Joergel et ux	January 12, 1967	Grant Deed	415 O.R. 290 (Nevada Co.) 1143 O.R. 161 (Placer Co.)	Local Purchase	N/A	
3b	2.1	080-270-024	Fee Simple	Joergel et ux	January 12, 1967	Grant Deed	415 O.R. 290 (Nevada Co.) 1143 O.R. 161 (Placer Co.)	Local Purchase	N/A	
3c	15.8	19-440-68	Fee Simple	Joergel et ux	January 12, 1967	Grant Deed	415 O.R. 290 (Nevada Co.) 1143 O.R. 161 (Placer Co.)	Local Purchase	N/A	
3d	33.8	19-440-68	Fee Simple	Joergel et ux	January 12, 1967	Grant Deed	415 O.R. 290 (Nevada Co.) 1143 O.R. 161 (Placer Co.)	Local Purchase	N/A	
4	25.6	49-004-07	Fee Simple	Waddles et ux	June 2, 1967	Grant Deed	421 O.R. 562 (Nevada Co.)	Local Purchase	N/A	Two adjacent parcels forming a triangle in Section 19 and obtained for Runway 2-20. Purchase price: \$50,000
5a	14.6	110-010-004	Fee Simple	USA	July 7, 1967	Deed	430 O.R. 213 (Nevada Co.) 1171 O.R. 486 (Placer Co.)	Local Purchase	N/A	Original airport property, 1200-foot strip in Section 18 only. Reserves mineral and timber rights, contains reversion clause if used for other than airport purposes.
5b	61.2	49-004-10	Fee Simple	USA	July 7, 1967	Deed	430 O.R. 213 (Nevada Co.) 1171 O.R. 486 (Placer Co.)	Local Purchase	N/A	Open filed Section 19. Purchase price: \$24,000.
6	23.7	49-004-13	Fee Simple	USA	April 24, 1968	Deed	450 O.R. 472 (Nevada Co.)	Local Purchase	N/A	Parcel in SE portion Section 19 adjacent to 3a. Purchase price: \$17,000.
7	13.3	110-010-003	Fee Simple	Woolverton	June 2, 1970	Grant Deed	1300 OR 472 (Nevada Co.)	Local Purchase	N/A	Parcel in SE portion Section 19 adjacent to 3a. Purchase price: \$17,000.
8	26.9	110-010-006	Fee Simple	Woolverton	October 6, 1970	Grant Deed	1319 OR 519 (Placer Co.)	Local Purchase	N/A	Parcel in SE portion Section 19 adjacent to 3a. Purchase price: \$17,000.
9	78.0	49-004-16	Fee Simple	Waddles	March 10, 1971	Grant Deed	549 OR 34 (Nevada Co.)	Local Purchase	N/A	Parcel in SE portion Section 19 adjacent to 3a. Purchase price: \$17,000.
10	32.0	19-440-68	Fee Simple	Woolverton	May 26, 1972	Grant Deed	604 OR 395 (Nevada Co.)	Local Purchase	N/A	Parcel in SE portion Section 19 adjacent to 3a. Purchase price: \$17,000.
11a	3.5	49-004-08	Fee Simple	USA	June 3, 1976	Deed	804 OR 574 (Nevada Co.)	Local Purchase	N/A	10.52 acre parcel in SW1/4 SW1/4, Section 18 adjacent to the SW corner of Section 18. No Cost.
11b	7.0	110-010-001	Fee Simple	USA	June 3, 1976	Deed	804 OR 574 (Nevada Co.)	Local Purchase	N/A	
12a	106.9	49-004-11	Fee Simple	Topol	October 26, 1982	Grant Deed	1982-025550 (Nevada Co.) 1982-0038406 (Placer Co.) [2537 OR 526 (Placer Co.)]	Local Purchase	N/A	3 parcels: Nevada Co. 109.35 acre parcel in W1/4 Section 18 66.74 acre parcel adjacent to NE line of original 1960 Airport property, Section 18. Purchase price: \$399,000.
12b	59.7	49-004-27	Fee Simple	Topol	October 26, 1982	Grant Deed	1982-025550 (Nevada Co.) 1982-0038406 (Placer Co.) [2537 OR 526 (Placer Co.)]	Local Purchase	N/A	
12c	6.1	110-010-006	Fee Simple	Topol	October 26, 1982	Grant Deed	1982-025550 (Nevada Co.) 1982-0038406 (Placer Co.) [2537 OR 526 (Placer Co.)]	Local Purchase	N/A	
13a	1.5	080-270-042	Fee Simple	Koregelos	July 19, 1988	Grant Deed	1988-0036734 (Placer Co.)	Local Purchase	N/A	Parcel across the intersection of Hwy. 267 and Schaefer Mill Road. For assessors 7.8 acre parcel (later diminished by 0.475 acre parcel in sale in '97 and 0.67 in '99). Purchase price: \$89,500
13b	5.1	080-270-044	Fee Simple	USA	May 8, 1991	Grant Deed	1991-0043928 (Placer Co.)	Local Purchase	N/A	For assessors 30 acre parcel (later diminished by 1.8 acre parcel (located to boundary in exchange for Parcel 10 below).
14	27.7	080-270-034	Fee Simple	USA	May 8, 1991	Grant Deed	1991-0043928 (Placer Co.)	Local Purchase	N/A	Parcel in Section 19, SE of Parcel 7, abutting Maria Dam Rd. on SE.
15	148.6	110-010-011	Fee Simple	McKinley	October 29, 1991	Condemnation	1991-0043928 (Placer Co.)	Local Purchase	N/A	TTAD to acquire 127 acre parcel from Parcel 14 in exchange for boundary line adjustment along TTAD. 121 acre parcel for snow storage building, 6 acre in Section 19, 22.9 acre parcel at southwest portion of airport. AIP No. 3-06-0262-14.
16	1.21	080-270-047	Fee Simple	Scardigli Exchange	February 2, 1999	Grant Deed	1999-0036734 (Placer Co.) 1999-0036737 (Placer Co.)	FAA Grant	AIP 3-06-0262-10	TTAD to acquire 127 acre parcel from Parcel 14 in exchange for boundary line adjustment along TTAD. 121 acre parcel for snow storage building, 6 acre in Section 19, 22.9 acre parcel at southwest portion of airport. AIP No. 3-06-0262-14.
17	22.6	19-620-037	Fee Simple	Woolverton	Sept. 30, 2003	Condemnation	2003-052304 (Nevada Co.)	FAA Grant	AIP 3-06-0262-14	22.6 acre parcel at southwest portion of airport. AIP No. 3-06-0262-14.
18	2.6	19-620-032	Fee Simple	Woolverton	Sept. 30, 2003	Condemnation	2003-052304 (Nevada Co.)	FAA Grant	AIP 3-06-0262-14	2.6 acre parcel at southwest portion of airport. AIP No. 3-06-0262-14.
19	1.1	080-270-026	Fee Simple	DMD/Highlands Group LLC	June 24, 2002	Grant Deed	2002-0111597 (Placer Co.)	Local Purchase	N/A	1.12 acre parcel to be deeded to TTAD in exchange for 0.87 acres of Parcel 13. AIP No. 3-06-0262-14.

LEASE AND EASEMENT DATA							
PARCEL ID	ACRES	GRANTOR	GRANTEE	DATE ACQUIRED	CONVEYANCE	BOOK AND PAGE RECORDING	NOTES
a	9.64	TTAD	State of California	July 28, 1999	Grant Deed	2000-003136 (Nevada Co.)	9.64 acres from Parcel 1 for Highway 267 bypass.
b	N/A	TTAD	State of California	July 28, 1999	Grant of Easement	2000-003136 (Nevada Co.)	TTAD granted a drainage easement to the State of California.
c	N/A	TTAD	State of California	July 28, 1999	Grant of Easement	2000-003136 (Nevada Co.)	TTAD granted an easement for a public road.
d	N/A	TTAD	State of California	July 28, 1999	Grant of Easement	2000-003136 (Nevada Co.)	TTAD granted an easement for a public road.
e	N/A	Joergel et ux (reservation by Grantor)	TTAD	June 22, 1960	Easement	283 O.R. 177 (Nevada Co.)	20-foot easement along the most westerly boundary of the property conveyed by Deed for Parcel 1 reserved by Grantor.
f	N/A	Raffon et ux	TTAD	April 26, 1988	Grant of Easement	N/A	Give TTAD 50-foot easement for access, utilities and drainage along Airport Road in Section 18, a 4-foot easement and a 15-foot easement, providing utility access in Section 19 along the north side of Hwy. 267 and northwest of Airport Road.
g	0.475	TTAD	M.Cr LLC	Sept. 13, 1998	Grant Deed	96-053944 (Placer Co.)	0.475 acre parcel Schaefer Road between Parcel 13.
h	0.67	TTAD	MDH/Highlands Grp. LLC	Sept. 19, 2002	Grant Deed	2002-0111597 (Placer Co.)	0.67 acre parcel at southwest portion of airport. AIP No. 3-06-0262-14.
i	N/A	Waddles et ux	TTAD	July 25, 1967	Easement	425 O.R. 609 (Nevada Co.)	0.475 acre parcel Schaefer Road between Parcel 13.
j	N/A	Waddles et ux	Fibreboard Corp.	March 24, 1959	Grant of Easement	216 O.R. 320 (Nevada Co.) 795 O.R. 621 (Placer Co.)	0.475 acre parcel Schaefer Road between Parcel 13.
k	1.45	TTAD	CDF and TFPD	March 31, 1998	Lease	N/A	TTAD leased 1.45 acres to California Department of Forestry and Truckee Fire Protection District.
l	N/A	TTAD	Nevada County	July 18, 1961	Quitclaim Deed	301 O.R. 2 (Nevada Co.)	Fifty (50) year lease dated 3-31-98.
m	N/A	TTAD	Placer County	July 18, 1961	Quitclaim Deed	945 O.R. 56 (Placer Co.)	Clear roads and riparian easement for the centerline or when in default of the 50-year lease obtained in parcel 2b above, Section 13. Deed made on the provision that the County's build and maintain an airport access road.
n	N/A	TTAD	Joergel et al	Dec. 12, 1966	Easement	415 O.R. 288 (Nevada Co.) 1143 O.R. 527 (Placer Co.)	Grants an easement for access, utilities and utilities across the 10-foot strips of land flanking Airport Road right-of-way in Section 13.
o	N/A	N/A	N/A	N/A	Easement	N/A	Sewer line easement (15' wide)

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TRUCKEE-TAHOE AIRPORT
TRUCKEE, CALIFORNIA
EXHIBIT 'A' PROPERTY MAP

Mead & Hunt 133 Aviation Boulevard, Suite 100
Santa Rosa, California 95403
(707) 526-5010
Fax (707) 526-9721
www.meadandhunt.com

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