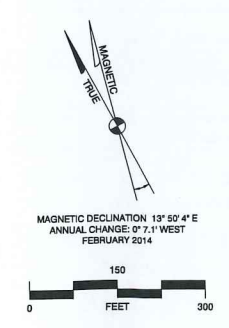


DRAWING LEGEND		
	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT		
PAVEMENT TO BE REMOVED	N/A	
AIRPORT PROPERTY		N/A
COUNTY BOUNDARY		N/A
TOWN OF TRUCKEE BOUNDARY		N/A
RUNWAY SAFETY AREA (RSA)		
RUNWAY PROTECTION ZONE (RPZ)		
RUNWAY OBJECT FREE AREA (ROFA)		
TAXIWAY OBJECT FREE AREA (TOFA)		
OBSTACLE FREE ZONE (OFZ)		
BUILDING RESTRICTION LINE (BRL)		N/A
RUNWAY VISIBILITY ZONE (RVZ)		
BUILDING - ON AIRPORT		N/A
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/TWI)		
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 NAVD83. 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.
 - 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.

NON-STANDARD CONDITIONS	
EXISTING CONDITION	DISPOSITION
(N) 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-I standards, which Runway 2-20 is projected to become.
(N) 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.
(N) 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.



4	ALP 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

BUILDING AREA PLAN

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

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