



**TRUCKEE TAHOE AIRPORT DISTRICT
INTEROFFICE MEMORANDUM**

TO: BOARD OF DIRECTORS AND STAFF
FROM: HARDY S. BULLOCK, DIRECTOR OF AVIATION & COMMUNITY SERVICES
SUBJECT: RUNWAY 02 / PREFERRED RUNWAY
DATE: APRIL 22, 2015
ATTACHMENT: EXAMPLES

The District is currently pursuing methods of influence to drive suitable aircraft operations onto runway 02, the north runway. This runway is 4650 feet long by 75 feet wide, asphalt grooved and has a single wheel weight capacity of 35,000 LBS, 50,000 dual capacity. It is lighted and marked as a non-precision instrument approach runway. It is equipped with a visual approach slope indicator (VASI) that guides pilots to the touch down zone on a 3.50 degree glide path.

Airports typically utilize runways in a fashion that promotes safety and capacity. The FAA recognizes “preferred runway programs” at larger airports, typically commercial service airports. A preferred runway program designates certain operations for certain runways to accommodate departure and arrival sequencing, airspace restrictions, gate assignments, and field conditions such as construction and temporary closures. Some general aviation airports have preferred runway programs but more often they are called “calm wind runways”. A calm wind runway is typically designated by the airport operator to accommodate operational needs such as proximity to parking areas and FBOs facilities etc. This reduces unneeded taxi time and additional hazard if runway crossings are required for departure or arrival. Airports also commonly use calm wind runways to reduce overflight impact.

In the case of KTRK we have runway 02 that is suitable for most light general aviation piston and turbo prop aircraft and some turbine aircraft. Aircraft always land into the wind. If the winds are calm, which is generally accepted as 0-5 knots without gust, then the pilot has a choice to use any runway. Because runway 11/29 is longer and wider it is typically picked as the first choice for departure. Much of the time, conditions at KTRK would be described as “wind calm”.

It has been generally accepted by the Board of Directors that runway 02 for departures is less impactful than the common more frequently used alternate which is runway 29. Staff has made efforts to influence pilots to use runway 02 based on input from the Board. Language has been carefully chosen to avoid operational pressure in the safety of flight decision making process that occurs when a pilot chooses a departure runway. The airport always favors safety above all else and we make that very evident throughout our outreach collateral.

Following is a set of current examples where staff is promoting the use of runway 02 to the pilot community. Additional promotional concepts require funding and staff has set aside budget amounts to accomplish this for FY 2015/2016.

AIRPORT 5010 DATA AIRPORT MASTER RECORD (1.0)

Working with the FAA, staff changed the remarks section to include a calm wind runway 02. Additional annoyance reduction and curfew information was added as well.



Federal Aviation Administration (<http://www.faa.gov>)



NFDC Home (</xwiki/bin/view/NFDC/WebHome>) /
Browse Aeronautical Data (</xwiki/bin/view/NFDC/Browse+Aeronautical+Data>) /
Airport Data (</xwiki/bin/view/NFDC/Airport+Data>) / TRUCKEE-TAHOE

All Summary Operations Communications NAVAIDS Weather Runway 02/20
Runway 11/29 Heliports Charts Contacts Remarks METAR/TAF

REMARKS

- RWY 20 & RWY 11 DIST-TO-GO MKRS INSTLD ON LEFT SIDE.
- SUMMER DENSITY ALTS IN AFTNS FRQLY EXCEED 9000 FT.
- DOWN DRAFTS MAY BE ENCTRD, EXPC WINDSHEAR.
- WILDLIFE ON AND INVOF ARPT.
- SAILPLANES OPER NE OF ARPT MAY-SEP.
- ACFT & HEL NOISE ABATEMENT RULES IN EFCT. PLEASE AVOID FLT OVER RESIDENTIAL AREAS, N,W, & S; CTC ARPT NOISE ABATEMENT OFC 530-587-4119 EXT 106 FOR COPY OF PROCS & RULES PRIOR TO ARR OR DP WWW.TRUCKEETAHOEAIRPORT.COM
- NO DE-ICE SER AVAIL INDEF
- HIGH VOL OF GLD OPS ON AND INVOF ARPT.
- SIMULUS OPS ON RWYS 11/29 AND 2/20.
- CLSD TO ULTRALIGHT ACT EXC BY PRIOR PMSN.
- ACFT CPBL OF OPERG ABV 80,000 LBS MUST SMT CERTIF TO AMGR VFYG ACFT OPERG WT IS LESS THAN 80,000 LBS.
- VOLUNTARY CURFEW: NO ENG STARTS ARR OR DEPS EXC PPR OR LIFEGUARD FLTS 2300-0600.
- PREF CALM WIND RWY USE RWY 02.
- NO ASR COVERAGE BLO 10,000 FT OVER KTRK
- SPECIAL HAZARD: MOUNTAINOUS TRRN SRNDS ARPT AND RWYS; EXPC WINDSHEER AND DOWNDRAFTS.
- COLD TEMPERATURE RESTRICTED AIRPORT. ALTITUDE CORRECTION REQUIRED AT OR BELOW -20C/-4F.

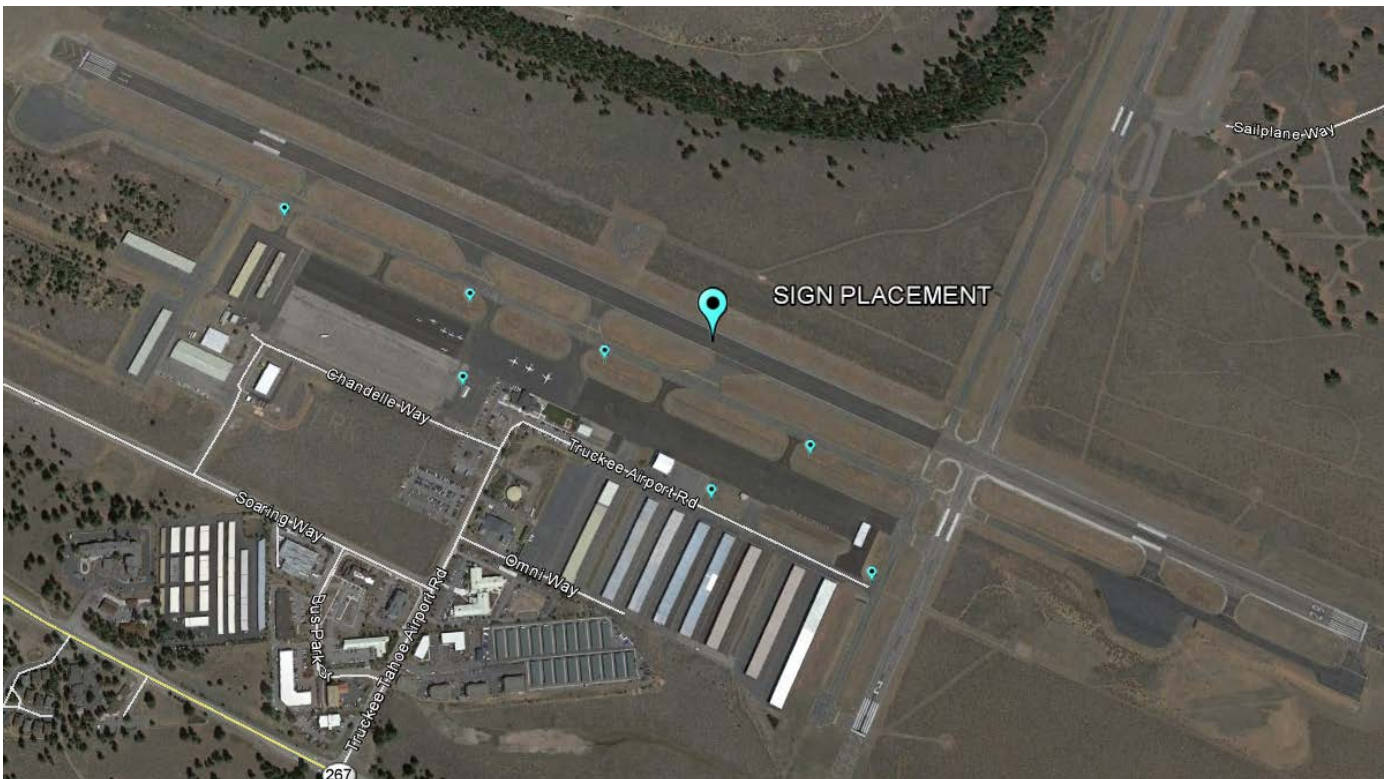
FAA.gov Home (<http://www.faa.gov/>) | Privacy Policy (<http://www.faa.gov/privacy/>) | Web Policies & Notices (http://www.faa.gov/web_policies/) | Contact FAA (<http://www.faa.gov/contact/>)

AIRFIELD SIGNS

Staff created airfield signs that will be placed in 7 locations throughout the airfield promoting the use of runway 02. Currently efforts are underway to install frangible bases, pour concrete, and erect the sign mounting hardware. (2.0)



Black on Reflective Yellow
Qty: 5



RACK CARD

Staff developed a rack card to reach the pilot/owner/visitor crowd. It is directed not only to the pilot but also to the passengers. It highlights and promotes the use of runway 02. (3.0)


KTRK TRUCKEE-TAHOE AIRPORT
VERSION 1 JAN 2015

PILOTS & PASSENGERS

IMPORTANT FLIGHT INFORMATION



- CHECK NOTAMS & WEBSITE FOR IMPORTANT FLIGHT SAFETY INFO—CALL US FOR UP TO THE MINUTE DATA
- KTRK IS NOISE SENSITIVE—AT ALL TIMES
- NOISE ABATEMENT RULES IN EFFECT
- AVOID FLIGHT OVER RESIDENTIAL AREAS
VOLUNTARY CURFEW IN EFFECT
10:30 PM—6:30 AM
- PREFERRED CALM WIND RUNWAY IS 02
LENGTH 4650 FT. WIDTH 75 FT.
- SPECIAL HAZARD — MOUNTAINS SURROUND
EXPECT WIND SHEAR
- WEBCAM WWW.TRUCKEETAHOEAIRPORT.COM
- CONTACT KTRK
WWW.TRUCKEETAHOEAIRPORT.COM
(530) 587-4119 EXT 100
FOR NOISE OR SAFETY INFO

 TRUCKEE
TAHOE
AIRPORT

Field Elevation: 5901
530-587-4119
truckeetahoeairport.com

WHISPERTRACK

We have been a Whispertrack customer since 2012. We currently promote runway 02 as the preferred runway. (4.0)

The screenshot shows the Whispertrack website interface for Truckee Tahoe Airport. At the top, there is a search bar for "Find An Airport" and a "LOGIN" button for "Airport Administrator". The main header features the "whispertrack" logo and the slogan "FLY THE QUIET ROUTE™".

The main content area is titled "KTRK Truckee Tahoe Airport" and "Truckee, California, United States". It includes a "Noise Abatement Information" section with a "Whisperplate" button and a "Noise Sensitivity HIGH" indicator. Below this, there are filters for "Runway" (All, 02, 11, 20, 29) and "Aircraft Category" (All, A, B, C, D, E, HELI). A list of navigation options is provided, including Overview, Temporary Information, Curfews, Images / Diagrams, Arrivals, Departures, and Preferential Runways.

The "All Aircraft Categories | Departure Only" section lists:
RWY02 (4,650 x 75 ft) Weight Limits S-35 D-50
RWY11 (7,000 x 100 ft) Weight Limits S-50 D-80

An "IMPORTANT" notice states: "Preferential runway usage is VOLUNTARY. It is entirely up to the Pilot In Command to determine, based on ALL available information, if the preferred runway can be used safely. At a minimum, consideration to wind, traffic (including gliders), ATC instructions, and any other factors which could affect safety, ALWAYS supersedes consideration to preferential runway usage."

Other navigation options include Pattern Altitudes, Intersection Takeoffs, APU Use, Flight Training, Community Groups/Info, Flight Track Monitoring, and Prior Permission (PPR) Operations.

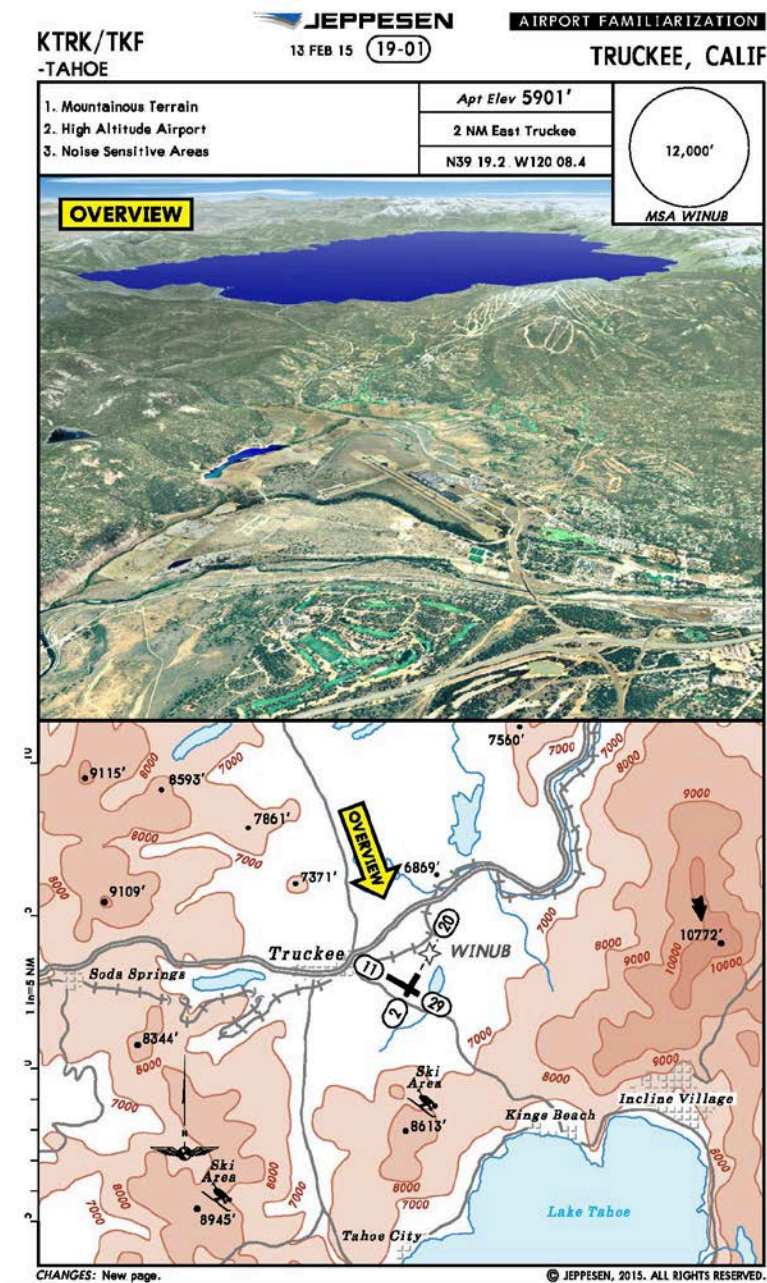
The "Airport Contact" section lists:
Name: Hardy Bullock, Director of Aviation and Business Service
Phone: 530-587-4119 x106
Fax: 530-587-2984
Address: 10356 Truckee Tahoe Airport Rd, Truckee CA 96161
Buttons: Send Email, Go to Web Site

The "Weather Data" section shows:
KTRK 132150Z 21013G29KT 10SM FEW100 SCT160 17/M04 A3010 RMK NOSPECI
Location: Truckee-Tahoe, CA
Coordinates: 39-19N 120-08W
Time: 2015.04.13 2150 UTC
Wind: from the SSW (210 degrees) at 15 MPH (13 KT) gusting to 33 MPH (29 KT);0
Visibility: 10 mile(s);0
Sky: partly cloudy
Temperature: 62 F (17 C)
Dew Point: 24 F (-4 C)
Humidity: 23%
Pressure: 30.1 in. Hg (1019 hPa)

The "Airport Data" section lists:
Elevation: 5,901 ft
City: Truckee, California, United States

JEPPESEN FLIGHT DATA

Staff has worked with Jeppesen, the global leader in flight data services to develop a “Qualification Page” for KTRK. This page typically denotes hazards for airports that require significant local knowledge, expertise, operational capacity, crew training, or equipment. Staff is currently working with Jeppesen to add a component to this product which describes the airports preferred routes to reduce annoyance and avoid residential overflight. The benefit of this product is that it is received by all who subscribe to the data service and is pushed down through the flight planning process to everyone who flies here to KTRK, the reach is incredibly wide. The difficulty is that airports are not currently allowed to place noise abatement procedures into the publication. We are working to overcome this. (5.0)



KTRK/TKF
-TAHOE


TRUCKEE, CALIF

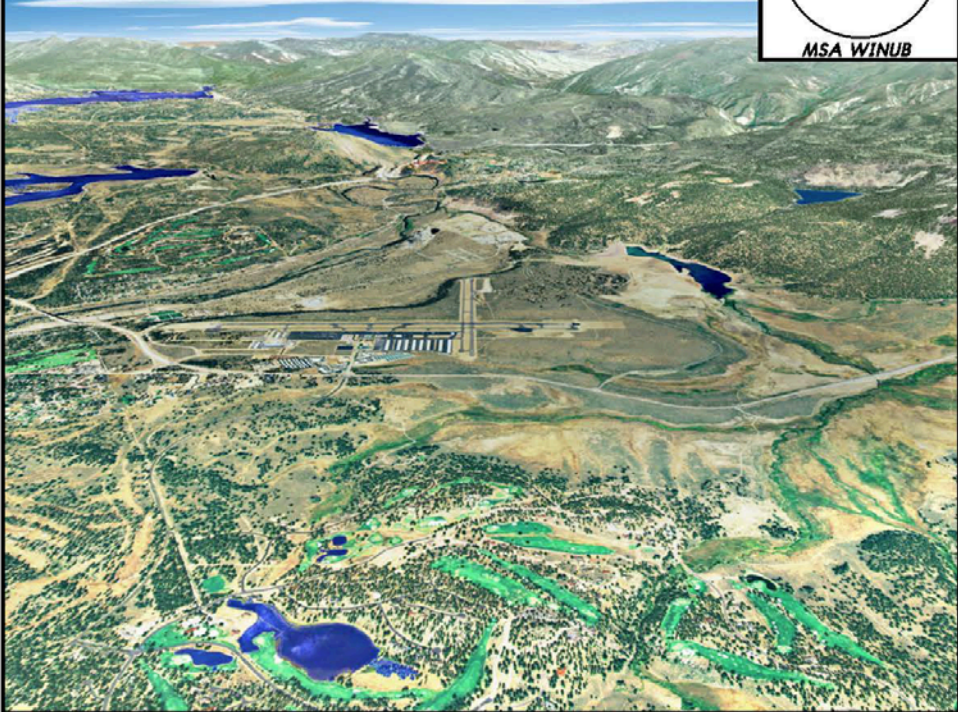
Public	<i>Longest Rwy (LDA): Rwy 11/29 - 7000'</i>		<i>Time Conv (Std): UTC -8</i>	
OVERVIEW				
<p>Truckee-Tahoe Airport is located in the Sierra Nevada Mountains of eastern California. The airport is 6 NM north-northwest of Lake Tahoe and rapidly rising terrain surrounds the airport. A ridge of mountains, containing several ski resorts, is in the southeast quadrant. This ridge separates Lake Tahoe from the airport. The runway environment is near the edge of a small plateau and the terrain immediately to the north sharply drops about 100 feet to the valley floor below. To the east, terrain rises to 10,772 feet MSL within 10 NM. To the south, terrain rises to 8613 feet MSL within 5 NM. To the northwest, terrain rises to 7371 feet MSL within 5 NM.</p> <p>Expect windshear and severe downdrafts near the airport.</p> <p>The higher landing minimums and special missed approach procedures are designed to allow for clearance of high terrain near the airport.</p> <p>Wildlife is present on and in the airport vicinity.</p> <p>There is extensive glider and ultralight activity on and in the airport vicinity.</p>				
WEATHER				
Seasonal data represents average monthly values				
Remarks:				
Snowfall is reported from October through May with the highest activity occurring from December through March. IMC is mostly due to low ceilings.				
	Dec-Feb	Mar-May	Jun-Aug	Sep-Nov
① Precip Amount	5.3 in 135 mm	2.5 in 64 mm	0.5 in 13 mm	1.8 in 46 mm
Snowfall	41.7 in 106 cm	18.9 in 48 cm	0.1 in 0.3 cm	6.5 in 17 cm
Other Precip	< 1 day Thunderstorms	<.5 days Thunderstorms	<.5 days Thunderstorms	<.5 days Thunderstorms
IMC days	13 days	10 days	1 day	6 days
Prevailing Winds	SSW-8 kts	SW-8 kts	WSW-8 kts	SW-7 kts
Low Temp	16°F -9°C	27°F -3°C	40°F 4°C	29°F -2°C
High Temp	41°F 5°C	54°F 12°C	79°F 26°C	62°F 17°C
① Annual precipitation totals 30.2 in (77 cm).				

CHANGES: New page.

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KTRK/TKF
-TAHOE

1. Mountainous Terrain 2. High Altitude Airport 3. Noise Sensitive Areas	<i>Apt Elev</i> 5901'	
	2 NM East Truckee	
	N39 19.2 W120 08.4	



RUNWAY 2

Simultaneous operations occur on Runway 11/29.

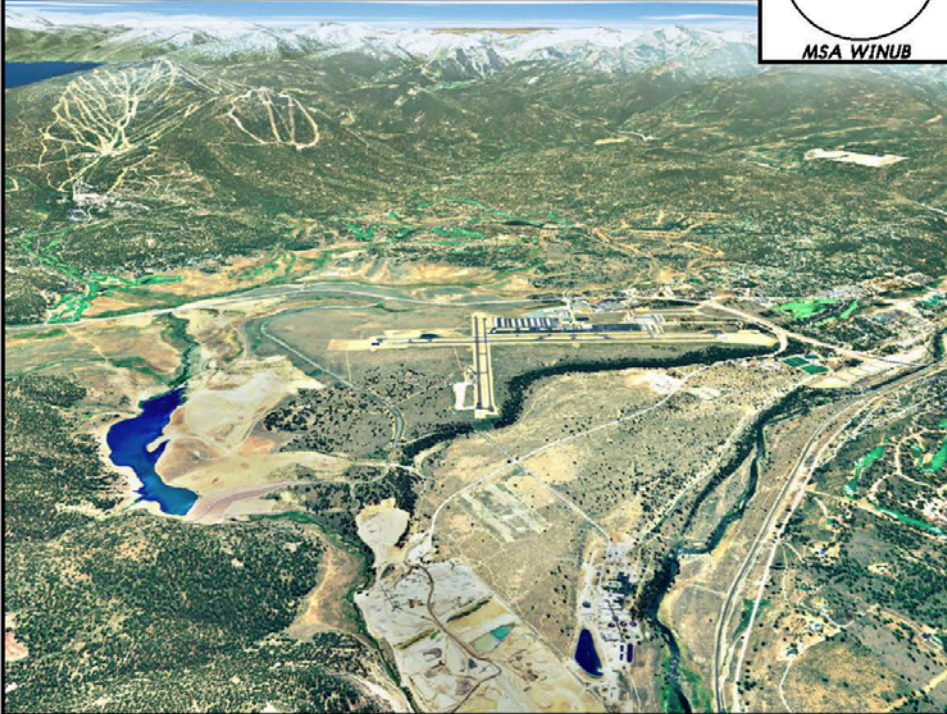
The Obstacle Departure Procedure for this runway uses the TRUCK Departure, and the lowest takeoff minimums require a minimum climb gradient of 415 feet/NM up to 11,500 feet MSL.

CHANGES: New page.

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KTRK/TKF
-TAHOE

1. Mountainous Terrain 2. High Altitude Airport 3. Noise Sensitive Areas	<i>Apt Elev</i> 5901'	
	2 NM East Truckee	
	N39 19.2 W120 08.4	



RUNWAY 20

This runway uses a right-hand traffic pattern, while sailplanes use a left-hand traffic.

Straight-in and circling to land instrument procedures to this runway are not authorized at night.


The only available public straight-in instrument approach procedure to this runway is an RNAV (GPS) approach.

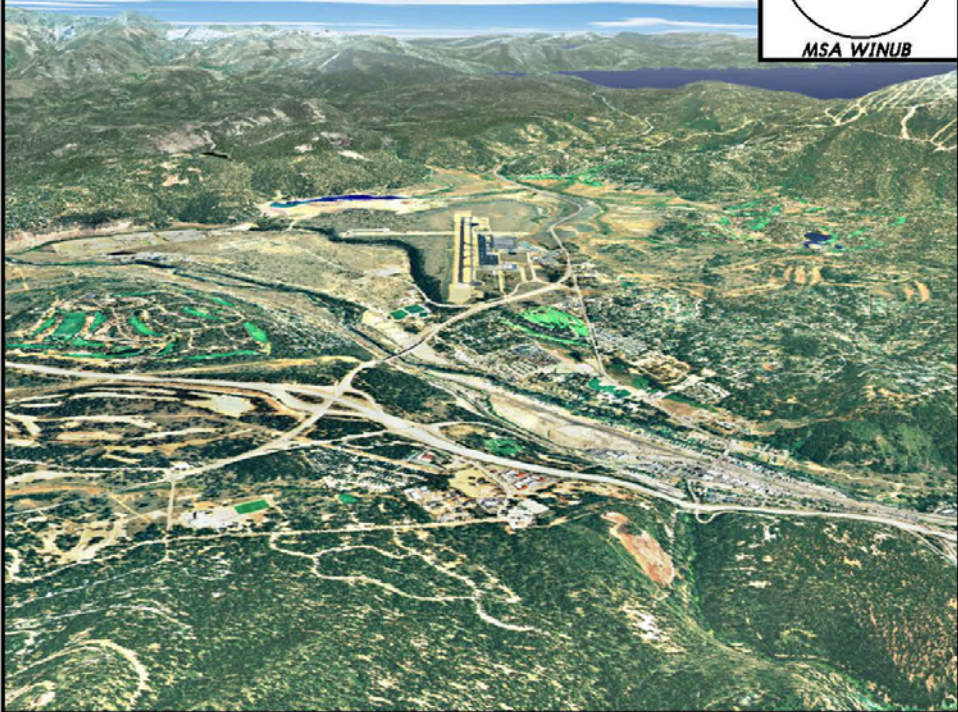
Visual vertical guidance is provided by VASI (3.5°) on the left side of the runway.

Simultaneous operations occur on Runway 11/29.

This runway has a displaced threshold resulting in a usable landing length of 4535' feet.

KTRK/TKF
-TAHOE

1. Mountainous Terrain 2. High Altitude Airport 3. Noise Sensitive Areas	<i>Apt Elev</i> 5901'	
	2 NM East Truckee	
	N39 19.2 W120 08.4	



RUNWAY 11

Straight-in and circling to land instrument procedures to this runway are not authorized at night.


The only available public straight-in instrument approach procedure to this runway is an RNAV (GPS) approach.


Simultaneous operations occur on Runway 2/20.

CHANGES: New page.

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KTRK/TKF
-TAHOE

1. Mountainous Terrain 2. High Altitude Airport 3. Noise Sensitive Areas	<i>Apt Elev 5901'</i>	
	2 NM East Truckee	
	N39 19.2 W120 08.4	



RUNWAY 29

Simultaneous operations occur on Runway 2/20.

The Obstacle Departure Procedure for this runway uses the TRUCK Departure, and the lowest takeoff minimums require a minimum climb gradient of 500 feet/NM up to 11,500 feet MSL.


CHANGES: New page.

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DIRECT EBLAST


Staff subscribes to a data service provider for specific pilot, and aircraft owner email addresses. We recently started directly mailing these groups with airport specific information. This information includes safety and community annoyance information and references our calm wind runway request directly. (6.0)

You have requested information as [email address suppressed]. Click here to [unsubscribe](#)



**TRUCKEE TAHOE
AIRPORT DISTRICT**
Connected by more than a runway

Truckee Tahoe Airport KTRK
January 7, 2015



Aircraft Owner / Pilot / Operator

[See how quickly conditions change at KTRK in this time lapse video \(HERE\)](#)

Truckee Tahoe Airport is reaching out to you in an effort to raise awareness regarding important safety of flight and community information for KTRK.

Our monthly newsletter will keep you up to date on specific airport issues and activities that may affect you, your aircraft, your passengers, and/or your bottom line.

KTRK is located in a sensitive and serene mountainous environment. To respect this great Truckee / North Tahoe Community, the airport asks that you **Fly Aware** at all times. This means avoiding residential overflight, following noise abatement procedures and adhering to our voluntary curfew. **Fly Aware** also means flying safely, and thoroughly understanding the challenges associated with flight at KTRK.

See our Fly Aware safety tips and videos here
<https://truckeetahoeairport.com/aviation/safety>

See our Fly Aware community noise abatement procedures here
<https://truckeetahoeairport.com/aviation/procedures>

If you have a story or a comment about KTRK we want to hear from you. Have a good tip on reducing community annoyance or enhancing safety? Send it in to receive a free lunch at the Red Truck Cafe.

Call us with your questions or concerns today.

Hardy Bullock

Director of Aviation & Community Services
(530) 587-4119 EXT 106
or Mike Cooke
Manager of Aviation & Community Services
(530) 587-4119 EXT 108

**CHECK NOTAMS & OFFICIAL FLIGHT INFORMATION BEFORE
OPERATING AT KTRK**

**These simple steps will keep you flying safely and help to preserve our
airport as a community asset in the Truckee / North Tahoe Area.**

- CHECK NOTAMS & WEBSITE FOR IMPORTANT FLIGHT SAFETY
INFO—CALL US FOR UP TO THE MINUTE DATA
- KTRK IS NOISE SENSITIVE— AT ALL TIMES
- NOISE ABATEMENT RULES IN EFFECT
- AVOID FLIGHT OVER RESIDENTIAL AREAS
- VOLUNTARY CURFEW IN EFFECT 10:30 PM—6:30 AM
- PREFERRED CALM WIND RUNWAY IS 02
LENGTH 4650 FT. WIDTH 75 FT.
- SPECIAL HAZARD — MOUNTAINS SURROUND
EXPECT WIND SHEER
- WEBCAM WWW.TRUCKEETAHOEAIRPORT.COM

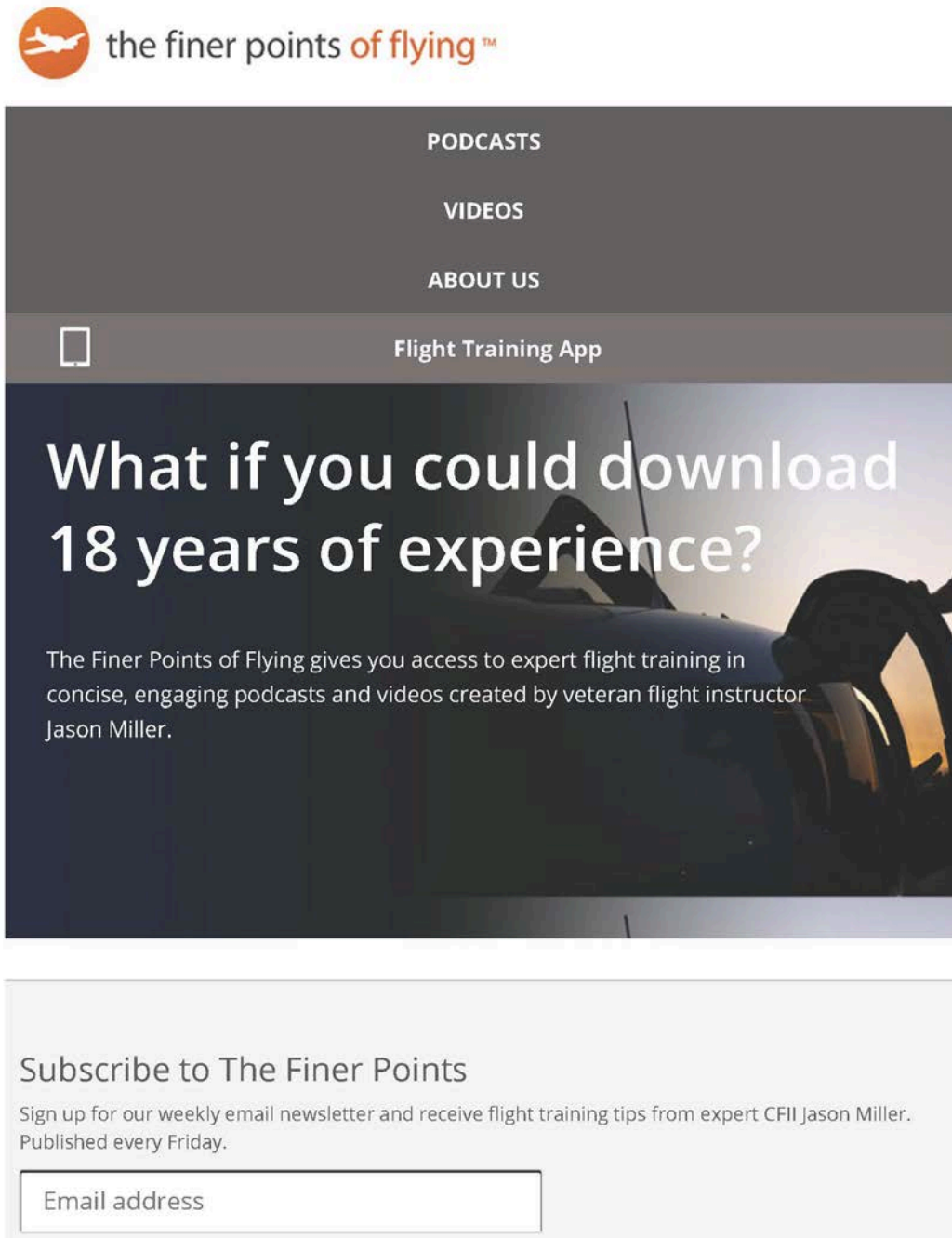
CONTACT KTRK WWW.TRUCKEETAHOEAIRPORT.COM
(530) 587-4119 EXT 100 FOR NOISE OR SAFETY INFO


Truckee Tahoe Airport District
10356 Truckee Airport Rd.
Truckee, CA 96161
info@truckeetahoeairport.com
Operations phone: (530) 587-4119

If you wish not to receive messages like these
please [unsubscribe](#).

THE FINER POINTS / FLIGHT CHOPS

The Finer Points and Flight Chops are general aviation websites that promote aviation safety, training, technology, and fun. They have a wide reach, particularly in the Bay area where pilots who visit our airport are based. We entered into a sponsorship agreement to promote community awareness and our noise abatement procedures. Our hope is to speak at the upcoming Mountain Flying Training Seminar where we can spread the word about our noise abatement procedures, the calm wind runway 02, our safety hazards and other airport specific information. These organizations use social media, podcasts, eblast, and video. This use of these emerging mediums will help promote our information to the younger, newer, aviators and aircraft owners. (7.0)




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Meet Jason

Jason Miller is one of the San Francisco bay area's leading certified flight instructors and the host of The Finer Points.

Jason's unique blend of expertise, passion for teaching, and performance background make this program informative and engaging—like no other podcast out there. With The Finer Points, Jason will keep you informed on the latest innovations in aviation technology and serve up flying tips and tricks he's honed during his 18 years flying.

[Learn more](#)

"I am particularly struck with Jason's professional dedication to conveying pertinent and meaningful information to his listeners."

Captain Barry Schiff



"Your podcast saved me from a potential off airport landing."

Tom, private pilot
Peyton, Colorado

"A short run through the NTSB accident database is like a primer for your teachings. I hope you keep it up for years to come."

Rob Doyle, private pilot
Hobart, Tasmania



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Become a Patron

CURRENT PROMOTIONS & CONTESTS



THE iCLOTH AVIONICS SWAG PACK CAPTION CONTEST

We couldn't pick just one WINNER! There were 3!

Tom Baumann -- Germany

"I just had a Beard Strike"



Other winners:

Jason Benvenuti -- Canada

"Yellow planes are dumb. Wait... it's right behind me, isn't it?"

Keith Burr -- waiting for address

"why yes my beard is airworthy"

[Want More?](#)

We'll be running monthly contests!

Check back here to see who won, and what's coming next!

TELL US YOUR STORY



BE A
PART
OF
FLIGHT
CHOPS!

Show us your
plane.

Share your experience.

[Tell Us Your Story!](#)



ABOUT

I'm a Private Pilot, doing my best to stay current and learn. I fly for fun and might just be the least cocky pilot on the internet! My self analysis videos can seem self deprecating at times, but I am trying to learn from the small mistakes to avoid making a big one; I'm happy to share and find it rewarding to help other pilots or aspiring aviators in any way that I can. How does the saying go? "Experience is a hard teacher because she gives the test first, the lesson afterwards". And in aviation, not all tests are survivable.

My virtual "ride-along" flying videos are aimed at sharing my experiences and giving back to the aviation community which has been so helpful to me. I shoot multi-camera angles, get detailed real time instrument panel shots, and have radio intercom audio. I respect people's time, so I put a fair bit of work into editing to keep the videos concise and engaging; I add animations and further graphics and voice overs where needed to add context and explanations.

My hope is to continue to grow and evolve the "Flight Chops" project with input and support from the aviation community!