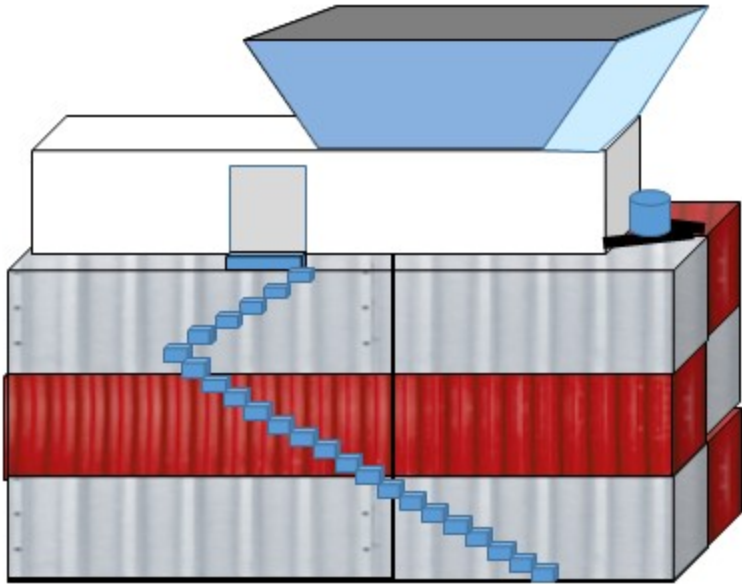
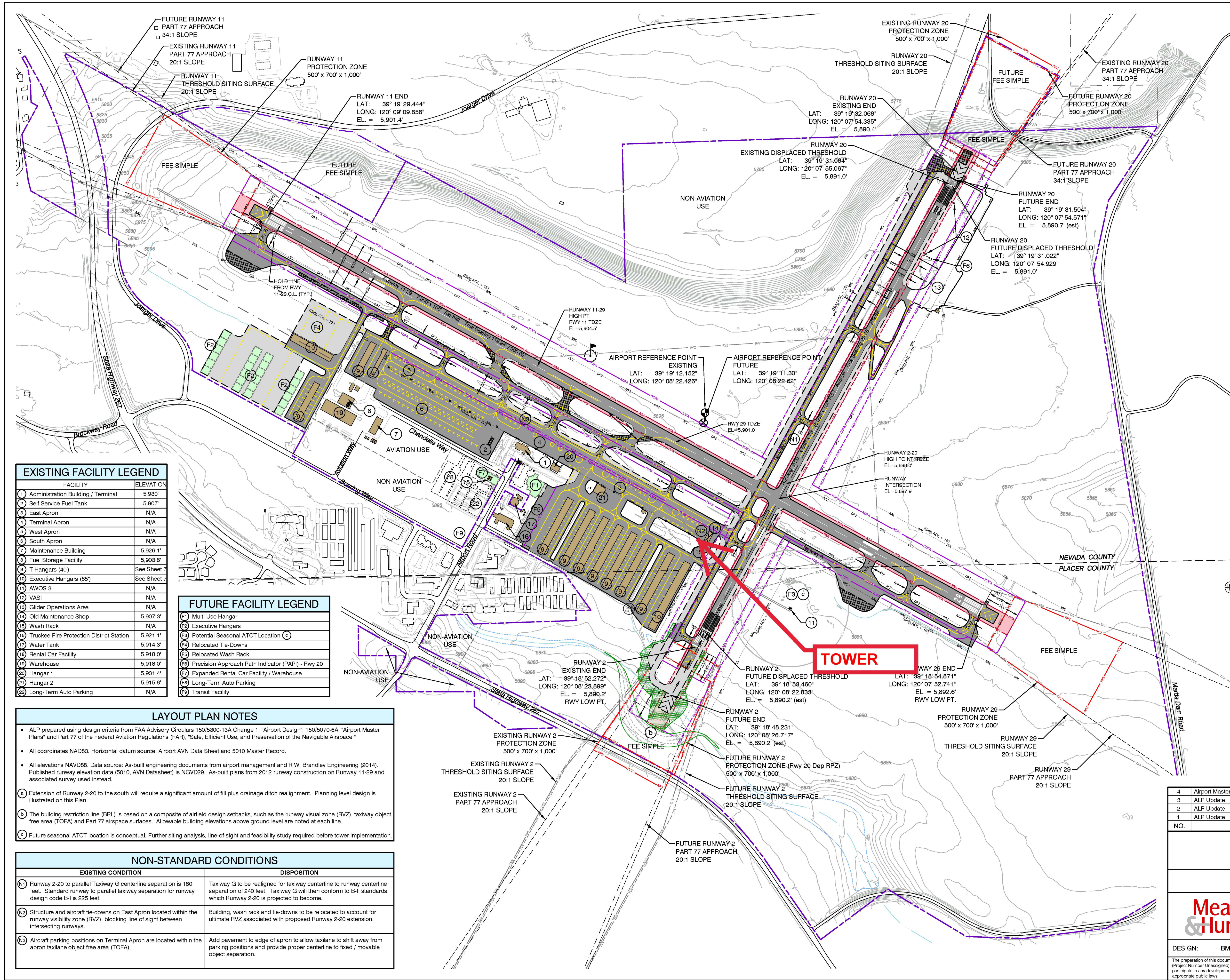


Rough Depiction of Mobile Tower Stacked on Metal Containers





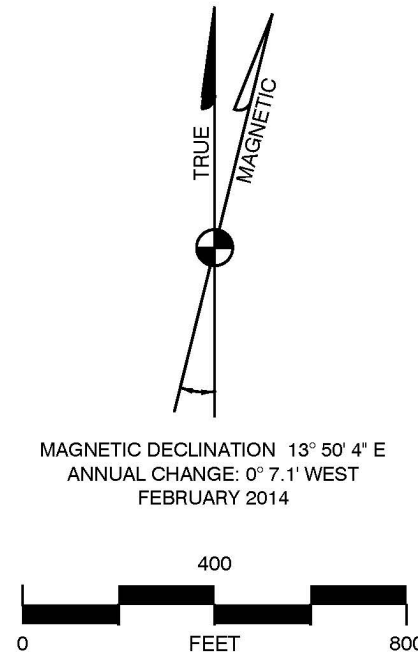
DRAWING LEGEND		
	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT		
PAVEMENT TO BE REMOVED		
AIRPORT PROPERTY		
AIRPORT REFERENCE POINT		
COUNTY BOUNDARY		
TOWN OF TRUCKEE BOUNDARY		
RUNWAY SAFETY AREA (RSA)		
RUNWAY PROTECTION ZONE (RPZ)		
RUNWAY OBJECT FREE AREA (ROFA)		
TAXIWAY OBJECT FREE AREA (TOFA)		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

EXISTING FACILITY LEGEND	
FACILITY	ELEVATION
1 Administration Building / Terminal	5,930'
2 Self Service Fuel Tank	5,907'
3 East Apron	N/A
4 Terminal Apron	N/A
5 West Apron	N/A
6 South Apron	N/A
7 Maintenance Building	5,928.1'
8 Fuel Storage Facility	5,903.8'
9 T-Hangars (40')	See Sheet 7
10 Executive Hangars (65')	See Sheet 7
11 AWOS 3	N/A
12 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
1 Multi-Use Hangar	
2 Executive Hangars	
3 Potential Seasonal ATCT Location	
4 Relocated Tie-Downs	
5 Relocated Wash Rack	
6 Precision Approach Path Indicator (PAPI) - Rwy 20	
7 Expanded Rental Car Facility / Warehouse	
8 Long-Term Auto Parking	
9 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 NAVD88. Data source: As-built engineering documents from airport management and R.W. Brandley 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.
- (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.
- (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.
- (C) 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
(A) 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.
(B) 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.
(C) 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 _____ Date _____

FAA Approval Space

DRAFT
Work in Progress

NO.	REVISION	SPONSOR	DATE
4	Airport Master Plan Update	Mead & Hunt, Inc.	2014
3	ALP Update	PBS&J	2009
2	ALP Update	PBS&J	2007
1	ALP Update	PBS&J	2005

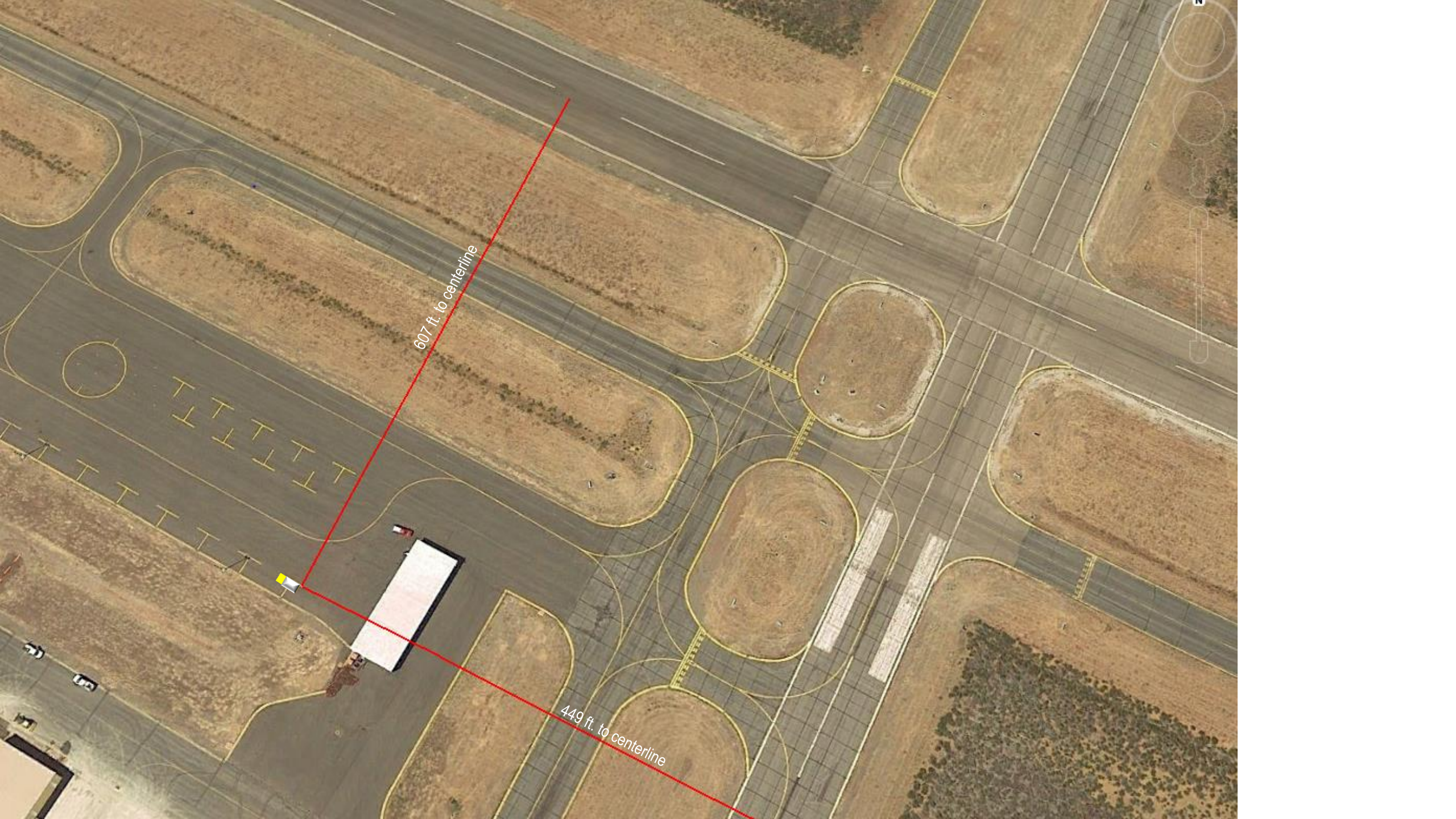
TRUCKEE-TAHOE AIRPORT
TRUCKEE, CALIFORNIA

AIRPORT LAYOUT PLAN

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

Area for tower should be at least 25 ft. wide to accomadate space for stairs and at least 30 ft. long to allow for the storage containers and tower itself on top.





607 ft. to centerline

449 ft. to centerline