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December 11, 2017

Karin Hardiman  
Tower Manager Midwest ATC  
Truckee Tahoe Airport Control Tower

## Attachment 1

Dear Karin,

As you know we have all worked hard to make the tower effective. We consider you and your staff, along with the entire Midwest ATC team, a partner and asset to our community. I wanted to refresh our list of priorities based on insight from the pilot community, our Staff, and the Airport Board of Directors.

1. Provide safe and effective separation of aircraft on the ground and handling and sequencing of aircraft in flight.
2. Reduce community annoyance through the use of preferred runways, procedures, and routing.
  - A. All capable aircraft and all single engine aircraft, whether piston or turbo prop, shall be cleared to taxi to runway 02 for departure direct to the *SCALES* then on course over roads when the wind is less than 3 knots. Alternative requests are at the discretion of the senior controller.
  - B. Departures off runway 20 shall make a climbing left 270 degree turn joining runway 29 and then on course with a noise abatement procedure.
  - C. All aircraft departing runway 29 shall be given the clearance, "At departure end of runway 29 turn right to 300 then on course over roads if possible" Alternatively, "Are you familiar with runway 29 noise abatement procedures?"
  - D. When winds are less than 3 knots or favoring runway 11 capable aircraft shall be cleared to runway 11 for departure with a left turn out direct to the *SCALES* then on course over roads.
  - E. Aircraft arriving for runway 29 shall maintain an altitude of 7500 feet MSL until the base leg.
  - F. Aircraft arriving from the North using runway 20 shall be cleared from the *SCALES* to the runway threshold to offset the course away from Glenshire and remain west of the extended runway centerline.
  - G. Aircraft arriving from the North shall use the *SCALES* as an initial entry point then direct midfield entry if landing runway 29.
  - H. Aircraft doing touch and go procedures shall be routed the full distance of the corresponding noise abatement procedure to avoid residential overflight. Aircraft shall use left traffic for runway 20 during touch and go operations when glider operations are suspended.
  - I. Controllers will use all available methods to reduce annoyance through routing of aircraft over roads while avoiding residential areas.

We are committed to working with Midwest ATC to find acceptable methods that safely reduce annoyance and enhance control and the orderly flow of traffic during peak periods. We appreciate your assistance Karin.

Sincerely,

Hardy Bullock  
Director of Aviation & Community Services

CC:

Andy Goethe  
Kevin Smith  
Deanna Dressell