



# ACT NOW!

## Airport Community Team Meetings

### ACT Meeting Summary Report

Topic:	District Finances and an Overview of the 2022 District Budget
Video Link:	<a href="https://vimeo.com/676423324">https://vimeo.com/676423324</a>
Date:	February 9, 2022

Attendance
<ul style="list-style-type: none"><li>• 9 ACT Members</li><li>• 5 Staff</li><li>• 1 Board Member</li></ul>

Total Members
<ul style="list-style-type: none"><li>• 98 ACT Members</li></ul>

### Summary

- Mr. Kevin Smith welcomed everyone to the meeting. He gave an overview of the types of aircraft that use the Truckee Tahoe Airport and the process in determining the size of an airport. Mr. Smith explained the airport design factors that affect the aircraft size and type that the Truckee Tahoe Airport can accommodate including references to the Aircraft Reference Code (ARC) and the Runway Design Code (RDC). Additional important factors included pavement load bearing strength, width and size of taxiways, and ramp parking availability. The ARC is important to the FAA although they cannot make changes to the ARC – only the respective airport can make changes. The ARC is the FAA’s method of characterizing aircraft’s physical characteristics to its performance capabilities. It is comprised of the Aircraft Approach Category (A-E) and the Airplane Design Group (I-V). Truckee Tahoe Airport is categorized as a B-II 5000 which means it can accommodate aircraft with approach speeds of 91-120 knots and wingspans of 49-78’. The Runway Design code adds the visual range which is 5000’.
- Hardy Bullock presented a graphic of the noise footprint of a Cessna and a glossary of abbreviations used in aviation. He went on to describe the fleet mix that typically frequent Truckee Tahoe Airport from smallest to largest: Gliders, Cessna 172, Cirrus SR-22, Daher TBM-940, Pilatus PC 12 (currently the most popular), Textron Super King Air, Embraer Phenom 300, Bombardier Challenger 350, and the Bombardier Global Express. He also mentioned that a C130 lands here occasionally during training exercises. Mr. Bullock pointed out that aircraft noise signatures and size do not always correlate. Smaller aircraft with smaller engines are sometimes louder than larger aircrafts with bigger engines. Large aircraft often have a lower tone, are faster to take-off and leave the area more quickly than the smaller planes which affects the duration of noise.

10356 Truckee Airport Road, Truckee, CA 96161

P: (530) 587-4119 | F: (530) 587-2984

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## Member Comments and Questions – (See Video Link for Detailed Responses)

- Why are C130s landing at our airport?
- What do military jets typically weigh?
- What's the ratio of noise complaints for piston engines versus jets?
- Are the numbers presented for aircraft landing speed at sea level or at TRK altitude?
- How is the Runway Visual Range?
- I noticed on the updates you are taking out the VASI and putting in a PAPI – when will that happen?
- Thank you for working to transfer weather to the tower, it has improved accuracy.
- Are any of the planes in the fleet “large cabin”?
- Does the tower use the webcam for their operation?
- I/pilot use the web cam a lot as it seems to be the most accurate information.
- Is there a better technology to determine visibility during smoke events other than AWOS?
- Is RVR in the cards for the airport?
- Was the airport shut down during the fires/smoke?
- Is it possible to put a link on the website to the weather camera on Donner Summit?
- Idea for a future meeting is to get a full picture of the history of the runways and the new runway.

### Scheduled Future Meetings Topics

- Airport Master Plan Update Project Part II – March 9, 2022



### Bike Rack – Topics Racked for Future Meetings

- Cost Allocation Study
- Airport Properties and Open Space Lands

