



ACT NOW!

Airport Community Team Meetings

ACT Meeting Summary Report

Topic:	Master Plan Update II – Runway Feasibility Study
Video Link:	https://vimeo.com/manage/videos/688028781
Date:	March 9, 2022

Attendance
<ul style="list-style-type: none">• 35 ACT Members• 5 Staff• 2 Board Member

Total Members
<ul style="list-style-type: none">• 92 ACT Members

Summary

Kevin Smith welcomed everyone to the ACT Meeting. The topic of the meeting was the Master Plan Update including the Runway Feasibility Study. Mr. Smith introduced Brad Musinski, Senior Planner from Mead and Hunt. Brad’s presentation provided an overview of the Master Plan and where we are today.

In 2015 the Master Plan introduced a conceptual third runway aligned to direct arrival and departure traffic to/from the north over the truck scales on I-80. The third runway idea was dismissed at that time from consideration early in the process with the outcome and final recommendations being to extend and widen runway 2/20. The goal of this decision was to disperse operations between runways 11/29 and 2/20. The Board authorized a third runway preliminary analysis in 2019-2020. If the third runway, 16/34 is determined to be feasible, the Airport Layout Plan showing a third runway will be submitted to the FAA for review and potential acceptance. Funding means would need to be established and an environmental impact study completed. The feasibility study outlines the benefits to the community and to pilots/aircraft including reducing residential overflight, noise impacts, enhanced safety, and improved operational efficiency. Enhanced arrival and departure procedures will provide vertically guided approaches and improved climb gradient for departures. Mr. Musinski pointed out that the third runway should not facilitate growth in operations at TRK. The updated Airport Layout plan shows the new runway 16/34 is 5900’ long. Next steps are to determine how the runway will be used, evaluate overflight, safety, and noise impacts on the community.

Continuous findings will be presented at future meetings i.e., an ACT meeting April 13, 2022, a virtual Master Plan Update Workshop on April 20, 2022, a TTAD Board meeting on April 27, 2022, and an in-person public Masterplan Plan Update Workshop on May 3, 2022.

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

- It appears the plan is a departure only on 34 and arrival only on 16. With the new runway, Martis Camp/Northstar residents will be affected by the exhaust noise. How often given prevailing winds will the new runway be usable?
- Concerns about safety, because of prevailing winds especially during the summertime. Consider the traffic conflict this will cause. Jets may not use this runway due to the distance to taxi.
- Does the noise impact study take into account the lower climb gradient for departure of 34.
- Why was a feasibility study not conducted with the previous master plan results to widen and lengthen 2/20? We would get some of the same benefits as the proposed new runway without as much effort and cost.
- Concerns about this design as the prevailing winds are from the southwest which is a direct crosswind. The long taxi from the hangers is also a concern. Where would the gliders be moved to if this runway is built? Jets tend to use the longest runway available and would continue to use the existing 11/29 runway.
- How many acres of asphalt would be used? How many trees would be cut down? Where will Soar Truckee be moved to? How much money has been spent so far? How much money will this new runway cost?
- Does the length of the runway affect which planes can use this runway? Does the tower decide which runway a plane should use?
- Displaced thresholds can cause confusion for pilots especially one as long as proposed for the new runway.
- What will happen to the glider operation?
- From a safety perspective a small single engine plane would not be able to use runway 34 with the displaced threshold's short distance available.
- Is there future technology available to evaluate things like noise, climate density altitude that would solve some of the problems we are talking about.
- Is there a chance this would not get to phase II?
- As a member of the community, I'm in favor of looking at alternative flight patterns to minimize safety concerns and noise impacts on the town of Truckee.
- What are some of the other components to the master plan? Are there other improvements such as the EAA Building?
- Pilots are community members as well and a valuable resource on the field, having the same concerns regarding safety, noise, etc.
- How long will phase 1 and phase 2 take?
- The Tower is open to the public. To observe the operation, please schedule an appointment with Larry Finney.
- Is it possible to know who on the board are in favor of the proposed new runway?
- Will the new runway allow larger aircraft to use Truckee Tahoe Airport?

Scheduled Future Meetings Topics

- ACT Meeting April 13, 2022
- Virtual Master Plan Update Workshop on April 20, 2022
- An in-person public Master Plan Update Workshop on May 3, 2022



Bike Rack – Topics Racked for Future Meetings

- Cost Allocation Study
- Airport Properties and Open Space Lands

