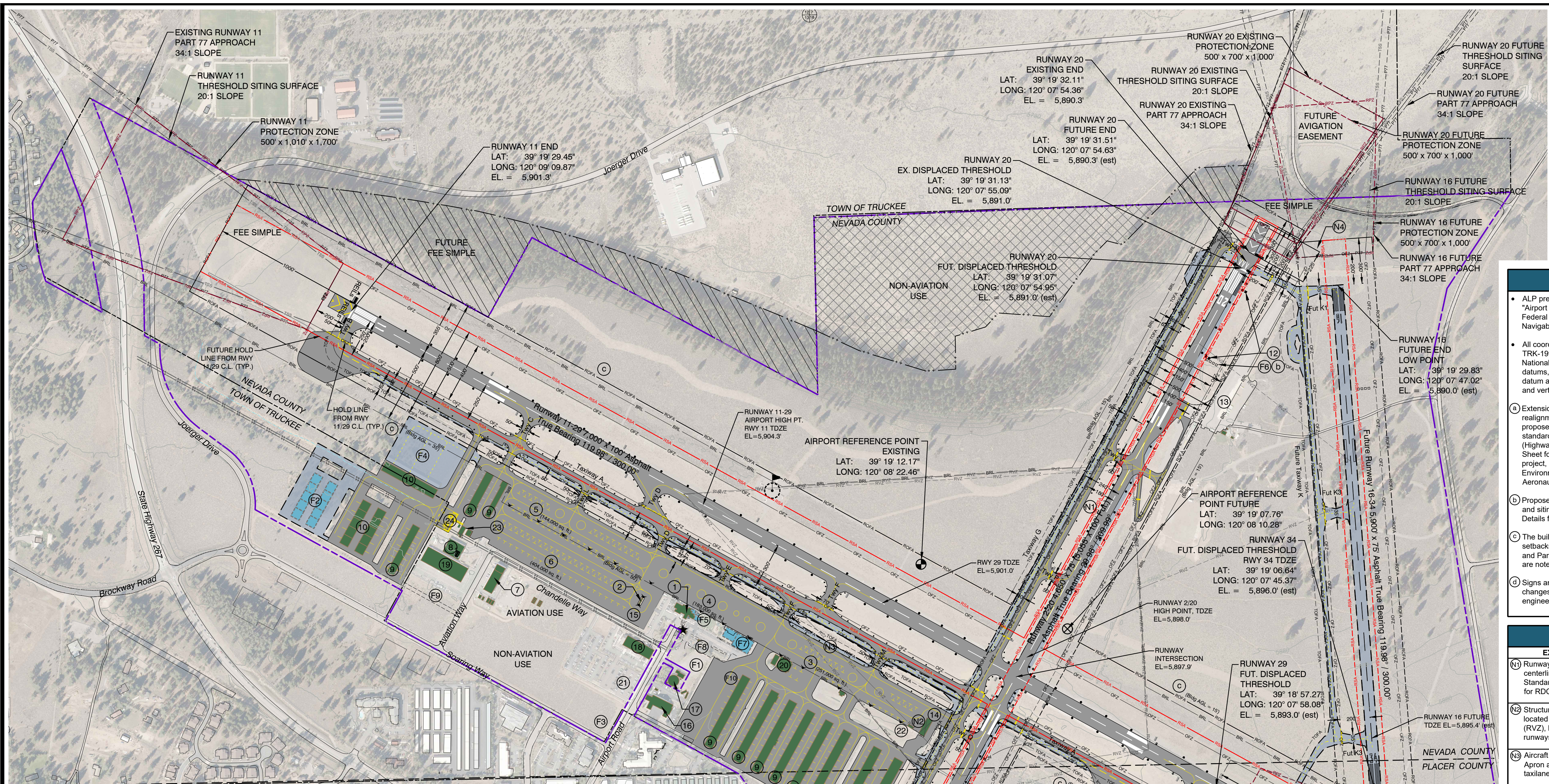


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SUBMITTED BY:  
TRUCKEE TAHOE AIRPORT DISTRICT

By \_\_\_\_\_ Date \_\_\_\_\_

FAA APPROVAL SPACE

DRAFT  
Work in Progress

This Draft ALP was updated in April 2023 in conjunction with the Master Plan - Phase 1 Update. The purpose of this Draft is to illustrate the addition of conceptual Runway 16/34 to the airport. This includes Runway 16/34 design surfaces, runway and taxiway geometry, impacts to the airfield, and airspace analysis. This Draft ALP is being submitted to the FAA for preliminary review and feedback of the Runway 16/34 concept and feasibility only. Formal approval of this ALP is not being requested at this time. This ALP retains future facility changes as proposed by the 2015 Master Plan (to be reevaluated in Master Plan - Phase 2) and incorporates Pen & Ink facility updates since 2015.

Mead & Hunt

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TRUCKEE TAHOE AIRPORT

- LAYOUT PLAN NOTES**
- ALP prepared using design criteria from FAA Advisory Circular 150/5300-13B "Airport Design", FAA Standard Operating Procedure 2.00, and Part 77 of the Federal Aviation Regulations (FAR), "Safe, Efficient Use, and Preservation of the Navigable Airspace."
  - All coordinates NAD83 and all elevations NAVD88. Source: AGIS Survey TRK-196692 (September 2017, Quantum Spatial, NGS Verified May 4, 2018). National Geodetic Survey is developing a replacement of NAD 83 and all vertical datums, including NAVD 88. The replacement will define the future horizontal datum and vertical datum. Future runway data based on current horizontal datum and vertical datum.
  - Extension of Runway 2/20 to the south will require fill and drainage ditch realignment. Planning level design is illustrated on this Plan. Declared distances proposed for future Runway 2/20 to obtain necessary length while obtaining standard RSA, and to mitigate unacceptable incompatible land uses in the RPZ (Highway 287). See Runway 2/20 Centerline Profile and Declared Distances Sheet for more information. Proposed Runway 2/20 extension and widening project, along with relocation of parallel Taxiway G will require a National Environmental Policy Act (NEPA) determination prior to design, and an Aeronautical Survey for support of amended Instrument Approach Procedures.
  - Proposed Runway 20 PAPI to replace VASI. Location is approximate. For design and siting, consult Advisory Circular 150/5340-30J, "Design and Installation Details for Airport Visual Aids."
  - 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.
  - Signs and lights to be realigned to accommodate proposed runway and taxiway changes. Locations estimated and to be finalized and incorporated during engineering design.

**NON-STANDARD CONDITIONS**

EXISTING CONDITION	DISPOSITION
(11) Runway 2/20 to parallel Taxiway G centerline separation is 180 feet. Standard runway to taxiway separation for RDC B-II is 240 feet.	Taxiway G to be reconstructed for taxiway centerline to runway centerline separation of 240 feet. (12)
(12) Structure and tie-downs on East Apron located within the runway visibility zone (RVZ), blocking line of sight between runways.	Building and tie-downs to be relocated to account for ultimate RVZ associated with proposed Runway 2/20 extension. (13)
(13) Aircraft parking positions on Terminal Apron are located within the apron taxiway object free area (TOFA).	Add pavement to edge of apron to shift taxiway object free area (TOFA) and provide proper centerline to object separation. (14)
(14) Runway safety area (RSA) at Runway 20 approach end does not meet grading standards. Actual RSA is 225 feet from runway end.	Shift Runway 20 landing threshold south and establish declared distances to meet RSA standards beyond runway end (300 feet). (15)

**DRAWING LEGEND**

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

**EXISTING FACILITIES**

ALP #	FACILITY NAME	ELEVATION
1	Administrative Building / Terminal	5,930'
2	Self Service Fuel Tank	5,907'
3	East Apron (251,000 sq. ft.)	N/A
4	Terminal Apron (183,000 sq. ft.)	N/A
5	West Apron (144,000 sq. ft.)	N/A
6	South Apron (404,000 sq. ft.)	N/A
7	Maintenance Building	5,926.1'
8	Fuel Storage Facility	5,903.8'
9	T-Hangers (40')	See Sheet 8
10	Executive Hangars (65')	See Sheet 8
11	AVOS 3	N/A
12	Rwy 20 2-Box 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 Building / Warehouse	5,928.0'
19	Warehouse	5,918.0'
20	Hangar 1	5,931.4'
21	Long-Term Auto Parking	N/A
22	Temporary ATCT	5,950.0'
23	Care-Flight Aeronautical Facility	N/A
24	Care-Flight Helicopter Parking Apron	N/A

**FUTURE FACILITIES**

ALP #	FACILITY NAME
F1	Multi-Use Hangar
F2	Executive Hangars
F3	Transit Facility
F4	Relocated Tie-Downs
F5	Administration Building Expansion
F6	Runway 20 PAPI
F7	Hangar 2 Replacement
F8	Parking Lot Expansion
F9	Tenant Access Road and Parking Expansion
F10	Experimental Aircraft Association

- DRAFT ALP DISCLAIMERS**
- (1) This Draft ALP was updated in April 2023 in conjunction with the Master Plan - Phase 1 Update. The purpose of this Draft is to illustrate the addition of conceptual Runway 16/34 to the airport. This includes Runway 16/34 design surfaces, runway and taxiway geometry, impacts to the airfield, and airspace analysis. This Draft ALP is being submitted to the FAA for preliminary review and feedback of the Runway 16/34 concept and feasibility only. Formal approval of this ALP is not being requested at this time. This ALP retains future facility changes as proposed by the 2015 Master Plan (to be reevaluated in Master Plan - Phase 2) and incorporates Pen & Ink facility updates since 2015.
  - (2) Runway 11/20 has been updated to RDC C-II design standards, as determined in the Operations Forecast Update and as documented in TFMSC operations data at TRK. Primary changes to RDC C-II standards include the increase in RSA and RPZ dimensions, and an increase in the offset of parallel Taxiway A. The RSA and RPZ changes have been reflected, and Taxiway A is shown as shifting in the future on this Draft ALP. Runway 11/20 declared distances and displaced threshold have been updated to reflect for intersecting RSAs with proposed Runway 16/34.
  - (3) Runway 02/20 is shown retained with RDC B-II design standards, as was proposed in the 2015 Airport Master Plan. The draft Facility Requirements show Runway 02/20 as a crosswind runway for B1 aircraft, however T14D may wish to retain this design into the future for operation efficiencies. This will be reevaluated in Master Plan - Phase 2 after FAA feedback on Runway 16/34.
  - (4) Taxiway G is retained to show a future realignment offset to Runway 02/20 to RDC B-II design standards, as was proposed in the 2015 Airport Master Plan.

The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration as provided under Title 49 U.S.C., Section 47154. The contents do not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.

**TRUCKEE TAHOE AIRPORT  
AIRPORT LAYOUT PLAN**

Truckee Tahoe Airport District  
10356 Truckee Airport Road  
Truckee, CA 96161

**DRAFT  
Work in Progress**

NO.	DESCRIPTION	DATE	BY
1	Master Plan Update - Runway 16/34	05/24/2022	Mead & Hunt
2	2020 Master Plan Update - Runway 16/34	05/24/2022	Mead & Hunt
3	2015 Master Plan Update - Runway 16/34	05/24/2022	Mead & Hunt
4	2010 Master Plan Update - Runway 16/34	05/24/2022	Mead & Hunt
5	2005 Master Plan Update - Runway 16/34	05/24/2022	Mead & Hunt
6	2000 Master Plan Update - Runway 16/34	05/24/2022	Mead & Hunt
7	1995 Master Plan Update - Runway 16/34	05/24/2022	Mead & Hunt
8	1990 Master Plan Update - Runway 16/34	05/24/2022	Mead & Hunt
9	1985 Master Plan Update - Runway 16/34	05/24/2022	Mead & Hunt
10	1980 Master Plan Update - Runway 16/34	05/24/2022	Mead & Hunt

M&H NO.: 2013700-210072.01  
DATE: MONTH 2023  
DESIGNED BY: BM  
DRAWN BY: TE, DL  
CHECKED BY: BM  
DO NOT SCALE DRAWINGS

SHEET CONTENTS

**AIRPORT LAYOUT PLAN**

SHEET NO.

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NOT FOR CONSTRUCTION