



**TRUCKEE TAHOE AIRPORT DISTRICT**  
**GENERAL MANAGER REPORT**

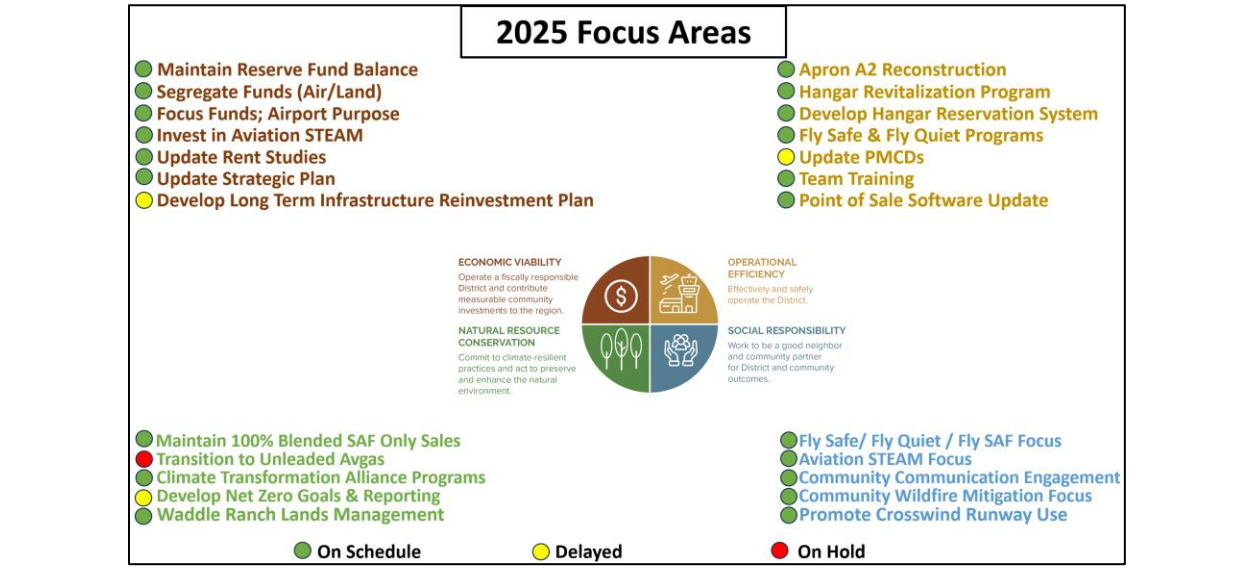
**AGENDA TITLE:** General Manager’s Monthly Update

**MEETING DATE:** December 3, 2025

**PREPARED BY:** Robb Etnyre, General Manager

**Item 1. Truckee Tahoe Airport District Strategic Plan Priorities:**

Vision	Mission	Core Values	Guiding Principles
Defines where we want to be in the future—our horizon line.  A community-focused, sustainable, safe, and well-run airport district, respected locally and nationwide.	Defines what we do, where we serve and who we serve.  TTAD aims to provide safe, high-quality aviation services and facilities, reduce impact on our neighbors and the environment, invest in opportunities that increase community safety and provide sustained benefit to the entire Truckee Tahoe region.	Defines and drives the culture of our organization and what we focus on daily. <ul style="list-style-type: none"><li>• Safety for all</li><li>• Regionally focused</li><li>• Responsible</li><li>• Innovative</li></ul>	Expands on core values and describes a set of principles that guide priorities and decision-making for the District. <ul style="list-style-type: none"><li>• We adhere to high standards of safety, accountability, equitability, and transparency.</li><li>• We care for and invest in our land, facilities, team, and community.</li><li>• We maintain rights of airport land and facilities in perpetuity.</li><li>• We strive to make fair and equitable decisions with property taxes and user fees.</li><li>• We listen to and learn from all our partners, neighbors, and constituencies.</li><li>• We are an industry leader in sustainable aviation innovation.</li></ul>



## **Item 2. Main Terminal Ramp Circle Parking – Local Hangered Aircraft Tenants – Winter Only**

During the winter months, local aircraft hangered tenants may temporarily park their aircraft in the “front yard” circles by Red Truck on a non-interference basis, with no ramp fees charged (no overnight parking). Please avoid using these areas on holiday weekends (Fri–Mon) and **contact UNICOM on 122.95 to coordinate**. Another perk for our locally hangered aviation community at KTRK!

## **Item 3. Master Fee Schedule.**

Attached is our updated Master Fee Schedule, effective 11/21/2025. We are addressing three primary areas with these changes to meet FY2026 Budget goals.

- Increasing landing fees to achieve cost recovery, and which have not been raised since 2022 when we first started the program. More detail in Item 4 below.
- Discontinuing waived ramp fee for purchasing certain levels of fuel.
  - o While only about ~30% of FBOs nationally have cost modifiers (waive fees) related to fuel purchases, according to [AOPA Airport Directory](#), this past practice at KTRK has begun to erode our efforts to properly recover ramp operating cost. As a result, effective 11/21/2025, KTRK will no longer be waiving ramp fees related to fuel purchases.
- Increase Into Plane (Into Wing) rate on fuel, effective 11/19/2025.
  - o No Change for local hangered jet tenants on a contract fuel program.
  - o SAF/JetA will see a \$.25 increase to address climbing resort community labor rates.
  - o 100LL AvGas will remain the same price for Full-service and Self-service and see a \$.25 increase as well.

## **Item 4. Landing Fees**

The District established landing fees in October 2022 with the goal of recovering approximately 65% of the \$1,241,993 (FY2022 dollars) loss annually of airside operating costs identified in the 2022 ACMG Financial Allocation Analysis. KTRK does not have access to additional airside revenue sources like FAA AIP Enplanement funds or passenger charges for commercial operations to address cost recovery, which in many cases allows similar airport operations to charge lower landing fee rates.

Truckee Tahoe Airport District landing fees are designed to address the District’s cost to maintain and care for the airport's pavements, buildings, runways, aprons, taxiways, air traffic control tower, noise abatement program, and local ADSB system (Not FAA Funded). In that, the airside infrastructure of the airport receives some FAA federal funds, landing fees are intended to

recover District expenditures of funds to maintain these facilities. The landing fee rate changes are designed to maintain 65% cost recovery of current airside operating cost.

**Table 1 (October 2022)**

Aircraft Type	From	To	Landing Fee Scaled Rate FY2022
Type 0	0 lbs.	5,500lbs	\$0
Type 1	5,500lbs	8,499lbs	\$8.00
Type 2	8,500lbs	12,499lbs	\$8.00
Type 3	12,500lbs	19,999lbs	\$8.00
Type 4	20,000lbs	49,999lbs	\$10.00
Type 5	50,000lbs	+> lbs.	\$12.00
	Heli>3K	\$50.00	\$50.00

**Table 2 (January 2025)**

Aircraft Type	From	To	Landing Fee Scaled Rate
Type 0	0 lbs.	5,500lbs	\$0
Type 1	5,501lbs	8,499lbs	\$8.00
Type 2	8,500lbs	12,499lbs	\$8.00
Type 3	12,501lbs	21,999lbs	\$8.00
Type 4	22,000lbs	35,999lbs	\$10.00
Type 5	36,000lbs	79,999lbs	\$14.00
Type 6	80,000lbs	+> lbs.	\$16.00
	Heli>3K	\$60.00	\$60.00

**Table 3 (December 2025)**

<b>Aircraft Type</b>	<b>From (MTOW)</b>	<b>To (MTOW)</b>	<b>Landing Fee Scaled Rate</b>
<b>Type 0</b>	<b>0 lbs.</b>	<b>5,500lbs</b>	<b>\$0</b>
<b>Type 1</b>	<b>5,501lbs</b>	<b>8,499lbs</b>	<b>\$9.00</b>
<b>Type 2</b>	<b>8,500lbs</b>	<b>12,499lbs</b>	<b>\$9.00</b>
<b>Type 3</b>	<b>12,501lbs</b>	<b>21,999lbs</b>	<b>\$9.00</b>
<b>Type 4</b>	<b>22,000lbs</b>	<b>35,999lbs</b>	<b>\$11.00</b>
<b>Type 5</b>	<b>36,000lbs</b>	<b>79,999lbs</b>	<b>\$16.00</b>
<b>Type 6</b>	<b>80,000lbs</b>	<b>+&gt; lbs.</b>	<b>\$18.00</b>
	<b>Heli&gt;3K</b>	<b>\$60.00</b>	<b>\$60.00</b>

**ATTACHMENTS**

- [Truckee Tahoe Airport Strategic Plan](#)
- TTAD Master Fee Schedule – Updated, November 21, 2025
- FBO Fee Comparison Study – 2021
- Financial Allocation Analysis (Scenarios A and B)
- Financial Allocation Analysis (Scenarios C and D)
- Rolling Agenda
- Aviation and Communication Reports
- Financials