



Truckee Tahoe Airport District

Board Meeting
August 22, 2013



Alternatives Update



MASTER PLAN GOAL

Assess four initial and two finalist alternatives.

CURRENT FOCUS

- 2 Runway 11-29 Alternatives
- 2 Runway 2-20 Alternatives
- 3 Building-Area Alternatives



Alternatives Update



A MASTER PLAN DEVELOPED BY THE COMMUNITY

MATRIX PROCESS

Truckee-Tahoe Airport Runway Alternative Matrix

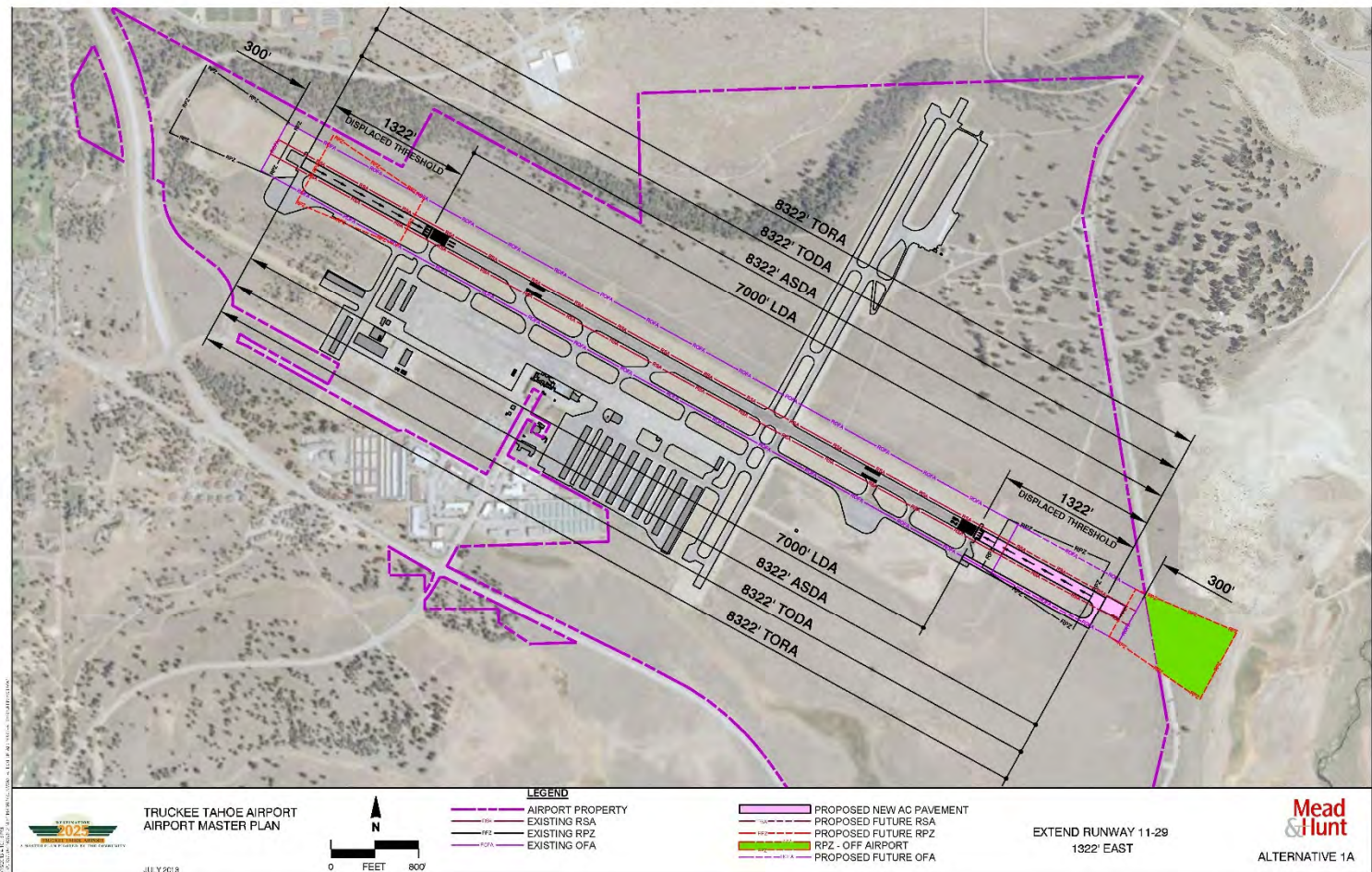
ALTERNATIVES:	ALTERNATIVE 1A		ALTERNATIVE 1B		ALTERNATIVE 2A		ALTERNATIVE 2B	
	Extend Runway 11-29 1,322' east with 1,332' displaced threshold at both runway end.		Extend Runway 11-29 1,322' east with 1,332' displaced threshold on Runway 29 only		Extend Runway 2-20 south to 5,000' with 496' displaced threshold on Runway 2 and widen to 100'.		Widen Runway 2-20 to 100'.	
Airfield Impacts								
Runway Length	8,322'		7,000' (No Change)		5,000'		4,650' (No Change)	
Runway Width	100' (No Change)		100' (No Change)		100'		100'	
Declared Distances:	Runway 11	Runway 29	Runway 11	Runway 29	Runway 2	Runway 20	Runway 2	Runway 20
TORA	8,322'	8,322'	7,000'	7,000'	5,000'	4,504'	None	None
TODA	8,322'	8,322'	7,000'	7,000'	5,000'	5,000'		
ASDA	8,322'	8,322'	7,000'	7,000'	5,000'	5,000'		
LDA	7,000'	7,000'	7,000'	5,678'	4,504'	4,885'		
Taxiways	Extend Taxiway A east 1,322' to new end of Runway 29.		Extend Taxiway A east 1,322' to new end of Runway 29. Reduce Taxiway A at new approach end of Runway 11.		Offset Taxiway C, for new design category.		Offset Taxiway C, for new design category.	
Runway Safety Area Standards	Declared Distances used to satisfy RSA requirements.		Declared Distances used to satisfy RSA requirements.		Declared Distances used to satisfy RSA requirements.		No change.	
Impacts to Airport Property Use	Reduction in available building area west of relocated approach end of Runway 11 due to RPZ and approach surface shift.		Reduction in available building area west of relocated approach end of Runway 11 due to RPZ and approach surface shift.		Minor. Runway visual zone would shift slightly limiting hangar build out at east end of apron.		No significant change.	
Off-Airport / Community Impacts								
Over Night Impacts	Increased height of aircraft departing Runway 29 and arriving on Runway 11 would reduce overflight impacts west of Airport. Potential increase in aircraft weights / range. Likely reduction in RW 10-28 utilization.		Aircraft would depart on a lengthened Runway 29 allowing greater altitude when overflying nearby residences west.		Increased utilization for departures on Runway 2.* Increased utilization on Runway 2-20 by all aircraft classifications* *-assumes RW 11-29 is not extended.		Possible increase in utilization of Runway 2-20 by all aircraft classifications* *- Decreased utilization if Runway 11-29 extended.	
Community Noise	Grid analysis (TBD) Single event (TBD)		Grid analysis (TBD) Single event (TBD)		Grid analysis (TBD) Single event (TBD)		Grid analysis (TBD) Single event (TBD)	
Impacts to Off-Airport Land Use Zones	Increased restrictions east.		Increased restrictions east. Reduced restrictions west.		No change.		No change.	



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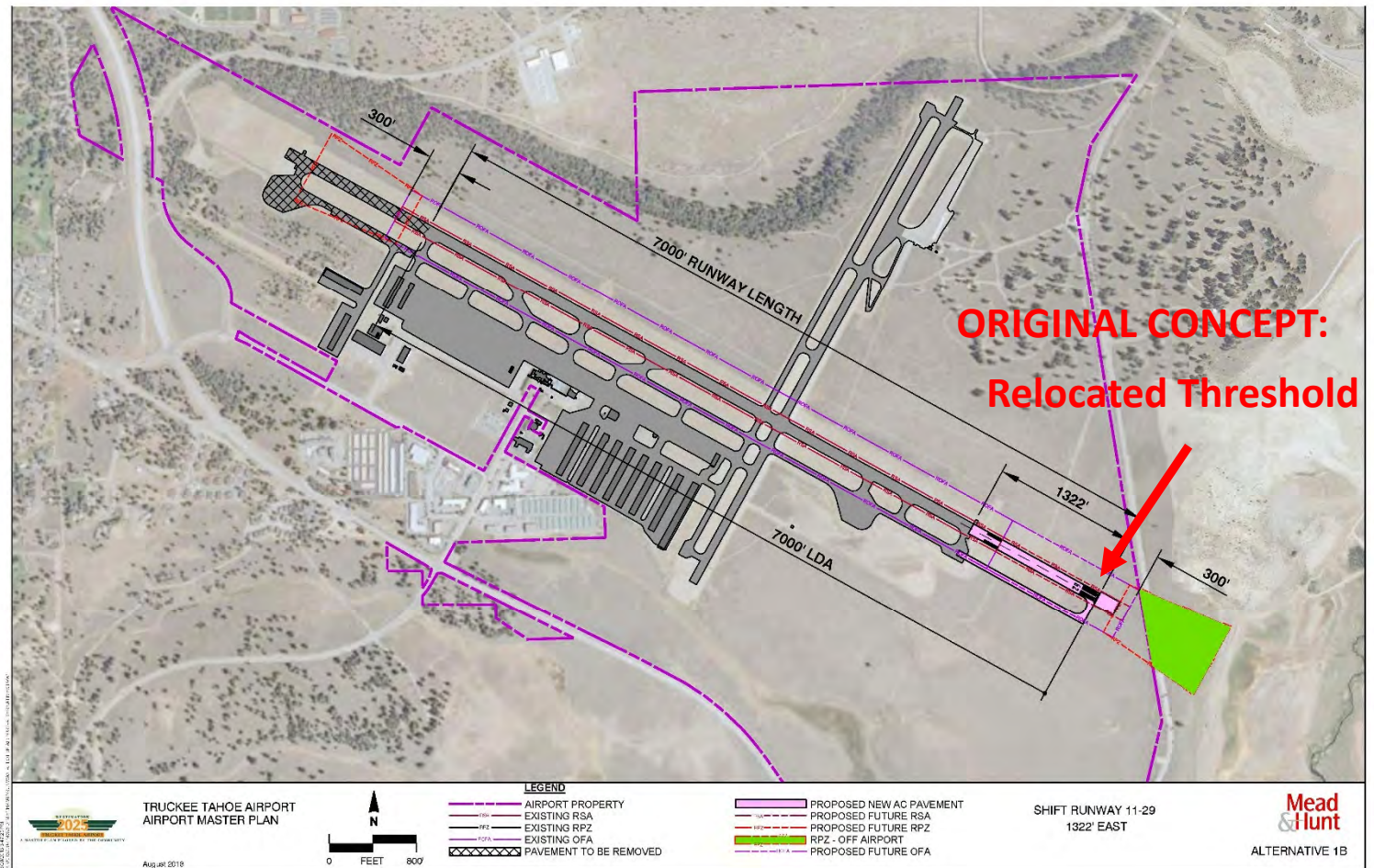
RUNWAY ALTERNATIVES 1A, EXTEND 11-29 EAST



Alternatives Update



RUNWAY ALTERNATIVES 1B, SHIFT 11-29 EAST



Alternatives Update



RUNWAY ALTERNATIVES 1B, SHIFT 11-29 EAST



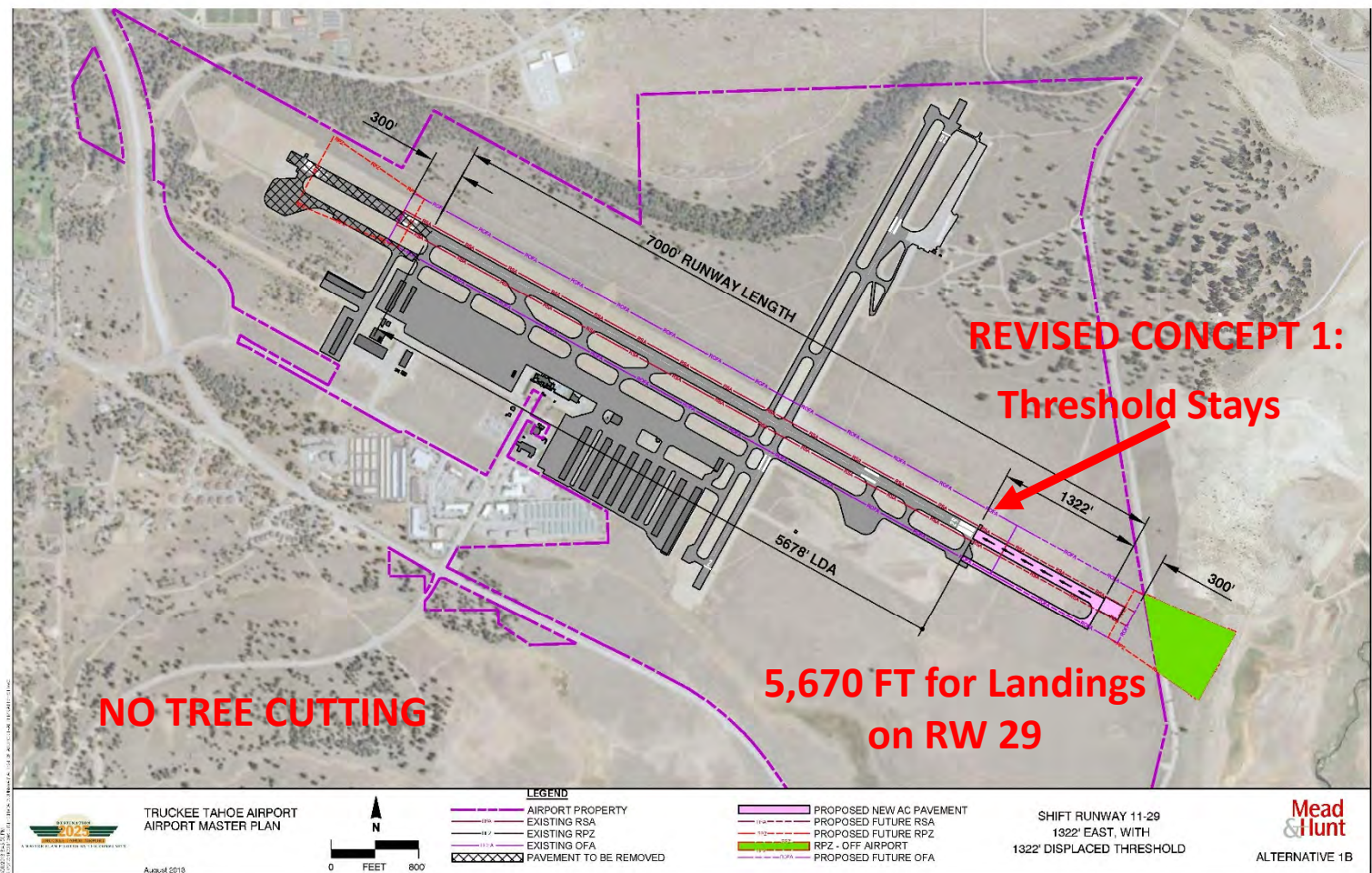
39°18'47.82" N 120°07'40.27" W elev 5890 ft

Eye alt 5979 ft

Alternatives Update



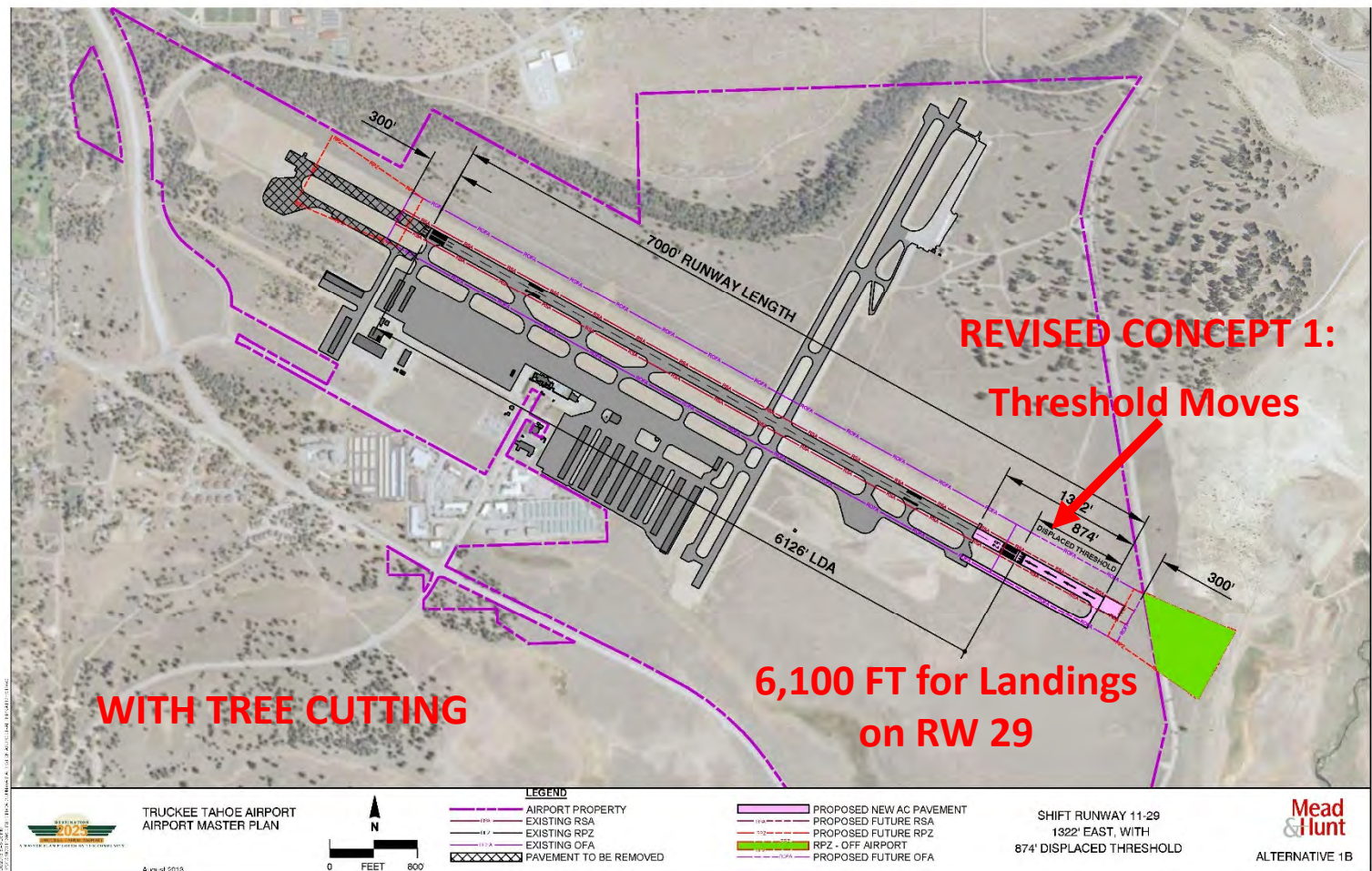
RUNWAY ALTERNATIVES 1B, SHIFT 11-29 EAST



Alternatives Update



RUNWAY ALTERNATIVES 1B, SHIFT 11-29 EAST

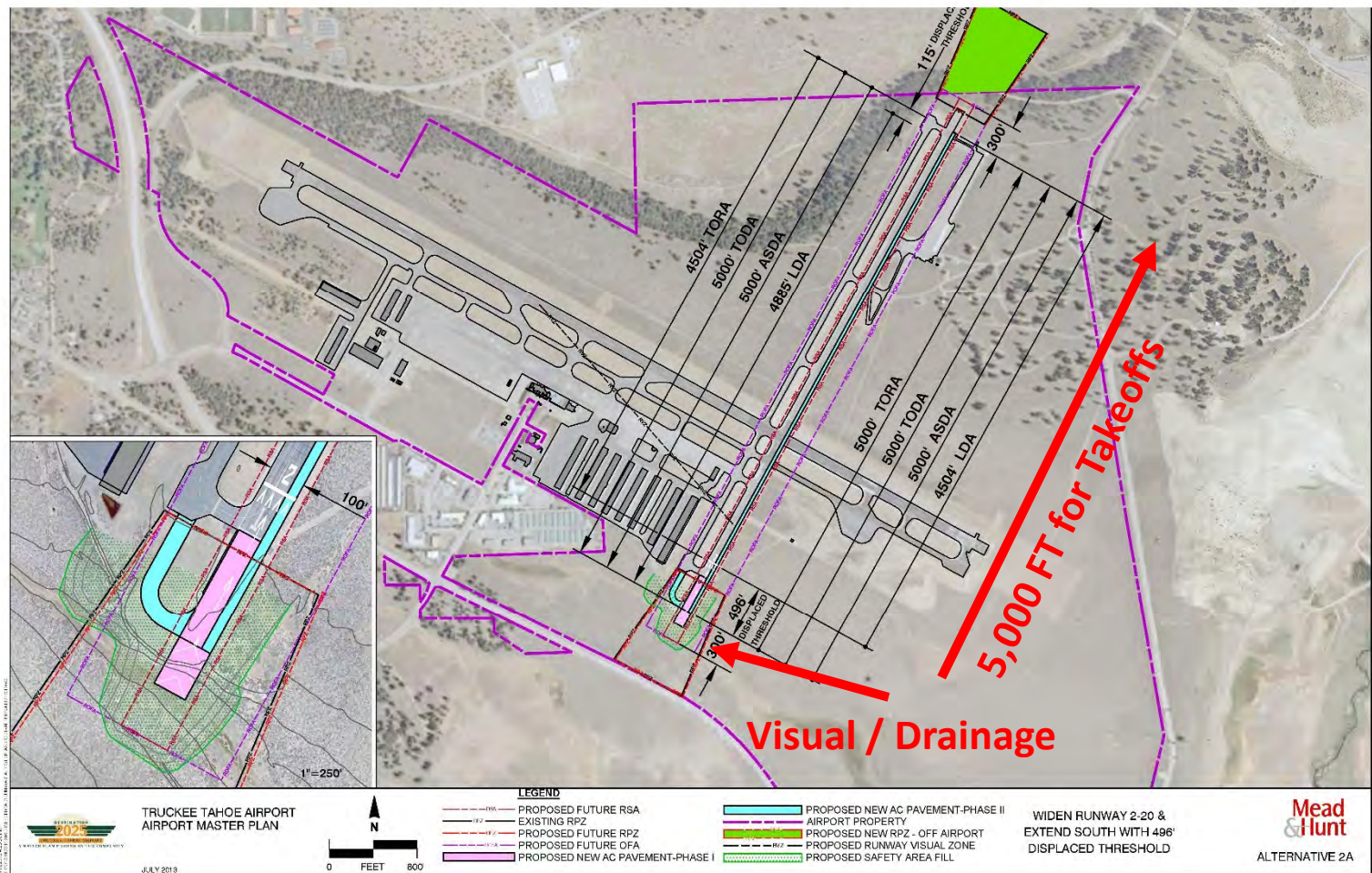


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RUNWAY ALTERNATIVES 2A, EXTEND 10-28 SOUTH



Alternatives Update



ADDITIONAL NON-RUNWAY ALTERNATIVE?

- The runway alternatives are attempts to reduce annoyance impacts.
- FAA alternatives typically include property acquisition and sound insulation.
- Advantages versus runway changes: lower total cost, phased implementation, greater overall success, and reduced construction impacts.
- Inclusion may add credibility to the other alternatives.



Alternatives Update



NEXT STEPS

- Complete alternatives analysis (through September)
- Prepare draft reports and plans (through October)
- Final Meeting(s) (TBD)
- CEQA Scoping (TBD)
- FAA Approval / Plan Adoption (2014)





TRUCKEE TAHOE AIRPORT

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THANK YOU