



TRUCKEE
TAHOE
AIRPORT

AIRPORT COMMUNITY TEAM

Airport Master
Plan Update

March 9, 2022

Alternative Runway Feasibility Study

- **How did we get here today?**
- 2013 - 2015: Airport Master Plan
 - Third runway was evaluated and dismissed
- 2019 - 2020: Third Runway Preliminary Analysis
 - Evaluated FAA eligibility potential for Third Runway
 - Described steps to bring this to the FAA, funding, and environmental review
- **Why does evaluating the Third Runway matter?**
- Potential benefits to the community and operators
- Due diligence



Alternative Runway Feasibility Study

- **Potential benefits to the community**
- Reduce residential overflight
- Reduce noise impacts
- Enhance safety

- **Potential benefits to pilots/aircraft**
- Improve operational efficiency
- Enhanced arrival and departure procedures
 - Vertically guided approach (LPV)
 - Improve climb gradient (departures)

- GOAL: A Third Runway should not facilitate growth in operations at TRK



Airport Master Plan 2015 - 2025

- Last Master Plan: Accepted in 2015
 - 2015 to 2025 Plan
- Introduced conceptual Third Runway
- Updated forecasts
- Sets TRK up for FAA funding
- Major recommendation:
 - Extending and widening Runway 2/20



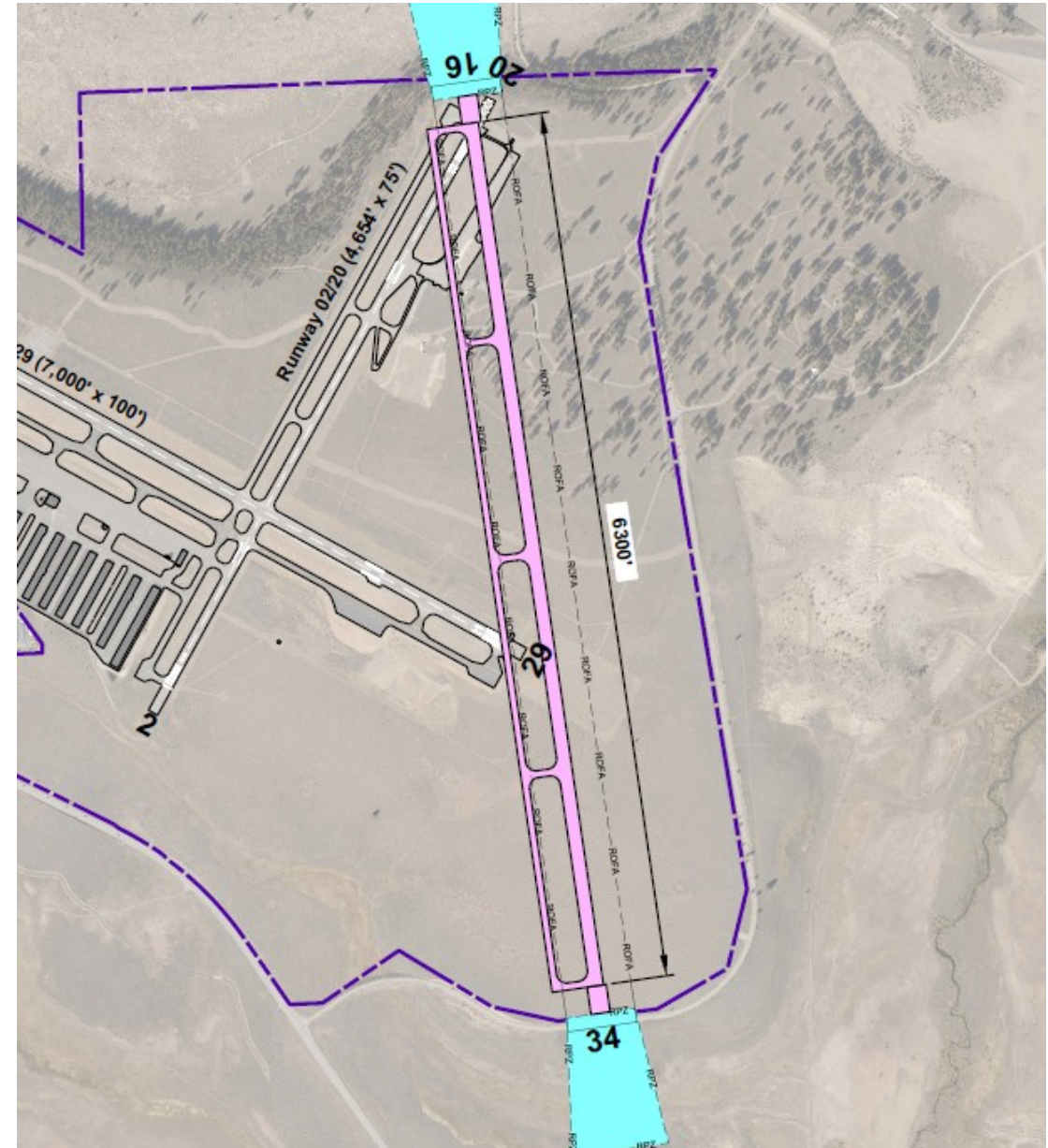
Airport Master Plan Update

- **Phase 1: Alternative Runway Feasibility Study**
- Evaluate conceptual Third Runway
- Present alternatives and benefits to the community
- If the Third Runway is determined to meet goals and be feasible, then:
- Update Airport Layout Plan with Third Runway
- Seeking FAA input and potential acceptance
- Does not guarantee construction
 - Funding
 - Environmental



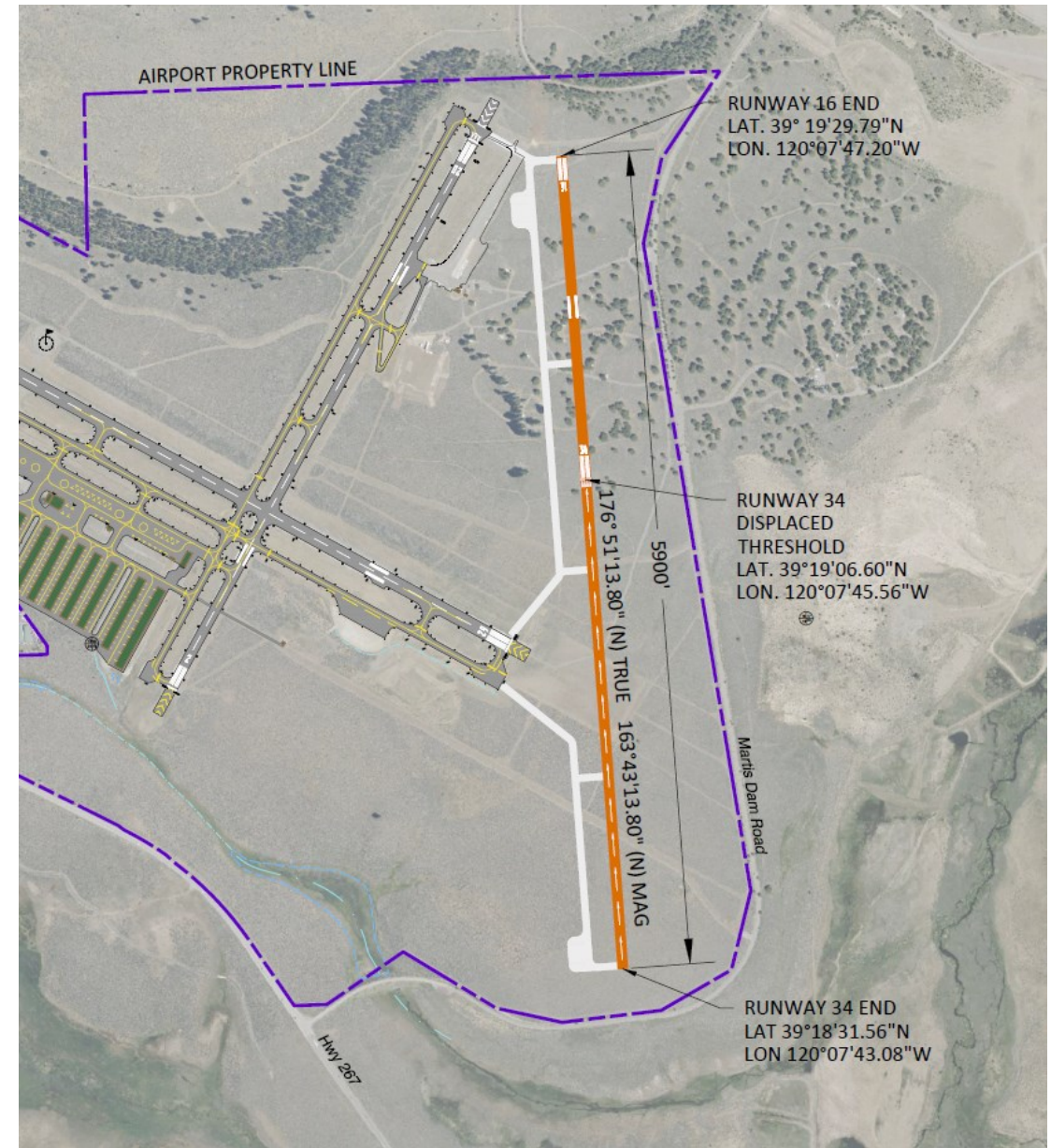
Third Runway Concept

- Original Concept from 2015 AMP
- Dismissed early from consideration
- Characteristics:
 - Points aircraft north to I-80 scales and TRUCK fix
 - Potential for better instrument approach (Arrivals from north)
 - Potential for better climb gradient (Departures to north)



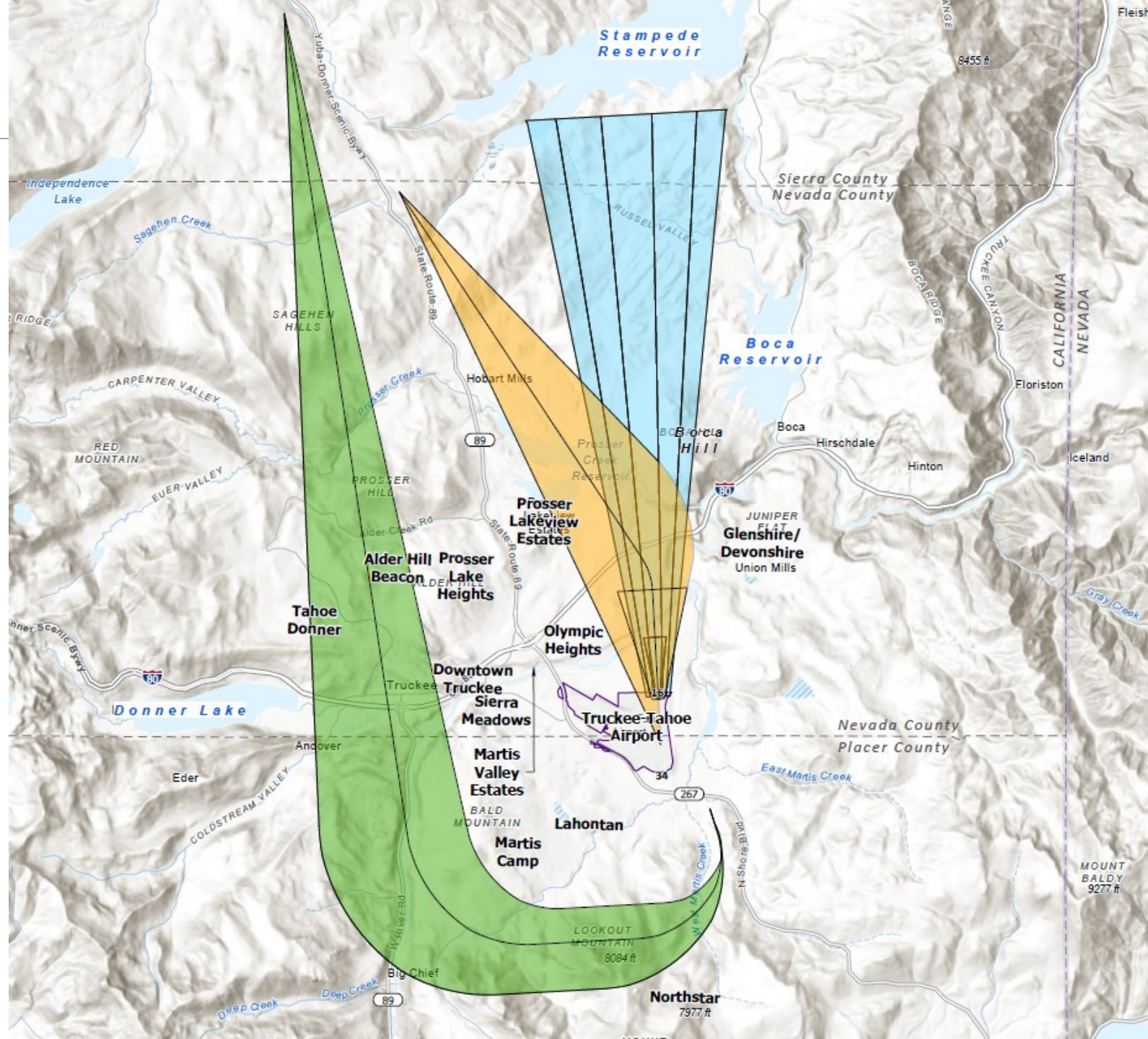
Third Runway: Concept 3

- Refined from other preliminary concepts
- Optimized for the best flight path alignment
- 5,900 feet total runway length
 - Maximizes runway length on property
 - Compliant safety area and taxiway geometry
- Runway 16/34 designation



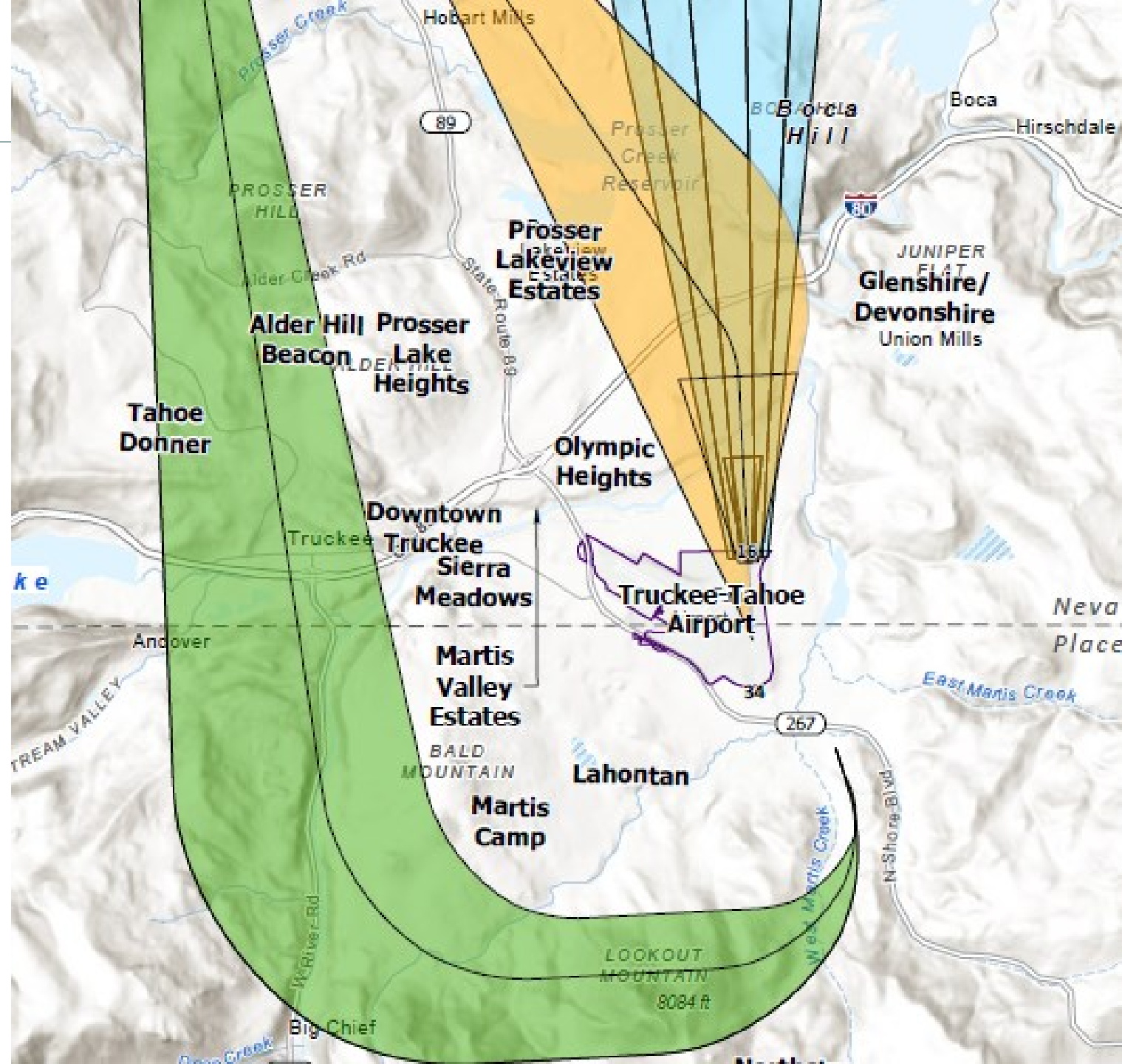
Runway 16 Procedures

- **DRAFT** Runway 16 Procedures

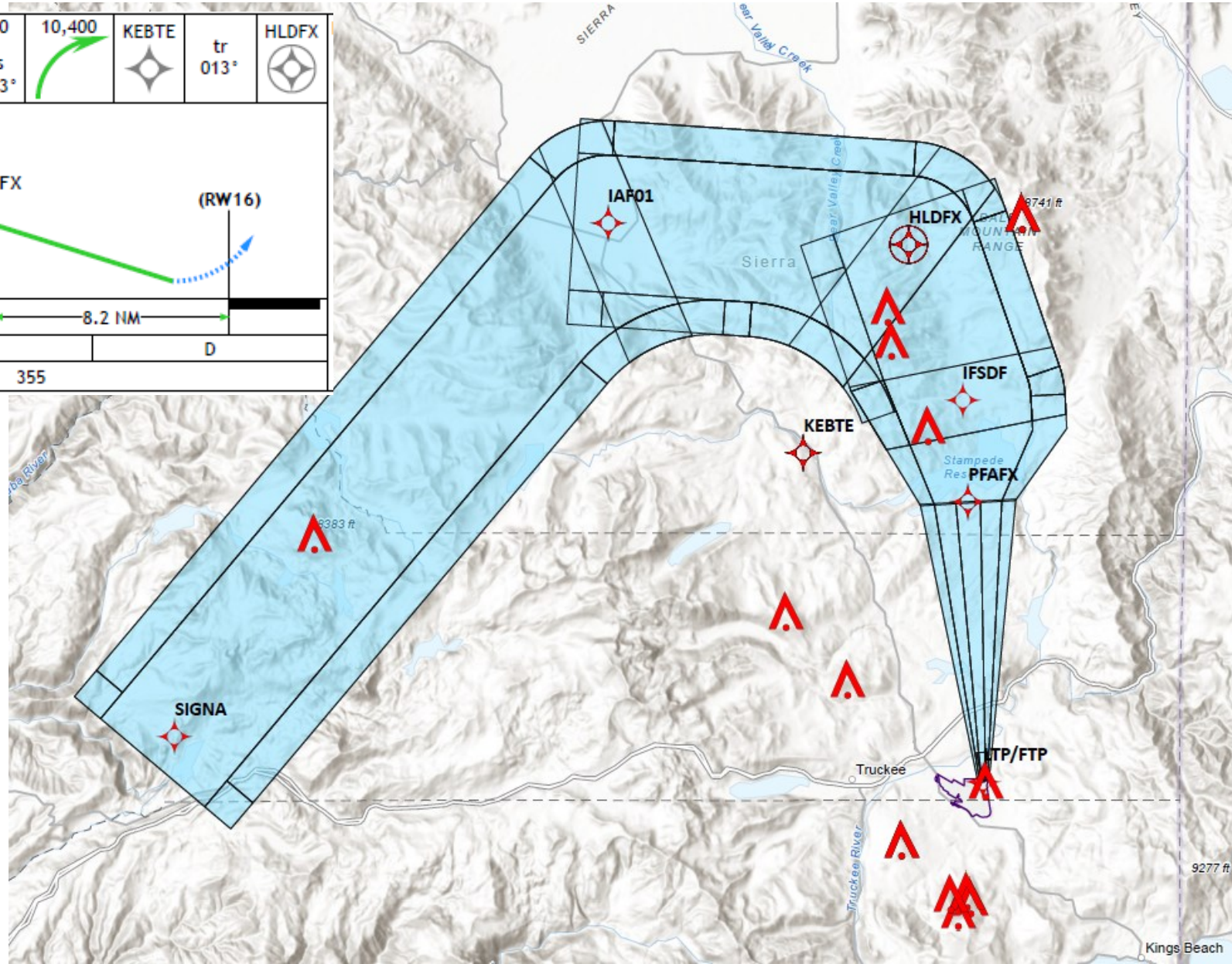
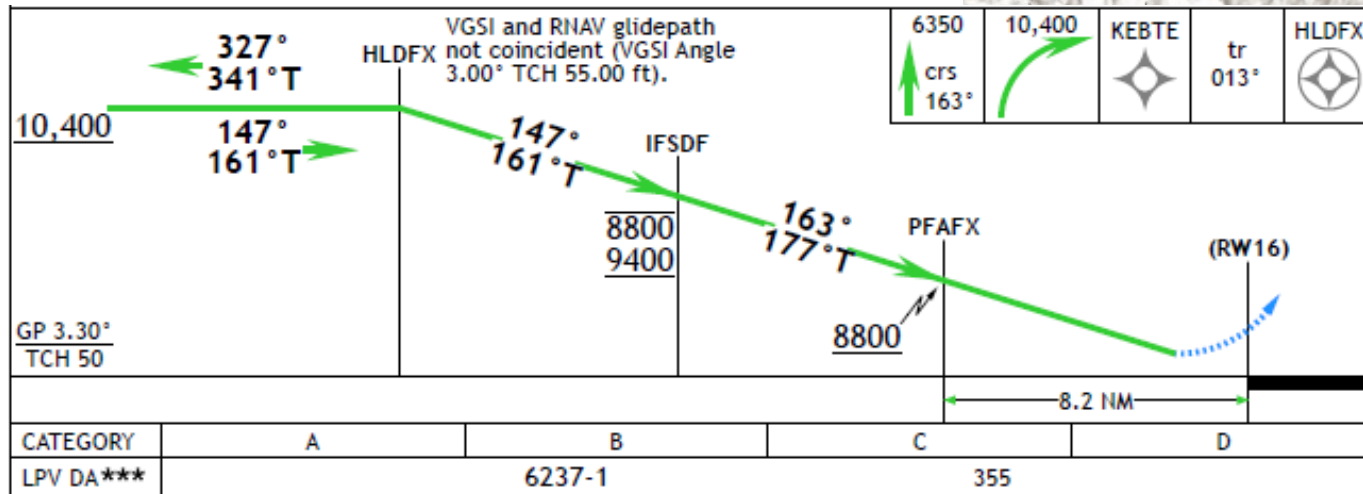


Runway 16 Procedures

- **DRAFT** Runway 16 Procedures

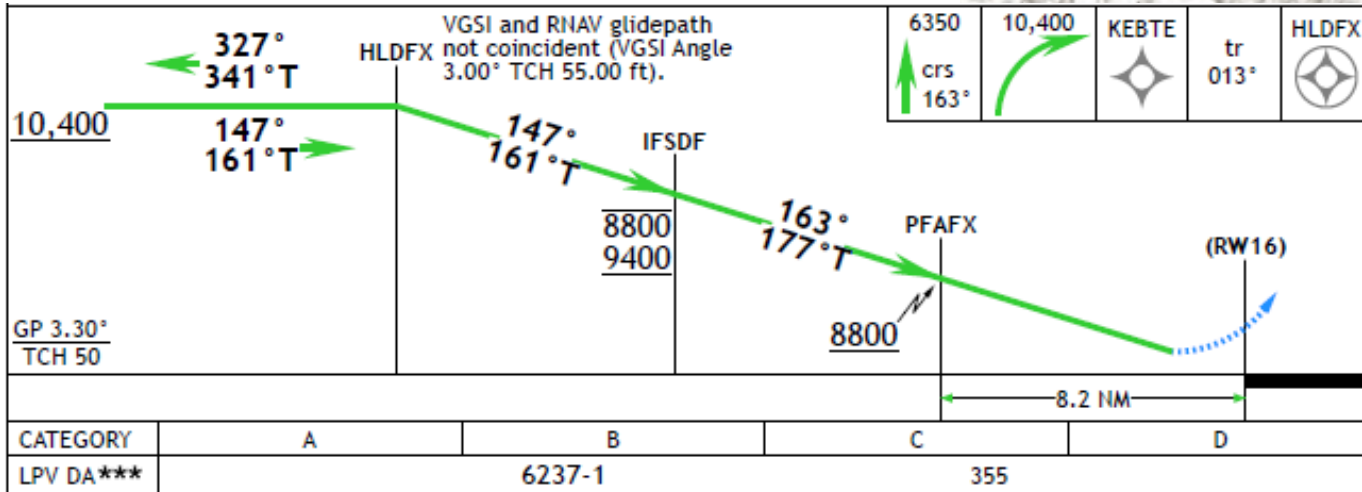


Runway 16 Approach Procedure

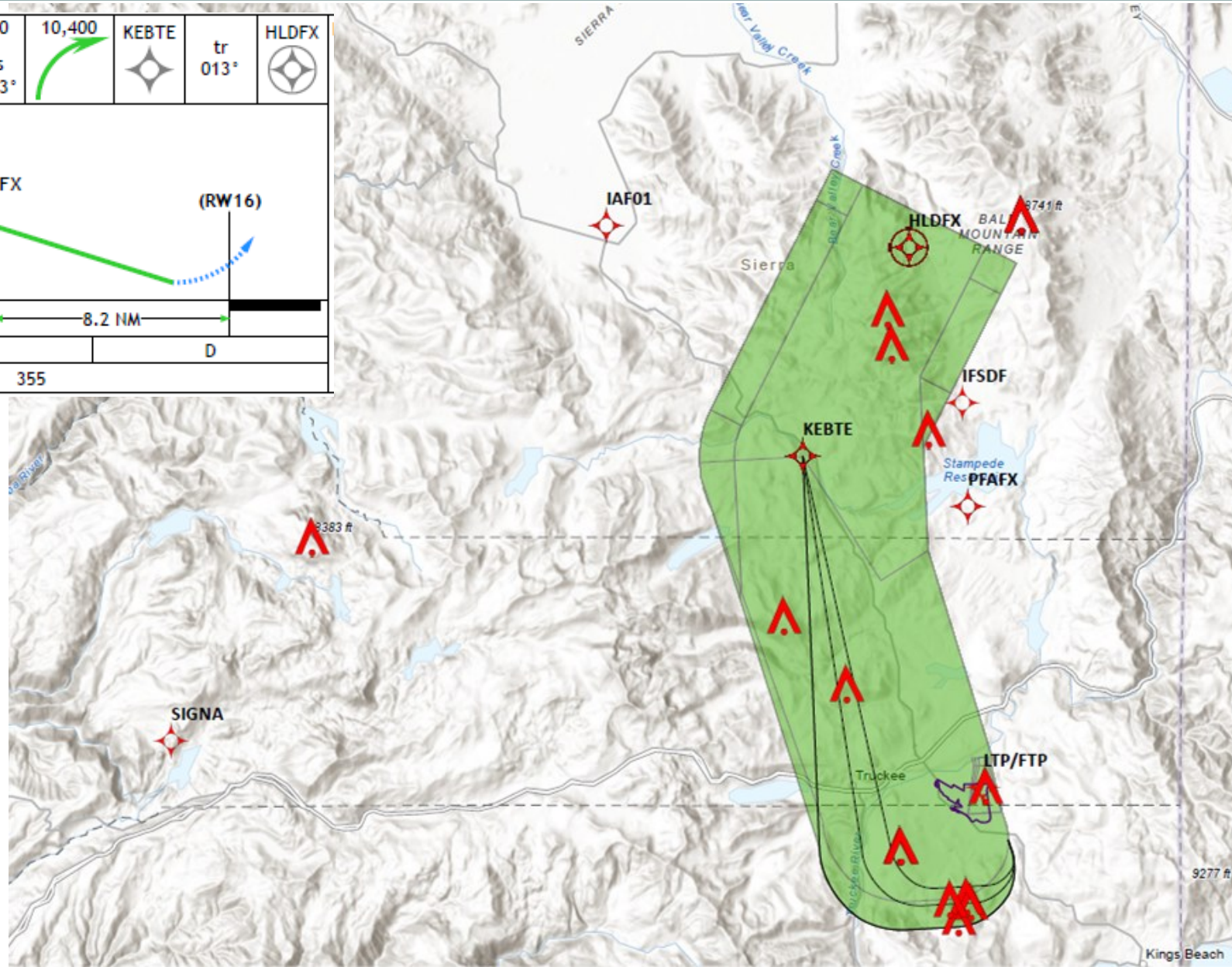


- **DRAFT** Runway 16 LPV Approach
- 1 mile visibility
- Decision altitude 355' above and about 0.8 nautical mile north of landing threshold

Runway 16 Missed Approach Procedure

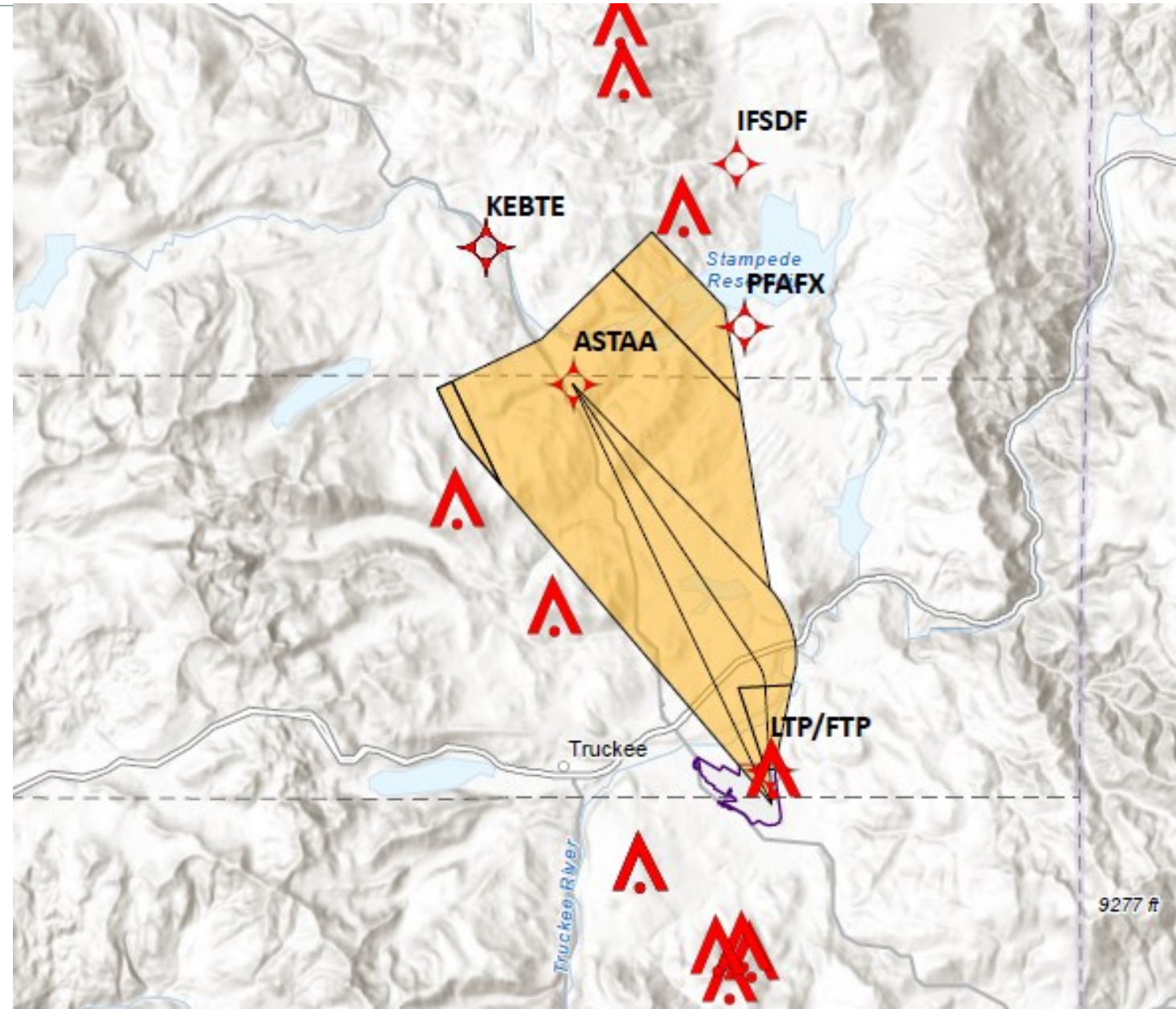


- **DRAFT** Runway 16 LPV Missed Approach



Runway 34 Departure Procedure

- **DRAFT** Runway 34 Departure
- Climb Gradient: 300 ft/NM to 6400 ft. to ASTAA
- Existing TRUCK FOUR:
 - RW 2: 415 ft/NM
 - RW 29: 500 ft/NM
- Existing TAHOE ONE:
 - RW 2: 500 ft/NM
 - RW 29: 500 ft/NM



Bakersfield Meadows Field (BFL)

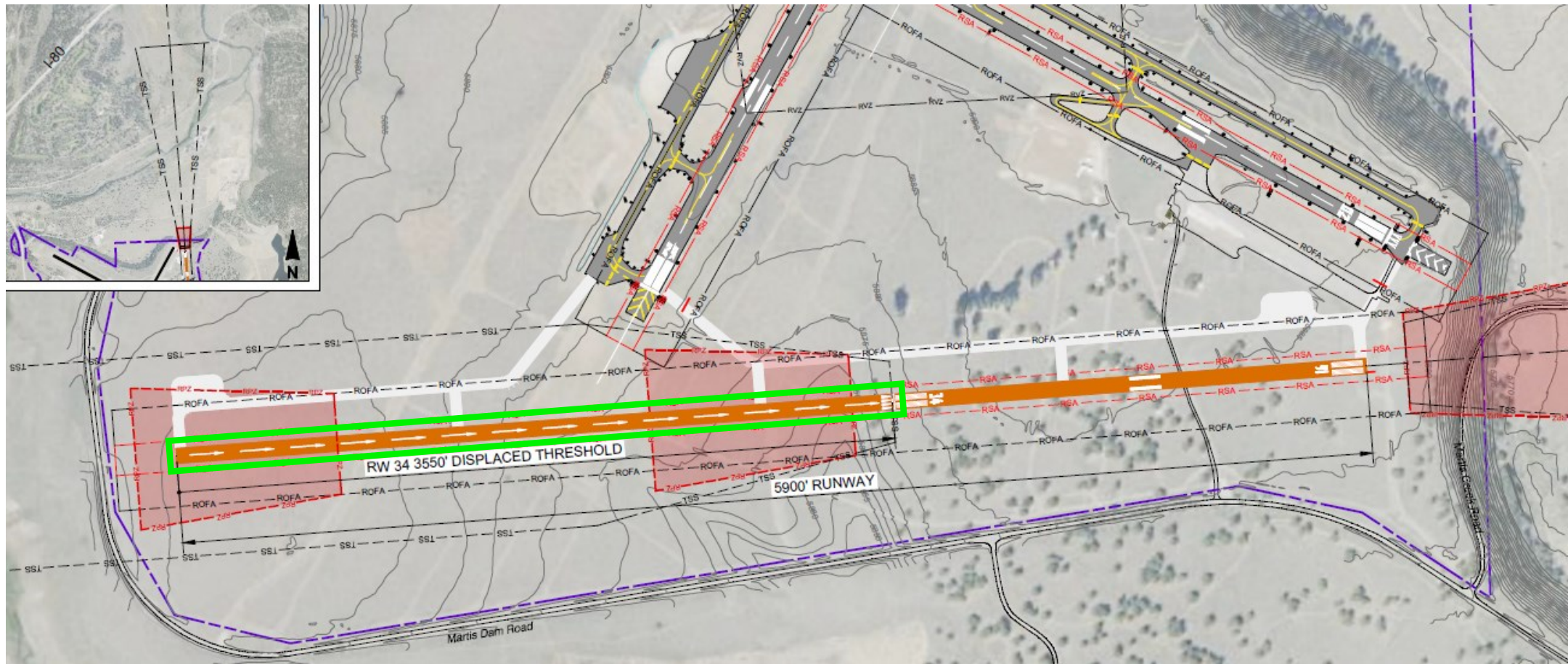


South Lake Tahoe (TVL)



Runway 34 Displaced Threshold

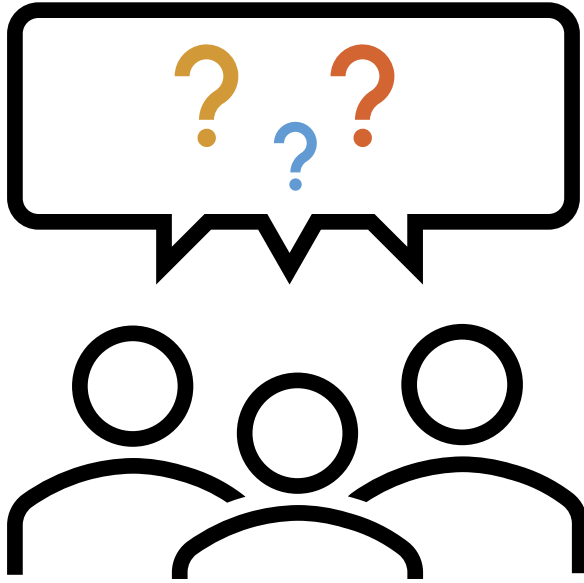
- Standard marking and design
- Retains 5,900 feet runway length
- 3,550 feet displaced threshold on RW 34
- Incorporate declared distances



Next Steps

- Continue Runway Feasibility Study
- Determine use estimates on Runway 16/34
- Alternative analysis
- Evaluate overflight, safety, and noise impacts on community
- Continue to present findings to the public
 - ACT meeting – April 13
 - Virtual workshop – April 20
 - TTAD Board meeting – April 27
 - Public workshop – May 3





Questions?

Thank You



Mead&Hunt