

Airport Community Team – May 2024 Airfield Operations Updates



Truckee Tahoe
Airport District

Connected By
More Than A Runway





KTRK Airfield Operations Forum

Update airfield users of the changes taking place on KTRK over the summer – focused on operational issues that may affect operators. This is a sharing forum, not a decisional making body. We also seek feedback from our airport users to make the best decisions possible.



Overview

- General Manager
- Aviation & Hangar Updates
- Airfield Repairs
- Safety & Security



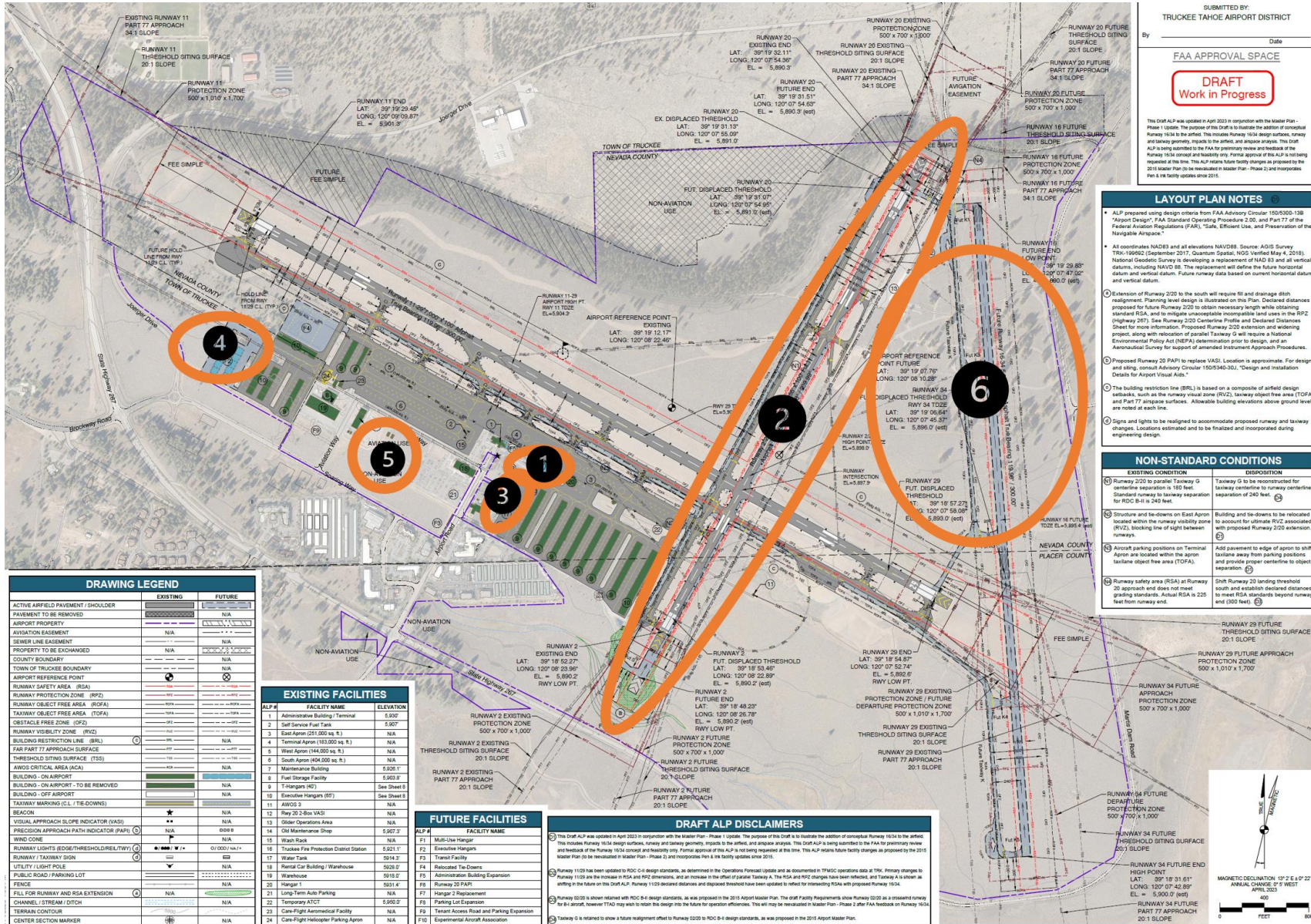
Infrastructure

Hangar	Year	Snow Load (psf)
J	1970	32
C	1976	27
B	1977	27
D	1981	27
E	1981	27
K	1981	27
A	1984	40
F	1987	40
G	1988	40
H (1-4)	1988	40
H (5-10)	1991	40
L	2004	130
M	2004	130





Infrastructure



SUBMITTED BY:
TRUCKEE TAHOE AIRPORT DISTRICT

By _____ Date _____

FAA APPROVAL SPACE

DRAFT
Work in Progress

This Draft ALP is 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, reports to the airport, and airport analysis. This Draft ALP is being submitted to the FAA for preliminary review and feedback of the Runway 16/34 concept and feasibility only. Final approval of this ALP is being requested at this time. This ALP retains future facility changes as proposed by the 2015 Master Plan (to be re-evaluated in Master Plan - Phase 2) and incorporates the 2015 facility updates since 2015.

- LAYOUT PLAN NOTES**
- ALP prepared using design criteria from FAA Advisory Circular 150/5300-138 "Airport Design", FAA Standard Operating Procedure 2.00, and Part 77 of the Federal Aviation Regulations (FAR), Title, Efficient Use, and Preservation of the Navigable Airspace.
 - All coordinate NAD83 and all elevations NAVD83. Source: AGIS Survey 7801 (6/8/02), December 2017, Quantum Spatial, NGS (6/14/18), May 4, 2018, National Geospatial Survey is developing a replacement of NAD 83 and all vertical datum, including NAVD 83. 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 RDA, and to mitigate unacceptable incompatible land uses in the R22 (Highway 207). 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 Archaeological 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 150/540-30J, "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.

EXISTING CONDITION	DISPOSITION
Runway 2/20 to parallel Taxiway G definitive separation is 152 feet. Standard runway to taxiway separation of 240 feet.	Taxiway G to be reconstructed for taxiway extension to runway definitive separation of 240 feet.
Structure and tie-downs on East Apron located within the runway visual 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, including blocking line of sight between runways.
Approved parking positions on Terminal Apron are located within the apron taxiway object free area (TOFA).	All pavement to edge of apron to shift taxiway away from parking positions and provide proper centerline to object separation.
Runway safety area (RSA) at Runway 20 approach and 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 and (300 feet).

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

EXISTING FACILITIES		
ALP #	FACILITY NAME	ELEVATION
1	Administrative Building / Terminal	5,900
2	Self Service Fuel Tank	5,907
3	East Apron (251,000 sq. ft.)	N/A
4	West 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	Manufacturing Building	5,905.1
8	Fuel Storage Facility	5,903.8
9	T-Hangars (407)	See Sheet 1
10	Executive Hangars (80)	See Sheet 1
11	AWOS 3	N/A
12	Rey 20-2-Box VASI	N/A
13	Older 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	5,920.8
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	ELEVATION
F1	Multi-Use Hangar	5,907.3
F2	Executive Hangars	N/A
F3	Taxiway Facility	N/A
F4	Relocated Tie-Downs	N/A
F5	Administration Building Expansion	N/A
F6	Runway 20 PAPI	N/A
F7	Hangar 2 Replacement	N/A
F8	Parking Lot Expansion	N/A
F9	Tenant Access Road and Parking Expansion	N/A
F10	Experimental Aircraft Association	N/A

DRAFT ALP DISCLAIMERS

- 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, reports to the airport, and airport analysis. This Draft ALP is being submitted to the FAA for preliminary review and feedback of the Runway 16/34 concept and feasibility only. Final 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 re-evaluated in Master Plan - Phase 2) and incorporates the 2015 facility updates since 2015.
- Runway 11/29 has been updated to RDC-B-4 design standards, as determined by the Operations Proposal update and as documented in TRACUO updates 020 & 016. Primary changes to Runway 11/29 are 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 11/29 declared distances and displaced threshold have been updated to reflect for intersecting RDCs with proposed Runway 16/34.
- Runway 2/20 is shown related to RDC-B-4 design standards, as was proposed in the 2015 Airport Master Plan. The Draft Facility Requirements show Runway 2/20 as a standard runway. As a result, Runway 2/20 may wish to retain the design into the future for operational efficiency. This will be re-evaluated in Master Plan - Phase 2. Runway 2/20 is shown as a standard runway.
- Taxiway G is related to a future realignment effort to Runway 2/20 to RDC-B-4 design standards, as was proposed in the 2015 Airport Master Plan.

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TRUCKEE TAHOE AIRPORT

TRUCKEE TAHOE AIRPORT AIRPORT LAYOUT PLAN

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

REVISIONS

NO.	DATE	DESCRIPTION
1	2017/03/20/10072-01	DESIGNED BY: EM
2	MARCH 2023	DRAWN BY: TE, DL
3		CHECKED BY: EM
4		DO NOT SCALE DRAWINGS

DATE: 2023/03/20/10072-01

DESIGNED BY: EM

DRAWN BY: TE, DL

CHECKED BY: EM

DO NOT SCALE DRAWINGS

SHEET CONTENTS

AIRPORT LAYOUT PLAN

SHEET NO.

2 of XX

NOT FOR CONSTRUCTION

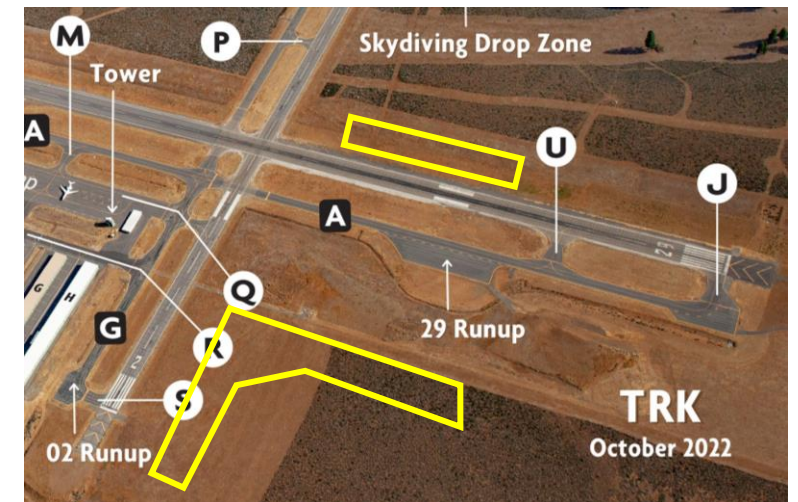
- DRAFT ALP**
- 1 GSE Facility
 - 2 2/20 W&E
 - 3 Hangar
 - 4 Hangar
 - 5 Community Hangar
 - 6 Northeast Quadrant





Director of Aviation

- Weather –
 - Don't push it, no reason to fly approaches below minimums
 - High Density Altitude time of year
 - Seasonal afternoon winds
- ATC – Glider operations begin on May 15th thru Sept
- Noise – RWY 02 departures, RWY 29 Touch & Go mindfulness
- Dirt Landings – working on an options for 02R, 20L, and 29R
- Hangars – Inspections of A-B-C began on 1-3 May



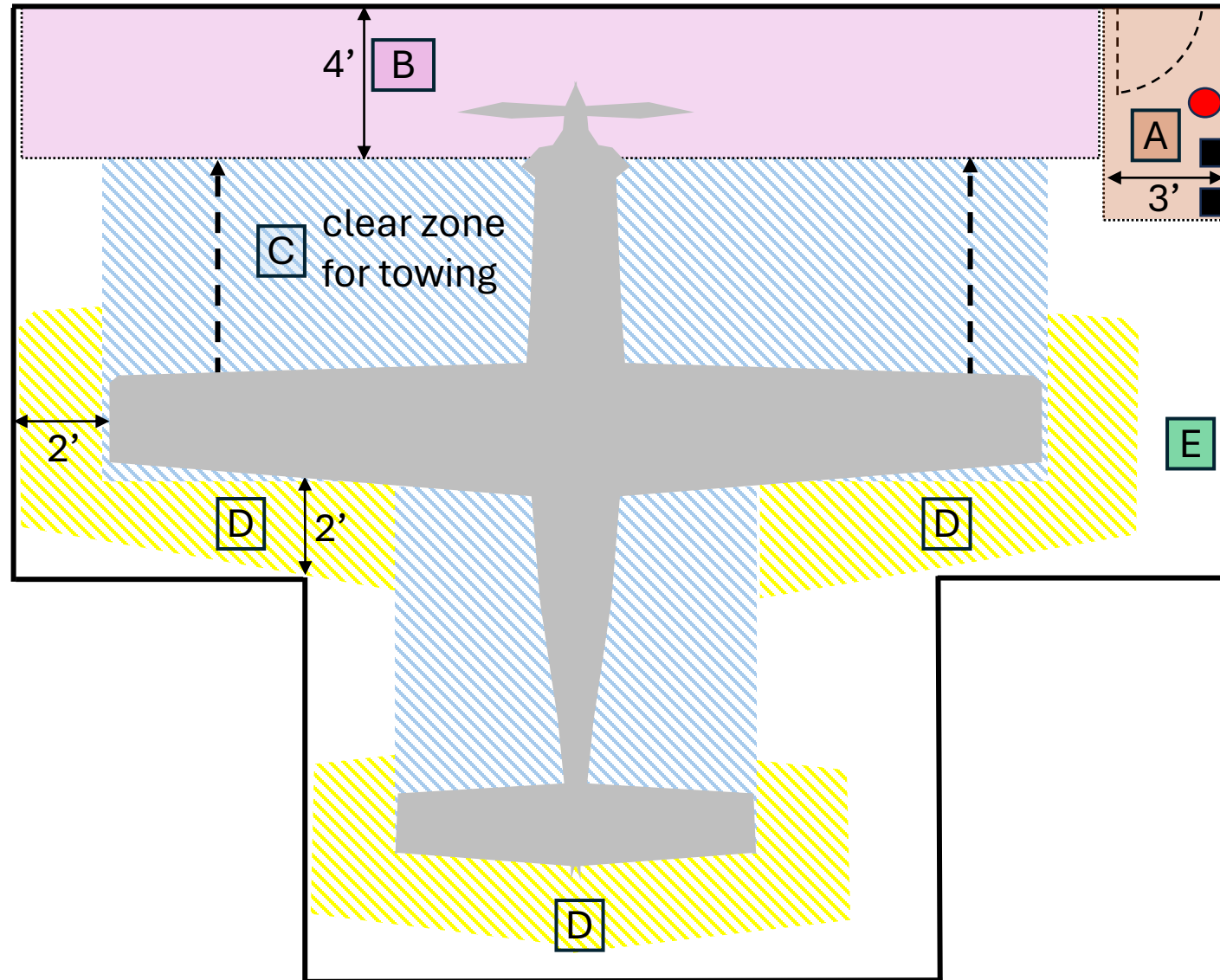


Hangar Inspections

- Rows A/B/C inspected May 1-3
- Notifications will go out next week; after review by GM
- Most hangars were compliant
- Primary issues observed were:
 - Shelving (5' 9") – reasonable waivers (not for floor to ceiling)
 - Hangar Door (4') – waivers for aircraft size, not for other objects in the way
 - Pedestrian Door (3') – items in way of electrical panel

Rows	Dumpster Placement	Inspection Window
Alpha, Bravo, Charlie	15 April – 1 May	May 1-15
 Delta, Echo, Fox	1 May – 15 May	May 15-31
Golf, Hotel, Juliet	15 May – 1 Jun	June 1-15
Kilo, Lima, Mike, Nov, Papa	1 Jun – 15 Jun	June 15-30

Safety/Clear Zones Depicted



- A** 3' safety zone around pedestrian door, momentary switch, electrical panel, & fire extinguisher (varies by hangar).
 ➤ **Why: allows staff safe entry into hangar and execute Fire Code & Maintenance inspections.**
- B** 4' safety zone from bifold hangar door; cowling/prop/tug may intrude into the 4' clear zone (unless waived by District).
 ➤ **Why: complies with OSHA ladder standards, allows staff to safely inspect hangar door/cables.**
- C** Clear zone with no objects that need to be moved that would impede immediate towing of aircraft by staff.
 ➤ **Why: FAA policy, allows staff to tow aircraft for extenuating circumstances.**
- D** 2' safety zone around aircraft (unless waived by District).
 ➤ **Why: allows staff ability to safely maneuver around hangar without risking damage to aircraft.**
- E** No shelving above 5' 9", lofts, or permeant attachments to walls (unless waived by District).
 ➤ **Why: shelving height governed by CA Building Code 105.2 item 13, lofts can damage wall integrity if not built correctly.**



Director of Operations

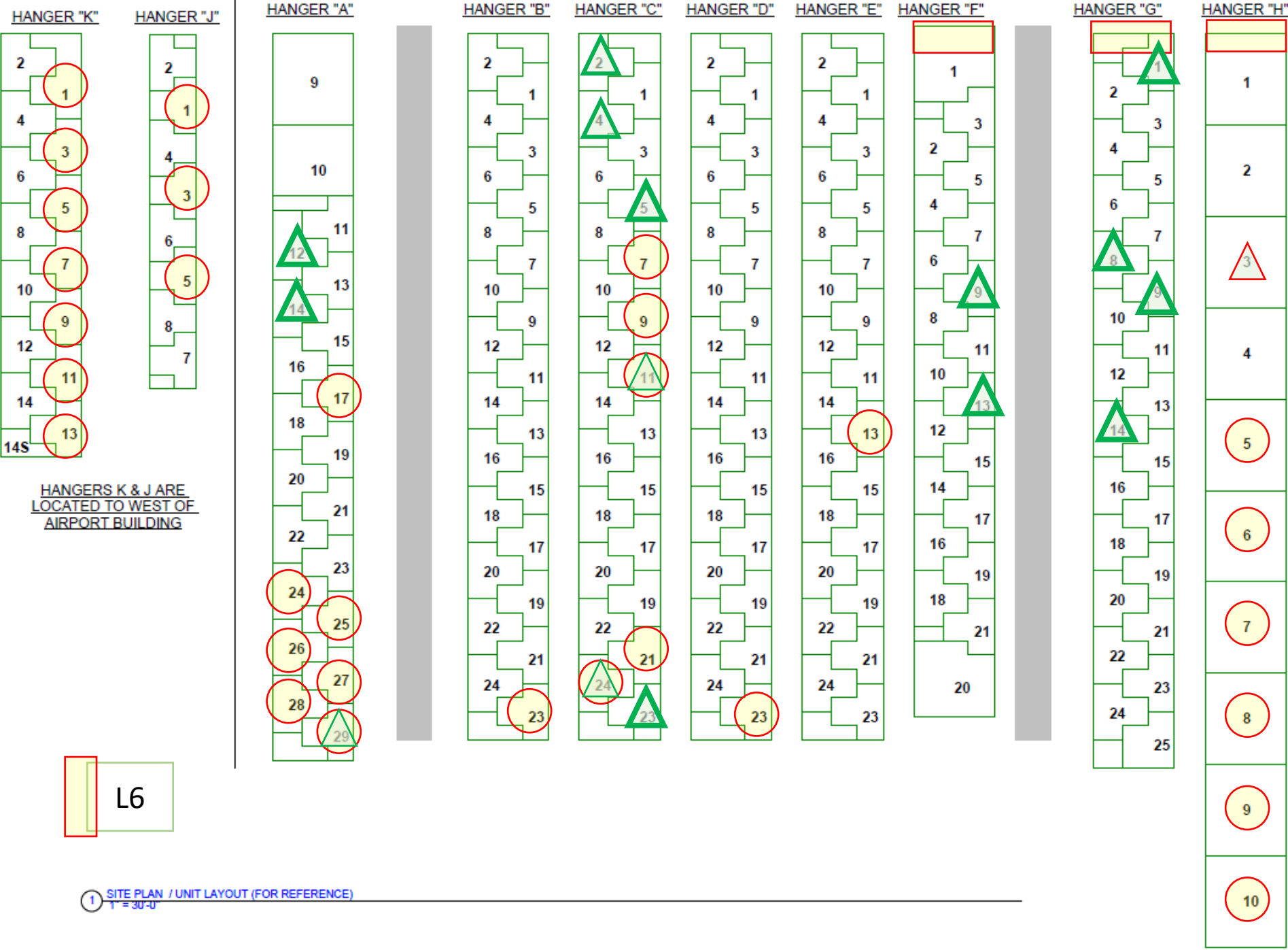
- Planned closures
- Airfield repairs update
- Facilities update
- Hangar repair update



Airfield Repairs

Location	Dates	Description
RWY 02/20	May 6-9	Closure for fog-sealing and repainting
RWY 02/20	May 10 & 13-17	Daily closures for project completion Plan to reopen every evening
TWY Golf Hanger rows A-H	May 14-16	Airfield remarkings on TWY Golf, and Alpha through Hotel hangar rows. Expect minimal delays in hangar rows
Hangars A-H	May 13	Job walk with the contractor who is providing repairs to snow damaged hangars. No real impact to hangar tenants.
RWY 11 runup Main ramp	June 5-6	Drill rig boring soil sample cores. No real impact to aircraft operations.





HANGERS K & J ARE LOCATED TO WEST OF AIRPORT BUILDING

- = some snow damage
- = revitalization volunteer
- = selected for revitalization

Snow				
#	Dmg?	Name	Hanga	Sq. Ft.
1	n	Sean McClellan	A12	1148
2	n	Dan O'Brien	A14	1148
3	n	Mike Daniel	C02	1139
4	n	Doug Sutter	C04	1215
5	n	Kevin Sloane	C05	1177
6	n	Lee Crawford	C23	1234
7	n	Neal Douglas	F09	1232
8	n	Peter Killcommons	F13	1232
9	n	Josh Grass	G01	1232
10	n	Alexei Sapsford	G08	1232
11	n	Stephen Darcy	G09	1232
12	n	Randolph Holder	G14	1232
			Total =	14453
12	y	David Diamond	A29	1148
13	y	Ben Wheeler	C11	1177
14	y	Fitzhugh / Porter	C24	1329
			Total =	3654
			Grand Total	18107

Criteria Selection:
 1) No snow damage
 2) Volunteered



Hangar Repair Updates

- Revitalization
 - July 8: Hangar rows Foxtrot & Golf begin -- expect 10 days
 - Contractor begins the next 6 hangars
 - Some swing-space in snow damaged hangars depending on timing
- Snow Damage Repairs
 - Contract awarded
 - Unknown dates, walk-thru next week
 - Intend to give tenants 30 days notice if aircraft/equip needs to move

Safety & Security Manager

- Safety update
 - Remain vigilant for FOD in hangar rows during hangar inspection clean-up, repairs, and revitalization.
 - Maximum speed on the airside of the airport is 15mph
 - Quantity of hazardous materials stored in hangars is being discussed. Fed/state mandates do specify storage requirements
- Security update
 - Do not allow vehicles to tailgate. Ensure the gate closes behind you to protect aircraft and your fellow pilots.
 - You are the eyes and ears of the airport. Don't hesitate to call the airport if you see something that doesn't look right.



Truckee Tahoe Airport District



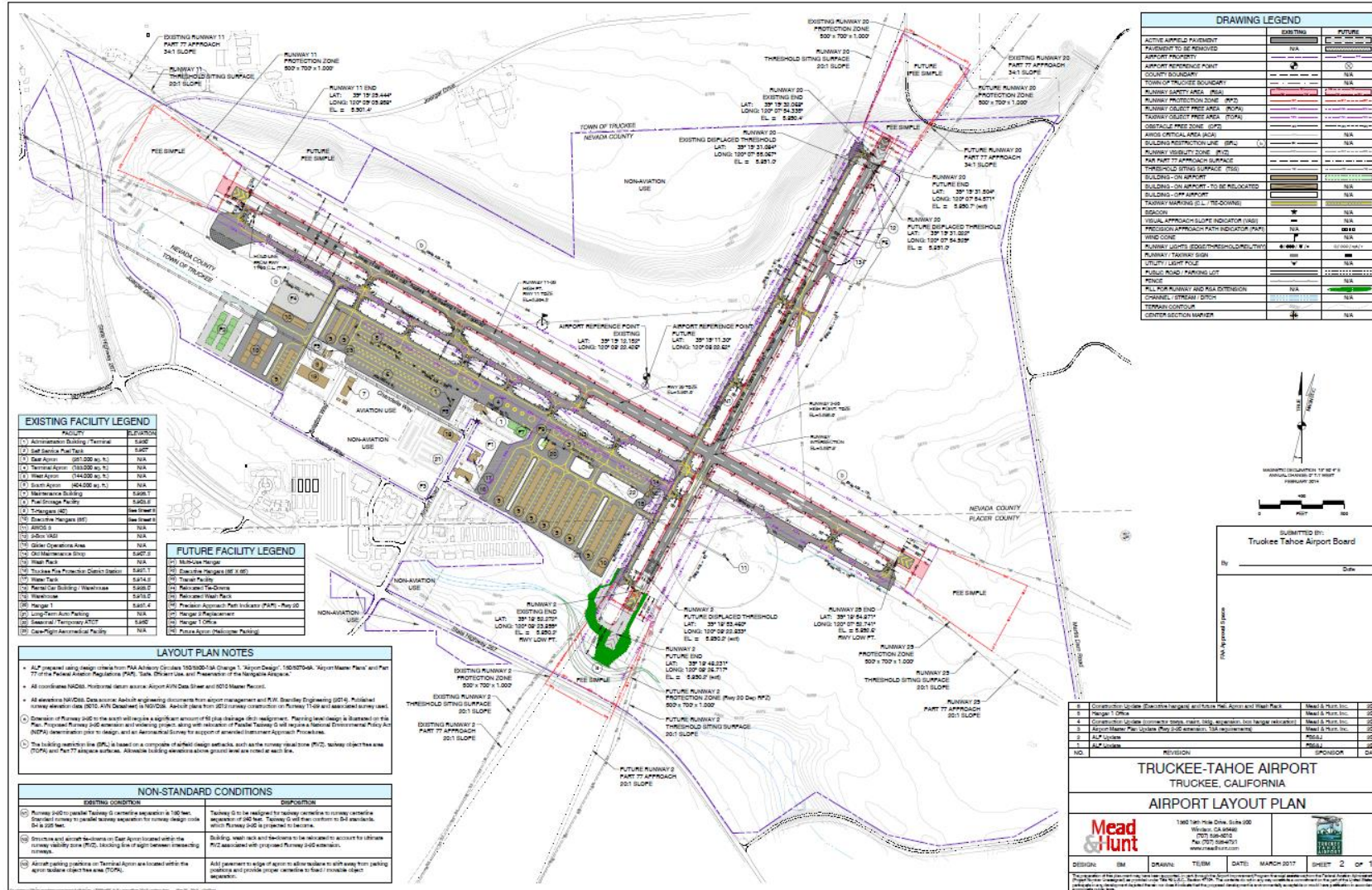
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Questions





Airfield Layout Plan



Airfield Photo

