

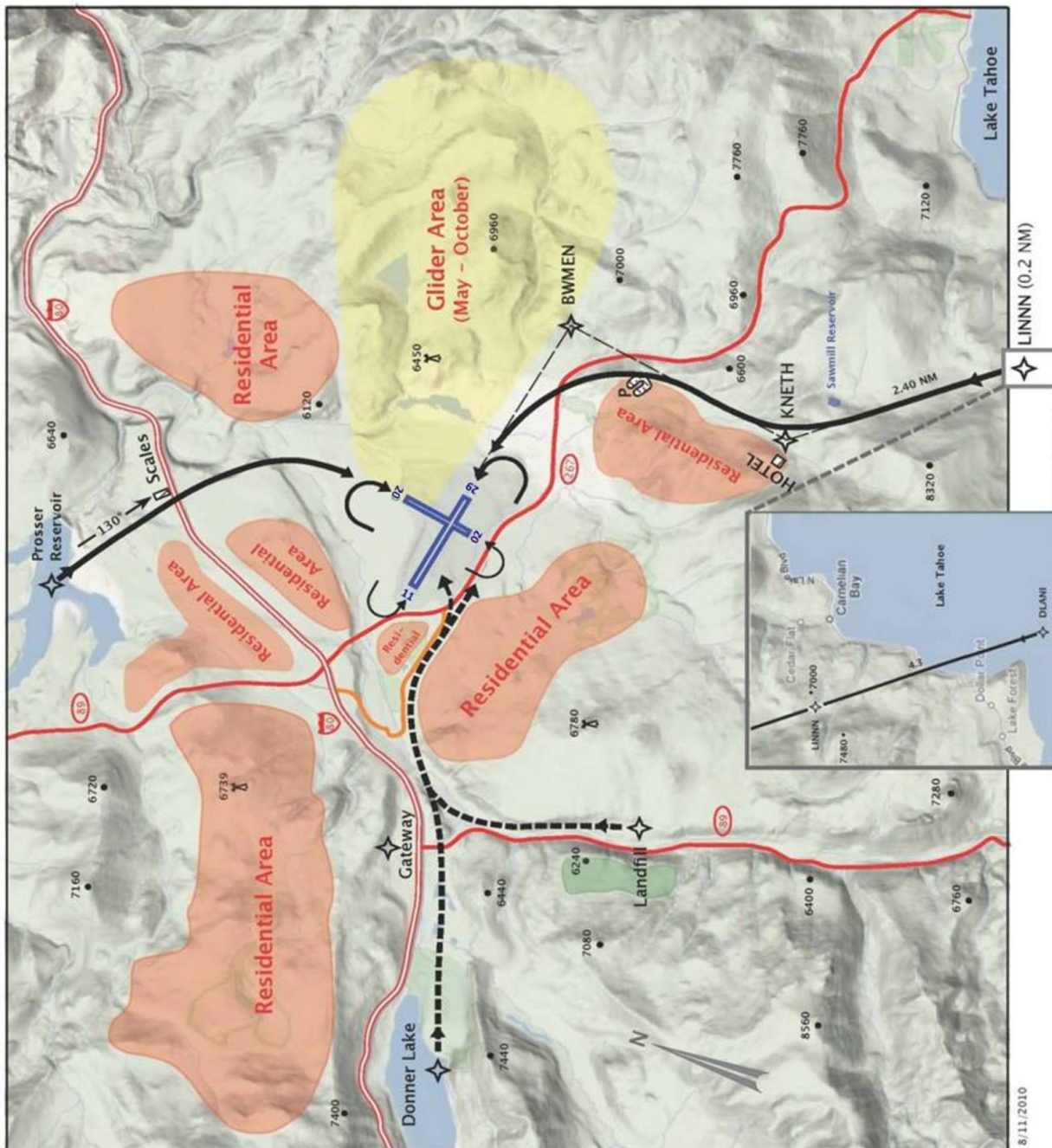
KTRK

Truckee Tahoe Airport
Truckee, California, United States

Noise
Sensitivity
Level: **HIGH**

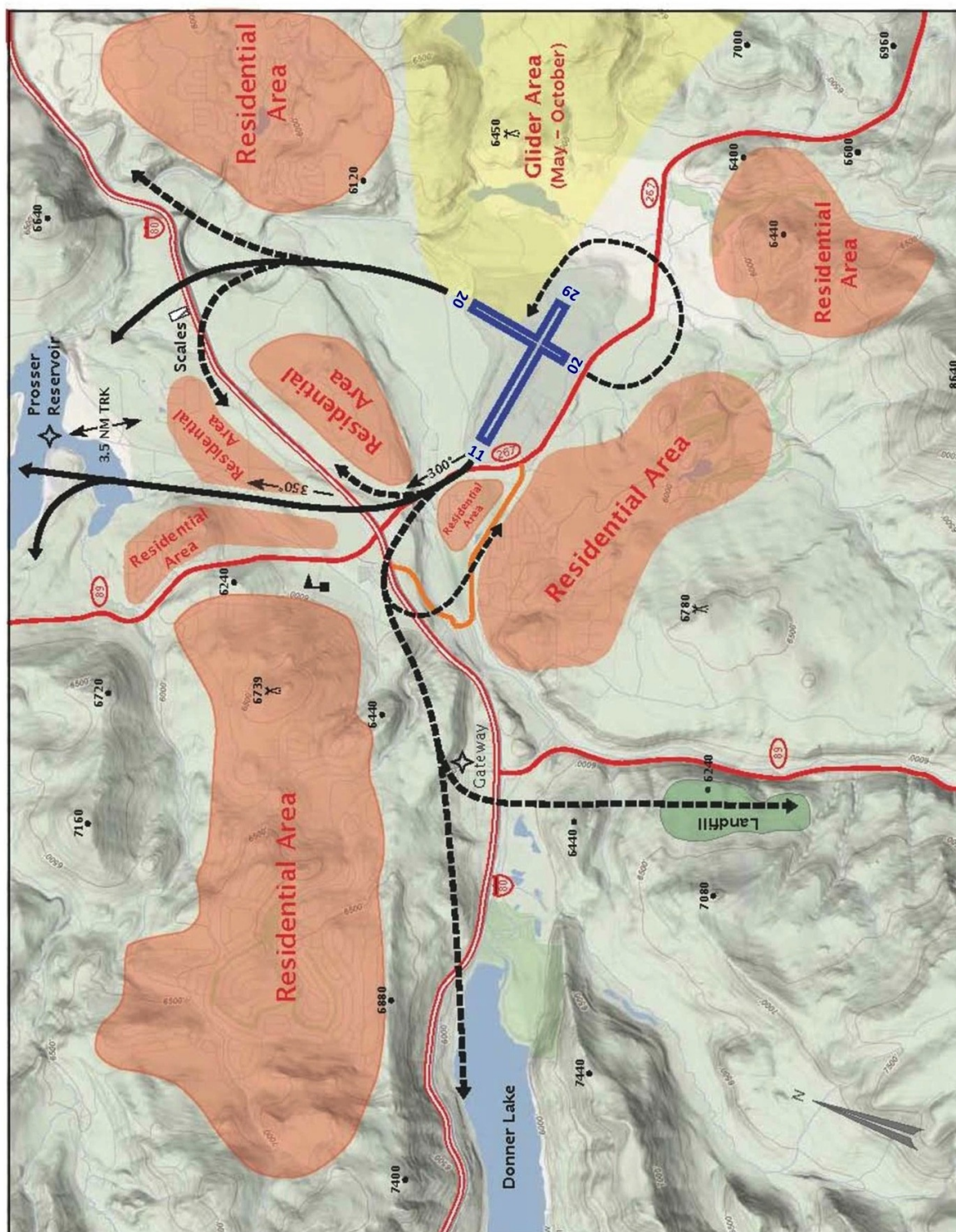
Diagram #1: Truckee Tahoe Airport Noise Abatement Arrival Procedures

All Aircraft Categories / All Runways



KTRK**Truckee Tahoe Airport**
Truckee, California, United StatesNoise
Sensitivity
Level:**HIGH****Diagram #2: Truckee Tahoe Airport Noise Abatement Departure Procedures**

All Aircraft Categories / All Runways



8/11/2010

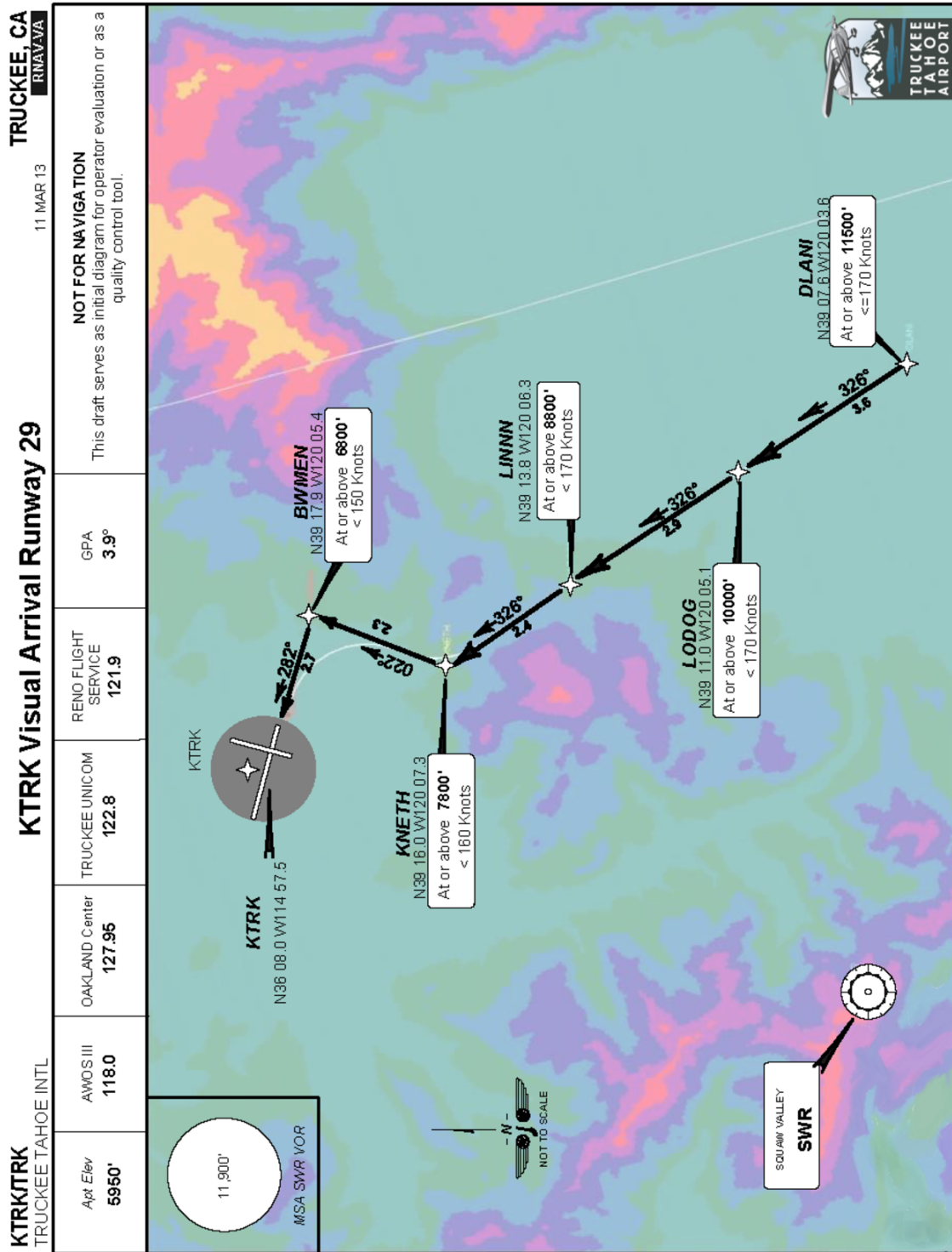
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Noise
Sensitivity
Level:

HIGH**Diagram #3: Visual Arrival**

Aircraft Categories: A, B, C, D & E / Runway 29



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Truckee, California, United StatesNoise
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Level:**HIGH****OVERVIEW**

The Truckee Tahoe Airport District and the citizens of the Truckee Tahoe community welcome you to our area. In order to be a good neighbor, the Airport and the community request that you follow these recommended noise abatement procedures, subject to weather, equipment and pilot capabilities. Please do not fly over residential areas and follow recommended arrival and departure flight paths depicted in the "Images / Diagrams" section below.

AS ALWAYS, FLIGHT SAFETY MUST SUPERSEDE RECOMMENDED NOISE ABATEMENT PROCEDURES.

TEMPORARY INFORMATION

Parallel, Ramp, and Hangar Row Reconstruction July, August, Sept 2015

CURFEWS**All Runways**

Truckee has a voluntary curfew between 10:00pm and 07:00am. Please do not arrive or depart between these hours. Thank you.

ARRIVALS**Aircraft Categories: A, B, C, D & HELI / All Runways**

Prosser Reservoir Arrival

N 39.19.18 W 120.15.25

Initial heading 130 to Interstate 80. Straight in rwy 20 or fly overhead and join appropriate downwind for other runway.

Aircraft Categories: A, B & HELI / Runways: 20 & 29

Donner Lake Arrival

N 39.17.32 W 120.09.13

Enter downwind for rwy 29 along hwy 267 or right downwind for rwy 20.

[Video Link](https://vimeo.com/84734680) - Rwy 29 ARRIVAL from the west over Donner Lake

Aircraft Categories: A, B & HELI / Runways: 20 & 29

Landfill Arrival

N 39.22.87 W 120.09.13

Enter extended downwind for rwy 29 along hwy 267 or right downwind for rwy 20.

Aircraft Categories: A, B, C, D & HELI / Runway 29

Lake Tahoe Visual Arrival

3.9 deg descent angle

Cross DLANI at/above 10,500 MSL.

LINNN >8,800

KNETH >7,800

BWMEN direct to rwy 29

CAUTION: Start turn to final abeam Northstar parking lots.

DEPARTURES**Aircraft Categories: A, B, C & HELI / Runway 02**

Prosser Reservoir

N 39.19.18 W 120.15.25

Please no turns to the west before 3.5 NM from TRK.

Aircraft Categories: A, B, C & D / Runway 29

Rwy 29 Departures

Heading to 300 at end of rwy abeam hangars. Fly to Interstate 80 before turns on course.

[Video Link](https://vimeo.com/96939397) - Rwy 29 DEPARTURE to the west over Donner Lake

Aircraft Categories: A, B, C & HELI / Runway 02

Please use rwy 02 for calm wind departures during mornings and evenings.

Aircraft Categories: A, B, C & HELI / Runway 20

Rwy 20 Departure

Left 270 overhead airport. Follow departure for rwy 29.

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Level:**HIGH****PREFERENTIAL RUNWAYS****All Aircraft Categories**

RWY02 (4,650 x 75 ft) Weight Limits S-35 D-50

RWY11 (7,000 x 100 ft) Weight Limits S-50 D-80

IMPORTANT

Preferential runway usage is VOLUNTARY. It is entirely up to the Pilot In Command to determine, based on ALL available information, if the preferred runway can be used safely. At a minimum, consideration to wind, traffic (including gliders), ATC instructions, and any other factors which could affect safety, ALWAYS supersedes consideration to preferential runway usage.

PATTERN ALTITUDES*ALL VALUES ARE MSL (FEET)***Aircraft Categories: A, B & HELI / All Runways**

7,000 MSL

Aircraft Categories: C, D & E / All Runways

7,500 MSL

INTERSECTION TAKEOFFS**Aircraft Categories: A, B, C, D & E / Runways: 01, 10, 19 & 28**

Intersection take-offs are prohibited

APU USE

Limit APU use to 15 minutes.

FLIGHT TRAINING

Please avoid repetitive operations during morning and evening hours. Please consider alternating runway usage, if able, during repetitive operations.

COMMUNITY GROUPS/INFO

In June 2005, the Airport Community Advisory Team (ACAT) was established to help the TTAD Board of Directors address the impact of the Truckee Tahoe Airport on the surrounding community. Made up of three pilots and three non-pilots, this advisory panel is key to fostering connections between the airport and the community. With the goal of turning input into action, ACAT seeks potential solutions from stakeholders, as well as through less formal channels. Effective and open communications between the airport and the community are essential in this effort. Since its formation, ACAT has held focus groups, surveyed residents and businesses, and conducted public meeting, among other efforts.

The Truckee Tahoe Airport Community Advisory Team (ACAT) meets the second Tuesday of every month, 9:30 AM, in the board room.

FLIGHT TRACK MONITORING

Yes

PRIOR PERMISSION (PPR) OPERATIONS

Runway 11/29 S-50, D-80. Runway 02/20 S-35, D-50. PPR available, contact airport general manager 530.587.4119.

NBAA PROCEDURES

Our airport recommends use of NBAA procedures, please see the appendix.

AOPA NOISE AWARENESS STEPS

Our airport recommends use of AOPA procedures, please see the appendix.

AIRPORT CONTACT INFORMATION

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Truckee Tahoe Airport
 10356 Truckee Tahoe Airport Rd.
 Truckee CA 96161

ABOUT AIRCRAFT CATEGORIES

A	B	C	D	E	HELI
< 91 kts	91-120 kts	121-140 kts	141-165 kts	>165 kts	Helicopters

Aircraft Approach Categories are based on FAA reference speeds.
 See http://whispertrack.com/pdf/faa_handbook.pdf

$$V_{REF} = 1.3 \times V_{SO}$$

MANDATORY RESTRICTIONS (NONE)**PREFERENTIAL INSTRUMENT PROCEDURES (NONE)**

<div data-bbox="207 90 380 149" data-label="Text"> <p>KTRK</p> </div>	<div data-bbox="412 84 820 161" data-label="Text"> <p>Truckee Tahoe Airport Truckee, California, United States</p> </div>	<div data-bbox="1127 77 1430 170" data-label="Complex-Block"> <div> <div>Noise Sensitivity Level:</div> <div> <div>HIGH</div> <div>  </div> </div> </div> </div>
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ENGINE RUNUP (NO RESTRICTIONS)

STAGE II (NO RESTRICTIONS)

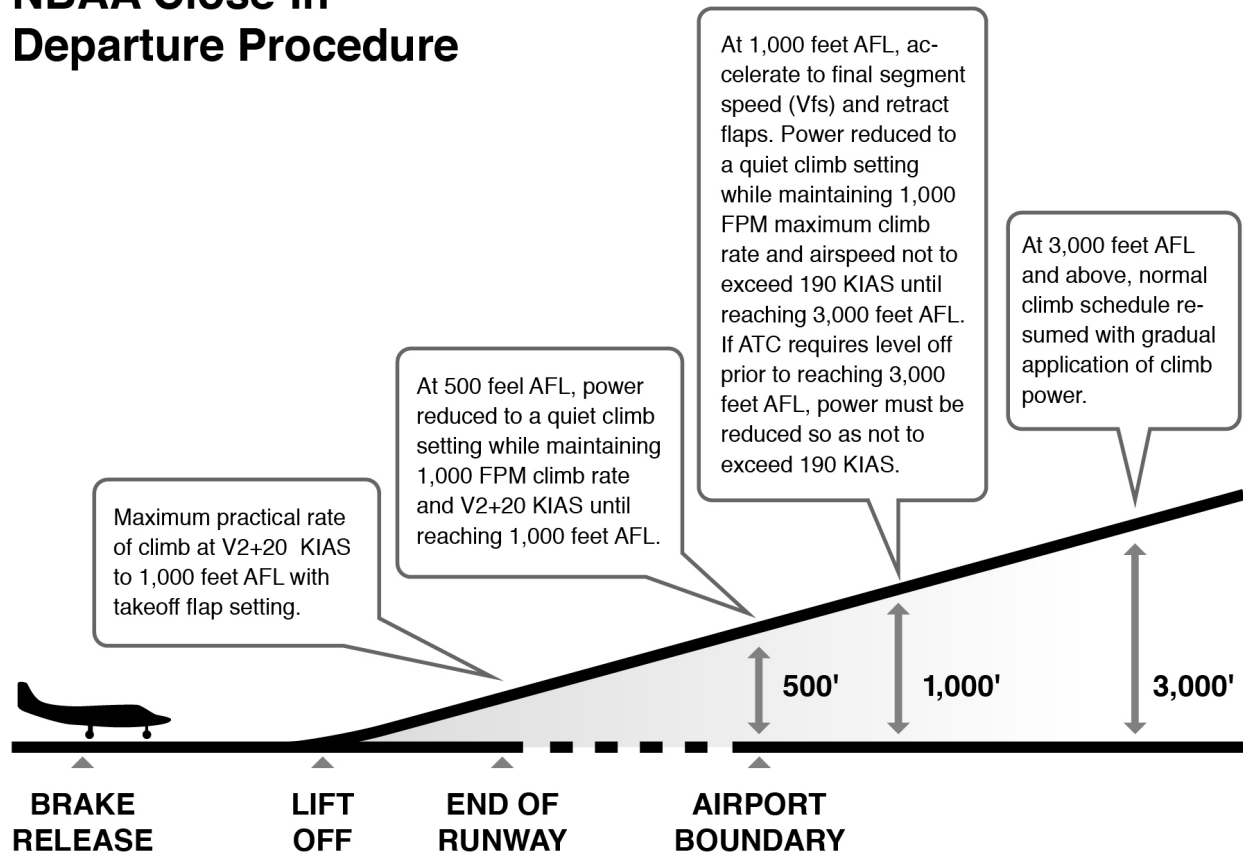
STAGE III (NO RESTRICTIONS)

NOISE ORDINANCE (NONE)

NOISE MONITORING (NONE)

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NBAA Close-In Departure Procedure

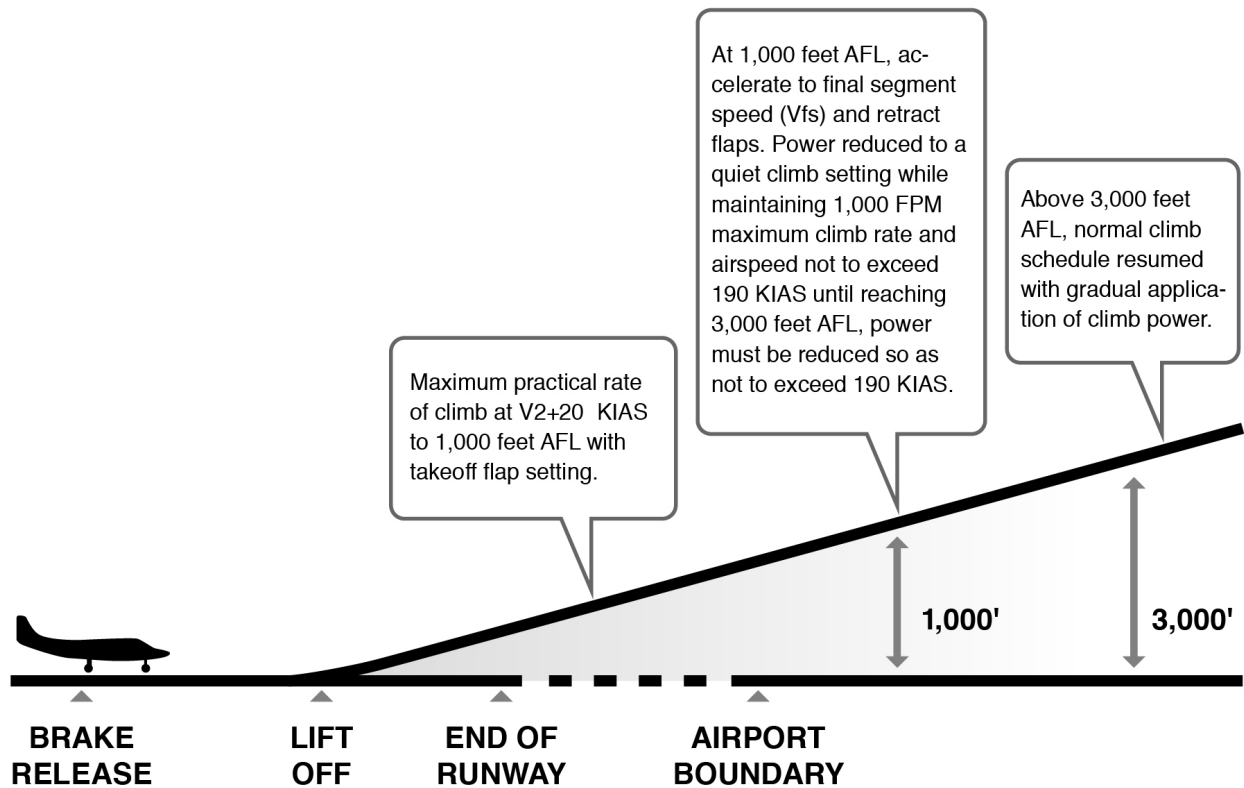


1. Climb at maximum practical rate at V2+20 KIAS to 500 feet AFL with takeoff flap setting.
2. At 500 feet AFL, reduce to a quiet climb power setting while maintaining 1,000 FPM maximum climb rate and V2+20 KIAS until reaching 1,000 feet AFL.
3. At 1,000 feet AFL, accelerate to final segment speed (Vfs) and retract flaps. Maintain quiet climb power, 1,000 FPM climb rate and airspeed not to exceed 190 KIAS until reaching 3,000 feet AFL. If ATC requires level off prior to reaching 3,000 feet AFL, power must be reduced so as not to exceed 190 KIAS. (See note below)
4. At 3,000 feet AFL and above, resume normal climb schedule with gradual application of climb power.
5. Observe all airspeed limitations and ATC instructions.

NOTE: It is recognized that aircraft performance will differ with aircraft type and takeoff conditions; therefore, the business aircraft operator must have the latitude to determine whether takeoff thrust should be reduced prior to, during, or after flap retraction. Also, aircraft in excess of 75,000 lbs. GTOW operating under FAR, Part 121, Part 125, or Part 135 may not be permitted to comply with this procedure.

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NBAA Standard Departure Procedure

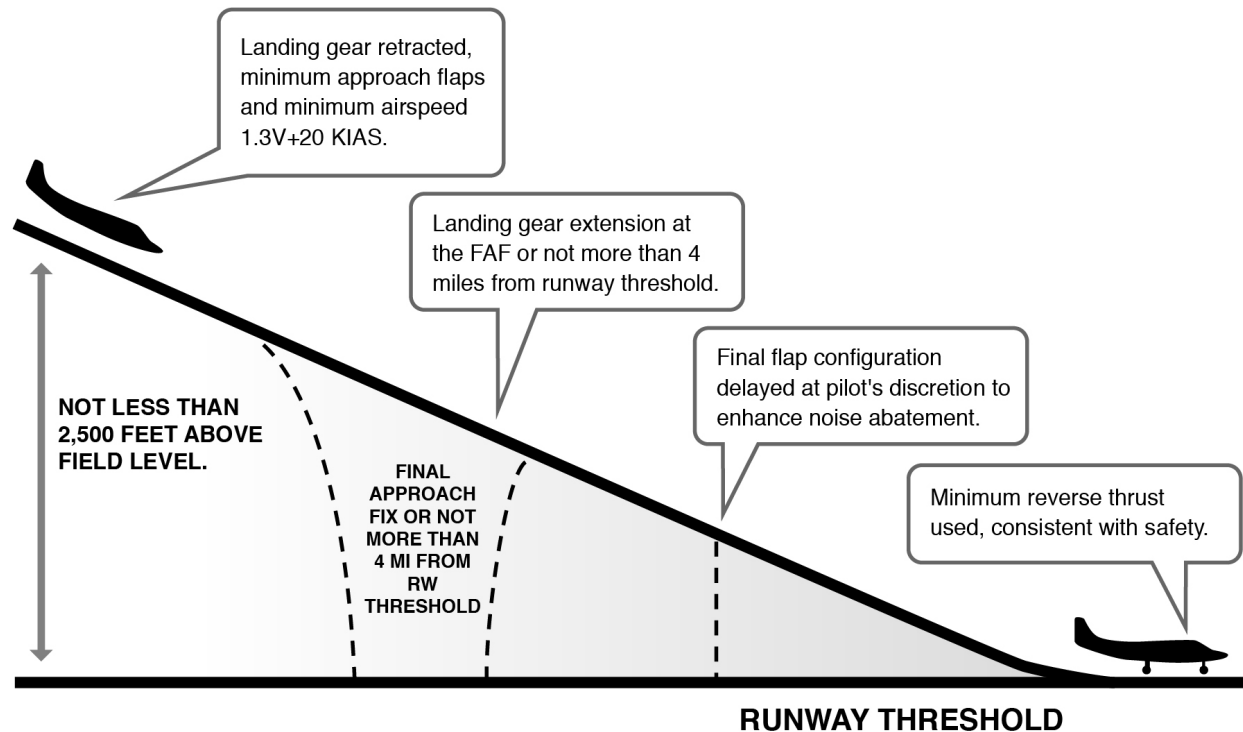


1. Climb at maximum practical rate at V₂+20 Knots indicated airspeed (KIAS) to 1,000 feet above field level (AFL) with takeoff flap setting.
2. At 1,000 feet AFL, accelerate to final segment speed (V_fs) and retract flaps. Reduce to a quiet climb power setting while maintaining 1,000 FPM maximum climb rate and airspeed not to exceed 190 KIAS until reaching 3,000 feet AFL. If ATC requires level off prior to reaching 3,000 feet AFL, power must be reduced so as not to exceed 190 KIAS until at or above 3,000 feet AFL. (See note below)
3. At 3,000 feet AFL and above, resume normal climb schedule with gradual application of climb power.
4. Observe all airspeed limitations and ATC instructions.

NOTE: It is recognized that aircraft performance will differ with aircraft type and takeoff conditions; therefore, the business aircraft operator must have the latitude to determine whether takeoff thrust should be reduced prior to, during, or after flap retraction.

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NBAA Approach and Landing Procedure VFR & IFR



1. Inbound flight path should not require more than a 20 degree bank angle to follow noise abatement track.
2. Observe all airspeed limitations and ATC instructions.
3. Initial inbound altitude for noise abatement areas will be a descending path from 2,500 feet AGL or higher. Maintain minimum airspeed (1.3Vs+20 KIAS) with gear retracted and minimum approach flap setting.
4. At the final approach fix (FAF) or not more than 4 miles from runway threshold, extend landing gear. Final landing flap configuration should be delayed at pilot's discretion to enhance noise abatement.
5. During landing, use minimum reverse thrust consistent with safety for runway conditions and available length.

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AOPA Noise Awareness Steps

Following are some general guidelines and techniques to minimize the noise impact produced by aircraft operating near the ground.

1. If practical, avoid noise-sensitive areas such as residential areas, open-air assemblies (e.g. sporting events and concerts), and national park areas. Make every effort to fly at or above 2,000 feet over the surface of such areas when overflight cannot be avoided.
2. Consider using a reduced power setting if flight must be low because of cloud cover or overlying controlled airspace or when approaching the airport of destination. Propellers generate more noise than engines; flying with the lowest practical rpm setting will reduce the aircraft's noise level substantially.
3. Perform stalls, spins, and other practice maneuvers over uninhabited terrain.
4. Many airports have established specific noise abatement procedures. Familiarize yourself and comply with these procedures.
5. To contain aircraft noise within airport boundaries, avoid performing engine runups at the ends of runways near housing developments. Instead, select a location for engine runup closer to the center of the field.
6. On takeoff, gain altitude as quickly as possible without compromising safety. Begin takeoffs at the start of a runway, not at an intersection.
7. Retract the landing gear either as soon as a landing straight ahead on the runway can no longer be accomplished or as soon as the aircraft achieves a positive rate of climb. If practical, maintain best-angle-of-climb airspeed until reaching 50 feet or an altitude that provides clearance from terrain or obstacles. Then accelerate to best-rate-of-climb airspeed. If consistent with safety, make the first power reduction at 500 feet.
8. Fly a tight landing pattern to keep noise as close to the airport as possible. Practice descent to the runway at low power settings and with as few power changes as possible.
9. If a VASI or other visual approach guidance system is available, use it. These devices will indicate a safe glidepath and allow a smooth, quiet descent to the runway.
10. If possible, do not adjust the propeller control for flat pitch on the downwind leg; instead, wait until short final. This practice not only provides a quieter approach, but also reduces stress on the engine and propeller governor.
11. Avoid low-level, high-power approaches, which not only create high noise impacts, but also limit options in the event of engine failure.
12. Flying between 11 p.m. and 7 a.m. should be avoided whenever possible. (Most aircraft noise complaints are registered by residents whose sleep has been disturbed by noisy, low-flying aircraft.)

Note: These recommendations are general in nature; some may not be advisable for every aircraft in every situation. No noise reduction procedure should be allowed to compromise safety.