

Lake Tahoe Airport

IATA/ICAO CODE: TVL/KTVL  
CITY: South Lake Tahoe  
STATE: CA  
COUNTRY: USA

AIRPORT CONTACT

Information updated by the airport 5/2011

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Airport Web Site: [www.laketahoeairport.com](http://www.laketahoeairport.com)

ELEVATION: 6264 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
18/36	8541	18/800 36/2033	3/3.2	100
<div>Note: Runway is weight limited 70,000 lbs, single wheel 125,000 lbs, dual wheels 210,000 lbs, dual tandem</div> <div><a href="#">Check FAA Airport Diagrams for current information.</a></div>				

NOISE ABATEMENT PROCEDURES

Departing

Runway 36:  
Climb straight out for about 3/4 mile. When you're just abeam a white-fence pasture, turn left to 320 degrees, track the center of the meadow until you reach the shoreline. Please avoid fly over of the populated areas to both the left and the right of that course.

Runway 18:  
No left turn out under 7,500 MSL. The smaller hill straight ahead has an elevation of 6,640 plus up to 100 foot trees around the houses. Track the river to the golf course. Circle and climb to 7,500 over the golf course. If not able to climb to 7,500 call the tower (no control tower personnel as of 10/1/2004) reverse course, and land. Caution: Downdrafts exist west

of the golf course near the mountains.

Density Altitude Caution: Depart at as light a weight as practical. Please double check weight and balance, takeoff distance, rate of climb and climb gradient figures. Instructors are available for free consultation. Density Altitude readouts available from ASOS at 124.725 MHz.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS

Maximum daytime limit of 84 dBA Lmax arrival and 80 dBA Lmax departure, and a nighttime (between the hours of 8:00pm and 8:00 am) limit of 77.1 dBA. Measurement is by monitors placed under the arrival and departure patterns set at FAR 36 locations.

Please make every effort to comply with the noise abatement program unless deviations are made necessary by weather, ATC instructions (no control tower personnel as of 10/1/2004), an inflight emergency or safety considerations.

PREFERENTIAL RUNWAYS

Landing 18, Takeoff 36

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Run ups are banned from 10pm to 7 am

APU OPERATING RESTRICTIONS

2000 to 0800 local time

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	none
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	none
Avigation Easements	-	none
Zoning Laws	-	none
Real Estate/Property Disclosure Laws	5/10/1995	Policy in place.
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft	-	-

operations		
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM

The monitors are placed in accordance with FAR 36, Appendix C, Section C36.3 The Arrival monitors are placed at 6,562 feet from the threshold on the extended center line of the flight path. The Departure monitors are place at 21,325 feet from the start of the takeoff roll on the extended center line or center line of the flight path.

The monitors are as follows:

Monitor #

- 1 Departure, straight-out RWY 36
- 2 Arrival, straight in RWY 18
- 3 Arrival, straight in RWY 36
- 4 Departure RWY 18
- 5 Departure, meadow RWY 36
- 6 Arrival, meadow RWY 18

## FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

### NOISE LEVEL LIMITS

The noise limits are:

Nighttime:(2000-0800) 77.1 dBA (arrival and departure)

84dBA on arrival

Daytime: (0800-2000) 80dBA on departure

**86 dBA arrival - transports with more than 60 seats**

Noise levels are measured on every departure and arrival.

### **Commercial Aircraft:**

If an airline exceeds the noise level limits in AC36-3H, they are required to arrange for a noise test at the airport. Operations are based on quarterly averaging.

### **Private Jets Single Event Monitoring:**

1st offense \$1000 fine or ban, waived if on noise testing.

2nd offense \$5000 or ban,

Subsequent offense \$2500 or ban.

The noise monitors are located at the FAR 36 locations. The noise levels were determined by the Tahoe Regional Planning Agency. The methodology of determination is via AC36-3.

### STAGE 2 RESTRICTIONS

Stage 2 are banned. However they can be tested to qualify for operations at the airport.

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

### STAGE2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

### STAGE 3 RESTRICTIONS

As applicable per noise limits.

### COMMENTS

Any aircraft may apply for noise testing at the airport. AC36-3 is used to determine if an aircraft needs to be put on the testing/monitoring program. Any normal flight, charter, private, counts as testing.