

Truckee Tahoe Airport

IATA/ICAO CODE: TRK/KTRK
CITY: Truckee
STATE: CA
COUNTRY: USA

AIRPORT CONTACT

No changes reported by the airport in 2011
[Verify information below with the airport](#)

Name: Phred Stoner
Title: General Manager
Airport: Truckee Tahoe Airport
Address: 10356 Truckee Airport RD
 Truckee, CA 96161
Phone: +1 530 587 4119
Fax: +1 530 587 2984
Email: phred@truckeetahoeairport.com
Airport Web Site: www.truckeetahoeairport.com

ELEVATION: 5900ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
10/28	7000	-	-	100
01/19	4650	115	-	75
Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES

[See Truckee Area Noise Sensitive Map.](#)

Runway 28 Departure – “Bypass Departure”: At the end of runway 28, fly heading 300 for .8 nm to the Highway 267 bypass. No other turns before railroads tracks/river. Please avoid flight over residential areas. Departures over Highway 80 are preferred.

Runway 28 VFR Heavy Departure - Bypass departure to Prosser Dam before turning West, North, or Eastbound. Southbound may use left crosswind to HWY 89 South.

Runway 19 "Alternate Left 225 Departure" (Low powered aircraft in high DA conditions)- After departure turn left 225 to a heading of 300 and then join the bypass departure.

Runway 28 & 19 Arrivals from West & South – “Gateway Arrival”: From the Gateway checkpoint (roundabout at intersection of Highway 89 and Interstate 80), then join Highway 267 for a left downwind for Runway 28 or to enter a right downwind for Runway 19. (Stay over Highway 267.)

Runway 28 Arrival from North – From Scale waypoint enter extended midfield crosswind for rwy 28.

All departures please use best angle (Vx) for first 500 feet, then best rate (Vy) to achieve maximum altitude. We discourage intersection departures.
Please avoid shallow climbs and gain as much altitude as safely possible before leaving the airport environment.

Voluntary limitation on arrivals and departures to the hours between 6:00 a.m. and 11:00 p.m.

Pattern altitude: 7,000 light aircraft; 7,500 heavy aircraft.

Please avoid flight over residential areas. Arrivals and departures over highways preferred.

AS ALWAYS, FLIGHT SAFETY MUST SUPERSEDE NOISE MITIGATION PROCEDURES.

See website: www.truckeeahoeairport.com for map with suggested routing and additional information.

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

AIRPORT CURFEWS

Please voluntarily avoid arrivals and departures between 11:00 PM and 6:00 AM.

PREFERENTIAL RUNWAYS

Runway 28 left traffic. Please consider alternative runways during early morning and evening hours or when conditions permit.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Engine run-up restrictions 11:00pm - 6:00 am

APU OPERATING RESTRICTIONS

Apu operating restrictions 15 minutes.

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

“Fly Quiet” hangar rate discount of .02/sq ft/mo for tenants who agree to follow voluntary curfew. Additional .02/sq ft/mo discount for additional compliance with 10:30 PM- 6:30 AM voluntary curfew.

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status

Sound Insulation (Residences and Public Buildings)	-	N/A
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	N/A
Avigation Easements	1970	As required by adopted Comprehensive Land Use Plan. Ongoing development review and comment program by airport requesting easements as necessary.
Zoning Laws	2004	Airport Land Use Compatibility Plan updated 12/2004.
Real Estate/Property Disclosure Laws	Jan 1, 2004	California AB 2776 became law requiring disclosure for all properties within the airport influence area.
Acquire Land for Noise Compatibility to date	2003	18.9 acres (\$640,000) acquired 1mile from threshold to maintain open space near airport and avoid development. 1481 acres (\$2,000,000 airports share) of open space under final approach to rwy 28. Purchased with other agencies, airport holds title to land.
Population within each noise contour level relative to aircraft operations	-	N/A
Airport Noise Contour Overlay Maps	10/2004	Developed with adopted Comprehensive Land Use Plan - Noise Contours updated 12/2004
Total Cost of Noise Mitigation Programs to Date	to date	Total program cost \$ \$4,625,000
Source of Noise Mitigation Program Funding for Aircraft Noise	2000	Airport revenues, local property tax revenue and FAA funds

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM

6 Sensor E.R.A. Wide Area Multilateration

NOISE LEVEL LIMITS - [NONE](#)

STAGE 2 RESTRICTIONS

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

STAGE 2 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 - [NONE](#)