



# How did you hear about this meeting?

Please stick a dot in each category that applies



**Radio or TV**



**Postcard**



**Email**



**City Website**



**Advertisement**  
(Newspaper, internet)



**Other** (Facebook, word of mouth, etc.)



# Future Design Aircraft = Gulfstream 500/550

Airplane Design Group

Maximum Takeoff Weight = 85,100 pounds

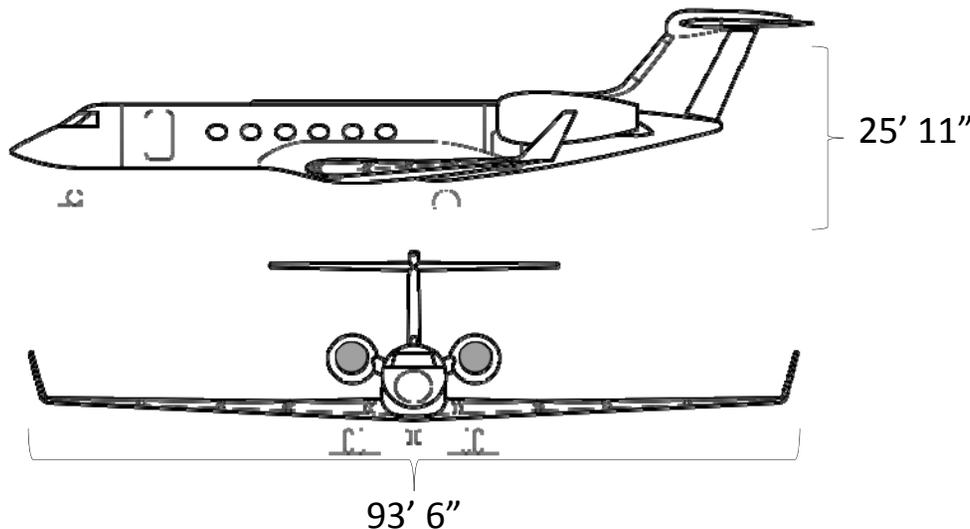
Group #	Wingspan (feet)	Tail Height (feet)
I	< 49	< 20
II	49 to < 79	20 to < 30
<b>III</b>	<b>79 to &lt; 118</b>	<b>30 to &lt; 45</b>
IV	118 to < 171	45 to < 60
V	171 to < 214	60 to < 66
VI	214 to < 262	66 to < 80



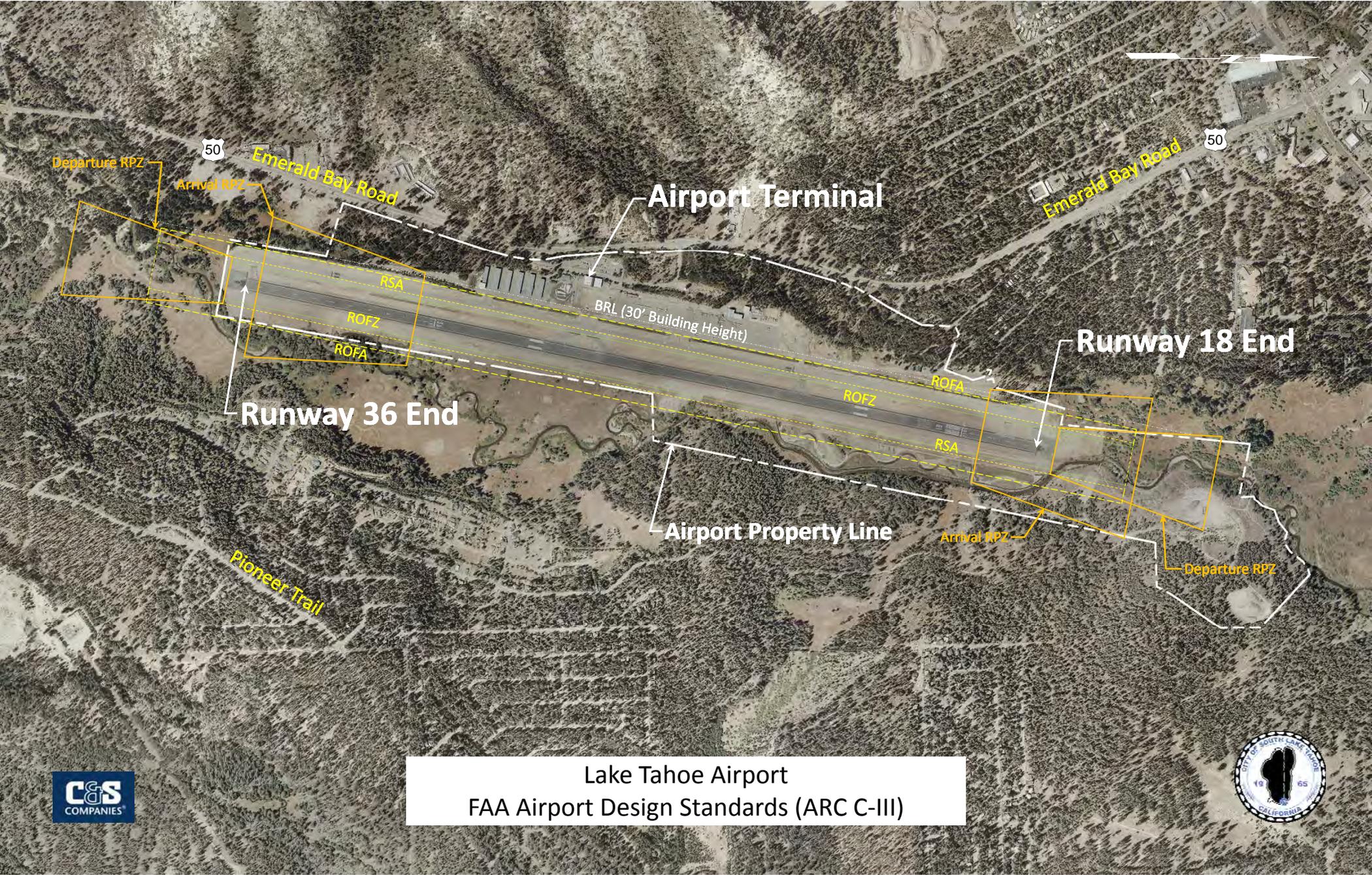
Aircraft Approach Category

Category	Approach Speed (knots)
A	< 91
B	91 to < 121
<b>C</b>	<b>121 to &lt; 141</b>
D	141 to < 166
E	≥ 166

Approach Speed = 140 knots



Note: airport design standards are established upon the FAA approved design aircraft.



Airport Terminal

Runway 36 End

Runway 18 End

Airport Property Line

Lake Tahoe Airport  
FAA Airport Design Standards (ARC C-III)





# Environmental Considerations

## Land Use

- TRPA designated conservation area
- TRPA designated Stream Environmental Zone (SEZ)

## Floodplains

- FEMA designated 100 year floodplain

## Wetlands

- National Wetlands Inventory identified wetlands

## Water Quality

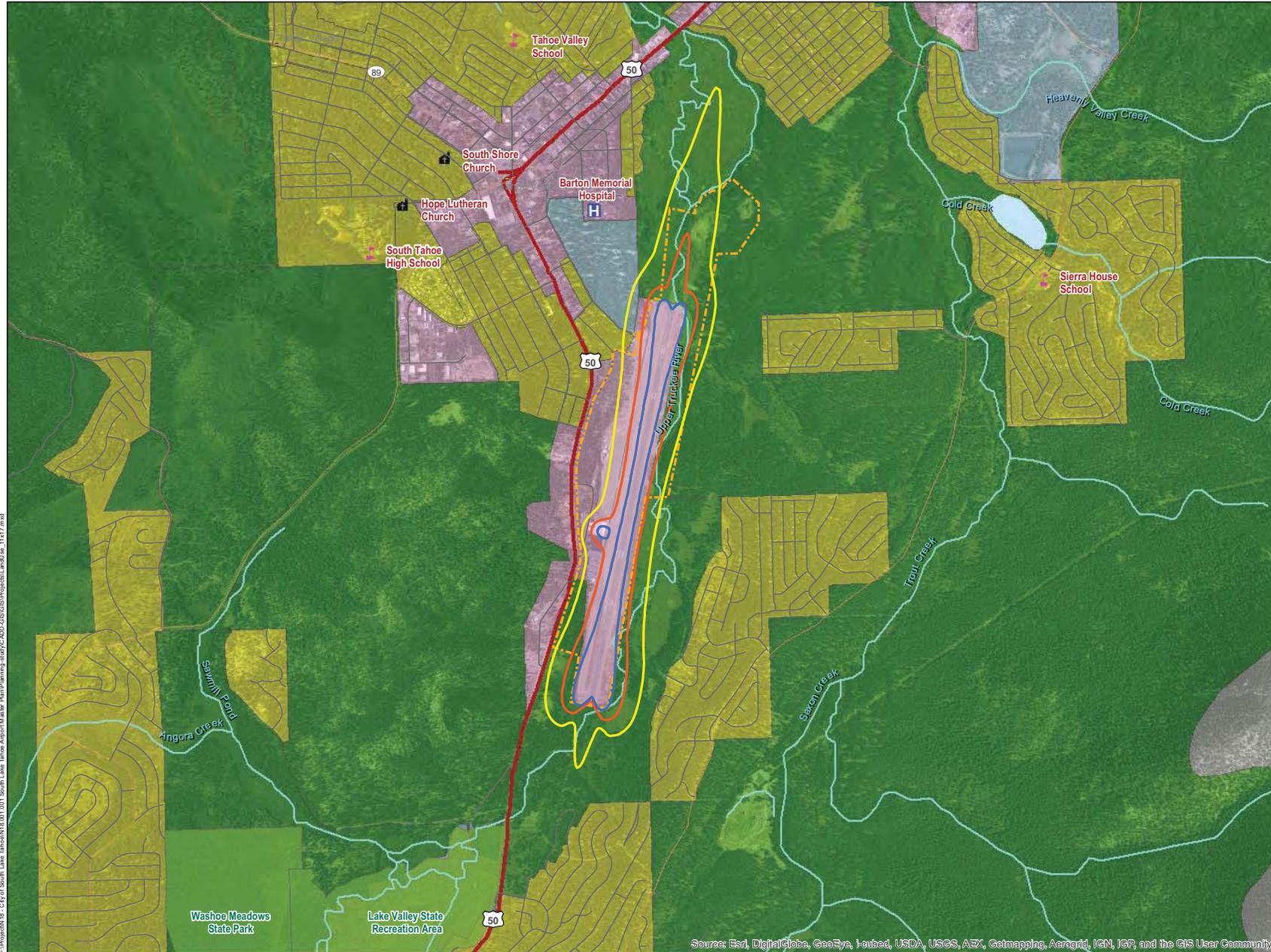
- NPDES Permit General Industrial Permit requirements

## Aesthetics

- Highway 50 designated Scenic Highway

## Threatened and Endangered Species

- Federal and state listed species
- Critical habitat



**Legend**

- APL
  - Church
  - School
  - Hospital
  - Freeway
  - Highway
  - Major Road
  - Rivers
  - Lake/Pond
  - Swamp/Marsh
- Land Use**
- Conservation
  - Mixed-Use
  - Recreation
  - Residential
  - Backcountry
- Noise Contours**
- 60 CNEL
  - 65 CNEL
  - 70 CNEL

1 inch = 2,000 feet  
(when printed on 11"x17" paper)



Date: 5/13/2014



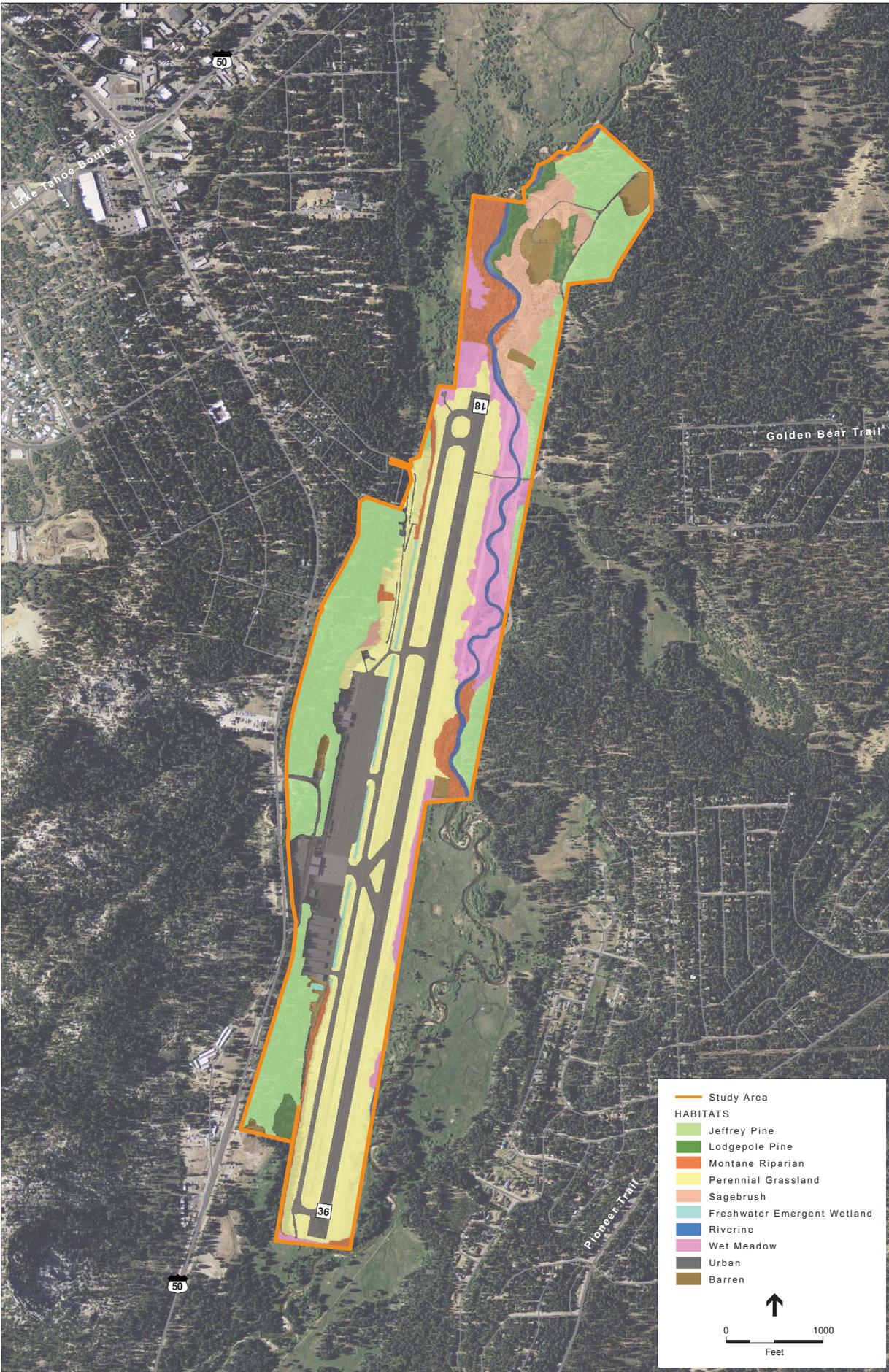
Lake Tahoe Airport  
Noise Contours

Figure 1-Existing Conditions

Source: Esri, DigitalGlobe, GeoEye, iSat, USDA, USGS, AEX, Getmapping, Aergrid, IGN, IGP, and the GIS User Community

E:\Projects\18 - City of South Lake Tahoe\18.001 South Lake Tahoe Airport Master Plan\Planning\GIS\CAD\GIS\GIS\Projects\landuse\_11x17.mxd

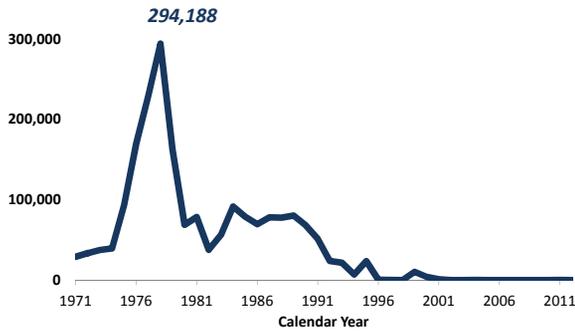
Sources: Basemap information like Roads, City Boundary, Streams, Lakes, etc. are from Esri Base Map online service, Land Use data from <http://gis.tpsa.org/isdadownload/>, Airport Property Line (APL) from CAS CAD data





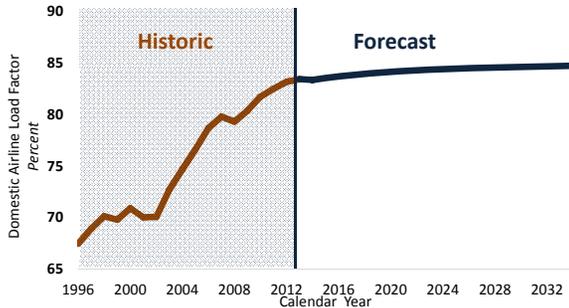
# Airline Service Evaluation

**Passenger Enplanements: 1971 – 2011**  
Lake Tahoe Airport



Sources: Lake Tahoe Airport 1992 Master Plan and Federal Aviation Administration Terminal Area Forecast

**U.S. Airlines Domestic Load Factor**



Source: FAA Aerospace Forecasts

## Mammoth Yosemite Airport

### LAX Load Factor

1/2012 – 9/2013

67,000 PAX; 113,000 Available Seats

59%

### SFO Load Factor

1/2012 – 9/2013

21,000 PAX; 41,000 Available Seats

52%

LAX – Los Angeles International Airport  
SFO – San Francisco International Airport

## Montrose Regional Airport

### AZA Load Factor

1/2012 – 9/2013

6,381 PAX; 10,624 Available Seats

60%

### OAK Load Factor

1/2012 – 9/2013

5,850 PAX; 10,790 Available Seats

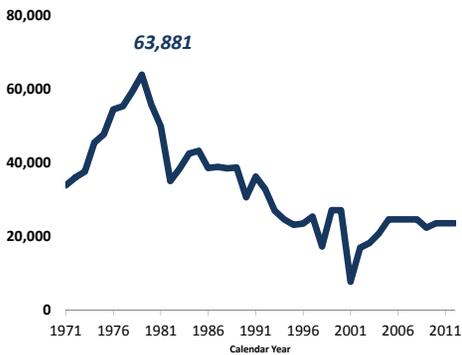
54%

AZA – Phoenix-Mesa Gateway Airport  
OAK – Oakland International Airport



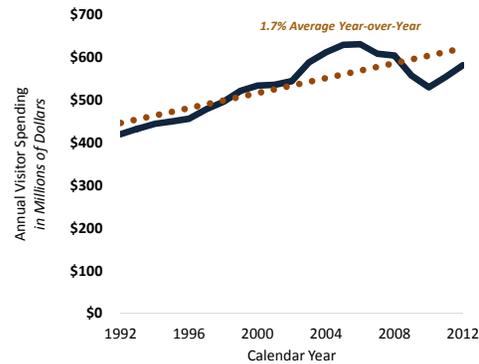
# Aviation Demand Forecast

**Annual Aircraft Operations: 1971 – 2011**  
Lake Tahoe Airport



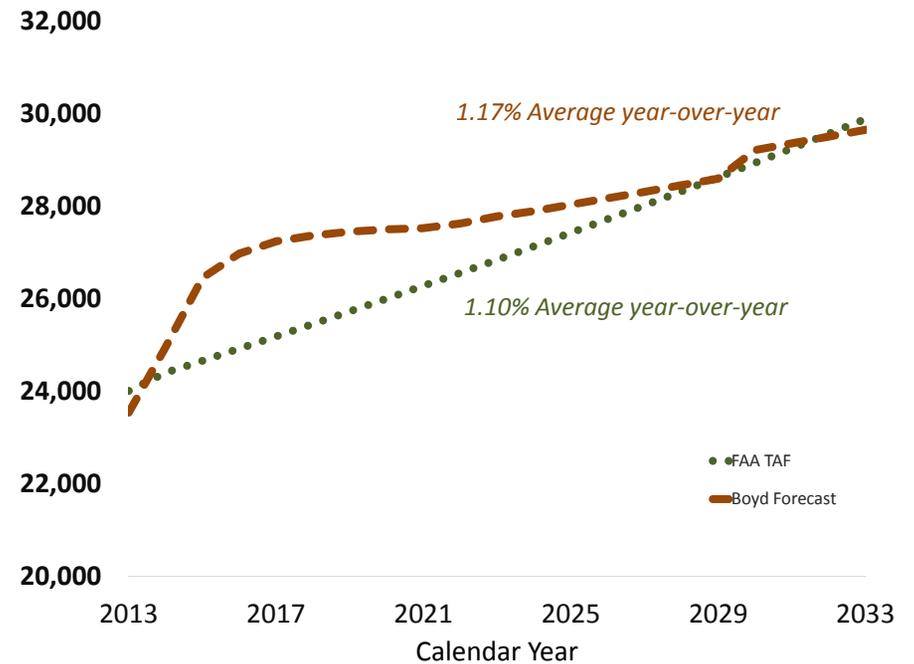
Source: Lake Tahoe Airport 1992 Master Plan and Federal Aviation Administration

**Visitor Spending**  
El Dorado County



Source: California Travel and Tourism Commission

**Draft Aviation Demand Forecast – Annual Operations**  
Lake Tahoe Airport



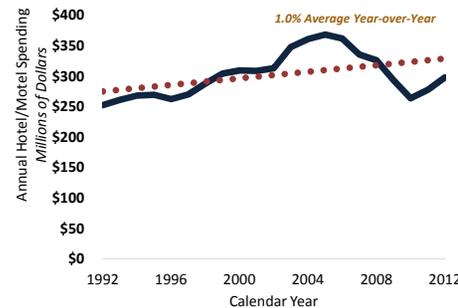
Source: FAA and The Boyd Group

**2011 Operations by Type**  
Lake Tahoe Airport



Source: Federal Aviation Administration

**Hotel/Motel Spending**  
El Dorado County



Source: California Travel and Tourism Commission



# Airport Master Plan Timeline

