

MEMO:

To: Community Members, Board of Directors, ACAT and Staff
From: Michael Cooke, Aviation & Community Service Manager
Subject: Community Comments & Operations Report- 1st Quarter 2014
Date: April 14, 2014

Be advised that the totals in the 'Operations-Type' column are not a true sum of each type for Q1 2014. In the Q1 2014 report staff created estimations of operations based on WASP system operational status. There was significant data loss in Q1 2014 due to degraded system components which are scheduled for service in April. Estimations of downtime were cross referenced against fuel sales and MLAT data. Flights not captured with the use of WASP or MLAT flight tracking data are touch and go operations and itinerant helicopters.

With respect to touch and go operations, staff applied an accepted, previously used, numerical multiplier for estimation purposes (15%). An example of possible outcomes is listed below.

Period	Quarterly Reported Operations without touch & go	Multiplier	Final quarterly reported operations
Q1 2014	3710	.15	4267

The multiplier is an estimation from reported rental aircraft hours from aircraft located on the field. One hour of rental time averaged 3 touch and go operations which are 6 operations for reporting purposes. The average annual hours flown for the aircraft were 563 for the past six years. There are no itinerant touch and go operations or itinerant helicopter operations included in this multiplier equation.

Basis: 563 hours X 6 operations = 3378 annual touch & go operations. Multiplier basis by operations tempo within the season. (Opinion)

Staff processed no cancellations of voluntary Fly Quiet Incentives due to violations. One operation after 11 PM and before 6 AM was captured in Q1 of 2014 which generated one comment.

Beyond the comments

In Q1 2014 Northstar comment volume rose significantly. 50% of the total comments came from Northstar and of those, 60% came from 1 household, focusing primarily on jet traffic during the late mornings. Staff has reached out to the individual. Olympic Heights comments rose as well and were spread among piston, turbo-prop and jet aircraft. Comments from Olympics Heights occurred significantly more in the afternoons and generally focused on departures from 29.

Tahoe Donner, and Martis Valley Estates saw significant decreases in comments from the same period last year. All other neighborhoods remained the same from the prior year's Q1. Generally excellent flying weather prevailed for most of Q1, but a lack of snowfall may help to explain the overall decrease in total operations. The warmer temps may offer some insight to the operations per

comment ratio decline since the warmer days were more conducive to outdoor pursuits when compared to prior years. The lower number of operations per comment are more typical of warmer months. Where possible staff has reached out to pilots, operators and community.

Comments by Operation Q1 2014

- ✓ Departures generated 6 comments
- ✓ Arrivals generated 13 comments
- ✓ Touch and Go operations generated 2 comments
- ✓ Unknown operations generated 1 comments

Track Data for Q1 2014

- 18 flight tracks were correlated to 22 comments.

1	Turboprop Departure from 29	Compliant/Ordinary
2	Jet Departure late night from 29	Not Compliant
3	Jet Arrival for runway 29	Compliant/Ordinary
4	Piston Arrival 29	No Data
5	Jet Arrival for runway 29	Compliant/Ordinary
6	Jet Arrival for runway 29	Complaint/Ordinary
7	Turboprop Arrival for runway 29	Compliant/Ordinary
8	Unknown	No Data
9	Jet Arrival for runway 29	Compliant/Ordinary
10	Jet Arrival for runway 29	Compliant/Ordinary
11	Jet Arrival for runway 29	Compliant/Ordinary
12	Jet Arrival for runway 29	Compliant/Ordinary
13	Jet Departure from runway 29	Compliant/Ordinary
14	Jet Departure from runway 29	Not Compliant
15	Jet Departure from runway 29	Compliant/Ordinary
16	Jet Arrival for runway 29 *same op as #17	Not Compliant
17	Jet Arrival for runway 29 *same op as #16	Not Compliant
18	Turboprop T&G runway 29 (Military C130)	Compliant/Ordinary
19	Turboprop Departure from 29	Compliant/Ordinary
20	Arrival (based on caller evaluation)	No Data
21	Piston T&G 29	Not Compliant
22	Arrival (based on caller evaluation)	No Data

This section is intended to illustrate the quality of compliance with our local noise abatement procedures and commonly accepted practices as outlined in the Federal Aviation Regulations and the Aeronautical Information Manual. Some opinion is required to complete this assessment. Many factors contribute to the selected flight path and altitude of an aircraft while arriving and departing the airfield. Also note that weather has not been overlaid onto any graphics. It is not the intention of staff to place judgment on the condition or quality of the pilotage rather to loosely quantify the quality of compliance to local noise abatement procedures.

Noise Ops Report Q1_2014

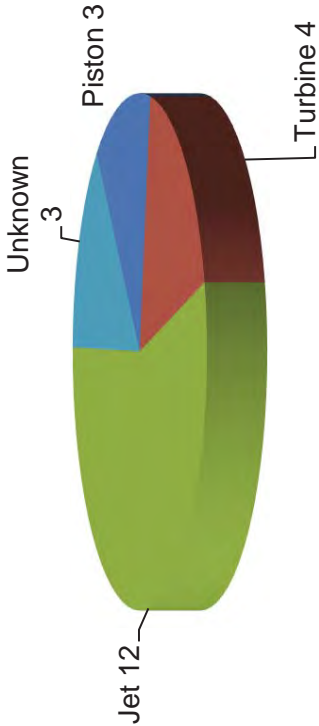
	Jan-13	Jan-14	% Change	Feb-13	Feb-14	% Change	Mar-13	Mar-14	% Change	1Q 2013	1Q 2014	LYTD	YTD	% Change
Comments- Location														
Alder	0	0	N/A	0	0	N/A	0	0	N/A	0	0	0	0	N/A
Donner Lake	0	0	N/A	0	0	N/A	0	0	N/A	0	0	0	0	N/A
Downtown	0	0	N/A	0	0	N/A	0	0	N/A	0	0	0	0	N/A
Gateway	0	0	N/A	0	0	N/A	0	0	N/A	0	0	0	0	N/A
Glenshire	0	0	N/A	0	0	N/A	2	2	0%	2	2	2	2	0%
Martis Valley Estates	0	0	N/A	1	0	-100%	4	1	-75%	5	1	5	1	-80%
Northstar/ Martis	0	4	N/A	0	6	100%	0	1	100%	0	11	0	11	N/A
Olympic Heights	1	1	0%	0	3	100%	2	3	50%	3	7	3	7	133%
Ponderosa	0	0	N/A	0	0	N/A	0	0	N/A	0	0	0	0	N/A
Prosser	0	0	N/A	0	1	100%	1	0	-100%	1	1	1	1	0%
Tahoe Donner	2	0	-100%	2	0	-100%	2	0	-100%	6	0	6	0	-100%
Unknown/Other	0	0	N/A	0	0	N/A	0	0	N/A	0	0	0	0	N/A
TOTAL	3	5	67%	3	10	233%	11	7	-36%	17	22	17	22	29%
Operations- Type														
Piston Single	729	832	14%	729	432	-41%	649	304	-53%	2107	1568	2107	1568	-26%
Piston Twin	86	140	63%	116	72	-38%	90	80	-11%	292	292	292	292	0%
Turbo Prop	328	392	20%	300	260	-13%	254	220	-13%	882	872	882	872	-1%
Jet <12,499 lbs	86	168	95%	88	132	50%	62	64	3%	236	364	236	364	54%
Jet 12,499-19,999 lbs	62	88	42%	78	76	-3%	64	28	-56%	204	192	204	192	-6%
Jet > 20,000 lbs	74	100	35%	82	80	-2%	82	40	-51%	238	220	238	220	-8%
Helicopter	138	64	-54%	102	72	-29%	96	66	-31%	336	202	336	202	-40%
Powered Aircraft Subtotal	1503	1784	19%	1495	1124	-25%	1297	802	-38%	4295	4267	4295	4267	-1%
Gliders	0	0	N/A	0	0	N/A	0	0	N/A	0	0	0	0	N/A
TOTAL	1503	1784	19%	1495	1124	-25%	1297	802	-38%	4295	4267	4295	4267	-1%
*Estimated WASP system downtime of 50%, multiplier of 2 used to calculate all operations totals except rotorcraft														
TOTAL INCLUDING TOUCH & GO & HELICOPTER MULTIPLIER (.15)														
						Q1	Q2	Q3	Q4	Glider	Powered	TOTAL		
						4267						4267		
Comments- Type														
Piston	1	1	0%	1	1	0%	6	1	-83%	8	3	8	3	-63%
Turbine	0	1	N/A	0	1	N/A	2	2	0%	2	4	2	4	100%
Jet	1	3	200%	2	7	250%	3	2	-33%	6	12	6	12	100%
Helo	0	0	N/A	0	0	N/A	0	0	N/A	0	0	0	0	N/A
Unknown	1	0	-100%	0	1	N/A	0	2	N/A	1	3	1	3	200%
TOTAL	3	5	67%	3	10	233%	11	7	-36%	17	22	17	22	29%
Ops/Comment	501	357	-29%	498	112	-77%	118	115	-3%	253	194	253	194	-23%

Operations & Community Comment Report

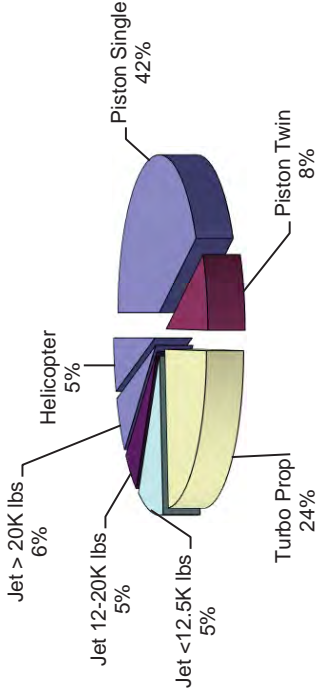
First Quarter 2014
Truckee Tahoe Airport District

	Q1 2013	Q1 2014	% Change	2013	2014	% Change
Total Operations	4295	4267	-1%	4295	4267	-1%
Total Comments	17	22	29%	17	22	29%
Ops/Comments	253	194	-23%	253	194	-23%

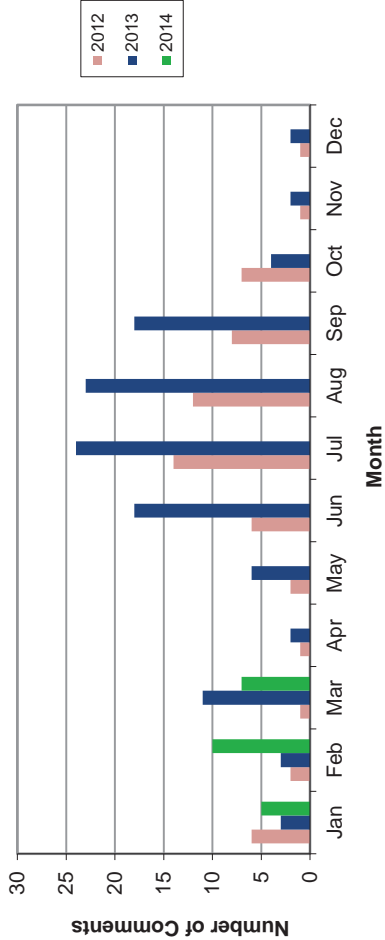
Comments by Operation



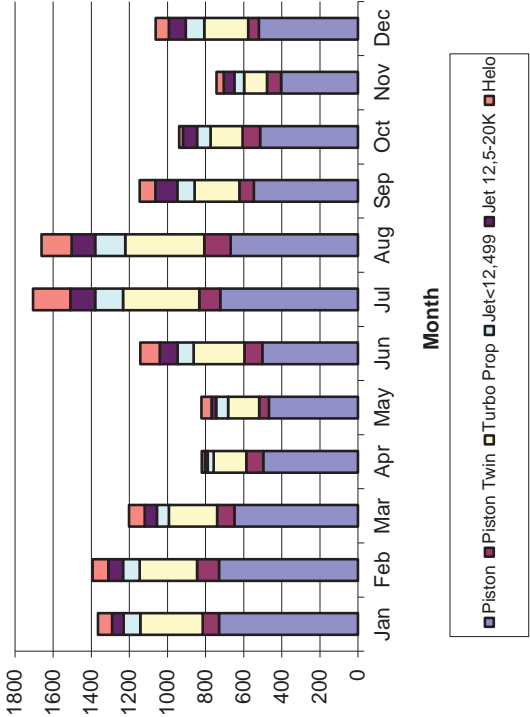
YTD Operations by Aircraft Type



Comments by Year



Operations by Type of Aircraft



YTD Comments by Location

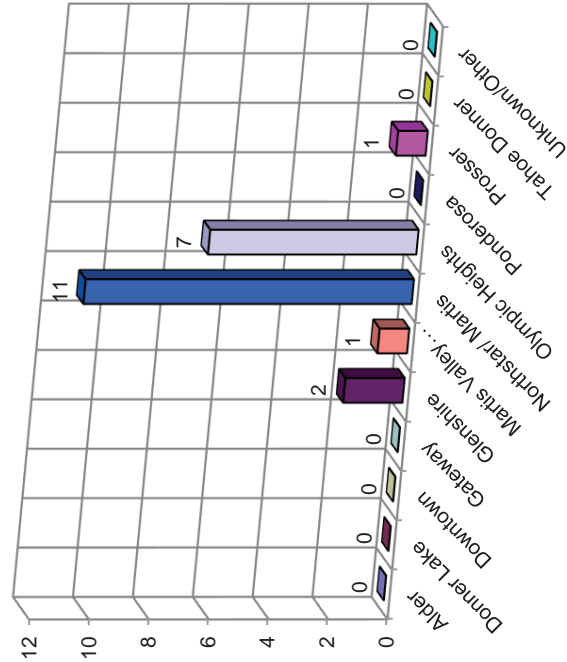






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02_29_D_J_LOUD_NA



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Interim Earthstar Geographics SIO

03_29_A_J_OFF_917



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05_29_A_J_OFF_1817



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06_29_A_J_OFF_1717



07_29_A_TP_OFF_1717

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mittee Earthstar Geographics SIO



09_29_A_J_LOW_740

39°20' 00" N
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10 29 A J LOUD 1831

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11 29 A J LOUD 2031





13_29_D_J LOUD_1489



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14 29 D J LOW 689



15 29 D P LOUD 820

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16_29_A_J LOW_1707



17_29_A_J_LOW_1017



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19_29_D_TP_LOW_657



21_29_TG_P_LOW

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38°18' 38°19' 38°20'

-120°11' -120°10' -120°09' -120°08' -120°07' -120°06' -120°05' -120°04' -120°03'