



AGENDA ITEM: _____

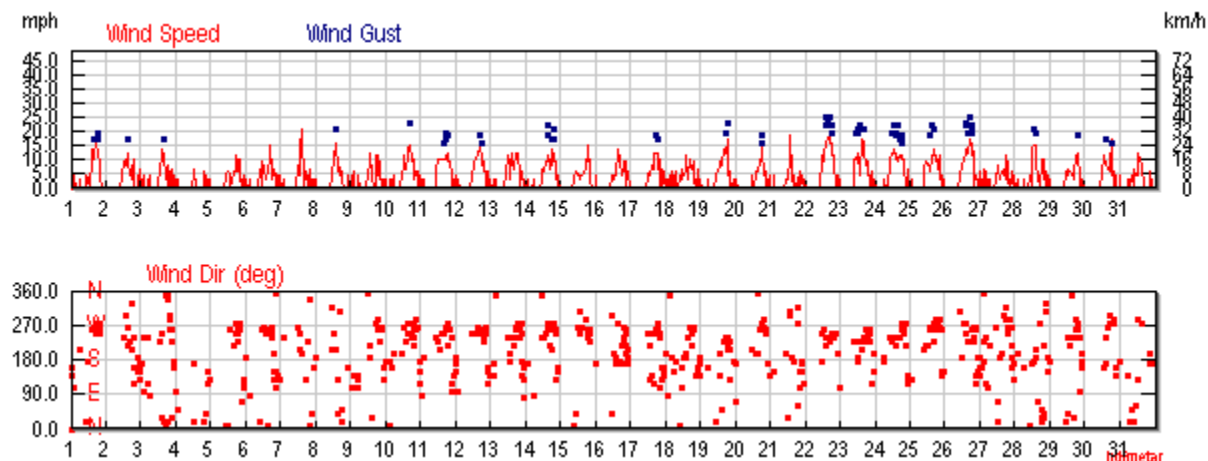
MEETING DATE: August 26, 2015
TO: Board of Directors
FROM: Michael Cooke, Manager of Aviation and Community Services
SUBJECT: July 2015 Comments Report & Outreach Memo

This report summarizes community annoyance comments and outreach efforts for July, 2015. While the comments information and track data is accurate, the operations numbers for the month have not been fully vetted. Full analysis of operations numbers is done for the Quarterly Operations and Comment Report and at the end of the calendar year.

Operations and Weather:

While overall precipitation was low for the month at .12", 13 days in July had thunderstorm activity and 12 mornings with fog. Both affect operations, but given the limited durations of those weather events, operations were not significantly impeded by weather. One early morning jet arrival circled because of fog which generated community annoyance on 7/13; a report is attached. Winds followed typical patterns for July, mostly favoring Runway 29 followed by 20. The graph below represents wind speed and direction for the month.

July 2015 Wind Speeds and Directions Graphs



Although the numbers are preliminary, operations look to be up by about 20%: 4,438 total vs. 3,612 in July of 2014. In terms of months, July is consistently the busiest month and has been since 2011. For perspective, July operations are equivalent to entire quarters at times.

Community Annoyance Comments Summary:

Comments grew in tandem to operations. July 2015 comments totaled 90 for 2015 versus 63 in 2014. 32 households representing 8 residential areas near the airport and 1 outlying area made comments. The neighborhoods and aircraft type associated with the annoyance illustrates July’s comments:

					Olympic			Sierra	Tahoe	
	Alder	Glenshire	Martis	Northstar	Heights	Other	Prosser	Meadows	Donner	Total
Helo		1							1	2
Jet	7	4	2	9	4		10	1	10	47
Piston	1	2	3		11	1	2		2	22
Turboprop	2	5		2	5		4			18
Unknown			1							1
Total	10	12	6	11	20	1	16	1	13	90

There were 8 new commenters for the month: 3 in Tahoe Donner, 2 in Glenshire, 1 in Prosser Lakeview, 1 in Northstar, and 1 in Russell Valley. Tahoe Donner comments for July strongly favor Jets, primarily arriving to 11 or departing from 29. The most comments from one household was 13 from Prosser Lakeview, largely about 29 departures, although multiple complaints about USFS firespotting OV10’s are within that number. Analysis shows most of these complaints are about aircraft 2 - 4,000’agl. The second most numerous comments came from a Glenshire household with 10 comments centered on 20 arrivals.

July comments focused more on Jets than in previous months with departures from runway 29 capturing 62 of the 90 total comments. 40 comments were specific to 29 Departures. Of particular consideration, 14 aircraft generated more than one comment. 10 were jets, however a piston twin BE58 Baron generated the most comments, 4, from a single operation. Staff reached out to all operators which generated more than one comment.

July 4th holiday air travel commenced mid-week on July 1st and continued through July 6th. 32 of the complaints came during those 6 days. A snapshot of the period is included with the track images for visual representation. The 2015 Airshow generated 5 comments either directly or indirectly and those scenarios are explained in the track imagery files. Comments regarding airshow activity focused on the practice periods or flights the day after, there were no comments received on the day of the show.

With regard to night operations in July: 28 recorded operations occurred between 11 p.m. and 6 a.m. 5 of those flights were non-emergency services aircraft and each operator received a phone call. One EMS flight and two non-EMS flights generated community annoyance. Additionally, one comment was received from Olympic Heights regarding an area overflight at 10:05 pm by a piston aircraft and one piston twin departed (included in the curfew count) was within minutes of 11 .p.m.

Outreach Summary:

Efforts were made via email or phone calls to reach out to all 32 commenters who made 90 comments. 29 comments were associated with non-compliant operations. Outreach from 35 comments and 5 night operations occurred in July. One comment, a 29 arrival over Northstar, generated a report and discussion with the FAA and the fractional operator responsible.

4 comments were associated to overflights which did not terminate or originate at KTRK.

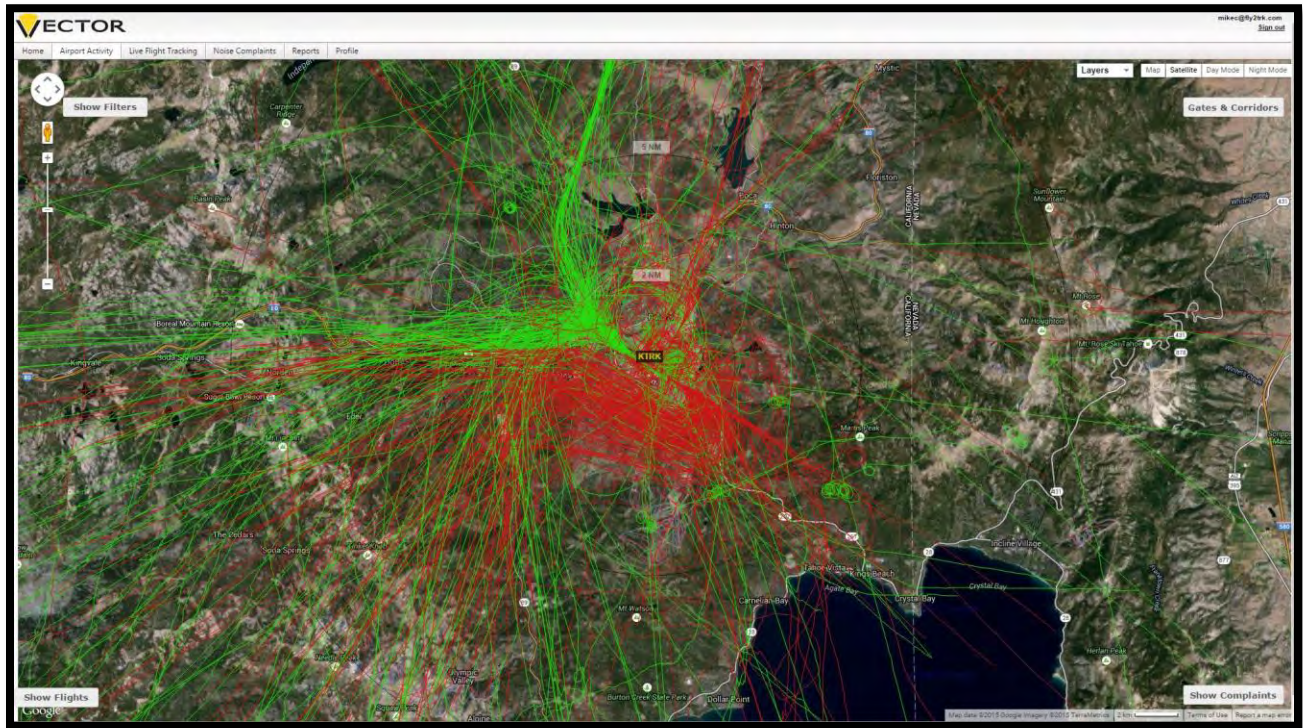
10 comments either mentioned directly or in follow up data that the frequency of operations was a likely cause or significant contribution of annoyance.

5 operations were associated with Touch and Go operations. 4 of the 5 were associated to Airshow participants and the other was a Bay area flight school.

The matrix below exhibits values based on preliminary data for operations and comments in July. Operations data has not been finalized for this report, nor have Unknowns been categorized. The quarterly analysis will provide a thorough review of operations numbers.

Type	Total	% of Total	Comments	Ops/Comment
HELICOPTER	139	3	2	70
JET	682	15	47	15
PISTON	1630	37	22	74
Single*	1415			
Twin*	215			
TURBOPROP	857	19	18	48
UNKNOWN	1130	25	1	1130
Total	4438		90	49

July 1st through 5th track imagery:

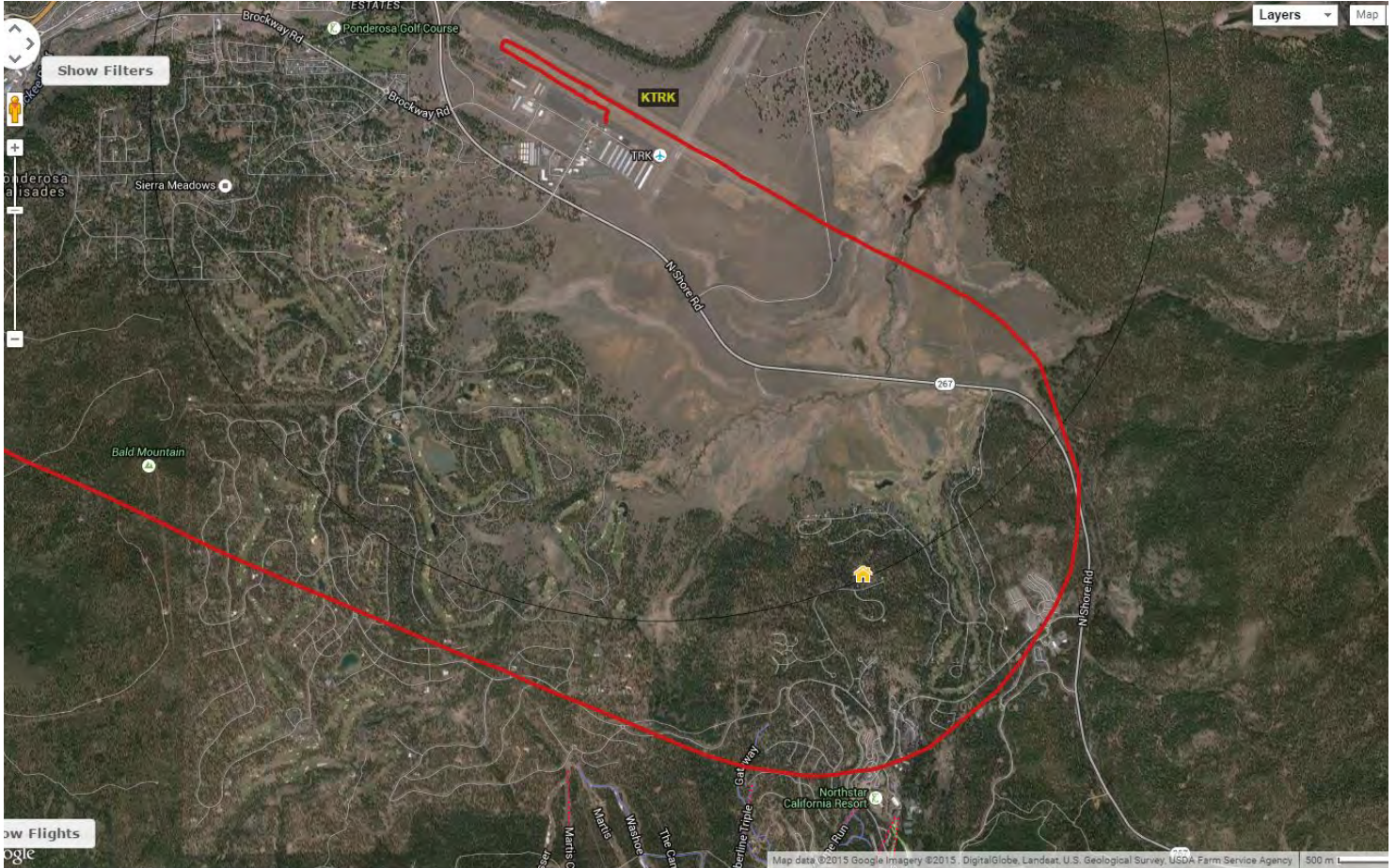


Track Images Follow:

NOISE COMPLAINT REPORT

COMPLAINT ID: 4908
COMPLAINT TYPE: Low
OPERATION TYPE: Arrival
RUNWAY: 29
A/C TYPE: CL30

DATE AND TIME: Jul 01 2015, 03:10 PM
POINT OF CLOSEST APPROACH(PCA): 0.66 nm
ALTITUDE AT PCA: 7000 ft



Challenger 300 arrival to 29. Wide left base, descending from 7,500 @ midfield left downwind and turning base at 7,000'. Aircraft is a regular visitor. Staff spoke to PIC who will make efforts, consistent with safety, to fly higher and tighter.

This represents a typical left base scenario over Northstar: aircraft was flying recommended altitude and pilot felt the maneuvering room for the left base turn was reasonable, however pilot was amenable to making effort on behalf of community.

NOISE COMPLAINT REPORT

COMPLAINT ID: 4907
COMPLAINT TYPE: Low And Loud
OPERATION TYPE: Arrival
RUNWAY: 29
A/C TYPE: GALX

DATE AND TIME: Jul 01 2015, 04:45 PM
POINT OF CLOSEST APPROACH(PC A): 0.64 nm
ALTITUDE AT PCA: 7600 ft



G200 arriving RIGHT traffic to runway 29. Spoke to crew with older Jeppesen charts.

NOISE COMPLAINT REPORT

COMPLAINT ID: 4894

COMPLAINT TYPE: Loud Disturbance

OPERATION TYPE: Arrival

RUNWAY: 29

A/C TYPE: PRM1

DATE AND TIME: Jul 01 2015, 11:17 PM

POINT OF CLOSEST APPROACH(PCA): 2.04 nm

ALTITUDE AT PCA: 6500 ft



Night Operation: Jet arrival on 29 at 11:10PM. Counseled pilot on curfew. Pilot apologized and said he had several delays that brought the aircraft in much later than expected. .

NOISE COMPLAINT REPORT

COMPLAINT ID: 4897
COMPLAINT TYPE: Low
OPERATION TYPE: Arrival
RUNWAY: 11
A/C TYPE: GLF5

DATE AND TIME: Jul 02 2015, 11:40 AM
POINT OF CLOSEST APPROACH(PCA): 0.16 nm
ALTITUDE AT PCA: 6800 ft



Gulfstream G5 visual arrival to 11, left traffic. 500 - 600' agl, staff spoke to PIC and discussed alternative arrivals and higher altitudes.

This complaint scenario is typical for Tahoe Donner both for visual traffic arriving to 11 as well as aircraft flying the approach.

NOISE COMPLAINT REPORT

COMPLAINT ID: 4900
COMPLAINT TYPE: Low
OPERATION TYPE: Arrival
RUNWAY: 29
A/C TYPE: E55P

DATE AND TIME: Jul 02 2015, 06:51 PM
POINT OF CLOSEST APPROACH(PCOA): 0.15 nm
ALTITUDE AT PCOA: 6800 ft



Phenom 300 broke off 20 approach and made right traffic to 29. Staff reached out to operator: Jeppesen chart issue.

NOISE COMPLAINT REPORT

COMPLAINT ID: 4901
COMPLAINT TYPE: Low
OPERATION TYPE: Departure
RUNWAY: 29
A/C TYPE: PC12

DATE AND TIME: Jul 02 2015, 07:42 PM
POINT OF CLOSEST APPROACH(PCA): 0.08 nm
ALTITUDE AT PCA: 6500 ft



PC12 Departure 29 with a right turn out too early. 2 comments generated from Olympic Heights. Spoke to crew.

NOISE COMPLAINT REPORT

COMPLAINT ID: 4906

COMPLAINT TYPE: Loud Disturbance

OPERATION TYPE: Departure

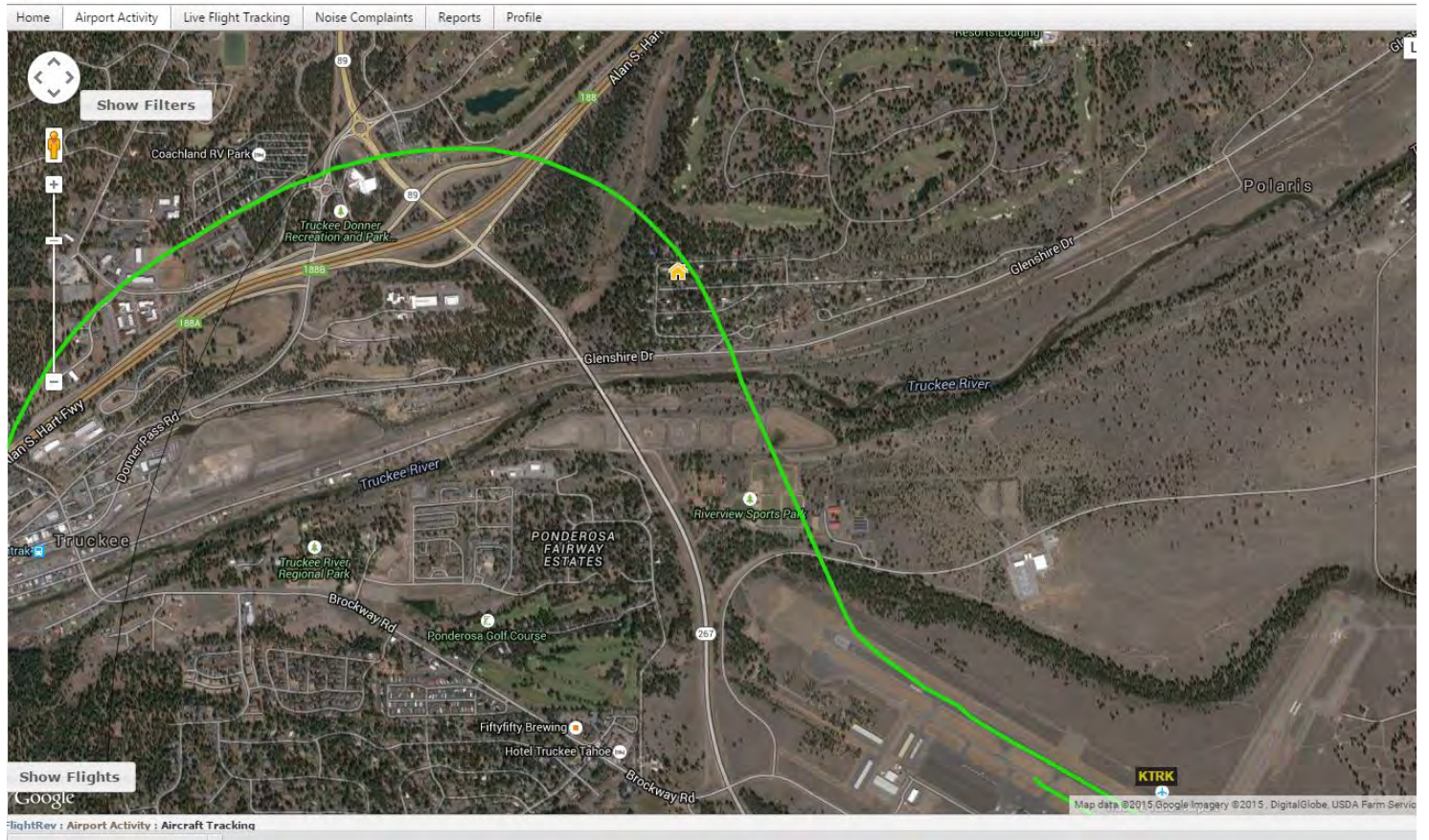
RUNWAY: 29

A/C TYPE: BE58

DATE AND TIME: Jul 02 2015, 08:00 PM

POINT OF CLOSEST APPROACH(PCA): 0.04 nm

ALTITUDE AT PCA: 6300 ft



Baron Departure 29. 4 complaints from Olympic Heights plus a mention from staff, also a resident of Olympic Heights. Called operator discussed NAPs and pointed out correct Bypass DP.

NOISE COMPLAINT REPORT

COMPLAINT ID: 6097

COMPLAINT TYPE: Loud Disturbance

OPERATION TYPE: Arrival

RUNWAY: 11

A/C TYPE: AS50

DATE AND TIME: Jul 04 2015, 02:43 PM

POINT OF CLOSEST APPROACH(PCA): 0.07 nm

ALTITUDE AT PCA: 6800 ft



Commenter Input: "Noisy weekend. Helicopter now circling overhead several times at low altitude. Many direct overflights during the weekend, including, but not limited to this morning at approximately 9:50 am (single engine prop), and another at 11:10 am (another single engine prop). Several small jet departures that set the coyotes off barking and howling. We are disappointed to hear that the Truckee Airshow is continuing and plans to bring a T-33 training jet. My experience is that old military jets of this sort are extremely loud. We believe that loud events of this sort are out-of-place in a wilderness-oriented community like Truckee and folks could easily see the air races in Reno and/or the Capital Air Show at Mather Field in Sacramento if they like that sort of thing. We also hope that Truckee Airport will use what influence it enjoys (and I understand it may be limited given the FAA's pro-noise regulations) to limit expansion of skydiving and similar noisy activities. Given the high levels of risk that skydiving and soaring entail (death, wildfire, etc.), the liability insurance minimums for operators should be at least in the tens of millions of dollars, occurrence-based."

Staff made outreach; activity was helicopter assisted search and rescue mission in Tahoe Donner.

NOISE COMPLAINT REPORT

COMPLAINT ID: 4911

COMPLAINT TYPE: Frequent

OPERATION TYPE: Departure

RUNWAY: 29

A/C TYPE: CJ6

DATE AND TIME: Jul 04 2015, 04:52 PM

POINT OF CLOSEST APPROACH(PCA): 0.04 nm

ALTITUDE AT PCA: 7100 ft



YAK touch and go / airshow flight training: mechanical flight to break in new engine. Spoke to Pilot on 7/7, but by that time 3 comments had been received from commenter related to this same aircraft.

NOISE COMPLAINT REPORT

COMPLAINT ID: 4912

COMPLAINT TYPE:

OPERATION TYPE: Departure

RUNWAY: 29

A/C TYPE: C172

DATE AND TIME: Jul 06 2015, 11:00 AM

POINT OF CLOSEST APPROACH(PCA): 0.14 nm

ALTITUDE AT PCA: 7000 ft



Student pilot flying north for maneuver training. Spoke to operator who in turn spoke to student.

NOISE COMPLAINT REPORT

COMPLAINT ID:

DATE AND TIME: Jul 07 2015, 10:52 AM

COMPLAINT TYPE:

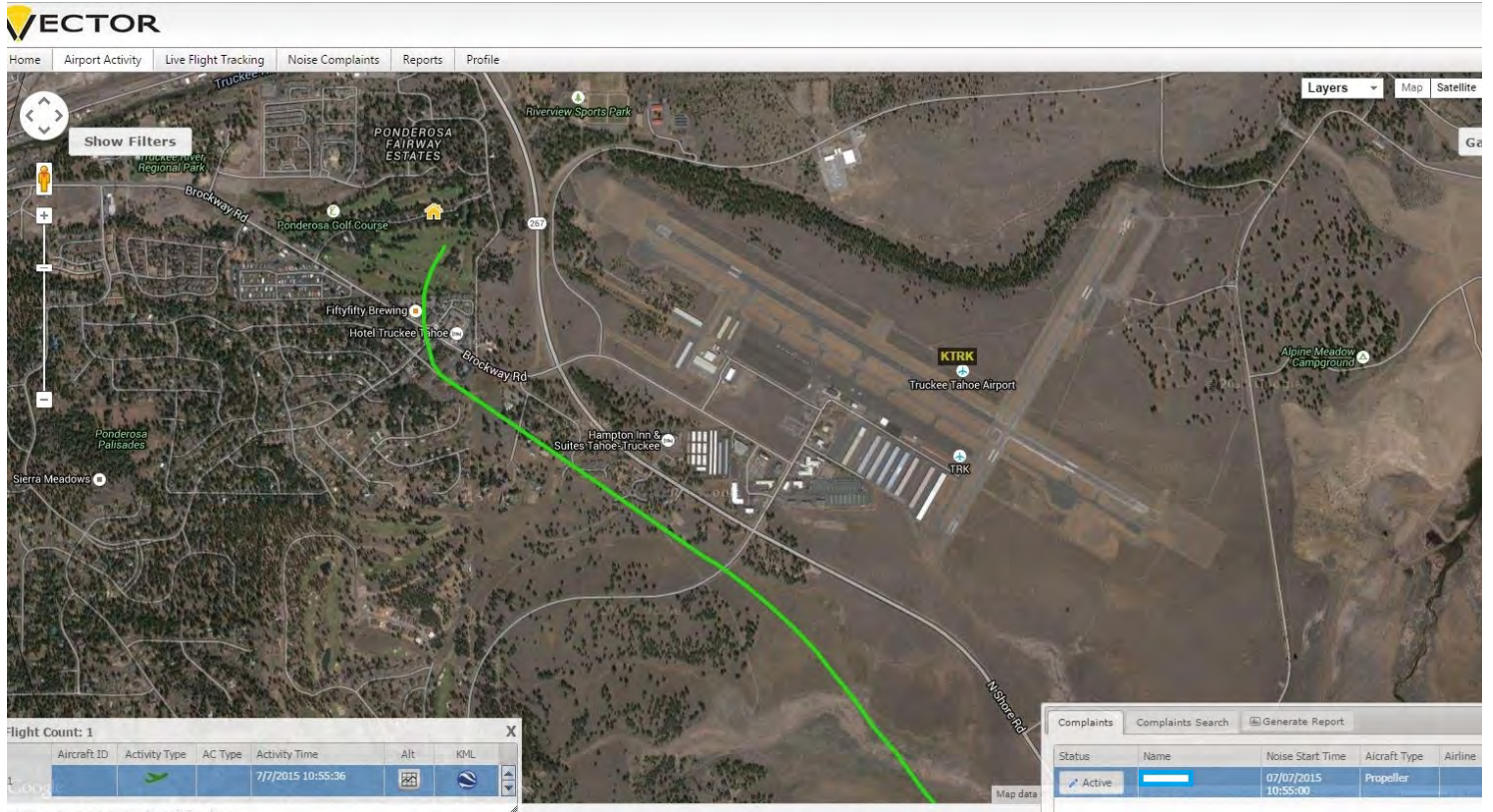
POINT OF CLOSEST APPROACH(PCA): 0.14 nm

OPERATION TYPE: Departure

ALTITUDE AT PCA: Unk ft

RUNWAY: 29

A/C TYPE: M20E



Piston single, Mooney 29 visual departure. Broken flight track, or possibly late engagement of transponder by pilot. Spoke to pilot who was not familiar with NAP and will comply on future visits.

NOISE COMPLAINT REPORT

COMPLAINT ID: 4929

COMPLAINT TYPE: Frequency of ops

OPERATION TYPE: Overflight

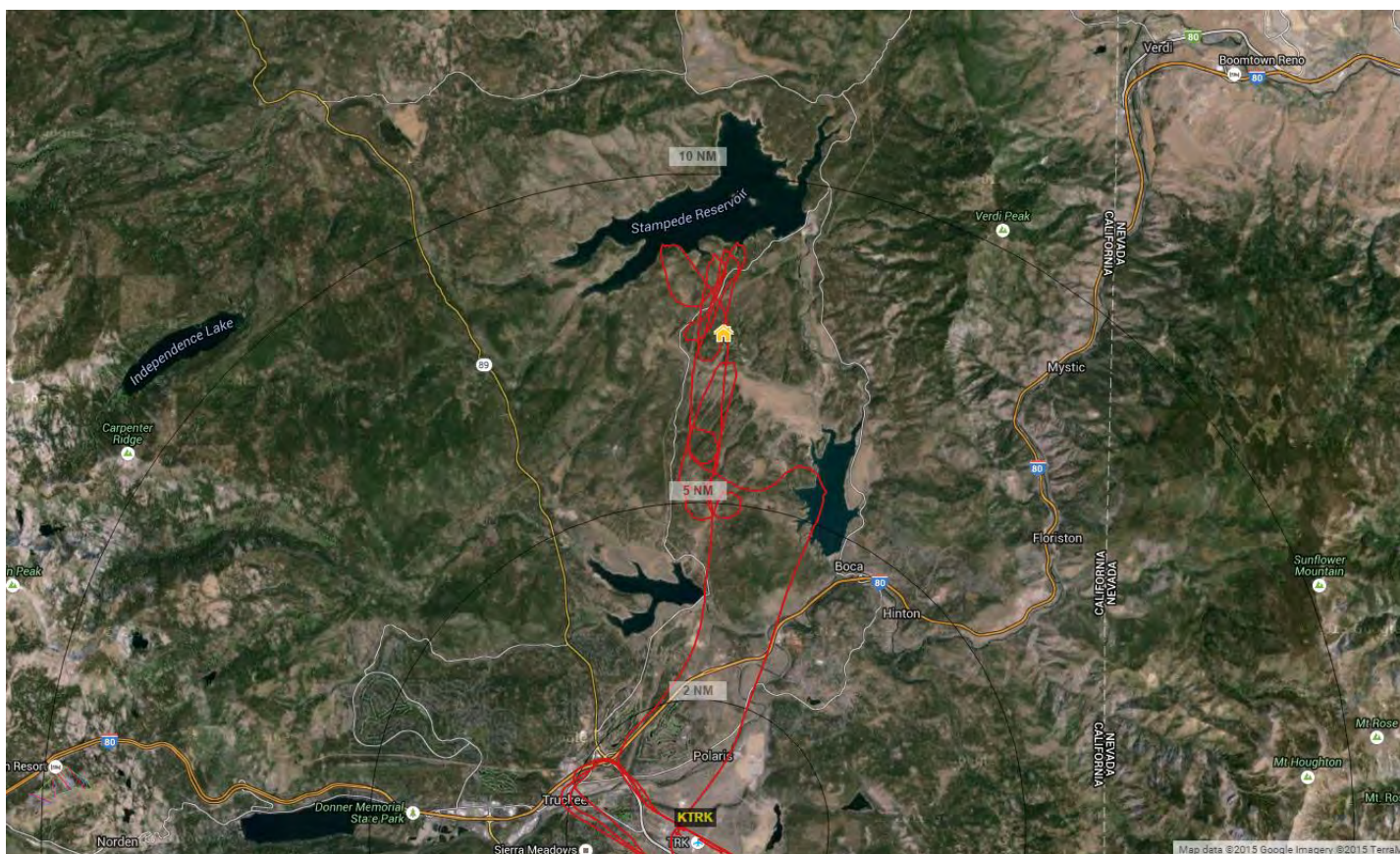
RUNWAY: 29 (Dep)

A/C TYPE: P28A

DATE AND TIME: Jul 08 2015, 12:58 PM

POINT OF CLOSEST APPROACH(PCA): 0.06 nm

ALTITUDE AT PCA: 8000 ft



Piper Warrior Piston Single Departure 29, touch and go's, then maneuvers to near Stampede. Complaint came from Russel Valley. Repetition is problem. Staff reached out to pilot and requested he mix up the training areas and consider some options further north. There were also USFS aircraft in the area responding to a small fire about 2 miles east. Commenter was highly agitated I would suggest fire fighting aircraft could have caused any of her concerns.

NOISE COMPLAINT REPORT

COMPLAINT ID: 4931

COMPLAINT TYPE: Low And Loud

OPERATION TYPE: Arrival

RUNWAY: 20

A/C TYPE: PC12

DATE AND TIME: Jul 10 2015, 05:55 PM

POINT OF CLOSEST APPROACH(PCOA): 0.11 nm

ALTITUDE AT PCA: 7200 ft



PC12 Arriving during the teaser show the night before the Airshow. PIC made a left 360 for separation to arriving aircraft ahead. Air Boss was attempting to hold traffic to the north during a performance when there was no TFR. Staff recommends a TFR be issued for any performances. Being open for regular traffic created this scenario.

NOISE COMPLAINT REPORT

COMPLAINT ID: 4932

COMPLAINT TYPE: Low And Loud

OPERATION TYPE: Departure

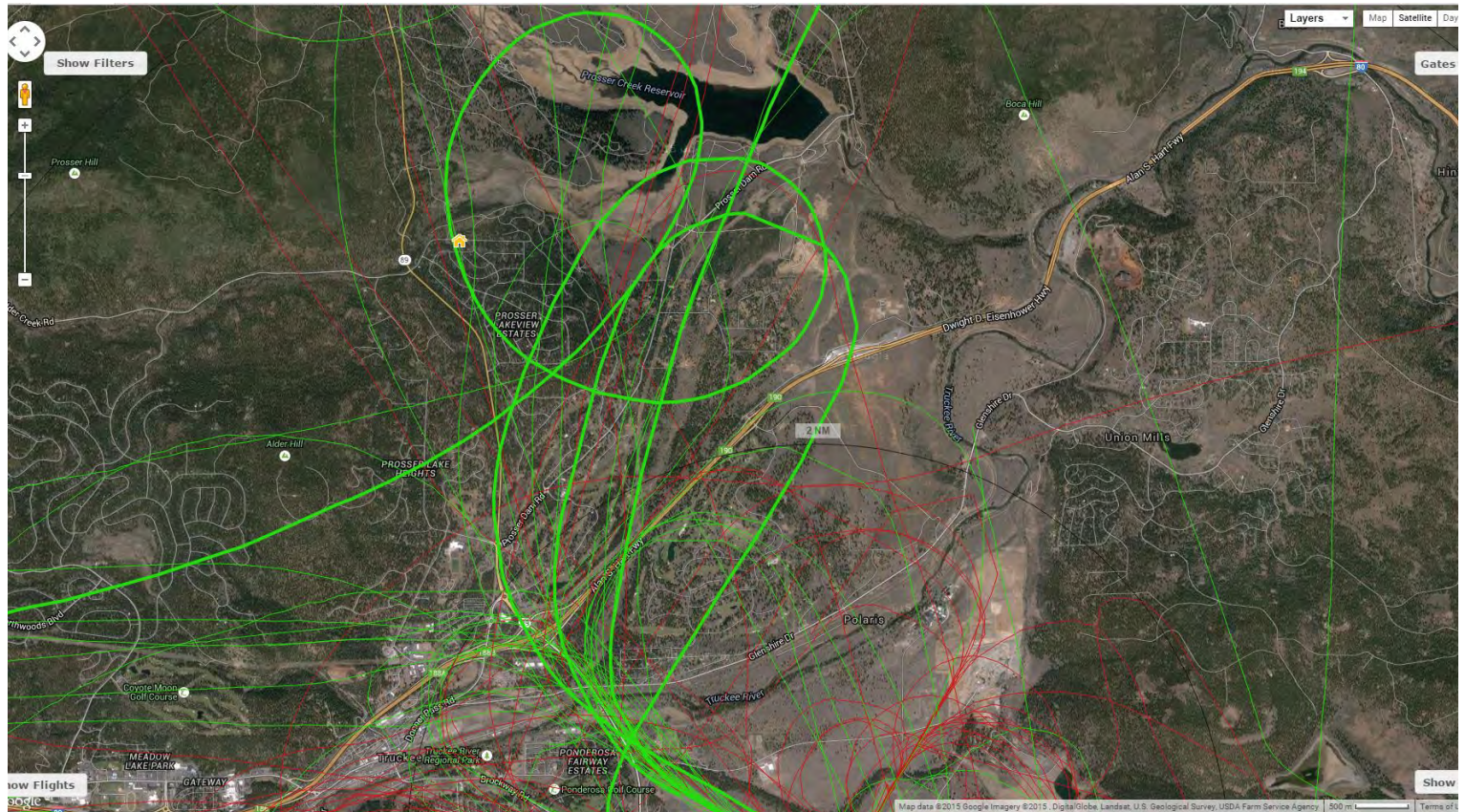
RUNWAY: 29

A/C TYPE: F8F

DATE AND TIME: Jul 12 2015, 10:30 AM

POINT OF CLOSEST APPROACH(PCA): nm

ALTITUDE AT PCA: 8,600ft



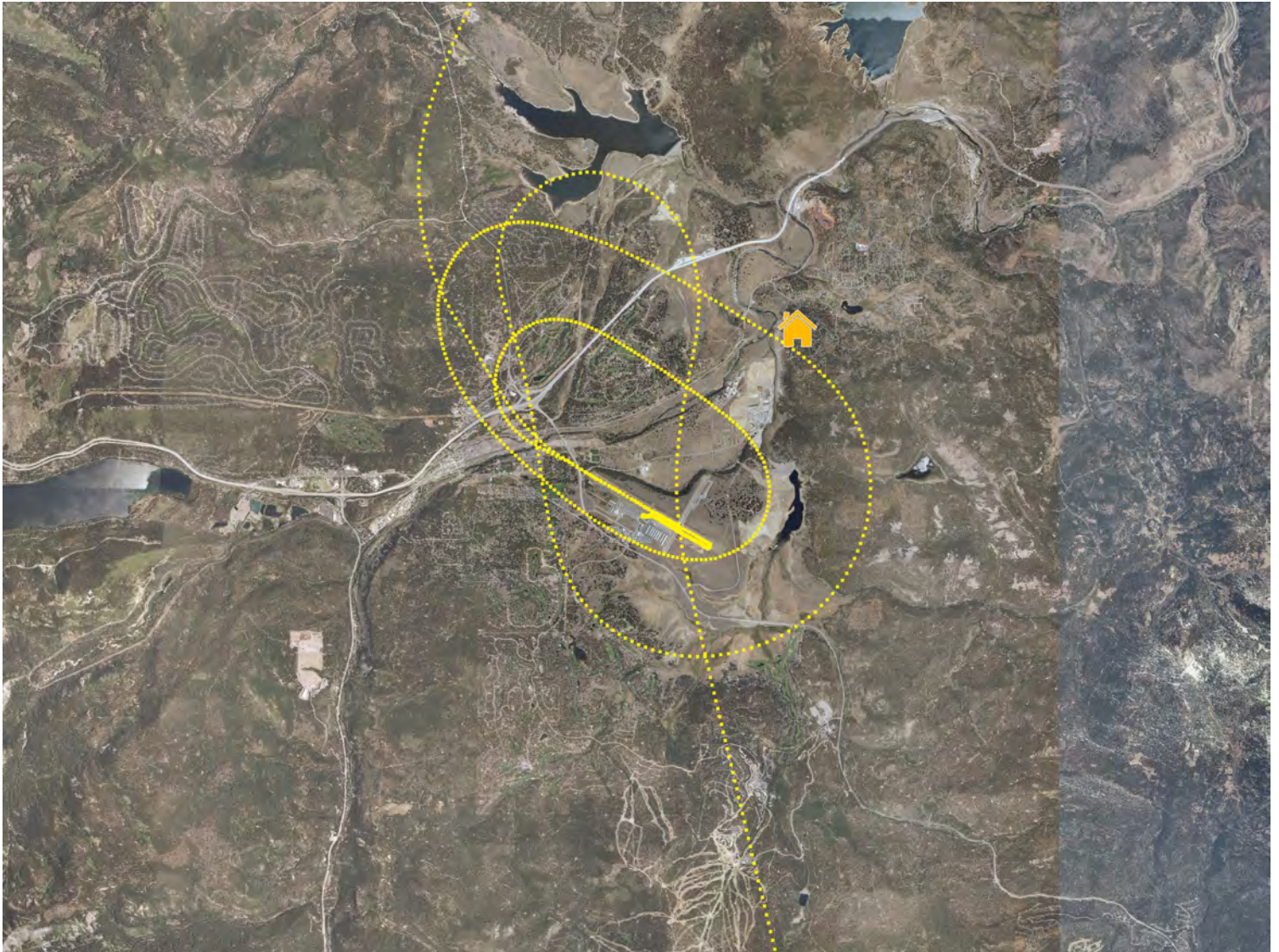
Commenter Request: "We thought the air show was over on Saturday. Why is the Truckee Airport staff allowing extremely loud vintage planes to repeatedly fly low over the neighborhoods in Prosser on Sunday morning? Have you no consideration for the environment and rest, peace and quality of life of local residents? Please make sure that Truckee Tahoe Airport District Board Directors read this specific complaint. The time is approximate as these very loud and low flying planes made several slow passes over the neighborhood within about an hour Sunday morning. Thank you."

Staff Input: This is a conglomerate image of tracks from 6 am to 1 pm on 7/12. First operation was at 7:12 am. 101 happy kids flown in the Young Eagles event and 3 scholarships to 2016 Air Academy at Oshkosh awarded.

NOISE COMPLAINT REPORT

COMPLAINT ID: 4935
COMPLAINT TYPE: Low
OPERATION TYPE: ARRIVAL
RUNWAY: 11
A/C TYPE: GLF4

DATE AND TIME: Jul 13 2015, 05:54 AM
POINT OF CLOSEST APPROACH(PCA): 0.19 nm
ALTITUDE AT PCA: 8500 ft



Early Morning Arrival. 5:54 AM. Aircraft circled due to fog and landed Runway 11. Staff spoke to Chief Pilot and set them up with NAP and curfew information.

NOISE COMPLAINT REPORT

COMPLAINT ID: 4934
COMPLAINT TYPE: Low
OPERATION TYPE: Arrival
RUNWAY: 20
A/C TYPE: C560

DATE AND TIME: Jul 13 2015, 04:05 PM
POINT OF CLOSEST APPROACH(PCOA): 0.15 nm
ALTITUDE AT PCOA: 6800 ft



Citation 560 visual arrival to 20. Commenter claimed aircraft was very low. 6800' according to MLAT. Staff spoke to crew on the ramp and they claimed to be on glideslope via VASI. This is a compliant arrival included here to represent the vast majority of comments received in regards to 20 arrivals.

NOISE COMPLAINT REPORT

COMPLAINT ID: 4949

COMPLAINT TYPE: Low And Loud

OPERATION TYPE: Departure

RUNWAY: 29

A/C TYPE: C210

DATE AND TIME: Jul 18 2015, 05:00 PM

POINT OF CLOSEST APPROACH(PCA): 0.02 nm

ALTITUDE AT PCA: 7,300 ft

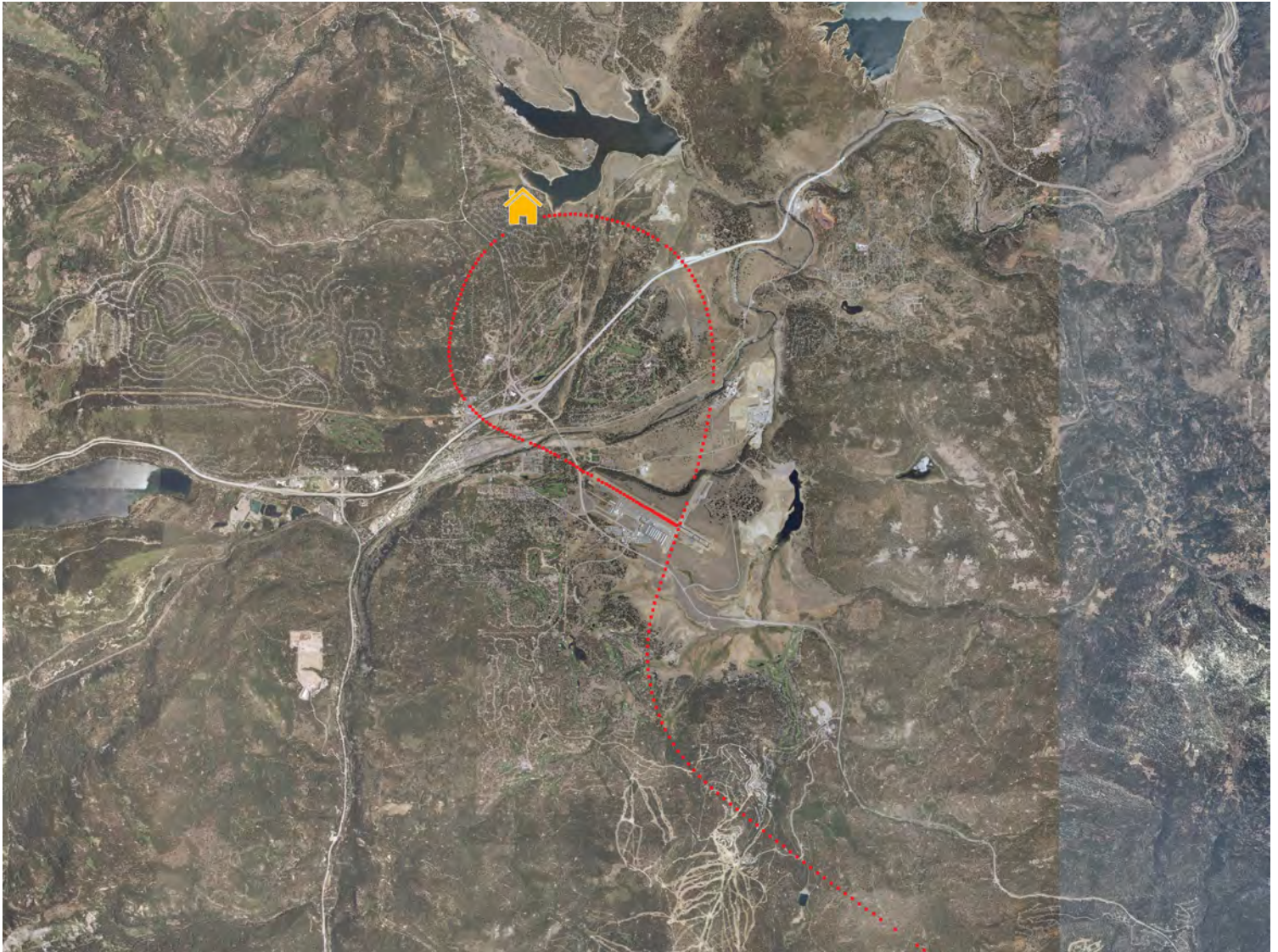


Cessna 210 departing 29 with attempted Bypass. Spoke to pilot. Although the comment came from TD, Olympic Heights was the most impacted, which did not make comment.

NOISE COMPLAINT REPORT

COMPLAINT ID: 4943
COMPLAINT TYPE: Low And Loud
OPERATION TYPE: Arrival
RUNWAY: 11
A/C TYPE: CL30

DATE AND TIME: Jul 19 2015, 12:37 PM
POINT OF CLOSEST APPROACH(PCOA): 0.21 nm
ALTITUDE AT PCOA: 7200 ft



Challenger 300 visual arrival to 11. This generated 3 comments from 3 commenters in 2 separate neighborhoods. Staff made outreach to flight crew and fractional operations business manager.

NOISE COMPLAINT REPORT

COMPLAINT ID: 4971

COMPLAINT TYPE: Loud Disturbance

OPERATION TYPE: Departure

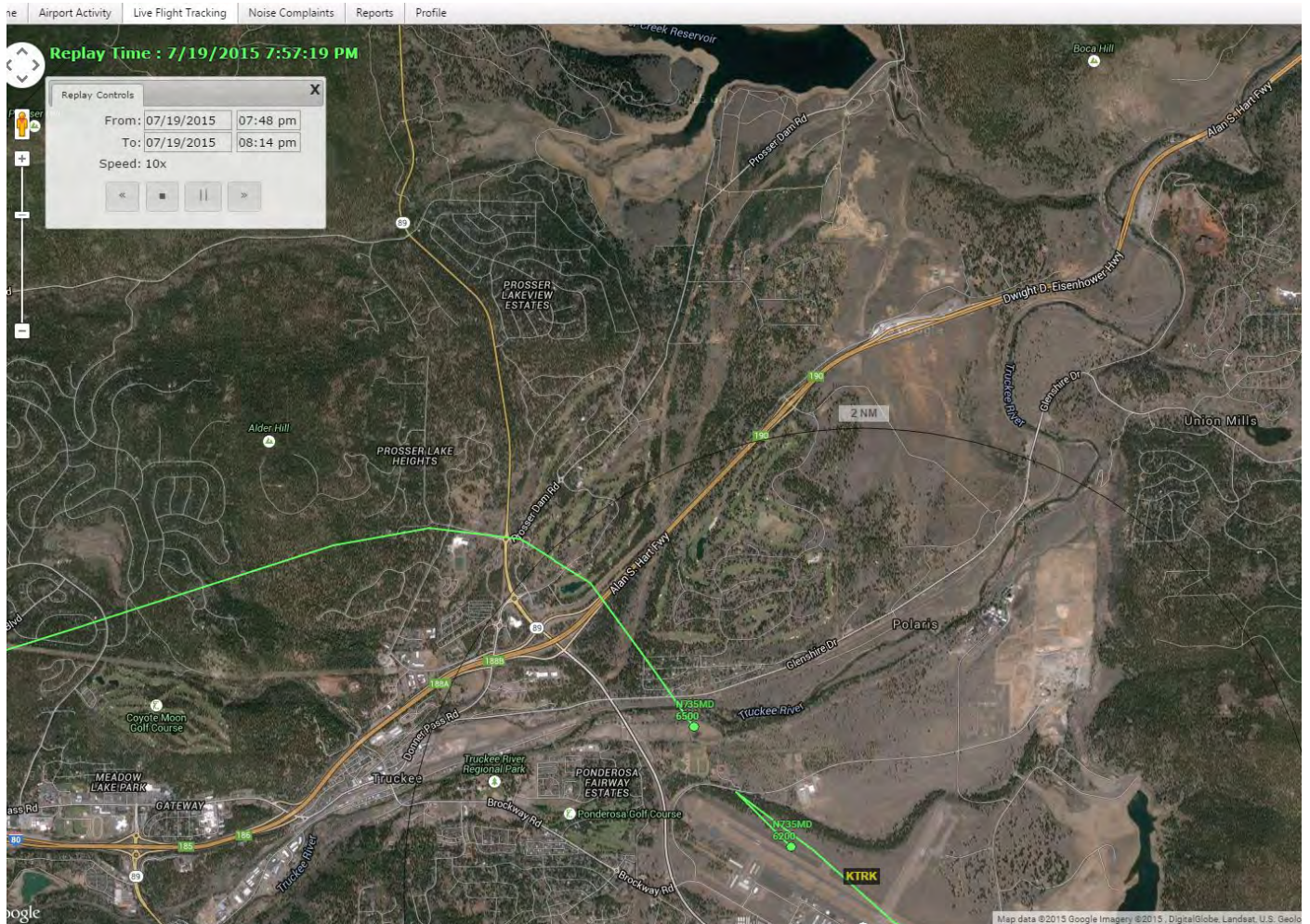
RUNWAY: 29

A/C TYPE: PC12

DATE AND TIME: Jul 19 2015, 07:58 PM

POINT OF CLOSEST APPROACH(PCA): 0.16 nm

ALTITUDE AT PCA: 6700 ft



PC12 Departure, initiated turn too early. Called Pilot, emailed tracks. Commenter said aircraft woke her sleeping children. 7:58 pm.

NOISE COMPLAINT REPORT

COMPLAINT ID: 5848
COMPLAINT TYPE: Off Course
OPERATION TYPE: Departure
RUNWAY: 29
A/C TYPE: C680

DATE AND TIME: Jul 24 2015, 06:52 PM
POINT OF CLOSEST APPROACH(PCA): 0.06 nm
ALTITUDE AT PCA: 7400 ft

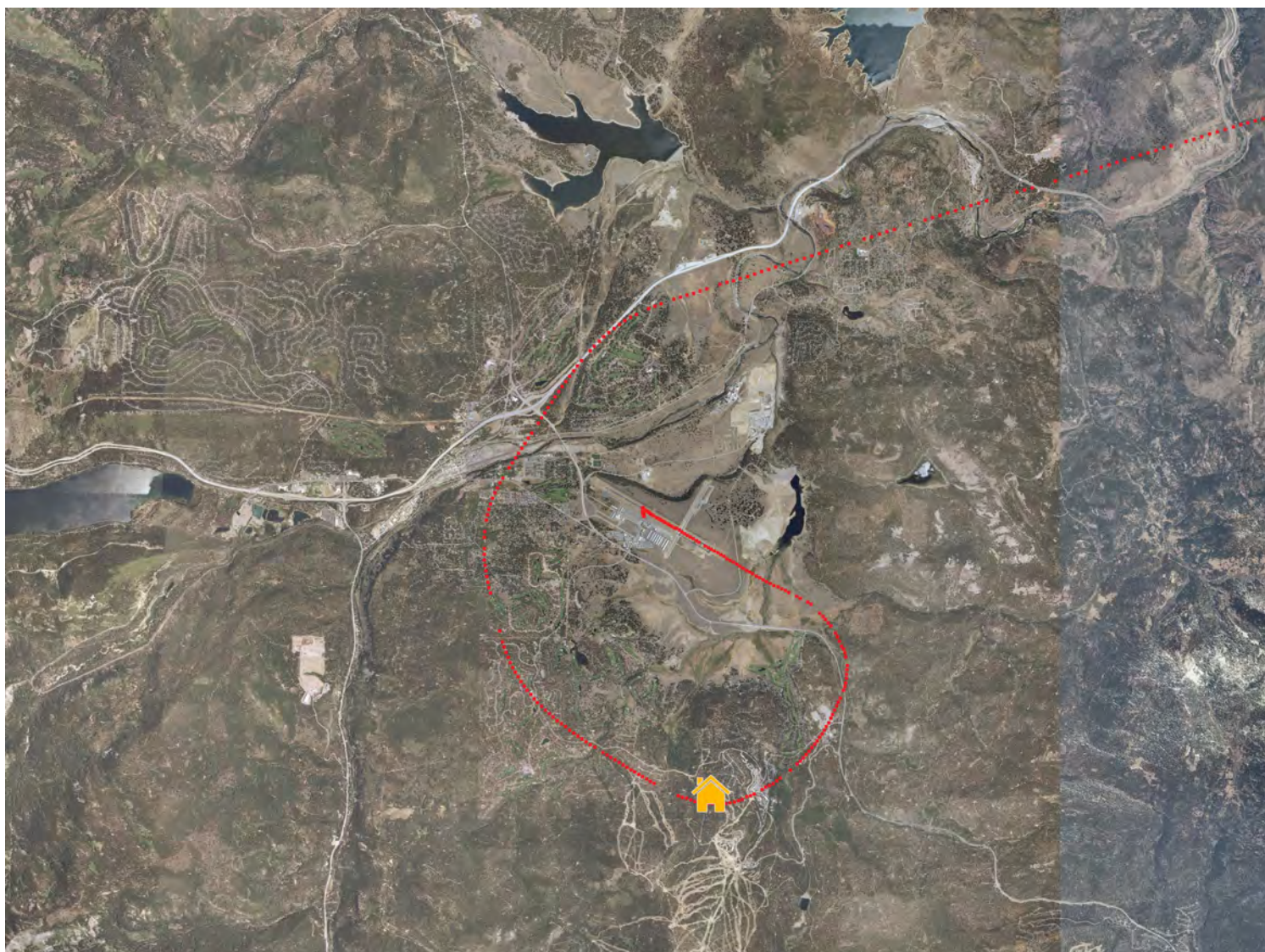


Citation 680 departing 29, looking to be on SID but overflying Olympic Heights. Called operator.

NOISE COMPLAINT REPORT

COMPLAINT ID: 6082
COMPLAINT TYPE:
OPERATION TYPE: Arrival
RUNWAY: 29
A/C TYPE: C56X

DATE AND TIME: Jul 28 2015, 06:20 PM
POINT OF CLOSEST APPROACH(PCOA): 0.08 nm
ALTITUDE AT PCOA: 7100 ft

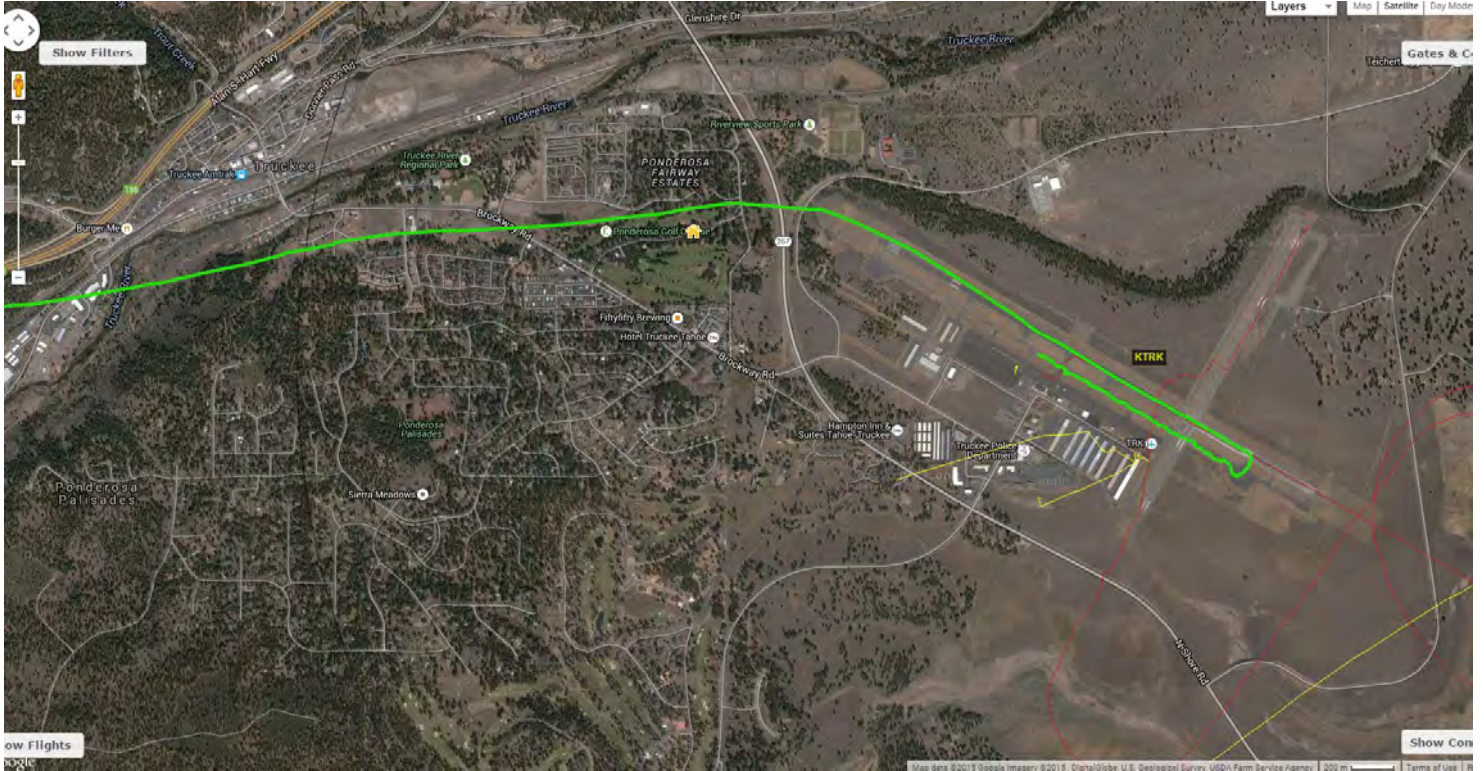


Citation 560XL arrival to 29 with a left base turn low over residence. Based on proximity to terrain, the aircraft operator and the local FSDO of the FAA were contacted. An ongoing investigation will continue. All parties, TTAD, FAA, & the Operator, including the commenter are making this a priority.

NOISE COMPLAINT REPORT

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Unidentified aircraft departing 29 - note in image aircraft did not taxi past Camera 03 located at the old runway 29 run up. Aircraft was squaking 1202 so it is possible it was a motor glider, but no confirmation. Staff could not produce enough solid evidence to determine registration.