



**TRUCKEE TAHOE AIRPORT DISTRICT
BOARD OF DIRECTOR STAFF REPORT**

AGENDA TITLE: 2015 OPERATIONS & COMMENTS REPORT

MEETING DATE: January 27, 2016

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This report serves as the 4th quarter 2015 summary and annual summaries of operations and community annoyance comments. Data in this annual master is considered final and accurate. Estimates and assumptions from previously reported quarters have been reviewed and revised as needed for inclusion here.

About the Data

Accurate data allows for more informed decisions and more effective resource and asset management. In July of 2015, TTAD installed 7 additional cameras to capture arriving traffic which helps to reduce the numbers of unknown operations and count those which may have been missed previously. Flight tracking and camera data integration succeeded in 2014 and continues to serve the District commendably, allowing the Airport highly detailed insight into operations and facility utilization. Better operation detection is a contributing factor to overall higher operations counts in 2015.

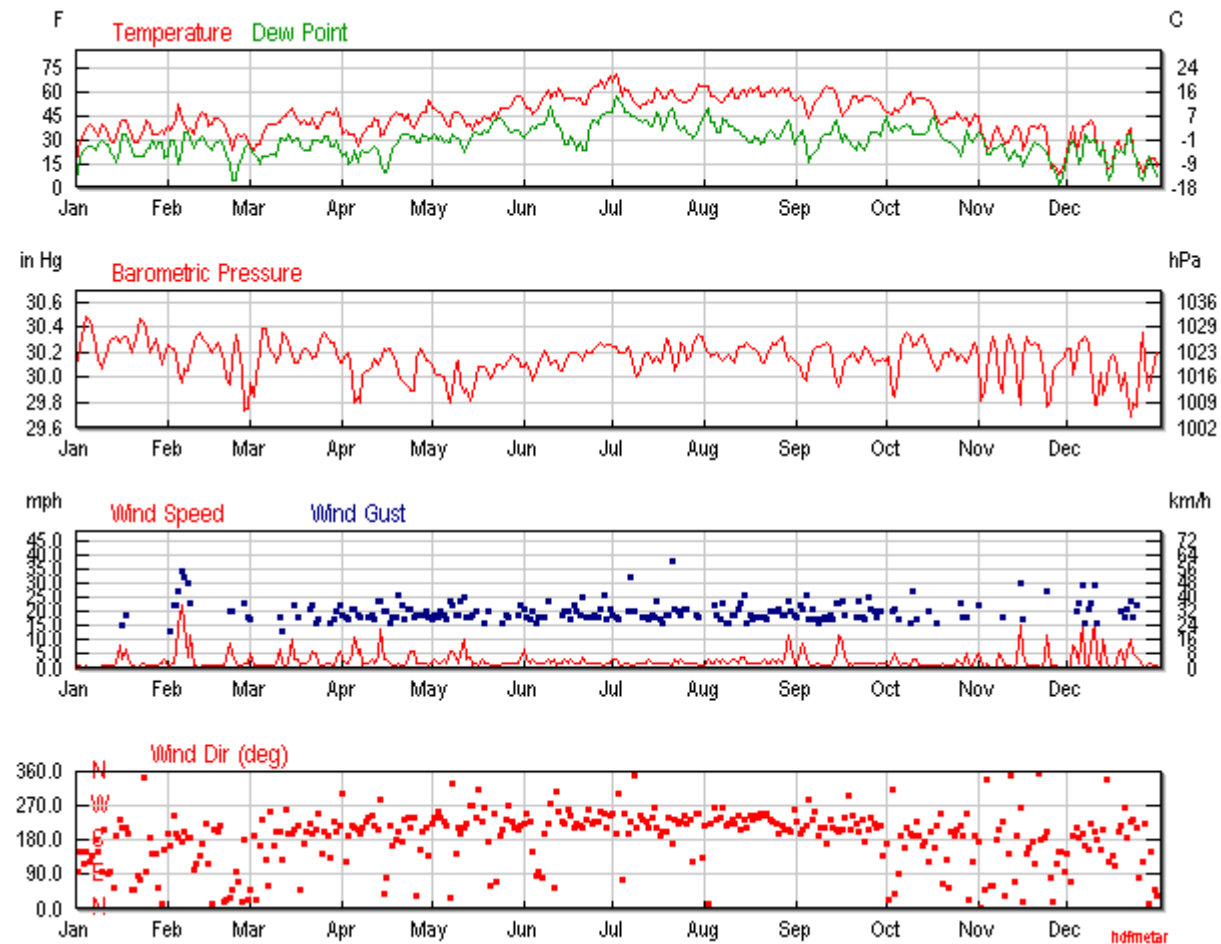
Future system upgrades may include cameras to capture transient helicopter, touch and go, and glider operations. Currently, staff and system engineers are working on proposals to accommodate FAA-mandated NexGen changes and update the WAM flight-tracking system, which has been operating since 2010.

Weather

Given the spectacularly mild weather for most of the year and a robust start to ski season after several dud years, it is no surprise visitors turned out in droves to spend time in the mountains in 2015. The graphics below depict weather influences on flying. Windspeed and direction shed light on probable

runway utilization and temp/dewpoint and barometric pressure changes are indicative of weather events.

The largely absent weather events over the past 2 years returned with vigor at the end of 2015. October had 18 days with periods of fog, rain or thunderstorms. November had 24 days with fog, rain, thunderstorms, or snow. And December delivered 27 days with weather events and a total of 11 days with periods of Instrument Meteorological Conditions.



Operations 2015

2015 was a busy year for the region. By July, the California Research Portal from Visit California reported air travel was up 4.9% state-wide. By November, lodging occupancy for the High Sierra region was up 6.7% over 2014. Declining oil prices in 2015 reduced fuel costs. Total operations grew 21% over 2014.

There were approximately 2003 identified operators using the airfield in 2015 and 27,613 operations. Total glider operations, 5,108, include towplane operations, and they are included in this figure. The top ten operators were responsible for over 6,000 operations and 5 of the top 10 are based at KTRK. It is likely that operations monitoring equipment is capturing more operations than in the past.

By category, Piston and Turboprop aircraft were the leaders of operations growth while jets remained largely static. Piston ops grew 30% over 2014, and Turboprop ops, fueled largely by the popularity of the Pilatus PC12, grew 55%. Jet ops grew by just 1% overall. Jets by weight are included in the operations charts, however 2015 is the first year to show Jets over 50,000 lbs as a criteria; better comparisons for jets by weight will be available in 2016 and thereafter.

Touch and Go Operations

Based rental aircraft flew 701 hours in 2015, almost 180 hours more than in 2014. Estimates for Touch and Go operations are 2.5 per flight hour, so 1,750 is estimated for the two Cessna Skyhawk aircraft based at TRK. Additional Touch and Go operations were performed by local and itinerant operators as well. TTAD does not specifically differentiate Touch and Go operations, they are captured as arrivals and departures within the system and reported as such. Estimates for Touch and Go’s as a percentage of total Piston Single operations have been 20% in prior years. By that metric, there would have been 2,135 touch and go operations.

Glider and Helicopter Operations

Glider activity data was reported from Soar Truckee. Each tow equates to 4 operations. In 2015, Soar Truckee reported 1,277 tows or 5,108 operations. Half of all glider operations are made by single-engine piston aircraft acting as the tow plane.

908 identified helicopter operations were performed by the local EMS helicopter service. Remaining helicopter operations were largely from private pilots, followed by military, and Police agencies. Fire-fighting helicopters were seen less this year as many assets remained in the Pacific Northwest during the peak of fire season.

Night Operations

There were no Fly Quite incentive cancellations in 2015. As mentioned in previous 2015 reports, many of the night operations at KTRK are actually departures in the early daylight hours. Excluding the based EMS helicopter operator, there were 194 operations between 10 PM and 7 AM for the year, and 12 were known medical mission flights. 162 were within Fly Quiet incentive curfews. Outreach was made to 20 operations which fell squarely in all curfew time frames and to all transient operators flying outside of the advertised 10 PM to 7 AM curfew.

HOURLY	12AM	1AM	2AM	3AM	4AM	5AM	6AM	10PM	11PM
OPS	2	0	0	3	2	10	119	43	15

Comments 2015

Comments grew to a proportion last seen in 2007; they are up to 463 from 272 in 2014. The bulk of comments were generated in the 3rd quarter. 75 households made comments in 2015, 26 were new commenters. The largest residential areas for new commenters were Glenshire residents concerned about arrivals to 20 on windy afternoons and Tahoe Donner residents concerned over arrivals to Runway 11.

10 residential areas made comments for the year. Olympic Heights and Prosser Lakeview made just over half of the all comments. Prosser showed the most growth with 123 comments in 2015 versus 26 in 2014. Sierra Meadows was the only residential area to show a significant decline in comments.

16 households made more than five comments and totaled 359 of 463 comments for the year. One household in Prosser Lakeview made 96 comments. A Glenshire resident made 51 comments and 2 Olympic Heights residents made 44 and 34 comments. The top 10 callers represent Prosser, Glenshire, Olympic Heights, Martis Valley Estates, Alder (Prosser Heights), and Tahoe Donner.

Jets garnered the largest number of annual comments at 213. 1st and 2nd Quarter reports suggested that milder weather afforded more opportunities to be outside or keep windows open during typical periods of cold. Comments from those quarters were more akin to summer in both volume and types. Typical jets comments center on Truck Four departures from 29 with a nexus in Prosser. Instrument Arrivals to 11 received comments from Tahoe Donner, and VFR jet arrivals to 29 prompted calls from Northstar.

At 224 combined, Piston and Turboprop comments are most frequently resultant of Runway 29 departures and come from Olympic Heights and Martis Valley Estates. A significant number of Turboprop comments came from a Glenshire residence aligned with Runway 20. Helicopter, Military, and some non-identified operations made up the remaining 26 comments.

- Sundays captured the most comments at 139 for 2015, twice that of the nearest weekday
- 313 comment were associated to Runway 29 operations, 234 were departures
- Touch and Go operations generated 20 comments

Outreach

Staff made attempts to return phone calls or emails for every annoyance comment based on commenter preference. A large majority of comments arrive via the District website, and an estimated 15% are made via telephone. Two area residents came to the airport in person to discuss their concerns. Aviation and Community Services staff participated in Truckee Thursdays, neighborhood block parties, and myriad special community events in 2015 to get information to the community about impact reduction efforts.

Staff attended industry events to solicit operator adoption of KTRK procedures, made outreach on the ramp during peak periods, and continued to publish and disseminate District information with intent to reduce community annoyance. Engagement with the FAA publishing office and Jeppesen has helped to get correct data to flight planners. Significant efforts were made to engage NetJets after a low altitude approach over a resident's home in Northstar and resulted in an investigation by the FAA.

Outreach was made to operators of all non-compliant activities including noise abatement procedures, curfew violations, and any identified flight safety concerns. Flight path images of non-compliant operations are attached to quarterly reports for review. The following comments were correlated to non-compliant activities for Q4, 2015. Track imagery, comment and outreach information is included.