



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

AGENDA TITLE: Community Outreach Meeting Plan/Timeline for Airspace, Temporary Tower, and General Airport Information

MEETING DATE: April 27, 2016

PREPARED BY: Hardy Bullock, Director of Aviation & Community Services

RECOMMENDED ACTION: Review Community Outreach outlines and materials and provide comment and information to staff in preparation for upcoming Community Outreach meetings.

DISCUSSION: At the March Board meeting staff was directed to return to the Board with a community outreach plan on several topics including a temporary/seasonal control tower and the draft airspace analysis. Staff has been preparing for a series of neighborhood specific outreach meetings in support of the Airport Community Advisory Team (ACAT).

ACAT initially tasked staff with developing six separate neighborhood specific outreach meetings to discuss the airport and gather feedback related to issues and concerns specific to each neighborhood surrounding the airport. Additionally the goal included bringing forth basic airport related information similar to the content presented as part of the Master Plan process.

ACAT has selected Mead & Hunt as the lead consultant for the outreach process. The combined effort of staff, ACAT, and Mead & Hunt’s team will give a, “master plan outreach feel” to the outreach process thus meeting the directive of the Board expressed at the April meeting.

Based on available resources, staff felt the most efficient and effective way to conduct community outreach on several topics was to incorporate these into the pending ACAT neighborhood meetings. The plan here includes the basic framework for the presentations, discussion, and analysis of findings. What is not included here is the actual presentation and supporting collateral such as signs, banners, poster boards, and pictures. They are under construction. It is our intention to utilize new material as well as arrival and departure videos with noise contours along with updated materials used as part of our original Master Plan outreach meetings. Samples of these have been included in the Board Book for your review.

Staff intends to conduct the planning phases and continue progress toward neighborhood and pilot outreach meetings in early June. It is the opinion of staff and the consultant that the full complement of presentation material will be complete and at a high level of quality that articulates our message and sets us up to receive valuable feedback.

The methodology for the meetings will be similar to the Master Plan Outreach meetings, with a presentation at the beginning, general questions, and then move to discussions with individuals at various information stations. Listening and documenting public input will be a key focus at these meetings.

Arrival Procedures: Attached to this Report is a memo related to arrivals. Per the Board's request, we will include basic information about arrival procedures and options available to the District. As we have discussed, arrivals are much more complicated and restrictive related to the resources available to us than departures. Please review the attached memo from BridgeNet. This information will be included as part of our base presentation in the outreach meetings.

WHAT'S NEXT: Staff will work with Mead & Hunt to develop collateral in support of the following messages relate to both the airspace study and seasonal control tower as well as general airport information.

- The District is undertaking this work in support of Strategic Area 3.3 Community Annoyance Mitigation and Strategy Area 4.3 and 4.4 Community Outreach.
- These items were identified and reported in the Truckee Tahoe Airport Master Plan Final Report dated May 2013 as "Themes of Significant Emphasis" under Annoyance Mitigation Options.
- The District has completed the study work so that each neighborhood has relevant information. No decisions have been made. Outreach to the pilot community is also included in this process.
- The airport has an impact on the community; we recognize this and work toward reducing and mitigating it continuously.
- The airport serves regional aviation customs and we operate under the guidance and regulation of the Federal Aviation Administration through Federal Grant Assurances.
- Outreach is a two way street – The general theme for each neighborhood: What role does the airport play in our community and how can we improve?

FISCAL IMPACT: ACAT has approved a \$25,000 contract with Mead & Hunt and authorized them to complete the scope of work attached to this report. ACAT followed the District procurement process to select Mead & Hunt. Additional expense to the District includes \$800 for space rental, \$300 for supplies, and possible consultant expense should additional resources from FreshTracks PR be required. Staff time is covered through the Aviation & Community Services budget.

PUBLIC COMMUNICATIONS: Sandwich board signs will be placed at each entrance to the neighborhoods. The Sierra Sun and North Tahoe Bonanza will run a thirty day ad outlining the purpose, date, time, and location of each meeting. Additionally to this staff will place advertisements on Facebook, Truckee Tahoe radio and our website.

ATTACHMENTS:

Mead & Hunt scope of service for Community Outreach Meetings.

Timeline Chart.

Examples of content under development.

BridgeNet Memo

Themes of Focus 2013 Masterplan Community Outreach Report



133 Aviation Boulevard, Suite 100
Santa Rosa, California 95403
707-526-5010
meadhunt.com

April 1, 2016

Sent via email

Mr. Hardy Bullock
Truckee Tahoe Airport District
10356 Truckee Airport Road
Truckee, CA 96160
Email: hardy.bullock@truckeetahoeairport.com

Subject: Truckee Tahoe Airport Community Outreach Assistance

Dear Mr. Bullock:

Mead & Hunt, Inc. (Mead & Hunt) is pleased to submit this proposal to provide community outreach assistance to the Truckee Tahoe Airport District.

Project Understanding

Mead & Hunt understands that the Truckee Tahoe Airport District (the District) is conducting an airspace study to design approach and departure routes in and out of the Truckee Tahoe Airport (TRK). This technical study, led by BridgeNet International, builds upon the work conducted under the Master Plan effort. Specifically, the community outreach efforts of the Master Plan identified a concern with the concentration of flights along certain corridors. The Master Plan identified various options for more evenly distributing aircraft traffic over various parts of the community. The current airspace study will define potential new routes and changes to existing approach and departure procedures. Given the technical nature of the subject, the District is seeking assistance in presenting this information to the community for input and feedback.

Mead & Hunt's proposal supports the District's goal of involving the community in the planning efforts at TRK to garner genuine community input and feedback. The scope of work described below builds upon the lessons learned from the extensive community outreach efforts conducted under the Master Plan and our strong technical knowledge of airspace matters.

Scope of Services

After receipt of authorization to proceed, Mead & Hunt's Scope of Services shall include:

Task 1: Project Management

This task covers project management and routine project administration including processing contract documents and generating monthly invoices.

Budget Assumptions

- The cost estimate assumes completion of the project within four (4) months of project commencement.

Task 2: Community Outreach Program

Mead & Hunt will work with District staff to design a targeted strategy for implementing the community outreach efforts for the TRK airspace study. The community outreach program will establish:

- Clear goals for community meetings.
- Simple themes for communicating technical information to public.
- Framework for meetings including format of presentations and roles of key team members.
- Venues and times to maximize community attendance and participation.
- Advertising and media requirements to disseminate project information and notify community of meetings.

Budget Assumptions

- Mead & Hunt will review the community outreach efforts for the Master Plan and other District project to identify venues, meeting times and presentation formats that proved to be most successful in garnering community input and feedback.
- Mead & Hunt will make one (1) round of revisions to the community outreach program based on comments received.
- District staff responsible for advertising, arranging rooms and noticing meetings and project deliverables.

Task 3: Community Meetings

Mead & Hunt will facilitate five (5) community meetings. The meetings are anticipated to be held at strategic locations within various parts of the community (e.g., Glenshire, Olympic Hts., Prosser, Martix/Lahonton area, Northstar). The budget assumes that meetings will be grouped with two (2) consecutive meetings occurring one (1) week and three (3) additional meetings occurring another week. The meetings are anticipated to occur in the early evening (e.g., 5-7 pm), and possibly on a Saturday afternoon, to provide ample opportunity for the community to participate in one (1) or more meetings.

Budget Assumptions

- One (1) Mead & Hunt staff person to attend meetings.
- Two (2) trips with consecutive overnight stay are assumed.
- Meeting handouts and other information gathering materials for community feedback and Q&A sessions to be provided by Mead & Hunt. Technical information (e.g., presentations and mapping) to be provided by District staff and its consultant.

Task 4: Community Outreach Summary Report

Mead & Hunt will document the results of the community outreach efforts. The report will:

- Summarize key information about meeting participants (full-time resident, neighborhood, pilot, etc.).
- Summarize key themes and critical issues that arose from feedback and Q&A sessions.
- Recommend potential approaches for addressing critical issues raised.
- Provide copies of meeting notices, advertisements.
- Provide copies of the meeting materials (presentations, handouts, displays).
- Provide copies of attendee sign-in sheet, completed comment cards and documented input/feedback/questions obtained at each community meeting.

Budget Assumptions

- Mead & Hunt will make one (1) round of revisions to the community outreach summary report based on comments received.

Task 5: Board Meeting

Mead & Hunt will present a summary of the community outreach efforts conducted for the airspace study to the Truckee Tahoe Airport District Board.

Budget Assumptions

- One (1) Mead & Hunt staff person to attend meetings.
- One (1) trip with overnight stay is assumed.

Responsibilities of Client

Our Scope of Services and compensation are based on the District performing or providing the following:

- A designated representative with complete authority to transmit instructions and information, receive information, interpret policy, and define decisions.
- Available data, drawings, and information related to the project.
- Review of deliverables within one (1) week of receipt.
- Protection of Mead & Hunt-supplied digital information or data, if any, from contamination, misuse, or changes.
- Advertising, arranging rooms and noticing meetings and project deliverables.

Project Schedule

The budget assumes completion of the project within four (4) months of project commencement. The schedule is contingent upon the District and WPA providing data and comments on deliverables in a timely manner. Major milestones are noted below.

- April 2016 – Project Commencement
- May 2016 – Community Outreach Program
- June 2016 – Community Meetings
- July 2016 – Community Outreach Summary Report and Board Meeting

Compensation

The work described under the Scope of Services (Tasks 1 through 5) will be performed as a lump-sum contract and billed on a percent complete basis. A breakdown of the total cost and estimated person hours for each task is presented below.

TRK Community Outreach Assistance (2016)				
Tasks	Labor Hours	Labor Cost	Expenses	Total
1. Project Management	8	\$ 1,416		\$ 1,416
2. Community Outreach Program	25	\$ 4,425		\$ 4,425
3. Community Meetings (2 trips)	64	\$ 11,328	\$ 1,590	\$ 12,918
4. Community Outreach Summary Report	25	\$ 4,425		\$ 4,425
5. Board Meeting (1 trip)	8	\$ 1,416	\$ 400	\$ 1,816
	122	\$ 21,594	\$ 1,990	\$ 25,000

Authorization

The Scope of Services and Compensation stated in this proposal are valid for a period of thirty (30) days from date of submission. If authorization to proceed is not received during this period, this proposal may be withdrawn or modified by Mead & Hunt.

Signatures of authorized representatives of the Truckee Tahoe Airport District and Mead & Hunt shall convert this proposal to an Agreement between the two parties, and receipt of one signed copy shall be considered authorization to proceed with the work described in the Scope of Services. All services shall be performed in accordance with the *General Terms and Conditions for Engineering, Architectural, or Consulting Services* which is attached hereto and made part of this Agreement and labeled as Exhibit A.

We appreciate the opportunity to submit this proposal to the Truckee Tahoe Airport District and look forward to continuing our positive working relationship.

Respectfully submitted,

MEAD & HUNT, Inc.



Mitchell Hooper
Vice President



Maranda Thompson
Project Manager

Authorized signatures are on the following page.

Mr. Hardy Bullock
April 1, 2016
Page 5 of 5

Accepted by: TRUCKEE TAHOE AIRPORT
DISTRICT

Approved by: MEAD & HUNT, INC.

By: _____

By: _____

Name: _____

Name: _____

Title: _____

Title: _____

Date: _____

Date: _____

*The above person is authorized to sign for Client
and bind the Client to the terms hereof.*

Mead & Hunt, Inc.
**General Terms and Conditions (“General Terms”) for Engineering,
Architectural, or Consulting Services
California**

Exhibit A

1. Receipt of the attached signed Contract (Contracts, Proposal, or Letter) will be considered written authorization to proceed.
2. Mead & Hunt, Inc. will bill the Client monthly, according to the payment method set forth in the Contract, with net payment due within thirty (30) days. Past due balances shall be subject to an interest charge at a rate of 1% per month. In addition, Mead & Hunt, Inc. may, after giving ten (10) days' written notice, suspend service under any agreement until the Client has paid in full all amounts due it for services rendered and expenses incurred, including the interest charge on past due invoices. The fees or rates stated in the attached contract does not include any applicable state and local sales or use taxes or gross receipts taxes. Any such taxes shall be the sole responsibility of the Client to pay.
3. The fees and scope of services stated in the attached document constitute an estimate of the fees and tasks required to perform the services as defined. For those projects involving conceptual or process development service, activities often cannot be fully defined during initial planning. As the project progresses, facts uncovered may also reveal a change in direction which may alter the scope. If the Client requests modifications or changes in the scope of the project, the time of performance of Mead & Hunt, Inc.'s services and the fees shall be adjusted before Mead & Hunt, Inc. undertakes the additional work. Mead & Hunt, Inc. is not acting as a Municipal Advisor as defined by the Dodd Frank Act.
4. The Client shall be liable for and shall indemnify and hold Mead & Hunt, Inc. harmless for all costs and damages incurred by Mead & Hunt, Inc. for delays caused in whole or in part by the Client's interference with Mead & Hunt, Inc.'s ability to provide services, including, but not limited to, the Client's failure to provide specified facilities or information, or inaccuracies in documents or other information required to be provided by the Client to Mead & Hunt, Inc. Mead & Hunt, Inc. reserves the right to renegotiate the contract because of any unforeseen delays caused by events beyond Mead & Hunt, Inc.'s control, such as funding for the project.
5. The Client agrees to provide such legal, accounting and insurance counseling services as may be required for the project.
6. Mead & Hunt, Inc. will maintain insurance coverage for: worker's compensation, general liability, automobile liability, and professional liability. Mead & Hunt, Inc. will provide information as to specific limits upon written request. If the Client requires coverages or limits in addition to those that Mead & Hunt currently has in effect as of the date of the agreement, premiums for additional insurance shall be paid by the Client.
7. The limit of liability of Mead & Hunt, Inc. (including its current or former employees, officers, directors, or shareholders) to the Client for any damages will be for a period of twelve (12) months from the date of the last bill from Mead & Hunt, Inc. being first submitted to the Client regardless of whether or not such bill was paid by Client, and the extent any liability including all damages (direct, consequential, indirect, incidental, or other damages), claims, costs, expenses and legal fees of Mead & Hunt, Inc. (including its current or former employees, officers, directors, or shareholders) and its sub-consultants to the Client or any and all third parties is limited to the amount of the fees billed by Mead & Hunt, Inc. to the Client during the 12-month period prior to the date of the last bill being first submitted to the Client.
8. Mead & Hunt, Inc. and the Client agree that the ultimate liability for contaminants or pollutants regardless of its source, and for the actual, alleged, or threatened discharge, dispersal, release, or escape of pollutants, mycotoxins, spores, smoke, vapors, soot, fumes, mold, acids, alkalis, toxic chemicals, mildew, liquids or gases, waste materials or other irritants, contaminants or pollutants into or upon land, buildings, the atmosphere, or body of water shall remain with the Client; and the responsibility and/or liability for any of the foregoing and for the ownership and maintenance of any toxic, hazardous, or asbestos materials relating to the project shall remain with the Client.
9. Client and Mead & Hunt, Inc. shall not, during the term of the Contract or after the termination of the Contract for a period of one year disclose any Confidential Information to any person or entity, or use any Confidential Information to any person or entity, or use any Confidential Information for the benefit of Client or Mead & Hunt, Inc. as the case may be, or any other person or entity, except with the prior written consent of Mead & Hunt, Inc. or the Client, as the case may be, or as required by law. The term "Confidential Information" means information marked or designated by Mead & Hunt, Inc. or the Client as confidential. Confidential Information includes, but is not limited to, ideas, specifications, techniques, models, data, programs, documentation, processes, know-how, and financial and technical information.
10. Termination of the Contract by the Client or Mead & Hunt, Inc. with or without cause, shall be effective upon ten (10) days' written notice to the other party. The written notice may or may not include the reasons and details for termination. Mead & Hunt, Inc. will prepare a final invoice showing all charges incurred through the date of termination; payment is due as stated in Paragraph 2. If the Client breaches the Contract or if the Client fails to carry out any of the duties contained in these General Terms, Mead & Hunt, Inc. may, upon ten (10) days' written notice, suspend services without further obligation or liability to the Client.
11. Mead & Hunt, Inc. may release data, models, plans, CAD files, and/or drawings electronically or by any other means to any other party involved in the project; and if such release is not provided for in the Scope of Services, fees may be adjusted before the documents are prepared for electronic submittal. Data and image files, both electronic and hard copy (hereinafter "files") are part of Mead & Hunt, Inc.'s instruments of service and shall not be used for any purpose other than for the described project. Any reuse of files or services pertaining to this project or any other project shall be at the Client's sole risk and without liability or legal exposure to Mead & Hunt, Inc. Mead & Hunt, Inc. makes no representation as to compatibility of electronic files with the Client's hardware or software. Differences may exist between these electronic files and corresponding hard-copy documents. Mead & Hunt, Inc. makes no representation regarding the accuracy or completeness of the electronic files provided. In the event that a conflict arises between the signed or sealed hard-copy documents prepared by Mead & Hunt, Inc. and the electronic files, the signed or sealed hard-copy documents shall govern. Because information presented on the electronic files can be modified, unintentionally or otherwise, Mead & Hunt, Inc. reserves the right to remove all indicia of ownership and/or

involvement from each electronic display. Under no circumstances shall delivery of the files for reuse be deemed a sale by Mead & Hunt, Inc. and Mead & Hunt, Inc. makes no warranties, either express or implied, of merchantability and fitness for any particular purpose. In no event shall Mead & Hunt, Inc. be liable for any loss of profit, delayed damages, or any consequential damages as a result of reuse or changes to files or any data therein.

12. Mead & Hunt, Inc. will provide services in accordance with ordinary generally accepted standards of professional practices. Mead & Hunt, Inc. disclaims all warranties and guarantees, express or implied. The parties agree that this is a contract for professional services and is not subject to any Uniform Commercial Code. Similarly, Mead & Hunt, Inc. will not accept those General Terms offered by the Client in its purchase order, requisition, notice of authorization to proceed, or any other contractual document except as set forth herein or expressly agreed to in writing. Written acknowledgment of receipt or the actual performance of services subsequent to receipt of such other contractual document is specifically deemed not to constitute acceptance of any terms or conditions contrary to those set forth herein. Nothing in the Contract and/or General Terms is intended to create, nor shall it be construed to create, a fiduciary duty owed by either party to the other party.
13. Mead & Hunt, Inc. cannot and does not guarantee that proposals, bids or actual project or construction costs will not vary from the actual and/or final project or construction costs or that the project or construction costs will not vary from the final costs of the project. The Client agrees to indemnify and to hold Mead & Hunt, Inc. harmless for any claim arising out of or related in any way to project or construction costs even if such claim arises out of and/or has been caused in whole or in part by negligence on the part of Mead & Hunt, Inc.
14. If the Client is a municipality or state authority or any government authority/agency, the Client agrees to indemnify and hold harmless Mead & Hunt, Inc. for all claims arising out of or related in any way to acts done by Mead & Hunt, Inc. in the exercise of legislative or quasi-legislative functions.
15. Neither the Contract nor these General Terms shall be construed as imposing upon or providing to Mead & Hunt, Inc. the responsibility or authority to direct or supervise construction means, methods, techniques, sequence, or procedures of construction selected by the contractors or subcontractors or the safety precautions and programs incident to the work of the contractors or subcontractors.
16. Mead & Hunt, Inc. shall not be liable, in contract or tort or otherwise, for any special, indirect, consequential, or liquidated damages including specifically, but without limitation, loss of use, loss of profit or revenue, loss of capital, delay damages, loss of goodwill, claim of third parties, or similar damages. Mead & Hunt, Inc. shall not be liable for any loss due to terrorism.
17. The Contract and these General Terms contains the entire understanding between the parties on the subject matter hereof and no representations, inducements, promises or agreements not embodied herein shall be of any force or effect, and these General Terms supersedes any other prior understanding entered into between the parties on the subject matter hereof. The Contract and General Terms do not create any benefits for any third party. No waiver of compliance with any provision or condition hereof shall be effective unless agreed in writing duly executed by the waiving party.
18. The parties agree that Mead & Hunt, Inc.'s services in connection with the Contract and General Terms shall not subject any of Mead & Hunt, Inc.'s current or former employees, officers, directors or shareholders to any personal legal liability for any breaches of this agreement or for any negligence in performing any services in connection with this agreement even if such claim arises out of and/or has been caused in whole or in part by negligence on the part of Mead & Hunt, Inc.'s current or former employees, officers, directors or shareholders. Therefore, notwithstanding anything to the contrary contained herein, the Client agrees that the Client's sole and exclusive remedy, for any breach of contract or any negligent performance of services in connection with this agreement shall be a claim against Mead & Hunt, Inc., and any claim, demand, suit, or judgment shall be asserted only as against Mead & Hunt, Inc.'s corporate entity, and not against any of Mead & Hunt, Inc.'s current or former employees, officers, directors, or shareholders, and the Client covenants not to sue these individuals. Each of Mead & Hunt, Inc.'s current and former employees, officers, directors or shareholders are made express beneficiaries of this Paragraph.
19. None of the rights and/or obligations of either party hereunder may be assigned except with the prior written consent of the other party, and any attempted assignment without such consent shall be void.
20. The limitations and indemnity provided herein shall not apply to the willful or intentional acts of Mead & Hunt, Inc. or its employees, shareholders, officers, or directors. The Client acknowledges and agrees that it has had an opportunity to negotiate with respect to the limitations of the General Terms and understands and agrees that if those Paragraphs were not included herein the fees for the services provided in connection with the General Terms and Contract would be significantly higher. The Client further acknowledges that it is a sophisticated party with experience in the acquisition of design services.
21. If a dispute arises out of or relates to the Contract and/or General Terms, or its breach, the parties shall endeavor to settle the dispute first through direct discussions. If the dispute cannot be settled through direct discussions, the parties shall endeavor to settle the dispute by mediation. If mediation is unsuccessful, then the parties may exercise their rights at law.
22. If any term or provision of this Contract is held unenforceable, then such provision will be modified to reflect the parties' intention. All remaining provisions of this Contract shall remain in full force.
23. Nothing contained in the Contract or the General Terms shall create a contractual relationship with or a cause of action in favor of a third party against Mead & Hunt, Inc. Mead & Hunt, Inc.'s services under the Contract are being performed solely for the Client's benefit, and no other party or entity shall have any claim against Mead & Hunt, Inc. because of the Contract or General Terms or the performance or nonperformance of services hereunder.
24. The General Terms and the Contract shall be construed and interpreted in accordance with the laws of the state of Wisconsin. No action may be brought except in the state of Wisconsin.

Olympic Heights/Martis Valley Estates

Tuesday May 31, 6:30 PM Community Rec Center

- New Departures and potential overflight
- + & - From an Airport Control Tower
- Peak Period Operations
- Early turns, off route, corner of Olympic Heights, Safety, DA
- Q&A – Communications – Airport Information

Glenshire

Wednesday June 1, 6:30 PM Glenshire Clubhouse

- New Departures and potential overflight
- + & - From an Airport Control Tower
- Runway 20 arrivals
- Gliders
- IFR Arrivals to runway 20
- Q&A – Communications – Airport Information

Prosser / Alder Hill

Monday June 6, 6:30 PM Community Rec Center

- New Departures
- + & - From an Airport Control Tower
- Peak Period Operations
- IFR Departure corridors (TRUCK4)
- Q&A – Communications – Airport Information

Sierra Meadows/ Northstar

Tuesday June 7, 6:30 PM Hampton Inn

- Arrivals on left downwind for runway 29, alternatives, restrictions
- Height / Altitude of operations
- Appropriate location of left downwind and base traffic
- New Departures
- + & - From an Airport Control Tower
- Q&A – Communications – Airport Information

Tahoe Donner / Other

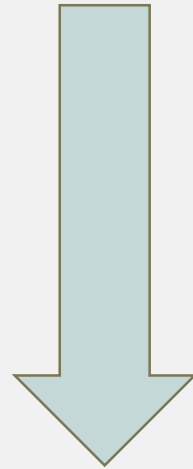
Wednesday June 8, 6:30 PM Tahoe Donner Lodge

- Arrivals runway 11
- Height / Altitude of operations
- New Departures
- + & - From an Airport Control Tower
- Q&A – Communications – Airport Information

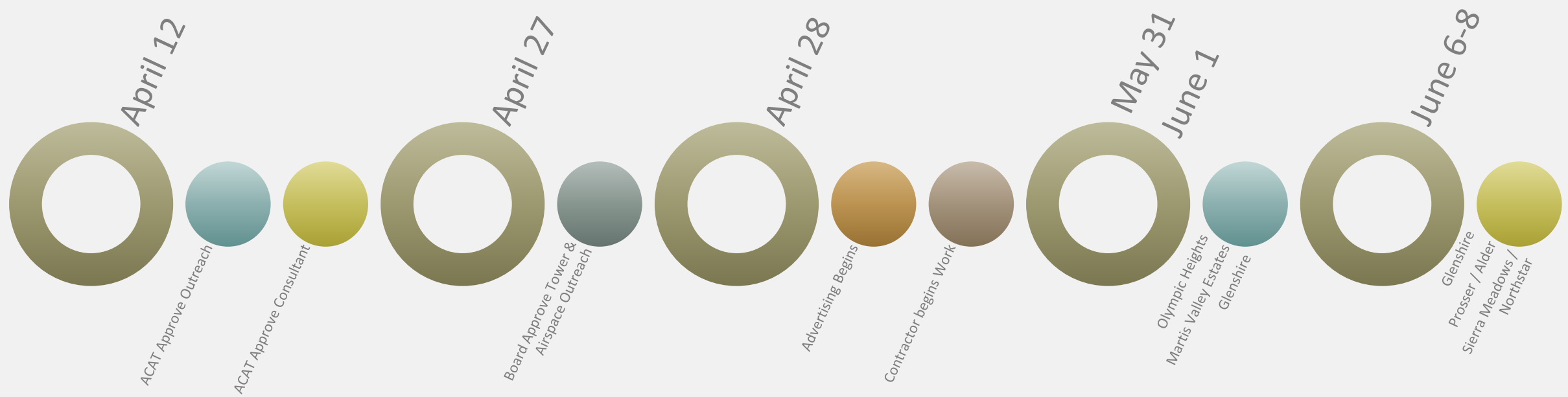
ACAT Neighborhood Outreach Timeline

SUBJECT

- A. Seasonal Tower
- B. Conceptual Procedures
- C. Airport / Airfield Info
- C. Rules & Regulations
- D. Minimum Standards
- E. Development Standards
- F. Rates Fees & Charges



Each informational subject is listed in descending order of emphasis based on District timelines, vendor deliverables, Board and Staff workload



Examples of Developing Content Airspace Analysis (1)

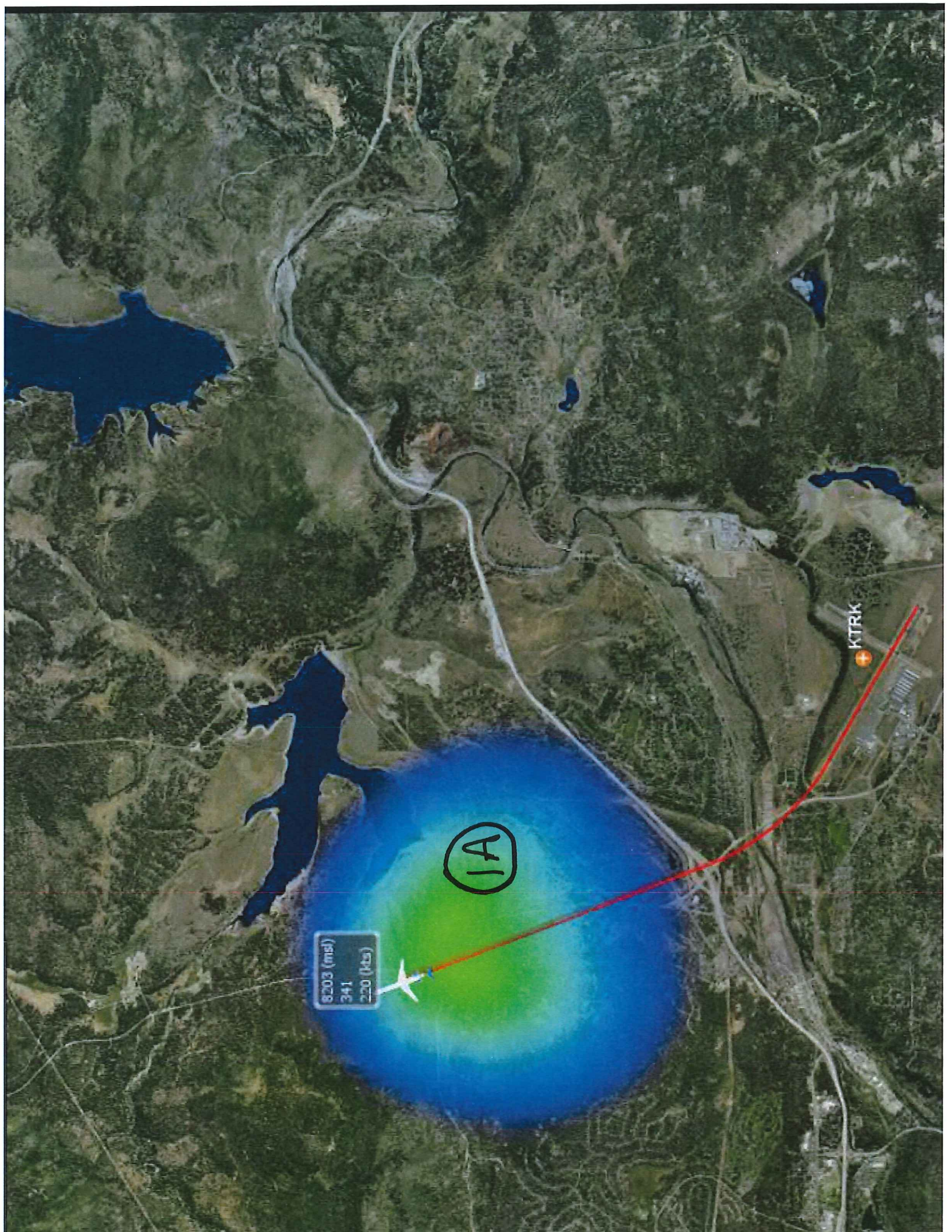
- A. Video Existing Procedures
- B. Video Conceptual (Notional) Procedures
- C. Procedures Under Development
- D. Household Overflight
- E. Flight Tracking Vector Display Page

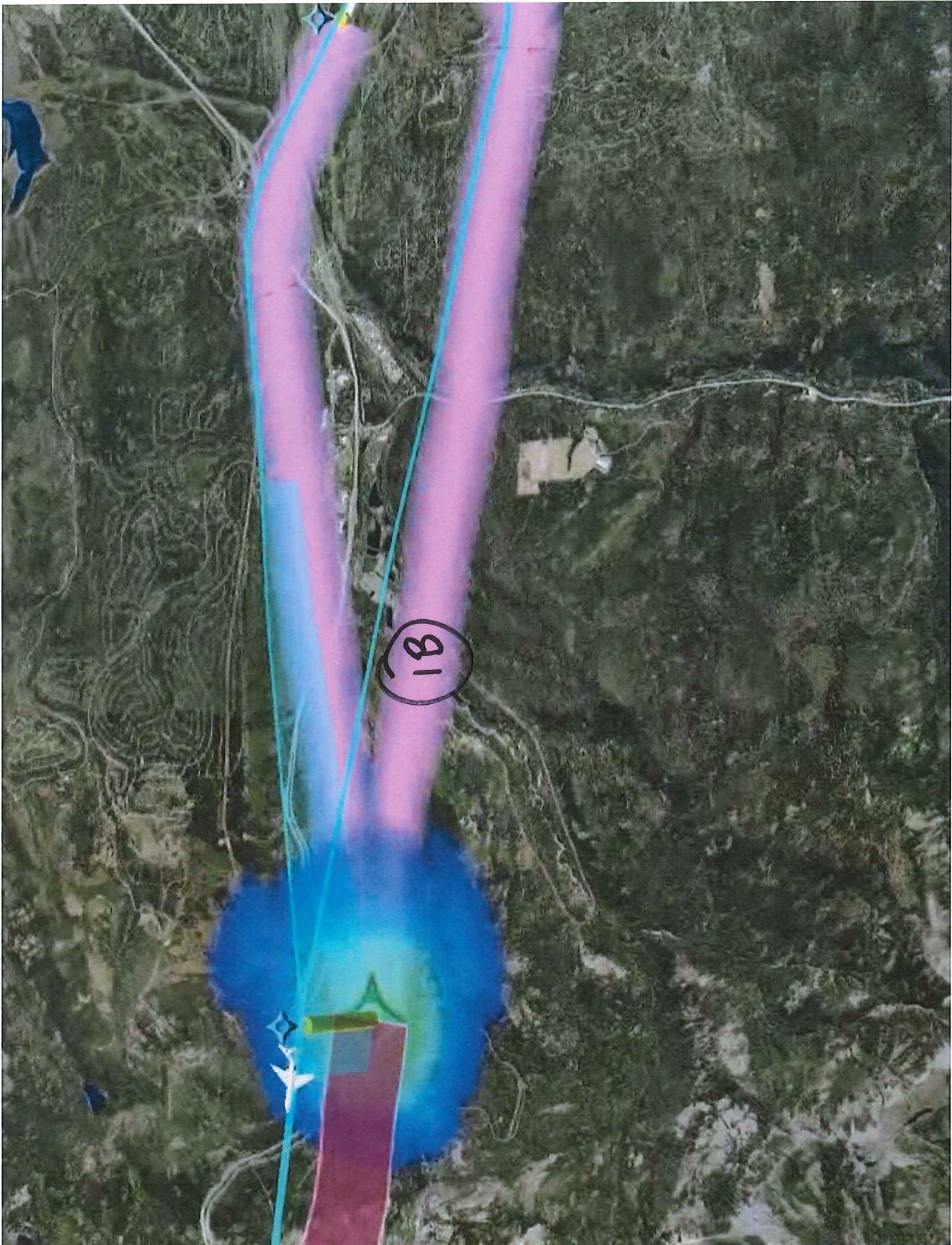
Examples of Developing Content Tower (2)

- A. Tower Pictures
- B. Airport Layout Plan
- C. Tower FAQ

Examples of Developing Content General Airport Information (3)

- A. Website Navigation Demo
- B. Tri-panel Banners
- C. Jeppesen Qualification Page
- D. Trifold Brochure
- E. Flight Videos of KTRK
- F. Noise Abatement Procedure Charts
- G. Aerial Imagery / Charts
- H. Master plan wall boards





IB

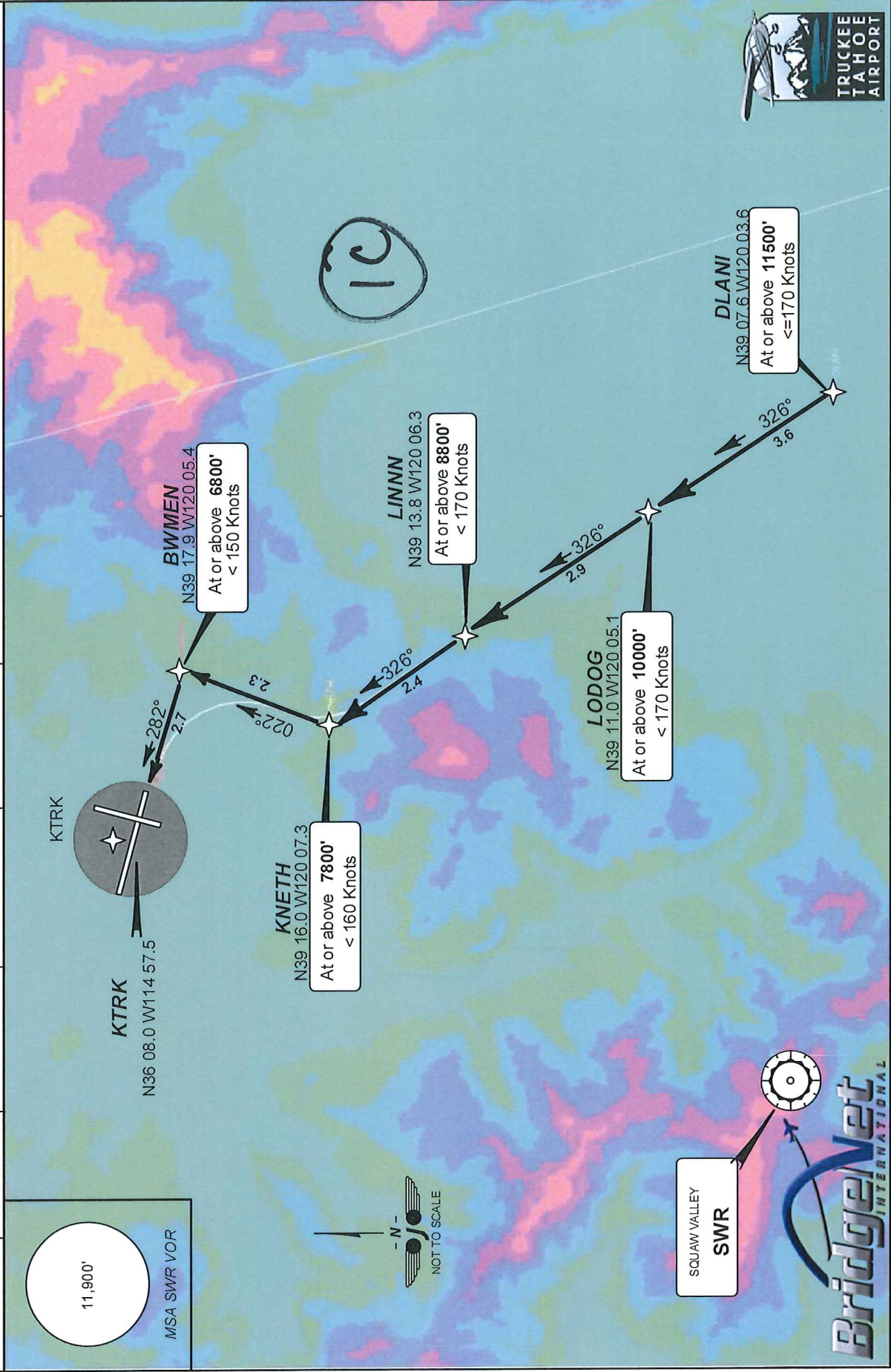
KTRK/TRK
TRUCKEE TAHOE INTL

KTRK Visual Arrival Runway 29

TRUCKEE, CA
RNAV-VA

11 MAR 13

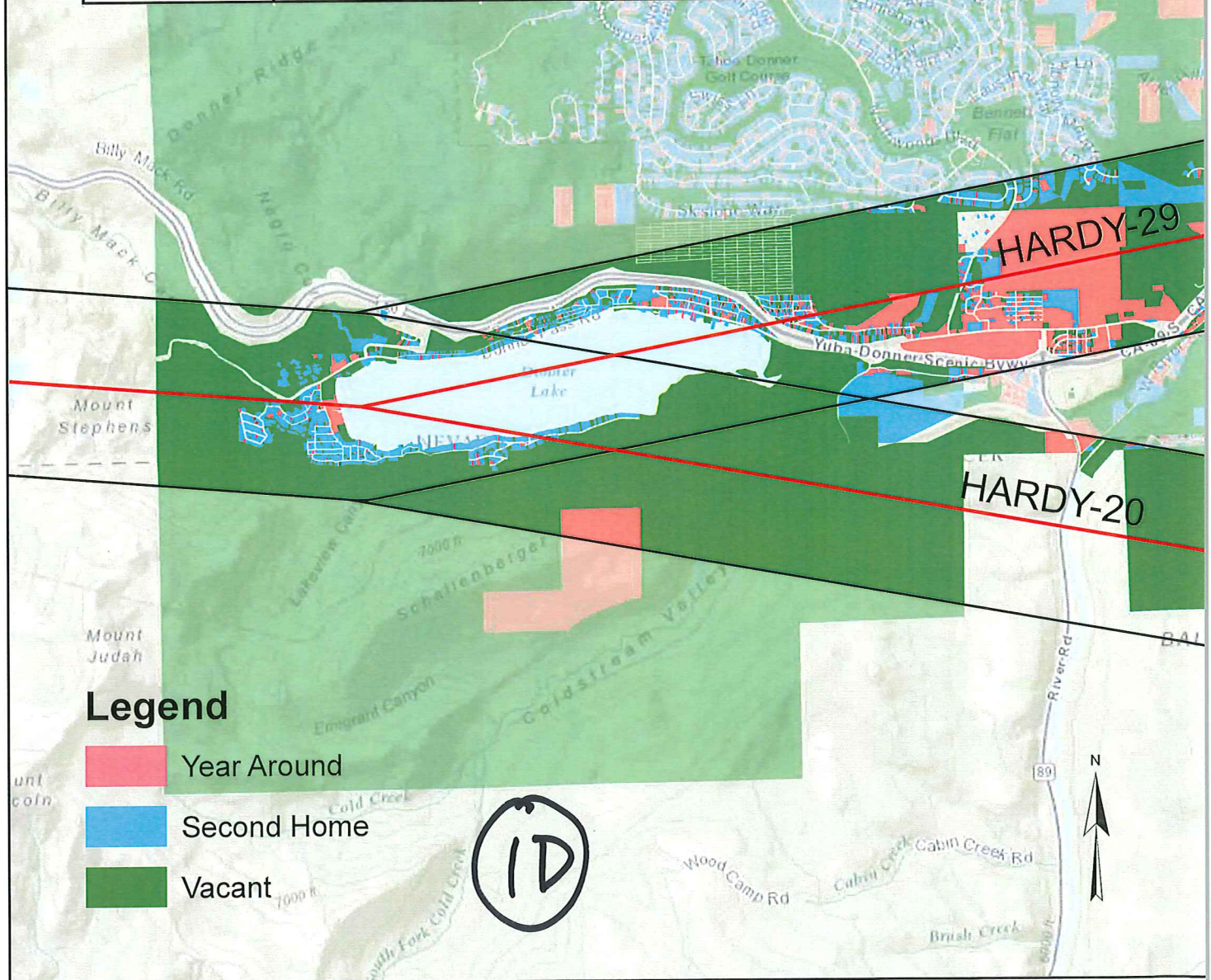
Apt Elev 5950'	AWOS III 118.0	OAKLAND Center 127.95	TRUCKEE UNICOM 122.8	RENO FLIGHT SERVICE 121.9	GPA 3.9°	NOT FOR NAVIGATION This draft serves as initial diagram for operator evaluation or as a quality control tool.
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TRK SIDs Housing Analysis

1/2 Nautical Mile Buffer

Housing Occupancy				
Path	Year Round	Second Home	Vacant	Total
BULOK-02	54	28	67	149
BULOK-11	3	21	54	78
HARDY-20	246	1,002	1,028	2,276
HARDY-29	1,155	1,873	1,462	4,490
Total	1,458	2,924	2,611	6,993





IA

Mystic

Floriston

Boca

Hinton

5 NM

2 NM

Polaris

KTRK

Truckee

9900

Incline Village

Kings Beach

Crystal Bay

Lake Tahoe
State Park

Camellian Bay

Ridgewood

Dollar Point

Olympic
Valley

Alpine
Meadows

1E

Eder

Norden

The Cedars

Soda Springs

Appendix 2 - Midwest ATC Service, Inc. Mobile Control Tower Option

2A



The Midwest ATC Deluxe Mobile Control Tower, Cab Forward (DMCT-CF) design is completely towable and meets DOT overhead clearance requirements, depending on tire inflation rates.

Basic Description

- Overall length - 29 feet, 6 inches including Pental Eye
- Height – 13 feet, 7 inches including mast points (Transport level condition)
- Length at top of cab – 13 feet, 6 inches.

Major component and assembly standards

- Dexter 12,000 pound Axle with electric brake option, Model 0120 (1 each)
- Tires: Tubeless load range F, DOT Ref: NTMKNWIT (5 each); Four mounted with one (1) spare
- R-51 Tow Ring, P/N 2067135 (1 each), Vertical load: 19,000 pounds; Gross Trailer Weight: 66,000 pounds
- Environmental: Standard Package; Packaged heating and cooling unit; 4.5 tons cooling, 15 KW heating, with 13 SEER rating
- Electrical: REF: National Electric Code practices
- Glass Panels: Standard is Clear, Shatter Proof assemblies (6 each), Manufactured to ARCT STD ASTM C14.08
- Shades: Standard (4 each) or (6 each) optional builders choice; FAA/US Military specified F 72 SR Shade Material
- Floor Coverings: Anti-Static Carpet where installed: FAA application .44 Denier F901 conductive Fibers in each Yarn and tufted into 12% conductive primary
- Assembled in accordance with best commercial practices

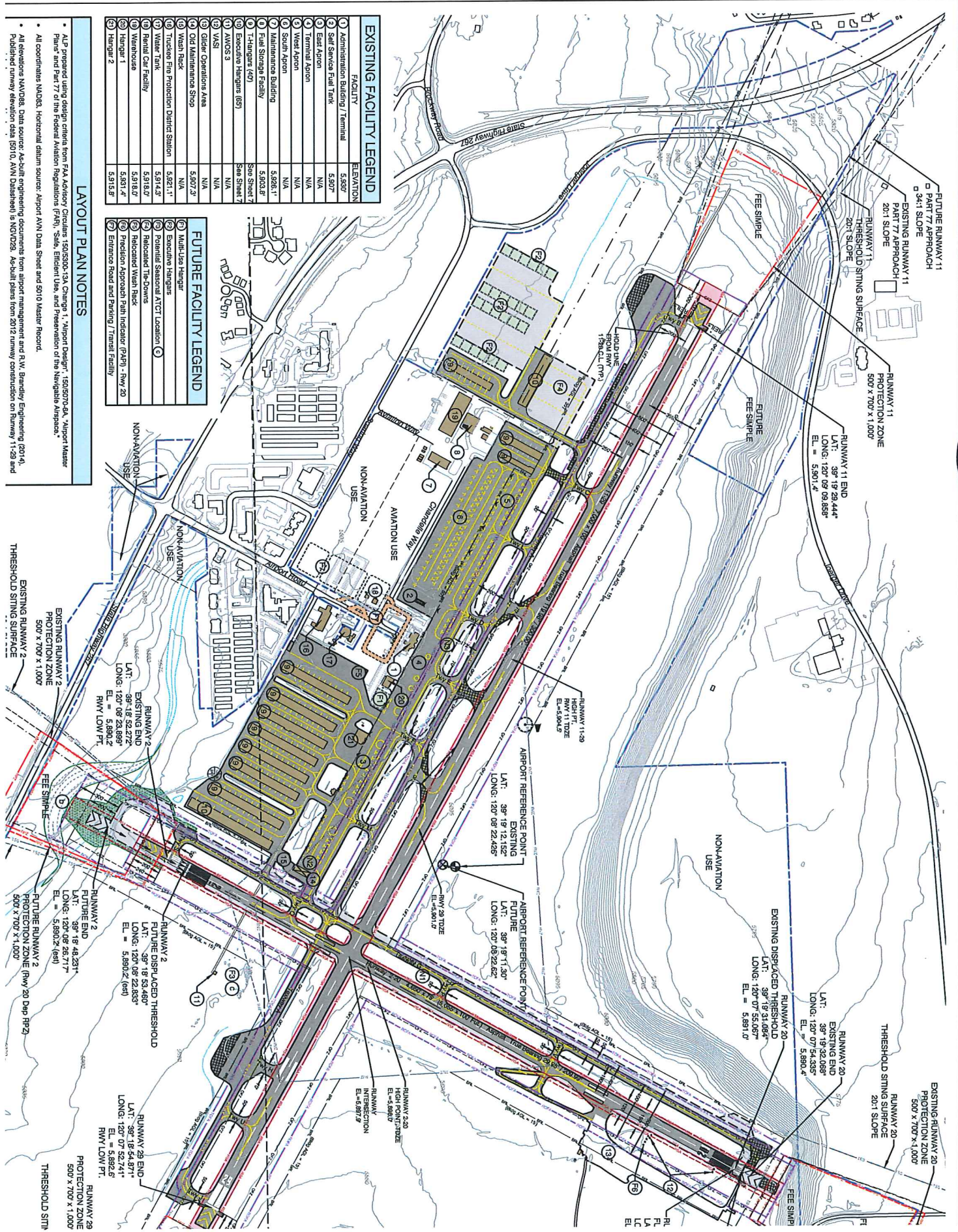
2B

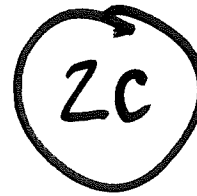
FACILITY	ELEVATION
1 Administration Building / Terminal	5,597
2 Staff Service Fuel Tank	5,997
3 East Apron	N/A
4 Terminal Apron	N/A
5 West Apron	N/A
6 South Apron	N/A
7 Maintenance Building	5,923.1'
8 Fuel Storage Facility	5,903.8'
9 T-Hangars (40)	See Sheet 7
10 Enclosure Hangars (65)	See Sheet 7
11 AVOS 3	N/A
12 VASI	N/A
13 Gender Operations Area	N/A
14 Old Maintenance Shop	5,907.2'
15 Wash Rack	N/A
16 Tractor Park Protection District Station	5,921.1'
17 Water Tank	5,914.3'
18 Rental Car Facility	5,918.0'
19 Warehouse	5,918.0'
20 Hangar 1	5,931.4'
21 Hangar 2	5,915.8'

FUTURE FACILITY LEGEND
(22) Multi-Use Hangar
(23) Executive Hangars
(24) Potential Seasonal ACTT Location
(25) Relocated T-Hangars
(26) Relocated Wash Rack
(27) Precision Approach Path Indicator (PAPI) - Rwy 20
(28) Entrance Road and Parking / Transit Facility

LAYOUT PLAN NOTES

- AIP prepared using design criteria from FAA Advisory Circular 150/5300-13, Change 1, 'Airport Design', 1905/07/04, 'Airport Master Plans and Part 77 of the Federal Aviation Regulations (FAR), State, Efficient Uses, and Preservation of the Navigable Airspace.'
- All coordinates NAD83, Horizontal datum source: Airport ANM Data Sheet and 5010 Master Record.
- All elevations NAVD83. Data source: As-built engineering documents from airport management and R.W. Grandley Engineering (2011-4). Published survey elevation data (5010 ANM Database) is NGVD29. As-built plans from 2012 runway construction on Runway 11-29 and Runway 20.





Temporary Tower

Project Fact Sheet

February 2, 2016

- Request for Information closed JAN 5, 2016. 4 Vendors replied with cost and services to provide seasonal temporary tower facilities and staffing at KTRK.
- Rough order of magnitude cost ranges from \$400 K – 600K for tower service from MAY 1 – OCT 31
- 4 days at Air Traffic Control Association meetings, East Hampton Airport, and discussions with operators, tower providers, and FAA resulted in the following findings:
 - No data indicates additional operations from tower.
 - Tower enhances safety.
 - Tower may or may not enhance capacity.
 - Tower is responsible for directing pilots to use NAP and local procedures based on MOU with District.
 - ZOA will work directly with tower to place aircraft as directed by airport congruent with safety.
 - Utilization of a tower is the decision of the airport operator not the FAA.
 - Mixed aeronautical uses benefits from the control, oversight, and direction of a tower controller although some operations may see greater restriction and reduced tempo.




Connected By More Than A Runway




OUR MISSION +

THE TRUCKEE TAHOE AIRPORT DISTRICT WELCOMES YOU!



CONNECTED BY MORE THAN A RUNWAY



Community Advisory Team Opening

The Truckee Tahoe Airport District is seeking a new member for its Airport Community Advisory Team. The Truckee Tahoe Airport District strives to serve the interest of its community, while providing the highest level of safety and service possible to its regional and national aviation customers. The Airport Community Advisory Team is comprised of three airport users and three community/non-airport users. The team works on new and innovative solutions to reduce annoyance from aircraft over-flight and enhance the benefit of the airport to local communities.

SELECTED BY ELECTION UNDER RFP #A11412, 2014 @ 4:00 PM

PEOPLE INTERESTED IN DISCUSSING THE OPPORTUNITY CAN CONTACT HARDY S. BULLOCK, TRUCKEE TAHOE AIRPORT DISTRICT, (530) 587-4119 OR HARDY.BULLOCK@TRUCKEETAHOEAIRPORT.COM

KTRK IS SEEKING A NEW ACAT MEMBER

The Truckee Tahoe Airport is recruiting for an available seat on its "Airport Community Advisory Team" (ACAT). The Airport District strives to serve the interest of the community, while providing the highest level of safety and service possible to its regional and national aviation customers. ACAT is comprised of six volunteer members, three airport users and three community/non-airport users. The team meets every 2nd Tuesday of the month at 10am and works on new and innovative solutions to reduce annoyance from aircraft over-flight and enhance the benefit

of the airport to local communities and reports to the District Board of Directors. People interested in discussing this opportunity can contact Aviation & Community Services Director Hardy S. Bullock at (530) 587-4119 x106 or email him at hardy.bullock@truckeetahoearport.com. Application submissions are due by 5:00 p.m. PDT, Friday April 22, 2016.

KTRK VIDEO LIBRARY

KTRK CAUTIONS: Mountainous Terrain / High Density Airside / Glider Activity / High Field Elevation / Wind Gusts / Wildlife

- [Welcome](#)
- [Safety](#)
- [KTRK: RWY 02 - Arrival from the North \(VFR\)](#)

AIRPORT COMMUNITY NEWS



PUBLIC COMMENT REQUEST - RULES & REGS

Apr 18, 2016

KTRK is taking public comment on its Rules & Regs draft between April 27 and June 1, 2016. Click heading for more details.

EARTH DAY WADDLE RANCH SUGAR PINE PLANTING

Apr 15, 2016

KTRK, the Sugar Pine Foundation and Local SELS Students Team Up To Plant Sugar Pines on Earth Day 4/22/2016. Click heading for full story.

INTERVIEW WITH LAUREL LIPPETT

Apr 09, 2016

An interesting blo on airport personality & pilot Laurel Lippett. Click on heading for full story.

EAA AWARDS 3 OSHKOSH SCHOLARSHIPS

Apr 06, 2016

KTRK's EAA Chapter 1073 awards 3 Young Eagle student scholarships to the 2016 Oshkosh Fly In. Click heading for full details.

SPEAKER EVENT - NAVY BLUE ANGELS

Apr 04, 2016

Captain Kevin Mannix, former Commander Blue Angels speaking at UNR. Click heading for full details.

RFP - GREENHOUSE GAS EMISSION STUDY

Mar 31, 2016

TTAD is requesting proposals for an Airport Greenhouse Gas Emission Inventory Study. Click on heading for details.



TRUCKEE TAHOE AIRPORT

KTRK

ELEV. 5,901'

www.TruckeeTahoeAirport.com

3B

FLY Quiet

- KTRK is Noise Sensitive — AT ALL TIMES
- Noise Abatement Rules in Effect
- Avoid Flight Over Residential Areas
Voluntary Curfew in Effect 10 p.m. – 7 a.m.

→ **CONNECTED**
BY MORE THAN A RUNWAY

MOUNTAINOUS TERRAIN

FLY AWARE



Density
Altitude



Weight and
Balance



Fuel
Mixture



Wind Shear



Wildlife



Be Alert for
Aircraft

www.TruckeeTahoeAirport.com




TRUCKEE TAHOE'S COMMUNITY FRIENDLY REGIONAL GENERAL AVIATION AIRPORT

- ✈ Check NOTAMs and website for important flight safety info — call us for up-to-the-minute data
- ✈ Preferred calm wind runway is **02** (4.650 ft. long by 75 ft. wide)
- ✈ Special hazard mountains surround expect wind shear
- ✈ Visit website for live webcam



Contact KTRK

www.TruckeeTahoeAirport.com | 530-587-4119 Ext. 100

 [Facebook.com/TruckeeTahoeAirport](https://www.facebook.com/TruckeeTahoeAirport)
for noise or safety info

KTRK/TKF
-TAHOE

23 OCT. 15 (19-01)

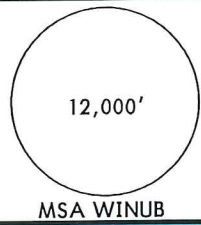
TRUCKEE, CALIF

- 1. Mountainous Terrain
- 2. High Altitude Airport
- 3. Non-RADAR Environment Below 10,000 Feet MSL

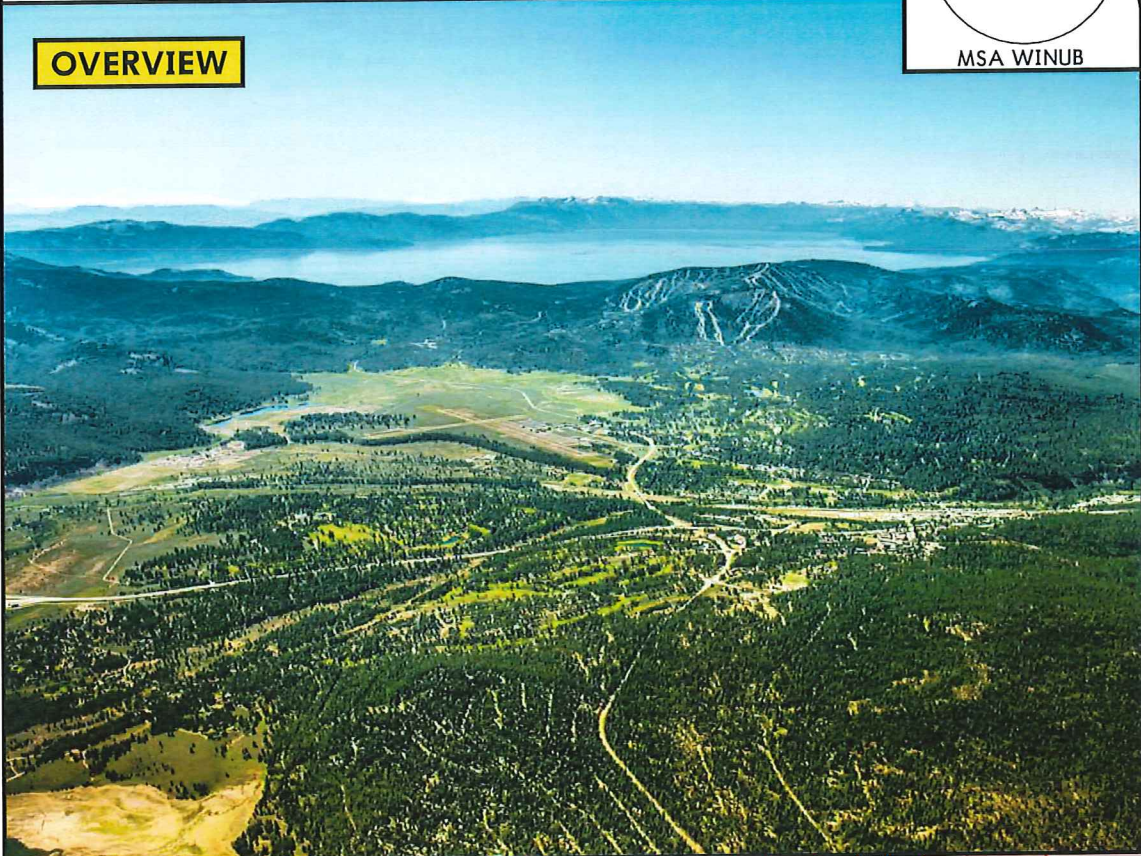
Apt. Elev 5901'

2 NM East. Truckee

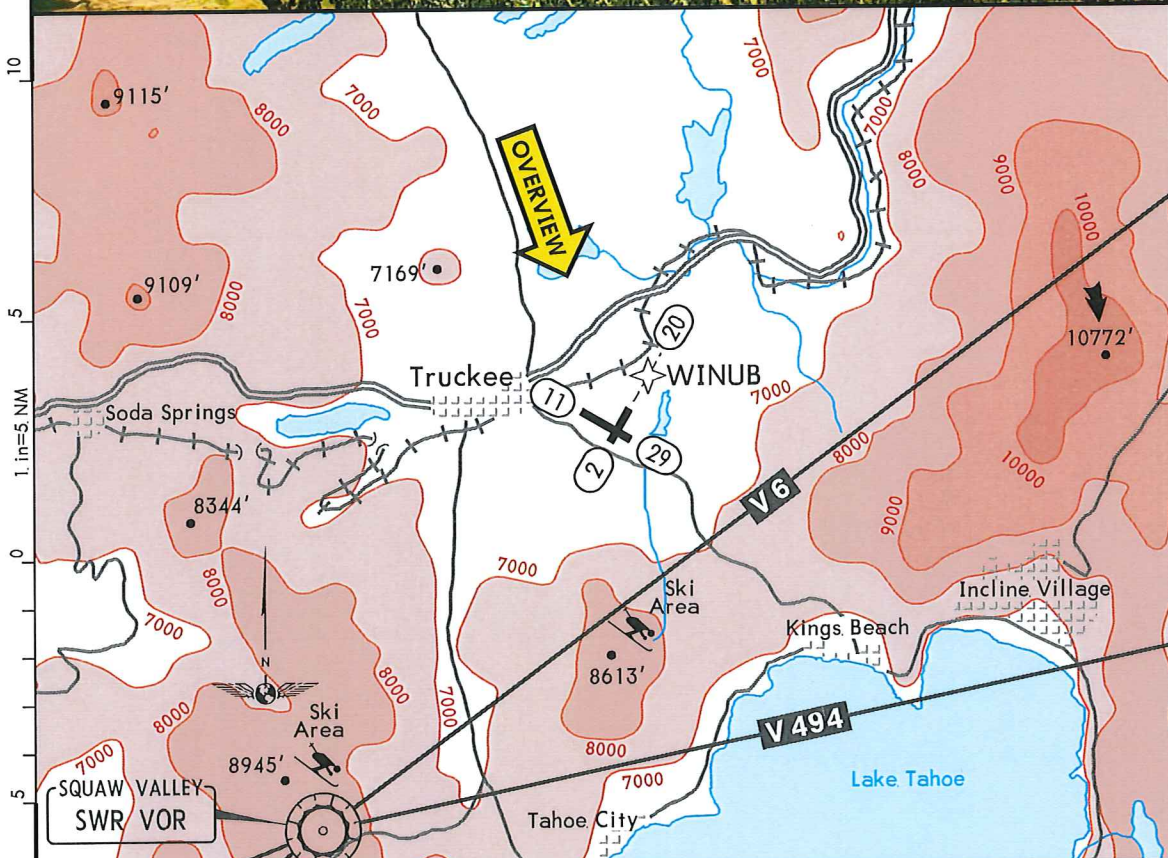
N39 19.2 W120 08.4



OVERVIEW



3C



CHANGES: Airport heading notes, new image, airways, navaid, terrain.

30

Airport Impacts on Local Neighborhoods

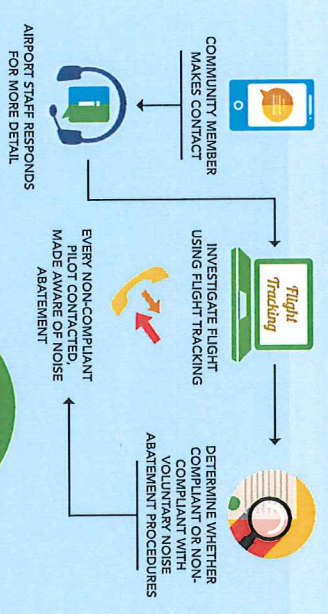
2015

OUT OF 27,585 OPERATIONS

THERE WERE 463 COMMENTS

FROM 76 HOUSEHOLDS

ANNOYANCE RESPONSE PROCESS



OPERATIONS MIX				
PISTON DRIVEN PROP	TURBO PROP	JET	HELICOPTER	TOW PLANE
12,200	5,728	3,411	1,997	2,595
			GLIDERS	
			2,554	

TTAS080903015.indd 1



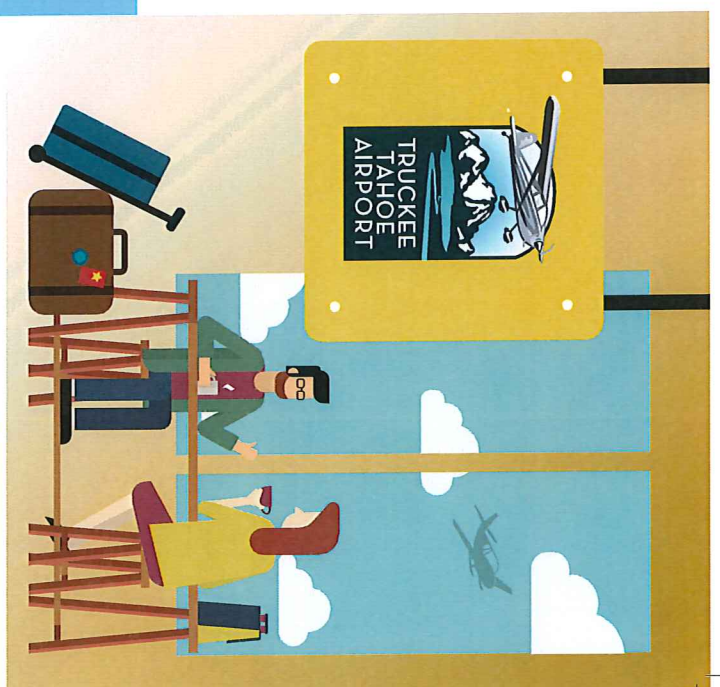
We are here for our community and have a responsibility to it. What happens here and how we grow, work together and prosper is important to us. Is there more you would like to learn about your airport and the part we play in your community?

530.587.4119

info@truckee-tahoe-airport.com

www.truckee-tahoe-airport.com

Facebook icon, Instagram icon



Look Inside!

Truckee Tahoe Airport District

- OUR MISSION
- COMMUNITY IMPACT
- GEOGRAPHIC BOUNDARY
- NON-PROFITS WE SUPPORTED
- BENEFITS & PROGRAMS
- EMERGENCY SERVICES
- FINANCIAL DATA
- AWARDS RECEIVED

21016 830 AM

FAST FACTS

OUR MISSION IS...

The Truckee Tahoe Airport is a community airport that provides high-quality aviation facilities and services to meet local needs. We strive for low impact on our neighbors while enhancing the benefit to the community at-large.



THE AIRPORT IS A SPECIAL DISTRICT OF CALIFORNIA WHICH MEANS IT IS...

A local, focused form of government lead by a five member elected Board of Directors that provides services and facilities

Truckee Tahoe Airport District Geographic Boundary



ELEVATION:
5,901 ft MSL

POPULATION SERVED:
30,000 full-time residents and 60,000 peak period visitors

SIZE: The District includes 485 SQUARE MILES

AVIATION: KTRX provides service to private and charter aircraft but no scheduled commercial flights.

2015 NON-PROFIT PARTNERSHIPS:

- Alder Creek Middle School
- Association of California Airports
- Big Brothers Big Sisters
- Billing for a Better USA - West District
- Family Resource Center of Truckee
- Immerityngins
- Kid Zone Museum
- Mission to Mars - Civil Air Patrol
- Placer Co. Search & Rescue
- Positively Rolling
- Sierra Expeditionary Learning Academy
- Sierra Nevada Dance
- Sierra State Prison Foundation
- Truckee High School Football
- Truckee High School Wrestling
- Truckee Unified School District Wellness Program
- Truckee Baseball Foundation
- Truckee Donor Chapter of Commerce - 4th of July
- Truckee Donor Reception and Dinner - 4th of July
- Truckee Department - 4th of July
- Truckee Department - Ballfield Sponsorship
- Truckee Downtown Merchants Association - Truckee Thursdays
- Truckee High School Grand Project
- Truckee High School Softball
- Truckee Little League
- Truckee Rodio Association
- Truckee Tahoe Community Foundation
- West Shore Association - Splash In

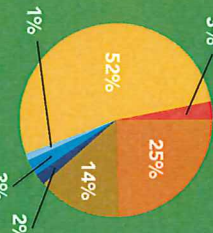
Over 300 non-profits used the airport for events + meetings in 2015.



The Truckee Donor Chamber of Commerce presented the airport with the 2015 Excellence in Government award.

2014/15 FINANCIAL FACTS

Income



▲ Airside Operating Revenue	\$2,354,024
■ Hangar Rental Income	\$1,333,365
■ Other Business Leasing Income	\$187,915
■ Warehouse Space Rental Income	\$283,822
■ Interest & Other	\$52,263
■ Property Taxes by County: Placer County	\$1,628,641
■ Nevada County	\$3,400,684
■ Federal Grants	\$301,124
TOTAL	\$9,641,838

Expenses

■ Cost of Goods Sold (Fuel etc.)	\$1,073,493
■ Payroll, Benefits	\$2,128,020
■ Operating, General & Administrative	\$3,594,230
■ Repairs & Maintenance	\$965,924
■ Depreciation	\$1,942,895
TOTAL	\$9,641,838

Cost of Homeownership



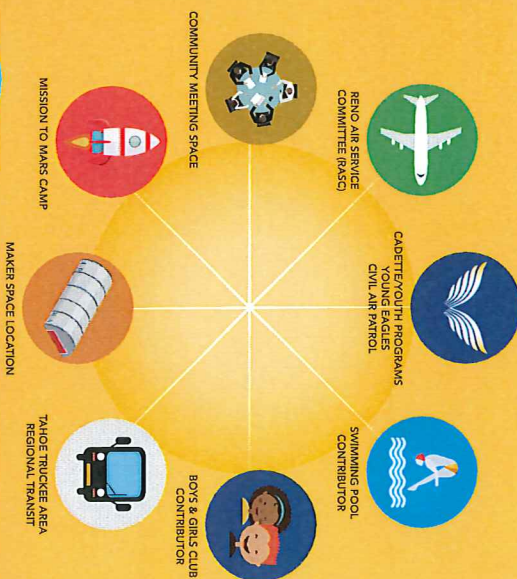
FAA GRANT AWARDS:



2015 Airshow
12,000 ATTENDEES
\$137,846 COST
\$40,000 RAISED FOR LOCAL YOUTH

In May of 2015, the Truckee Tahoe Airport District received the 2015 Award of Excellence from the California Special Districts Association in recognition of its efforts to promote transparency and governance.

WHAT WE DID



Truckee Area Weather Reporting data comes from the Truckee Tahoe Airport District's Automated Weather Observation System (AWOS). That data is confirmed and reported hourly by trained District staff. The information is then distributed and used by both the National Weather Service (NWS) and the National Oceanic and Atmospheric Administration (NOAA) for the basis for your local weather reports.

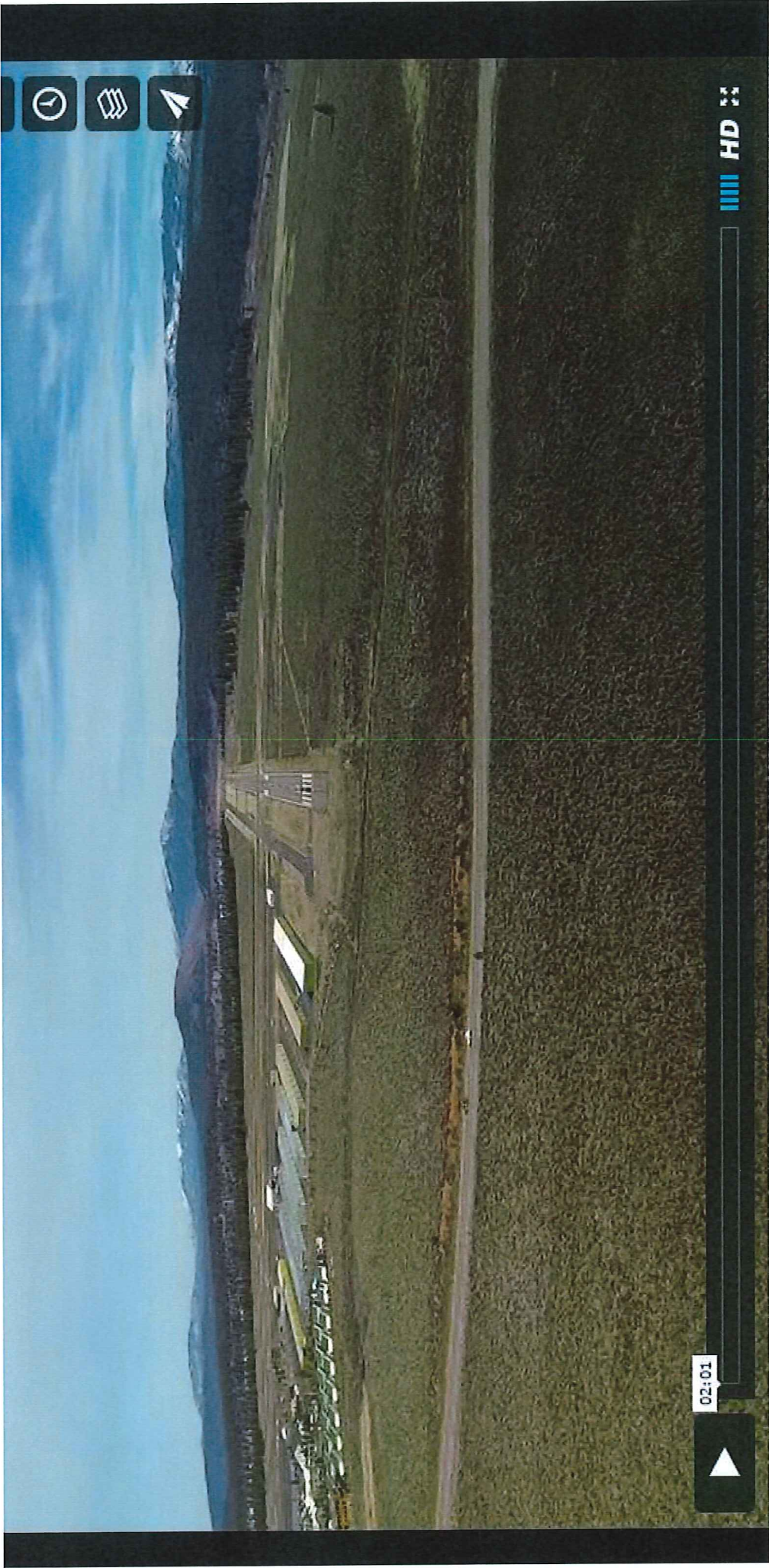
Services Using the Airport:

Careflight (750 operations), CHP Regional Advanced Life Support Transfer, CAL FIRE, USFS, Fish & Wildlife, U.S. Navy, U.S. Airforce, U.S. Marines Civil Air Patrol, Tahoe City/Hipland

OPEN SPACE

- ✓ PONDEROSA GOLF COURSE/TAHOE CITY GOLF COURSE
- ✓ FOREST HEALTH - 800 acres treated/ focused on protecting Glenaville Devoltsine from fire danger
- ✓ WADLE RANCH - 1,600 acres preserved





Rwy 02 Arrival from the North (VFR)

ie Airport PLUS 1 year ago

ow

0 1

12 from Prosser Dam

Download

Share

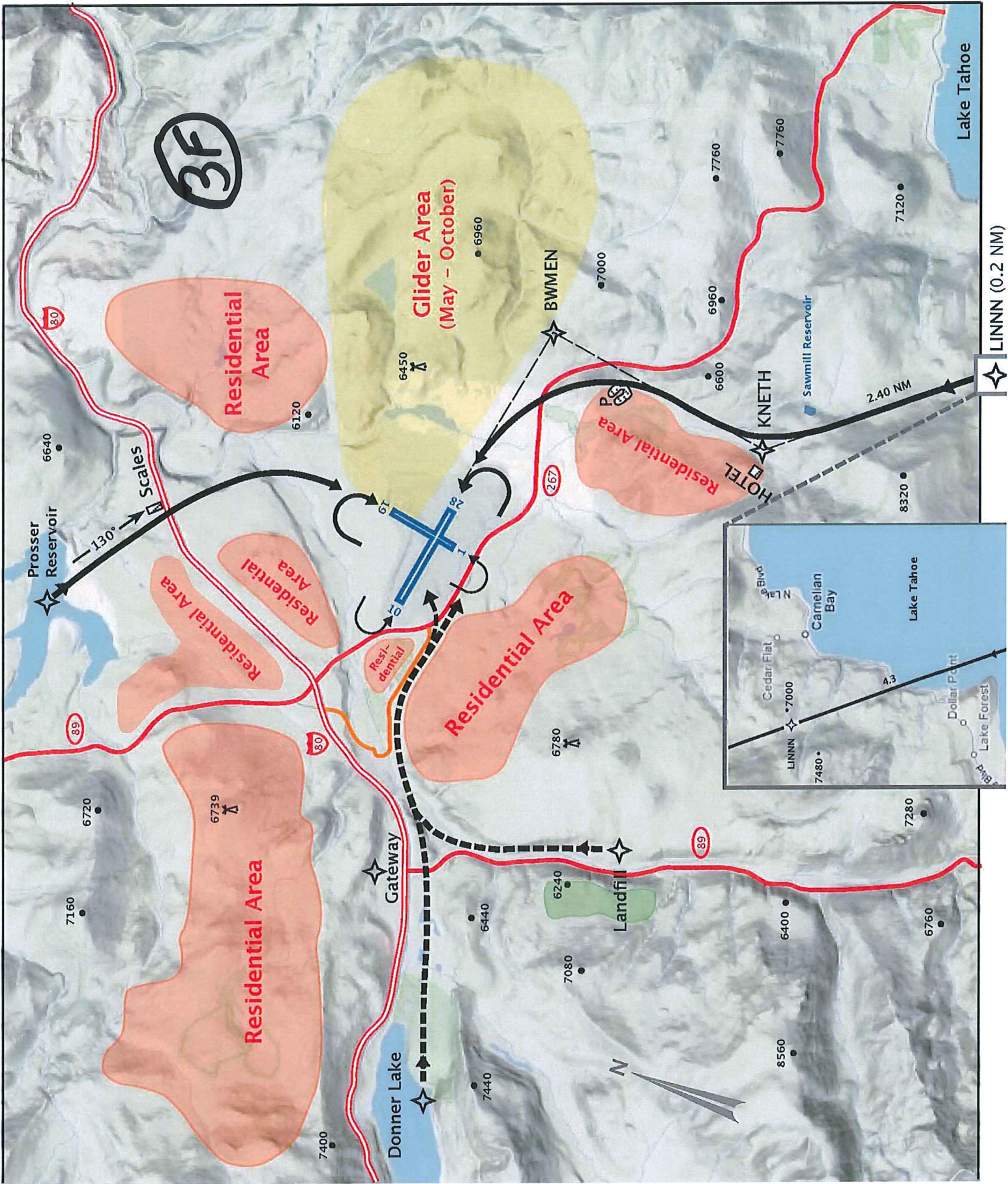
More from Truckee Tar
Autoplay on



KTR
from



KTR
(VFR
from





36

PROSSER LAKE HEIGHTS

Dwight Dr, Eisenhower Hwy

Glenshire Dr

Polaris

Glenshire Dr

Glenshire Dr

Truckee River

Glenshire Dr

Truckee

Truckee River Regional Park

Ponderosa Golf Course

PONDEROSA FAIRWAY ESTATES

Truckee Tahoe Airport-TRK

N Shore Rd

Ponderosa des

CURRENT AVIATION ROLE



3H

The airport is an important regional general aviation facility serving the greater Truckee Tahoe area. The airport is vital transportation link for residents, visitors and businesses, and provides critical air access for emergency, fire patrol and government services. Here are a few highlights:



The airport is used primarily for recreational flying by flying enthusiasts and those desiring access to local scenic venues, tourist attractions and other recreational activities.



Care Flight is based at the airport and provides air ambulance and search and rescue services to the community.



Commercial operators provide on-demand (non-scheduled) air taxi and charter services to Truckee Tahoe area residents, visitors and businesses.



The airport is used by California Department of Forestry and Fire Protection aircraft during fire spotting patrols after thunderstorms and for suppression of wildland fires.



The airport is home to several aviation businesses such as Sierra Aero and Soar Truckee



The airport is used by law enforcement aircraft during local patrols and search and rescue missions.

Emergency services rated most important. - 2009 Godbe Survey.



GROWTH



A MASTER PLAN PILOTTED BY THE COMMUNITY

Truckee Tomorrow is a collaborative economic development initiative led by Truckee Donner Chambers of Commerce in partnership with the Town of Truckee, Truckee Downtown Merchants Association and others.

TruckeeTomorrow
 ■ Creating Economic Prosperity



Other local agencies, such as TRPA, have similar initiatives aimed at strengthening local economies and communities.

- Town of Truckee 2025 General Plan projections:
- 2% annual growth rate in population
 - 2.4% annual increase in housing units (17,800 total housing units by 2025)
 - 4.6% annual increase in nonresidential floor area by 2010 and 2.4% thereafter



- TRPA 2035 projections for Lake Tahoe Basin, including North Shore communities:
- 8% increase in residential units possible
 - 5,900 potential increase in Basin's year-round population

Since 2001, the Town of Truckee's population grew by nearly 16 percent, a significantly higher rate of growth than Nevada County and statewide averages of roughly 6% and 9%, respectively.

Regional growth in terms of residential development, business and tourism will influence airport growth.

Since 2009, aircraft activity at the airport grew at an average annual rate of 0.6%.

As of 2012, jet and turboprop activity comprise 18% of total operations.



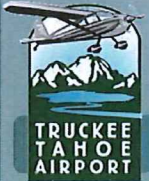
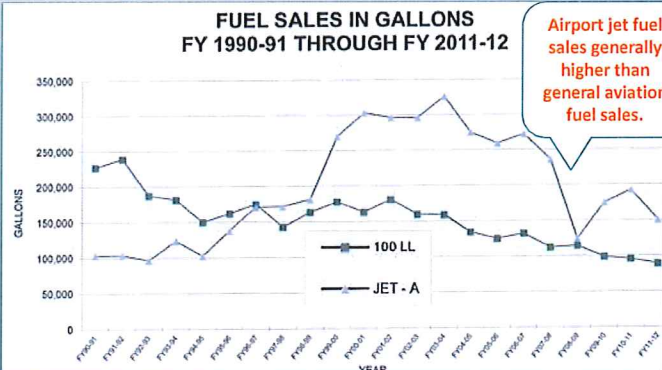
Truckee Tahoe Airport, July 2012

How should we handle future demand by turboprops and business jets



FAA forecasts a 0.1% annual decline in piston-powered aircraft fleet and a 2.9% annual growth in turbine-powered fleet (turboprops and business jets) by 2032.

Turboprop and jet activity at airport is anticipated to continue to rise consistent with industry trends.



THE AIRPORT'S FUTURE



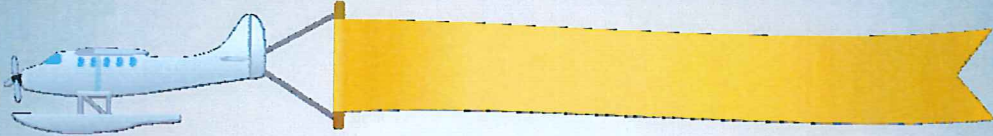
A MASTER PLAN PILOTTED BY THE COMMUNITY

What do you want your airport to be or not be?

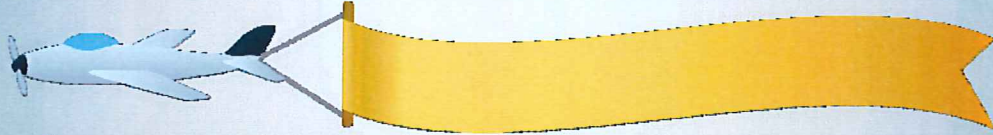
Place or in banner if you want or don't want us to investigate option.



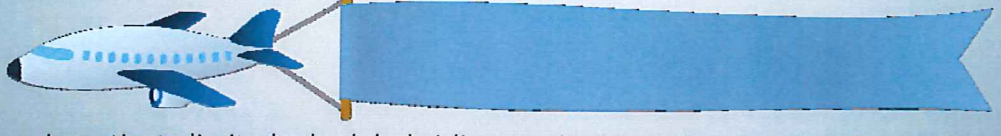
Stay local community airport by limiting future growth.



Accommodate natural growth consistent with aviation and community demand.



In response to aviation trends, pursue business jet and turboprop activity as a way to increase aviation revenue.



Investigate limited scheduled airline service to support tourism, business and resort communities.

How should airport manage future growth?

"Manage growth of operations consistent with community needs."
-2009 Godbe Survey

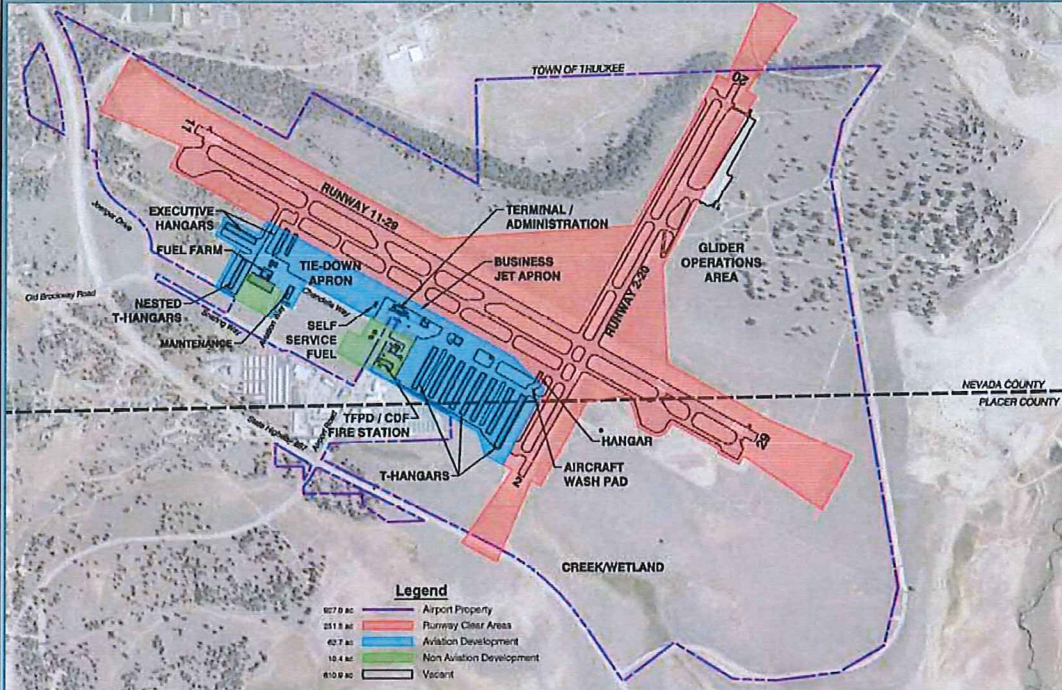
Other ideas? Share them with us.



ON-AIRPORT LAND USES



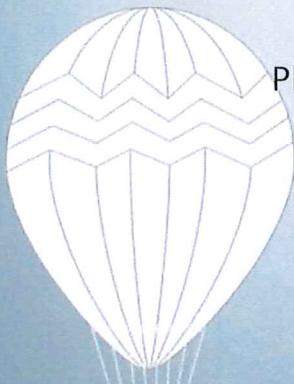
A MASTER PLAN PILOTTED BY THE COMMUNITY



How should the undeveloped portions of the airport property be used?

Place in balloon if you want it.

Place in balloon if you don't want it.



Keep as open space



Provide aviation facilities (hangars, FBO site)

Other ideas? Share them with us.





DATE: April 18, 2016

TO: Hardy Bullock
Truckee Tahoe Airport

FROM: Cindy Gibbs
BridgeNet International

SUBJECT: Airspace Design Review, Arrivals Summary

The Airspace Design Review project was initially tasked with looking at more environmentally friendly and efficient arrival and departure procedures that reduce community annoyance and enhance safety at TRK. The Study's goal was to provide TRK with notional procedures that could be implemented within existing FAA criteria and operational conditions at TRK. Since the initial scoping of the project, the airport has discussed installation of a permanent or temporary air traffic control tower and enhanced FAA-approved surveillance capabilities. With these parameters in mind, the consultant team prepared this summary of capabilities for arrival procedures that reviews existing conditions, recommended notional procedures that were part of the Airspace Design Review, and the capabilities available if the airport had an air traffic control tower and surveillance.

Existing Conditions

The airport currently has published instrument flight procedures for two runways, Runway 11 and Runway 20. The Runway 20 "RNAV Z" approach is constrained by conflicts with missed approach procedures interfering with operations at Reno/Tahoe International Airport, therefore it is not used very often although it has the lowest minimums available for the airport. Meetings with Oakland Center personnel indicate the proposed revisions of this procedure, as briefed in March 2016, should increase the utility of this procedure.

Runways 02 and 29 do not currently have published instrument approach procedures. In an effort to enable low-weather guidance to these runways, the Study reviewed a wide variety of different approach options permissible by current FAA regulations. The results of the Study indicate that the proximity of terrain to the runway ends preclude published instrument approach procedures that would provide benefits to KTRK for the majority of aircraft that operate at the Airport.

In keeping with the project goals of designing procedures that can be used by the majority of aircraft categories that operate at the Airport, procedures that could only be used by one or two aircraft categories were not carried forward for analysis. Options should be reviewed from the perspective that the predominant weather pattern in KTRK is VFR with IFR ceilings, although

rare, being driven by snow storms and low visibility. It is the recommendation of the Study that the amendments to Runways 11 and 20 be pursued for KTRK's instrument approach access points (Feeder Fixes), and visual approaches be pursued as indicated below.

Recommended Notional Instrument Arrival Procedures

The following procedures were recommended in the Airspace Design Review:

- Runway 11 Feeder Fix Amendment – aircraft would fly the existing RNAV GPS approach with available 90 degree transitions to the final approach course using Feeder Fixes instead of executing the existing course reversal. The proposed Feeder Fix amendments from the southwest and northeast should facilitate ease of use for controllers as well as a more user friendly initial approach fix configuration for pilots.
- Runway 20 Feeder Fix Amendment – aircraft will be able to use a new Feeder Fix from the northwest in similar fashion to the above amendments to Runway 11. Additionally, the existing fix from the east will be modified after coordination with the Northern California TRACON to provide better access from that airspace and the missed approach will be modified to deconflict the TRK approaches from RNO operations.
- RNAV-A Circling Approach Procedure – aircraft could use the same arrival corridor proposed for the HARDY Standard Instrument Departure (SID). This would provide a new option for arrivals to TRK from the west and reduce flying miles for aircraft during Marginal VFR weather conditions. During instrument meteorological conditions, the existing RNAV approaches to Runways 11 and 20 would still be required.

Recommended Notional Visual Arrival Procedures

In addition to the above *Recommended Notional Instrument Arrival Procedures*, the following visual procedure was recommended in the Airspace Design Review under the Future Concepts section. This is a procedure that could be carried forward in Phase 2 using the assumptions that the airport will have approved surveillance and a control tower.

- Runway 11 RNAV Visual Concept – aircraft would fly a visual procedure to Runway 11 following a flight corridor between Tahoe Donner and Prosser communities. RNAV Visual Flight Procedures can provide an environmentally friendly arrival path to the airport while assisting the pilot to remain clear of terrain and provide a safe and efficient performance path to the runway.

Enhanced Airspace Capabilities – Operational Tower and Surveillance

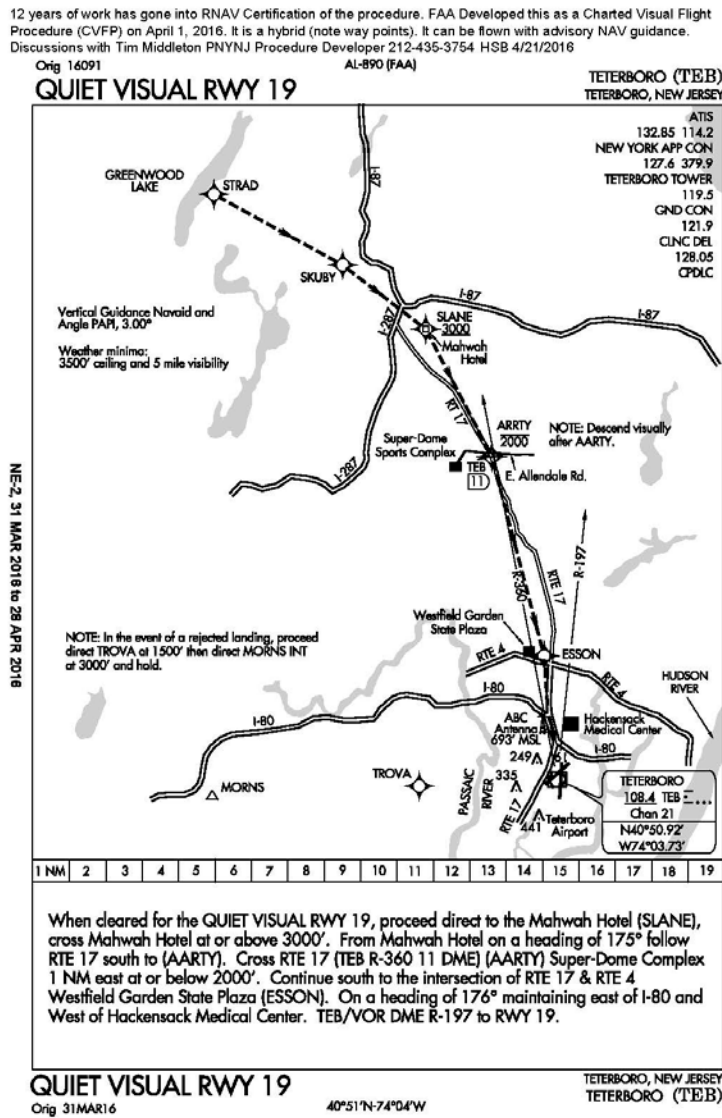
The ability of TRK to provide positive separation in controlled airspace equates to air traffic controllers able to sequence aircraft in a safe and efficient manner. A control tower will allow the airport to reduce delays of arriving and departing aircraft during visual and instrument meteorological conditions, manage traffic patterns to ensure aircraft fly the most environmentally friendly traffic patterns, and improve safety for all operators at the airport.

Changes to the airspace should include not only an operating control tower, but an FAA approved surveillance system. Improved surveillance with systems such as multilateration or ADS-B must provide reliable aircraft position information to the ground.

An approved surveillance system and an operating control tower will allow implementation of more environmentally friendly visual approach procedures such as the RNAV Visual Flight Procedures and the Charted Visual Flight Procedures proposed in Phase 1 and Phase 2 of the Truckee-Tahoe Airspace Study.

Additional Arrival Procedure Options – Phase 2

Charted Visual Flight Procedure with RNAV Waypoints – this procedure uses visual waypoints, or checkpoints, to guide an aircraft. It can be used during visual conditions and can be implemented within current FAA criteria, but requires an operating control tower and approved surveillance system.



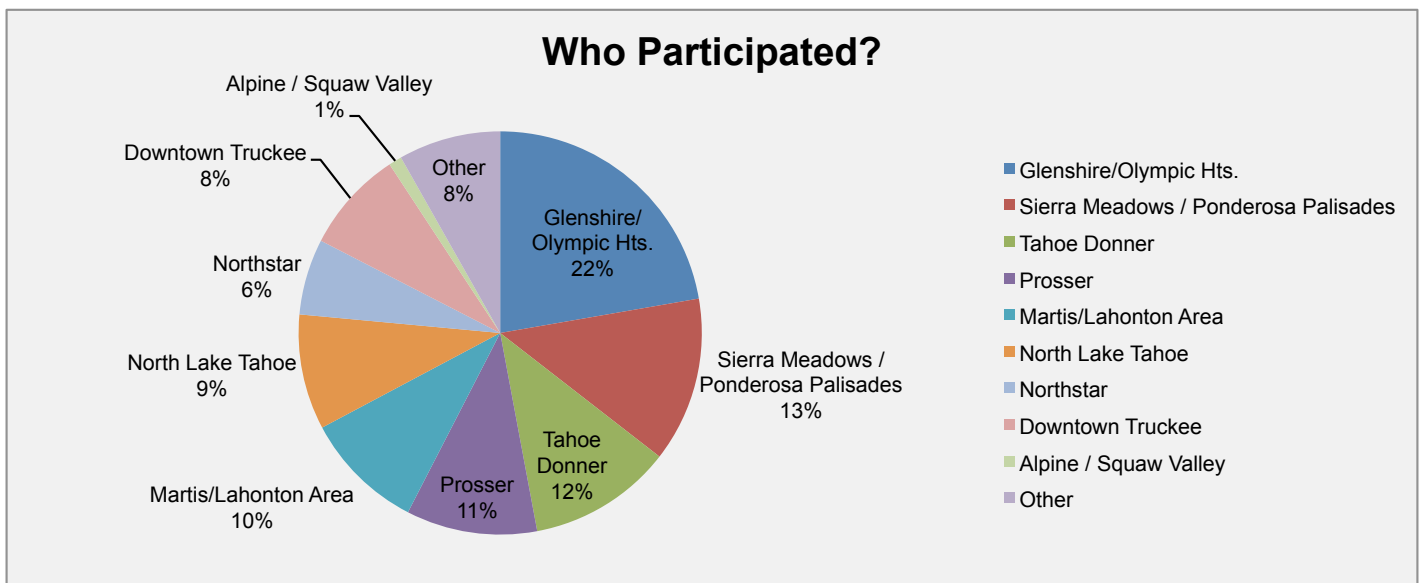
Focus on Themes

Based on community response from the eight workshops and 311 online surveys as well as meetings with various service and neighboring agencies, a number of themes emerged on the topics being examined as part of the master plan update process.

Following is a summary of the key themes that emerged from the Spring 2013 community outreach effort. The goal of the outreach process was to collect as many ideas as possible on the key topics associated with the update of the master plan. Over 3,000 survey comments were reviewed and categorized according to 15 categories. Pages 10 & 11 outline the top themes that emerged in each of the 15 areas from both the surveys and open houses. To review the complete set of comments from both the open houses and survey, please go to the Appendices document.

WHO PARTICIPATED

Community outreach participants represented the far reaches of the TTAD boundaries from Donner Summit to the West Shore of Lake Tahoe and Kings Beach to Prosser Lakeview, Glenshire and Northstar. Of the 311 surveys submitted, 73% stated that they were full-time residents and 26% second homeowners. We estimate that about 80-85% of the participants were community members and about 15-20% of the participants were pilots.



Themes

WHAT PEOPLE LIKE ABOUT TTAD

The top themes that arose from this question from both the open house and online survey responses were as follows:

- Community benefit programs and support for community (events, outreach, facility use)
- Open space programs (around airport, other acquisitions)
- Terminal/Facility (kids playground, new building, Red Truck)
- Operations/Access/Size/Location (close to town, easy to fly in and out, small/rural size, airport operations)
- Leadership/Organization (staff, well run, Board, friendly)
- Economic benefits to the region

CONCERNS ABOUT TTAD

Over 40 people listed that they had no concerns. However, there were three top concerns that surfaced from the open house responses as well as the online survey as follows:

- Noise (air traffic, concentration of flights in corridors, jets)
- Growth (more noise, development at airport, changing what they currently like)
- Anti-pilot sentiments (limits on growth, spending on aviation, expanding services)

(Note: Noise and growth were the top concerns with a far smaller number of participants listing the anti-pilot sentiments as their main concern.)

GROWTH

Participants were asked to state their preference for growth at the Airport based on four options:

1. Stay local
2. Accommodate natural growth
3. Pursue business jet & turboprop activity
4. Investigate limited airline service (commercial)

The overwhelming majority listed the option of accommodating natural growth consistent with aviation and community demand (#2) as their top choice. In other words, they are okay with some growth at the airport.

SPENDING PRIORITIES

Here are the top ideas people had for ways TTAD should prioritize spending, once funds are set aside to run a safe, efficient airport:

- Community benefits/programs
- Open space
- Education programs (scholarships, STEM, aviation club, vocational, Sierra College)
- Improve airport facilities
- Reduce costs
- Annoyance mitigation programs

GENERATING NEW REVENUE

This question was asked only on the survey, not in the open houses. A majority of responses indicated that it was not the role of the airport to focus on generating revenue. A few respondents suggested the following ideas:

- Build more hangars
- Lease land to private entities
- Host events

AVIATION ACTIVITIES

The majority of respondents stated that the airport should continue moving forward with enhancements. Top ideas for enhancements include:

- Expand/Enhance Fly Quiet/Pilot Education/Annoyance mitigation programs
- Enhance support for community and education (shared-use hangar, on-site facilities, land-leasing, aviation education programs/flying club for youth and adults)
- Expand/Enhance Restaurant (longer hours/weekends, more options)
- Enhance/Expand Hangars (build more, improve current, de-icing, shared-use)
- Enhance Runways (expand, improve, shift)

LAND USE

Here are the top ideas people had for how TTAD should use the approximate 611 acres of undeveloped land around the airport:

- Keep as open space
- Use land for recreation (trails, sports fields, indoor rec., camping)
- Enhance facilities for emergency services
- Provide for non-profit/community based entities (transportation hub, museum, library, farming, recycling)
- Build joint-use hangar
- Lease land for private development opportunities

COMMUNITY BENEFITS

The survey results indicated that 100% of respondents like the current community programs currently in place. The following indicates the top community benefit programs shared from both the survey and open houses:

- Community programs (on & off airport)
- Community facilities (at airport)
- Educational programs (scholarship, STEM)
- Recreation and trails
- Conservation and open space
- Annoyance mitigation programs
- Focus on Airport facilities as priority over community programs

Themes (continued)

ANNOYANCE MITIGATION

Participants were asked to comment on the impacts of the airport to them today as far as air flight annoyance. Options were as follows: 1) Not annoyed, 2) Feel community benefits outweigh annoyance, 3) Feel annoyed by aircraft, 4) Feel annoyance has decreased because of current mitigation and outreach programs.

Based on both survey results and workshop dot input, the majority answered that they are not annoyed by traffic and secondly, community benefits outweigh the annoyance their current experience. Some acknowledged that noise is still an issue for them. There were over 50 narrative comments on various topics related to annoyance mitigation that were also submitted that can be viewed in the Appendices document.

FLIGHT PATHS

Participants were asked to comment on preferences as far as flight path scenarios. Two options were presented as well as opportunity for sharing new ideas. The two options for flight path options were: 1) concentrated flight paths or 2) dispersed flight paths. Both survey and workshop results showed about 50/50 support for each option.

This split was mirrored at the workshops as well. Over 60 comments were submitted along with the preferences above. Comments included ideas about arrivals, departures and specific flight paths over neighborhoods. All comments can be viewed in the Appendices document.

ANNOYANCE MITIGATION OPTIONS

TTAD asked for feedback on several annoyance mitigation options that are currently being explored. These options include: 1) Discouraging night operations, 2) Mandatory night curfew, 3) Pilot incentives, 4) Volunteer home acquisition program (purchasing homes in sensitive areas), 5) Lengthen runways to increase aircraft altitude over neighborhoods, 6) Air traffic tower. The themes that were the most popular were: lengthening runways, discouraging night operations, mandating night curfews, and enhancing incentives for pilots. The volunteer home acquisition program idea as well as the tower were not as favorable as the other options. Along with preferences, 55 other comments were submitted and can be viewed in the Appendices document.

AVIATION SPECIFIC THEMES

There were several aviation specific topics that were presented at the workshops aimed at getting feedback from pilots as well as the community interested in these areas. Below are the themes that came out of these areas. Plans are currently underway to conduct a follow-up survey to pilots on these and other related topics to gather additional feedback. A summary of this pilot-focused mini-survey will be shared with the Board in June and used in the development of master plan alternatives.

RUNWAY SCENARIOS

Between the options of 1) Lengthening / reconfiguring runway 22/29, 2) Widening runway 2/20, and 3) Creating a new runway the majority preferred the first option, lengthening / reconfiguring the runway. This question was not asked in the survey but over 70 people commented by placing dots on option 1.

HANGAR DEVELOPMENT

The options presented at the open houses were: 1) Lease land for private hangar development, 2) Develop shade hangars, 3) Develop multi-use hangars, 4) Develop box/executive hangars. The majority (3 & 4) preferred the multi-use and executive hangars over the other two options.

OTHER PILOT SERVICES

The following outlines feedback on pilot service topics.

- Enhanced Facility Development (washracks/de-icing hangar): Supported
- Enhanced on-ground radio coverage with Oakland Center on all areas of airport: Supported
- Visual vertical guidance on Runway 29: Supported
- Enhanced UNICOM and traffic advisory services: Supported
- Mountain Ridge weather reporting station: Supported
- Investing in a high level repeater for AWOS: Supported
- Air traffic control tower: Not Supported

The Board's goal was to get broad public input on how the airport can best serve the region now, and in the future.

-Mary Hetherington,

TTAD Board President