



**MEETING DATE:** May 25, 2016  
**TO:** Board of Directors  
**FROM:** Michael Cooke, Manager of Aviation and Community Services  
**SUBJECT:** Q1 2016 Comments Report & Outreach Memo

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This report summarizes operations and community annoyance comments during the first quarter of 2016. This document represents the most accurate operations numbers using the current suite of technology for data capture.

#### **About the Data**

The primary data source for this report is the Vector NOMS system which integrates cameras at 4 runway ends, 7 taxiways, and MLAT flight-tracking system input. There was no known system downtime for Q1. Operations which tend to fall outside of standard data-capture protocols are itinerant helicopters, glider operations and some touch and go activity. Staff supplemented values from Care Flight for helicopter activity. There were no glider operations captured during the quarter.

#### **Operations and Fleet Mix**

Area traffic increases during Q1 across all transportation modes was likely a result of a robust ski season coming after 2 below-normal years. Weather played a significant role in aviation travel to the region and likely impacted a minimum of 25 days. Holidays during the quarter included the New Year Holiday, Dr. Martin Luther King Jr Day, President's Day, Valentine's Day, Easter, and various school-related breaks like Ski-Skate Week and Spring Break.

While January and March were very similar to 2015 values, February was largely responsible for pushing Q1 2016 well about 2015 totals. Holidays and better flying weather in February are believed to be the most significant contributing factors.

Piston aircraft and Turboprops saw the largest gains per category during the quarter. Overall Piston operations led the increases and were up about 47%. It should be noted arrival cameras have been in operation since July 2015 and are likely capturing more operations that may have been missed before. Turboprop ops were up 17% over 2015 and Jets overall were up about 9%.

The top 20 aircraft operations by model for Q1 are shown in the following table.

The fleet mix during Q1 2016 was similar to other quarters and did not reveal many changes. The only significant new model to the list is the MSQ2, or Backcountry Super Cub, a single engine piston tail dragger operated regularly by a local aviation enthusiast.

By volume, piston aircraft make up the majority of operations at KTRK followed by Turboprops and Jets which is consistent with activity from recent years.

Turboprops continue to gain overall increases, up by 206 operations, and the Pilatus PC12 leads the category by a very large margin. At 805 operations for the quarter, it was utilized nearly 8 times as often as the next closest turboprop, the King Air 90.

Jets were up overall by 14 operations. The most popular jet aircraft to visit were the Embraer Phenom 100 & 300 and the Cessna Citation 560XL. Jets under 12,500lbs and over 50'000lbs both saw declines in operations for the quarter.

Model	Type	Engines	Total
PC12	Turboprop	1	805
C172	Piston	1	384
C182	Piston	1	342
SR22	Piston	1	239
AS50	Helo	1	231
C210	Piston	1	148
BE36	Piston	1	141
MSQ2	Piston	1	110
BE9L	Turboprop	2	105
TBM7	Turboprop	1	101
B350	Turboprop	2	96
C206	Piston	1	95
M20P	Piston	1	86
E50P	Jet	2	82
BE20	Turboprop	2	79
C414	Piston	2	67
C56X	Jet	2	64
C421	Piston	2	63
BE35	Piston	1	59
PA46	Piston	1	58

### Night Operations

Voluntary curfew times are currently advertised as 10 p.m. to 7 a.m. Based aircraft are incentivized at two thresholds: 6 AM to 11 PM as the Fly Quiet 1 and 6:30 AM to 10:30 PM as the FQ2. EMS services are the most typical operators after hours at KTRK. 22 EMS helicopter movements and 2 fixed-wing turboprop EMS movements occurred in Q1 during curfew hours. There were no cancellations of Fly Quiet lease incentives during Q1 2016. The following table illustrates non-EMS operations during the hours of 10 PM to 7 AM for the quarter.

Time	Jet	Piston	Turboprop	Total
6:00 - 6:29	0	0	2	2
6:30 - 6:59	0	3	3	6
22:00 - 22:59	0	0	3	3
<b>Total</b>	<b>0</b>	<b>3</b>	<b>8</b>	<b>11</b>

### Community Annoyance Comments Summary

80 comments were generated from 18 households representing 7 residential areas. 3 were new commenters. 13 commenters made one comment while 4 commenters made more than 5. The top single commenter made 21 of the 80 quarterly comments and staff correlated 19 to compliant operations, one unknown operation, and one non-compliant operation.

Olympic Heights was the most impacted residential areas when looking at the number of unique commenters combined with overall volume of comments. In general, complaints from Olympic Heights occur when aircraft drift too far to the east from Bypass Bridge and overfly the western end of the neighborhood.

Prosser Lakeview was the second-most impacted neighborhood. Those comments focus almost exclusively on Jet departures from Runway 29 using the Truck Four Instrument Departure. The table below summarizes the total comments by type from each residential area that commented during the quarter.

Q1 2016				Olympic		Sierra	Tahoe	
	Glenshire	Martis	Northstar	Heights	Prosser	Meadows	Donner	Total
Jet	3	1	5	3	20		1	33
Piston	3	2	1	12		2		20
Turboprop	10		2	9				21
Unknown	1	2			3			6
<b>Total</b>	<b>17</b>	<b>5</b>	<b>8</b>	<b>24</b>	<b>23</b>	<b>2</b>	<b>1</b>	<b>80</b>

A handful of comments referenced frequency of operations or repetitive events as a source of annoyance. New commenters for the period represent Northstar, Prosser, and Sierra Meadows. Of the 3 new callers, 1 sited repetitive touch and go operations as their primary concern about one aircraft in particular. Staff met that operator. The other new comments correlated to jet arrivals, both compliant, however staff spoke to a Gulfstream crew about the call.

Two touch and go operations generated complaints for the quarter and all operators were contacted. One comment resulted from aircraft overflight not associated with KTRK, and 6 comments could not be correlated to an aviation event. A matrix of comments by runway and operation type follows:

	11	20	29	Overflight	UNK	Total
Arrival	1	17	9			27
Departure		1	43			44
Overflight				1		1
Touch & Go			1		1	2
Unknown					6	6
<b>Total</b>	<b>1</b>	<b>18</b>	<b>53</b>	<b>1</b>	<b>7</b>	<b>80</b>

## **Compliance and Outreach Efforts**

Community members received email follow-ups or return calls regarding their comments depending on their preference. Staff is available for discussion to all community members and periodically checks with regular commenters on preferred method of follow-up.

Based on staff reviews, 22 annoyance instances were determined to be non-compliant with noise abatement procedures in Q1. All non-compliant operators received outreach as did non-incentivized night operations and any staff-generated safety concerns. Ramp outreach and engagement during crew ground time was performed by several staff members.

Staff made 27 formal outreach efforts in response to the 80 comments received and multiple informal efforts while on the field. Tracks associated to non-compliant operations were included during the monthly reports and are available for review at [www.truckeeahoeairport.com](http://www.truckeeahoeairport.com).