



MEETING DATE: October 26, 2016
TO: Board of Directors
FROM: Michael Cooke, Manager of Aviation & Community Services
SUBJECT: Q3 2016 Comments Report & Outreach Memo

This report summarizes operations and community annoyance comments from July through September of 2016. A monthly report supplements this report which offers insight on outreach efforts by staff to operators and community members based on annoyance comments. 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 VNOMS system which integrates arrival and departure information from 11 airfield cameras and the District's flight tracking system. There was no system downtime for the reporting period, however due to construction activities 4 cameras were effectively off line from July through October. Helicopter and glider operations have been altered: staff supplemented values from Soar Truckee for glider operations and REMSA for helicopter activity for the reporting period to ensure the most accurate counts of those aircraft activities.

Operations and Fleet Mix

Excellent flying weather dominated a period packed with local and regional events. Q3 is typically 2 to 3 times busier than other quarters and 2016 was no exception. There were numerous 11/29 runway closures during construction between July and October, but operations were not significantly reduced as traffic shifted to 02/20. Operations were up and followed established trends and forecasts during the quarter.

Overall operations through Q3 (Jan through Sept) were up 22% over 2015. The busiest day of summer peaked at around 300 operations on Monday September 5th, Labor Day, after which operations began to slow. July led as the busiest month with August in trail. Combined, July and August will total about one third of all 2016 operations. By the end of September, operations surpassed the total of 2015.

Outside of Helicopters and Piston Twins, all types of aircraft grew in operations. As stated in the Q2 report discussion, the spike in Jet operations in June was related to the Independence Day travel and normalized when compared year to date.

Turboprops saw a gain of 621 operations YTD over 2015, up by 13%. The leader again of turboprops and among all aircraft models is the Pilatus PC12 turboprop which equals 60% of turboprop ops for the quarter.

Piston operations were up 1,472 operations with growth in single engine activity at 35% and declines in twins at 21%.

The table to the right details the top 20 aircraft models visiting the airfield during the quarter. Piston aircraft such as the C172, C182, and SR22 are regularly used for training, so it should be noted that many of the operations made by these aircraft are touch and go's. At this time staff does not separate touch and go operations from arrivals and departures, but it would be fair to assume 20% of piston single engine activities are touch and go.

Model	Type	Engines	Total Ops
PC12	Turboprop	1	1326
C172	Piston	1	1156
C182	Piston	1	793
SR22	Piston	1	543
C210	Piston	1	387
C206	Piston	1	356
PA25	Piston	1	320
BE36	Piston	1	295
B350	Turboprop	2	221
BE35	Piston	1	190
BE20	Turboprop	2	171
M20P	Piston	2	167
C56X	Jet	2	165
MSQ2	Piston	1	153
C525	Jet	2	148
E55P	Jet	2	141
PA46	Piston	1	136
BE9L	Turboprop	2	135
R44	Helo	1	130
TBM7	Turboprop	1	123

Jets Analysis

The following table summarizes jet operations by weight for the quarter along with associated comment information. As a whole, Jets were 48% of the quarterly comment total.

Ops by Jet Weight	Q1 - Q3 (YTD) Ops Comparison			Q3 Ops/Comments		
	2015	2016	Trend	Ops	Comments	Ratio
Jet <12,499 lbs	791	776	-15	390	35	11
Jet 12,499-19,999 lbs	1059	1127	68	596	46	13
Jet 20,000-49,999 lbs	814	987	173	542	86	6
Jet >50,000lbs	202	217	15	98	19	5
TOTAL	2866	3107	241	1626	187*	9

For the quarter, jet operations totaled 1,626 and generated 187 complaints. One comment was attributed to a B737 at flight levels and is not included in the breakdown above. Multiple comments including 23 from unknown sources and 11 likely from military sources are not included above as they may span multiple types or lack type confirmation. For example, an F18 Super Hornet (J) associated with the TTAD airshow generated 4 comments and a C130 (TP) operating for the Incline Village Independence Day generated 2 comments.

Night Operations

There were 92 operations made by 73 different aircraft between 10 PM and 7 AM during the quarter that were not associated with EMS activity. 48 of these were between 6:30 AM and 7 AM and 13 were before 10:30 PM. One arrival at 11:10 PM resulted in loss of Fly Quiet Incentives to a locally-based Cessna 210.

In discussion with piston and a few turboprop operators who flew within the curfew periods, either they were attempting to leave early for performance or weather avoidance or were not aware of the voluntary curfew. Other turboprop operators and most jet operator departed just before runway closures at 7 AM during the construction times. A table of operations by hour and number of unique aircraft is below.

Non-EMS Operations 10 PM to 7 AM Q3 2016						
	22:00	23:00	4:00	5:00	6:00	Total
Ops	18	7	1	6	60	92
Aircraft	5	5	1	3	20	73

Community Annoyance Comments Summary

100 households in 8 residential areas near the airport and 2 residents in the Tahoe Basin voiced concerns. Staff processed 1 anonymous comment. 23 households were first-time callers. The majority of households, 59, made 1 comment. 4 households sent in 30 or more comments. A Northstar resident near left base for 29 submitted 59. A Prosser Lakeview resident sent 14 comments in under 4 hours.

	Helo	Jet	Piston	Turboprop	UNK/MIL	Total
Alder		16		1	2	19
Downtown				1		1
Glenshire		21	13	14	9	57
Martis Valley Estates	2	14	12	2	4	34
Northstar		52	14	22	1	89
Olympic Heights		14	40	16		70
Prosser		27	6	4	9	46
Sierra Meadows	2	4	14			20
Tahoe Basin		2	1	1		4
Tahoe Donner		37	4		9	50
Total	4	187	104	61	34	390

Northstar led comments by zone at 89 followed by Olympic Heights and Glenshire at 70 and 57. 1 comment from Downtown and 4 from Tahoe's North Shore represent the lighter end of the scale.

Comments by weekday and operation followed established patterns with arrivals on Fridays and departures on Sundays generating significantly more complaints than all other weekdays. 191 comments were associated to departures and 159 to arrivals. 268 comments were associated to Runway 29.

Higher operations numbers was a primary influencer of comment growth. Construction activity on 11/29 which shifted some traffic to Runway 20 was a contributing factor in new commenters from Glenshire, which gained 10 for Q3. Additionally, overall awareness of the airport peaked with multiple outreach meetings and myriad summer events including flight operations like the Airshow, mountain flying courses, helicopter tours, glider competitions, and a new skydiving operation.

10 touch and go operations generated complaints for the quarter, 7 using Runway 29 and 3 on Runway 02. Repetitive overflight or frequency of operations was mentioned in at least 44 comments. With more operations and few weather events to curb flight activities, even residents nearby who normally may not comment called. The threshold is illustrated in the following comment.

A Sierra Meadows resident sent in on 8/28: "Really trying to work with the noise guys but it's the 7th time I have counted the SAME airplane doing circles over our homes. It's a joke! My cats don't even want to go outside. I guess the question is are there ANY rules at all or do the pilots just do whatever they want! Black body white wings with propeller. Obviously the airport is a beast that even you guys now have no control over. But a strong emphasis on some neighborhood respect is massively necessary! This is the Sierras not L.A. And I kind of get the feeling that most the people flying into this airport are not local tax payers - who fund the airport. Help! Update I am now listening to the 8th lap. UNBELIEVABLE! And I am not even mentioning the airplane that I woke up to this morning at 6:25am." Staff reached out to the commenter and the aircraft operator doing patterns.

The threshold phenomenon manifested again when a WWII B-25 Mitchell Bomber visited in September for several days offering free walk-throughs and area scenic flights for a fee. It drew much public interest and sold over 31 tickets for rides. The flights generated 16 annoyance comments from 13 commenters. Staff met with the pilot in advance and during the weekend on multiple occasions and despite best efforts, the unique sound and performance characteristics of this aircraft made it the most-commented upon aircraft during the quarter. See 09/18 complaint synopsis with comments.

Compliance and Outreach Efforts

Community members received either return email confirmations or call backs regarding their complaints. Due to the high frequency of some commenters, staff had to respond periodically rather than at each instance, although *all* comments have been recorded for inclusion in this report and *all* comments were investigated for compliance. Staff made itself available for follow up and discussion to all community members and invited several in for further discussion.

For Q3, 130 of 390 operations were determined non-compliant. Outreach for these as well as some night operations during the quarter are still under way. Completed non-compliant and noteworthy tracks and comment reports from September follow.

PI 515 - Community Annoyance Processing Procedures Check In

The Board of Directors requested a follow-up at the end of peak season for PI 515. This Policy Instruction was approved during the May 2016 regular meeting to provide staff with guidance when addressing high frequency commenters and ensure a single commenter's voice would be heard in equal proportion to other residents. With the General Manager's approval, Staff used PI 515 to better manage comments from 1 frequent caller who sent in 59 comments during the quarter. The decision provided for response resources to other commenters and more resources overall for pilot outreach.

The policy was used just once during Q3 2016. Staff recommends leaving PI 515 in place with no changes.