

Truckee Tahoe Airport District
UNICOM Summer 2016 Observation/Enhancement Project
Consultant / Staff Presentation
October 26, 2016

UNICOM is a nongovernment air/ground radio communication station that may provide airport information at public-use airports where there is no tower or FSS. On pilot request, UNICOM stations may provide pilots with weather information, wind direction, the recommended runway, or other necessary information. If the UNICOM frequency is designated as the CTAF, it will be identified in appropriate aeronautical publications.

1. Located in the “CAB” upstairs.
2. Functions as a nerve center for operations, maintenance, FBO services, customer service, weather reporting, NOTAM filing and point of sale.
3. Several UNICOM studies have been completed within the past five years.
(organization, hours, services, training, access, workload etc.)
4. UNICOM is constantly responding to changes:
 - a. Weather
 - b. Fleet Mix
 - c. Tempo
 - d. Community use of facilities
 - e. Peak Period operations

Truckee Tahoe Airport. Connected.



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GOAL: Apply professional observation and guidance to the UNICOM operation to achieve the following:

- Enhance aviation safety
- Reduce community annoyance
- Understand operational opportunities for improvement

CONTRACT DELIVERABLE:

- ✓ Develop a Standard Operating Procedure (SOP)
- ✓ Find ways to reduce community annoyance
- ✓ Develop a baseline for service offering
- ✓ Develop ways to improve UNICOM services
- ✓ Conduct site selection for a temporary seasonal tower placement
- ✓ Prepare staff for operations with a tower

Duty
Priority

1ST Wind & Altimeter - Field Conditions – Traffic Advisories
2nd FBO Services: Parking, POS, Weather, Phone

Operational
Priority

1st Emergency Aircraft – Care Flight Life Flight
2nd Fire Fighting – CHP Rescue Law Enforcement

ATC Like
Service

Suggested Phraseology
Field Conditions – Closures – Snow Removal – Traffic - Braking

FBO
Services

Duty Priority
Parking – Fuel – POS- Weather – Phone – Emergency – Lighting

FBO
Services

Emergency Operations
Definitions – Phraseology – Response

- a) Conceptual 270 climbing departure off runway 29
- b) Use of AWOS for arrival and departure NAP info
- c) Use of Pilot & Passenger Outreach Coordinator
- d) Tower assignment of preferential runway
- e) Tower assignment of departure procedure
- f) Tower assignment of altitude
- g) Notification of curfew
- h) ** It was determined that peak period tempo doesn't allow UNICOM to impart NAP info BUT a tower will add radio capacity and needed directional influence.

- a) UNICOM is limited by available space / Alternative is to separate FBO services
- b) Phone reception handled elsewhere
- c) Enhancements to POS may streamline
- d) Reduce distractions
- e) Enhance hearing for radio by installing headsets
- f) Develop training protocol
- g) Remove distractions

- ✓ Site selection complete. WEST of EAA building
- ✓ Infrastructure needs assessment complete: Lighting, power, comms., obstruction, visibility, environmental
- ✓ Staff meetings with Oakland Center for MOA and advocating for Class Delta airspace
- ✓ Completion of Class E surface area rule making
- ✓ Midwest Contract Draft under review by contractor counsel
- ✓ Congressman McClintock meeting
- ✓ FAA ADSB Program Lead meeting Washington DC
- ✓ Safety Risk Management Determination underway
- ✓ KTRK SMS Summary complete for FAA review
- ✓ KTRK FAA ADSB Report complete and submitted

1. Staff performed well – Accepted direction – Learned new methods of advisory
2. Operational Tempo determined levels of service (Tower will improve)
3. Radio and communications proved problematic (Tower | Ground | UNICOM will improve)
4. KTRK is a dynamic environment (Tower will standardize pilot conduct)
5. Some current services should be removed from UNICOM
 - a) Phones and reception
 - b) Car rental
 - c) Certain components of FBO services
 - d) Maintenance dispatch and employee gathering
6. Noise Abatement Procedures work well with AWOS, signs, and pilot outreach. Less effective with UNICOM advisories due to frequency saturation and duty requirements. (Tower can be more prescriptive with NAP than Unicom)