

Truckee Tahoe Airport District
Community Outreach Neighborhood Meetings
Comments of Jack Ellis

First, I'd like to introduce myself. My wife and I have been full-time residents of Tahoe City since the summer of 2009. My wife and I have owned property in Tahoe City since 1982. I am a pilot and have been an airport hangar tenant since about 2010. I've used the airport for more than 30 years, initially flying up occasionally on weekends instead of driving from our home in the Bay Area, and more recently to travel to the Bay Area, Southern California, and all over the US and Canada. I served a three year term on the Airport Community Advisory Team over the period from late 2010 through late 2013.

I would like to address several items in the above-referenced report.

- 1) The airport received 430 comments from 8 neighborhood meetings. While the absolute number of comments seems large, they still represent a relatively small fraction of the roughly 15,000 households in the District.
- 2) I understand the concerns of those District residents who are unhappy about noise exposure resulting from airport operations. My wife and I are similarly affected since both of our properties have line-of-sight views of Lake Tahoe and we are exposed to both road noise and boat noise in summer. We also have a variety of aircraft fly over our home from time to time, including C-130s and military helicopters from the Nevada Air National Guard, private aircraft, and military jets. We were aware of some of these potential sources of disturbance when we bought our properties, but we realize that boating in particular is a popular summertime recreational activity and that tolerating ambient noise from boats, cars and aircraft is part of the price we pay for being able to live up here and enjoy all the area has to offer. As much as they may dislike being reminded, residents living near the airport should similarly understand that they made an affirmative choice to live where they do, even though there has been an airport in the area for more than 50 years.
- 3) I can't speak for other pilots but I do as much as I can to minimize the noise impact of my flying activities. I no longer fly at night, I am very careful to meet my obligations under the airport's "Fly Quiet" program, I observe the recommended noise abatement procedures, and whenever possible I depart to the north in accordance with the airport's calm wind runway guidance. While I cannot speak for them, based on my observations when at the airport I believe most local pilots do the same.
- 4) Some of those who commented asked that the airport not promote itself or add amenities that would attract more traffic. I am unaware of ANY promotional efforts undertaken by the airport management and staff to promote the airport as a destination. The airport HAS undertaken an extensive outreach program to help educate visiting pilots about the airport, safety and noise, including the fractional ownership operators that account for a large share of jet traffic. While on ACAT I traveled to at least three airports in the Bay Area in connection with this outreach effort. Those who fly into the airport, whether in their own aircraft, with a fractional operator, or on Surf air, do so because the airport is

closer to their home than Reno-Tahoe International. Airports are not destinations in and of themselves. Conveniently located airports allow people to travel in a way that, at least for them, is cost-effective and helps them make the best use of their time, just as individual automobiles are more time- and cost-effective than most public transportation.

5) District residents should have realistic expectations about the seasonal control tower "experiment" that will get underway next June. It will improve safety by imposing some order on what can be a chaotic situation in the air on busy summer days and it may help move some traffic away from noise-sensitive neighborhoods at times. It is not a magic bullet.

6) Some District residents have expressed concerns about large aircraft and the prospect of commercial operations. They should understand that the likes of Southwest Airlines will NEVER fly into the airport because there's far too little originating traffic, winter weather is too disruptive, and the aircraft Southwest flies are unsuitable for our airport. The airport management and board cannot stop SurfAir or fractional ownership operators from flying into TRK. Only the FAA can do that, and then only if SurfAir or the fractional operator is violating the regulations or is unsafe. The airport management and board DO conduct extensive educational outreach aimed at reducing the noise impact of the turboprop and jet aircraft that seem to be the biggest concern to District residents.

7) I and many other local pilots would welcome an opportunity to introduce area residents to the perspective of those who sit at the controls of an airplane. You can contact Kevin Smith or Hardy Bullock to arrange a ride with me when the weather is good and the air is calm.

Jack Ellis
PO Box 6600
Tahoe City, CA 96145

Hardy Bullock

From: Carina Eady-Toledo <carina.toledo@yahoo.com>
Sent: Monday, November 21, 2016 9:00 AM
To: Hardy Bullock
Subject: Public Comments for Truckee Airport Board meeting

Categories: READ THIS

Hello,

My name is Carina Toledo. I have lived in Truckee for 11 years and am currently a homeowner in the Olympic Heights neighborhood. While Olympic Heights is one of the oldest neighborhoods in Truckee, it is rich in community and full time residents that contribute vitally to our community. I have been incredibly disappointed at the steady increases in air traffic directly over our neighborhood and am distressed about what the future looks like for our neighborhood if flight path restrictions are not put in place immediately. I urge you to please prohibit all flight paths and air traffic over the Olympic Heights neighborhood, especially large aircrafts and jets. The noise pollution of the consistent jet traffic over Olympic Heights this summer was devastating to many families that have invested in homes here in the mountains for a sense of peace and isolation. Please prohibit all flight paths from flying over Olympic Heights and protect our home values, our privacy, and all that we love about our community here in Truckee.

Thank you,

Carina Toledo
(530) 217-9209

[Sent from Yahoo Mail on Android](#)

Hardy Bullock

From: Robert Yoder <ryoder@truckeeinfo.com>
Sent: Friday, November 18, 2016 12:05 PM
To: Hardy Bullock
Subject: public comment on airport study

Categories: READ THIS

Hi Hardy

Here is my comment regarding the study and areas of concern. The comments are in no order of importance.

1. Limit and enforce flight regulations to prevent reckless flying. ie touch and goes on surrounding lakes or low flying over Lake Tahoe and ski areas.
2. Increase user fees, tiered if not in place with non residents paying a higher fee. Ie Incline residents or visitors.
3. Use revenue for airport services, not purchasing open space, funding affordable housing or other items. Eliminate FAA funding if we have sufficient excess revenue. Greater local control
4. A tower should be used to enforce flight path and height regulations and limit flights to daytime.
5. Reduce the increase in traffic and growth
6. Do not construct traffic desk for commercial aircraft or customs. We do not want more commercial traffic. Reno is close and can provide commercial access.
7. Gray's crossing does not appear to be on the map. Olympic Heights, Old Greenwood, Gray's and Prosser have the most residents that are impacted.

Robert Yoder
Associate Broker
The Sharp Team
Coldwell Banker Residential Brokerage
17400 Northwoods Blvd.
Truckee, Ca
96161
530-320-9227
www.davisyoder.com
ryoder@truckeeinfo.com
license #01117410

"The information in this electronic mail message is the sender's confidential business and may be legally privileged. It is intended solely for the addressee(s). Access to this internet electronic mail message by anyone else is unauthorized. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it is prohibited and may be unlawful."

"The sender believes that this E-mail and any attachments were free of any virus, worm, Trojan horse, and/or malicious code when sent. This message and its attachments could have been infected during transmission. By reading the message and opening any attachments, the recipient accepts full responsibility for taking protective and remedial action about viruses and other defects. The sender's company is not liable for any loss or damage arising in any way from this message or its attachments."

"Nothing in this email shall be deemed to create a binding contract to purchase/sell real estate. The sender of this email does not have the authority to bind a buyer or seller to a contract via written or verbal communications including, but not limited to, email communications."