

MEMO:

To: Community Members, Board of Directors, ACAT and Staff
From: Michael Cooke, Aviation & Community Service Manager
Subject: Community Comments & Operations Report- 2nd Quarter 2014
Date: July 23, 2014

Be advised that the totals in the 'Operations-Type' column are not a true sum of each type for Q2 2014. In the Q2 2014 report staff created estimations of operations based on WASP system operational status. There was significant data loss in Q2 2014 due to degraded system components which were completed in May. Estimations of downtime were cross referenced against MLAT data. Flights not captured with the use of WASP or MLAT flight tracking data are touch and go operations and itinerant helicopters.

With respect to touch and go operations, staff applied an accepted, previously used, numerical multiplier for estimation purposes (20%) outlined below.

Period	Quarterly Reported Operations without touch & go	Multiplier	Final quarterly reported operations (includes glider ops)
Q1 2014	3710	.15	4267
Q2 2014	2874	.20	4272

The multiplier is an estimation from reported rental aircraft hours from aircraft located on the field. One hour of rental time averaged 3 touch and go operations which are 6 operations for reporting purposes. The average annual hours flown for the aircraft were 563 for the past six years. There are no itinerant touch and go operations or itinerant helicopter operations included in this multiplier equation.

Basis: 563 hours X 6 operations = 3378 annual touch & go operations. Multiplier basis by operations tempo within the season. **(Opinion)**

Staff processed no cancellations of voluntary Fly Quiet Incentives due to violations. One operation after 11 PM and before 6 AM was captured in Q2 of 2014 which generated one comment.

Beyond the comments

Most of this year the District has been engaged in intensive community outreach surrounding the Master Plan. In general an increase in comments may be attributed to heightened awareness of the airport, its actions, and our willingness to give significant voice to any and all comments related to airport activity. Staff has completed the phone survey of previous commenters and is now actively engaged in walking neighborhoods in the B1 zone, currently Olympic Heights. The Board will receive updates on staff progress and neighborhood response to this "boots on the ground" outreach effort on a monthly basis as completed.

Northstar comment volume rose significantly this quarter. 29% of the total comments came from Northstar, 18% from 1 household, focusing primarily on jet traffic during the late mornings. Staff has reached out to this individual. Olympic Heights comments rose as well and were spread among

piston, turbo-prop and jet aircraft. Comments from Olympics Heights occurred significantly more in the afternoons and generally focused on departures from 29.

Prosser saw significant decreases in comments from the same period last year. All other neighborhoods remained the same from the prior year's Q2.

Comments by Operation Q2 2014

- ✓ Departures generated 14 comments
- ✓ Arrivals generated 19 comments
- ✓ Touch and Go operations generated 3 comments
- ✓ Unknown operations generated 2 comments

Track Data for Q2 2014

- 28 flight tracks were correlated to 38 comments from 22 households.

Description	Compliance	Image ID
Jet Departure Runway 29	Compliant/Ordinary	02_29_D_J_OFF_3931
Jet Arrival Runway 29	Compliant/Ordinary	03_29_A_J_LOW_757
Helo Departure Ramp - medical	Not Compliant	05_20_A_H_LOW_916
Piston Departure Runway 02	Compliant/Ordinary	06_02_D_P_LOUD_410
Turboprop Arrival Runway 20	Complaint/Ordinary	07_20_A_TP_LOW_285
Piston Arrival Runway 20	Not Compliant	08_20_A_P_LOW_485
Jet Arrival Runway 11	Not Compliant	09_11_A_J_LOW_851
Turboprop Arrival Runway 29	Compliant/Ordinary	11_29_A_TP_LOW_821
Turboprop Departure Runway 29	Compliant/Ordinary	12_29_D_TP_LOW_297
Piston Touch & Go Runway 29	Compliant/Ordinary	15_29_TG_P_OFF_1396
Piston Touch & Go Runway 29	Compliant/Ordinary	16_29_TG_P_OFF_1496
Turboprop Departure Runway 29	Not Compliant	17_29_D_P_LOW_397
Turboprop Arrival Runway 29	Compliant/Ordinary	19_29_A_TP_LOW_1717
Jet Arrival Runway 29	Compliant/Ordinary	20_29_A_J_LOW_617
Jet Arrival Runway 29	Compliant/Ordinary	21_29_A_J_OFF_873
Piston Touch & Go Runway 29	Not Compliant	24_29_TG_P_OFF_233
Turboprop Arrival Runway 20	Compliant/Ordinary	25_20_A_TP_LOUD_3100
Turboprop Departure Runway 29	Not Compliant	26_29_D_TP_OFF_590
Turboprop Departure Runway 29	Not Compliant	27_29_D_TP_OFF_490
Jet Arrival Runway 29	Compliant/Ordinary	28_29_A_J_LOW_3717
Turboprop Departure Runway 29	Not Compliant	29_29_D_TP_OFF_909
Turboprop Departure Runway 29	Not Compliant	30_29_D_TP_OFF_688
Helo Departure Ramp - medical	Not Compliant	31_29_D_H_OFF_340
Piston Departure Runway 20	Compliant/Ordinary	32_20_D_P_LOW_717
Jet Departure Runway 29	Compliant/Ordinary	33_29_D_J_LOW_1263
Jet Arrival Runway 29	Compliant/Ordinary	34_29_A_J_LOW_1462
Turboprop Arrival Runway 29	Not Compliant	35_29_A_TP_ALL_718
Piston Arrival Runway 20	Compliant/Ordinary	38_20_A_P_LOW_507

This section illustrates the quality of compliance with our local noise abatement procedures and commonly accepted practices as outlined in the Federal Aviation Regulations and the Aeronautical Information Manual. Some opinion is required to complete this assessment. Many factors contribute to the selected flight path and altitude of an aircraft while arriving and departing the airfield. Also note that weather has not been overlaid onto any graphics. It is not the intention of staff to place judgment on the condition or quality of the pilotage rather to loosely quantify the quality of compliance to local noise abatement procedures.

[illegible]

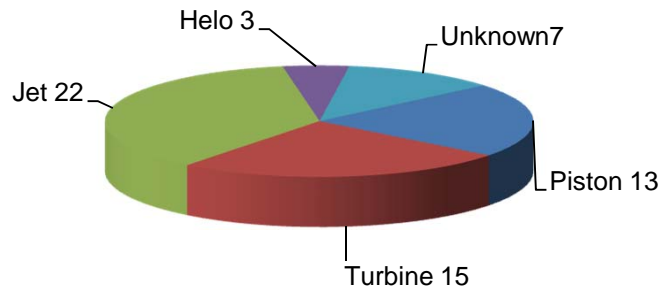
	Q2 2013	Q2 2014	% Change	2013	2014	% Change
Total Operations	3862	3697	-4%	8157	7964	-2%
Total Comments	26	38	46%	43	60	40%
Ops/Comments	149	97	-35%	190	133	-30%

Operations & Community Comment Report

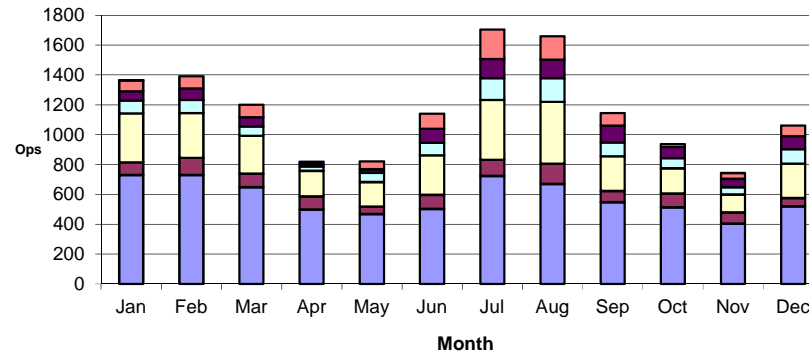
Second Quarter 2014

Truckee Tahoe Airport District

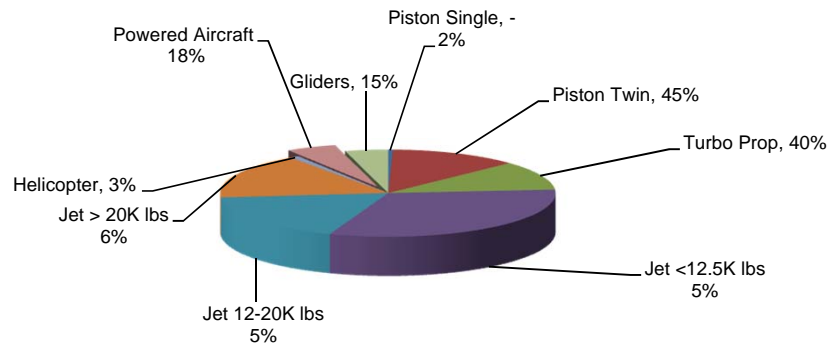
Comments by Operation YTD



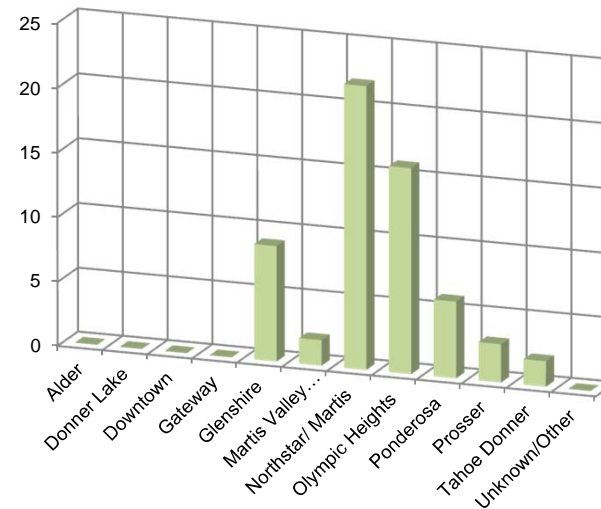
Operations by Type of Aircraft



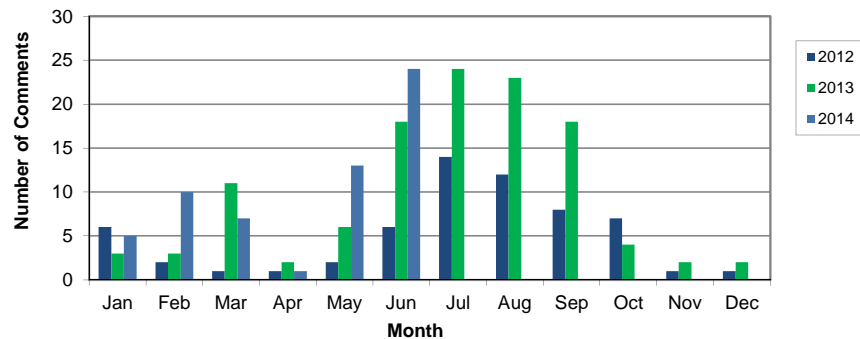
YTD Operations by Aircraft Type



YTD Comments by Location



Comments by Year





39°22'

39°21'

39°20'

39°19'

-120°13'

-120°12'

-120°11'

-120°10'

-120°09'

-120°08'

-120°07'

-120°06'

-120°05'

-120°04'

02_29_D_J_OFF_3931

0.2 NM



39°19'

39°18'

39°17'

-120°13'

-120°12'

-120°11'

-120°10'

-120°09'

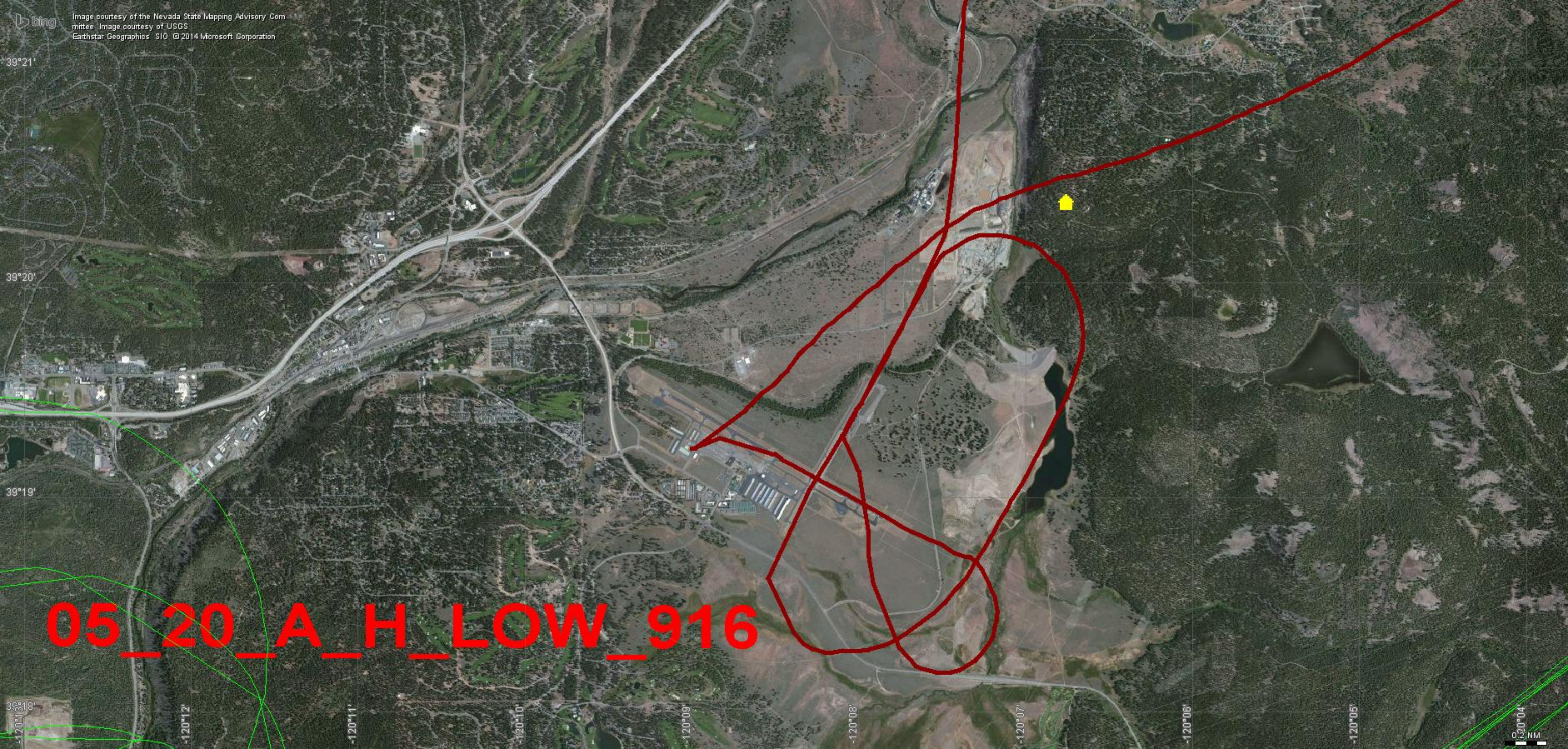
-120°08'

-120°07'

-120°06'

-120°05'

03_29_A_J_LOW_757



39°21'

39°20'

39°19'

05_20_A_H_LOW_916

39°18'

-120°12'

-120°11'

-120°10'

-120°09'

-120°08'

-120°07'

-120°06'

-120°05'

0.20 NM



Image courtesy of the Nevada State Mapping Advisory Committee. Image courtesy of USGS Earthstar Geographics SIO © 2014 Microsoft Corporation

39°21'

39°20'

39°19'

06_20_D_P_LOUD_410

39°18'

-120°12'

-120°11'

-120°10'

-120°09'

-120°08'

-120°07'

-120°06'

-120°05'

0.320°04'

0.320 NM



Image courtesy of the Nevada State Mapping Advisory Committee. Image courtesy of USGS Earthstar Geographics SIO © 2014 Microsoft Corporation

39°21'

39°20'

39°19'

39°18'

-120°13'

-120°12'

-120°11'

-120°10'

-120°09'

-120°08'

-120°07'

-120°06'

-120°05'

07_20_A_TP_LOW_285

0.2 NM



39°21'

39°20'

39°19'

39°18'

-120°13'

-120°12'

-120°11'

-120°10'

-120°09'

-120°08'

-120°07'

-120°06'

-120°05'

08_20_A_P_LOW_485



Image courtesy of the Nevada State Mapping Advisory Committee. Image courtesy of USGS Earthstar Geographics. SIO © 2014 Microsoft Corporation

39°21'

39°20'

39°19'

39°18'

-120°14'

-120°13'

-120°12'

-120°11'

-120°10'

-120°09'

-120°08'

-120°07'

-120°06'

09_11_A_J_LOW_851

0.2 NM



39°19'

39°18'

39°17'

-120°13'

-120°12'

-120°11'

-120°10'

-120°09'

-120°08'

-120°07'

-120°06'

-120°05'

11_29_A_TP_LOW_821



12_29_D_TP_LOW_297



Image courtesy of the Nevada State Mapping Advisory Committee. Image courtesy of USGS Earthstar Geographics. SIO © 2014 Microsoft Corporation

15_29_TG_P_OFF_1396



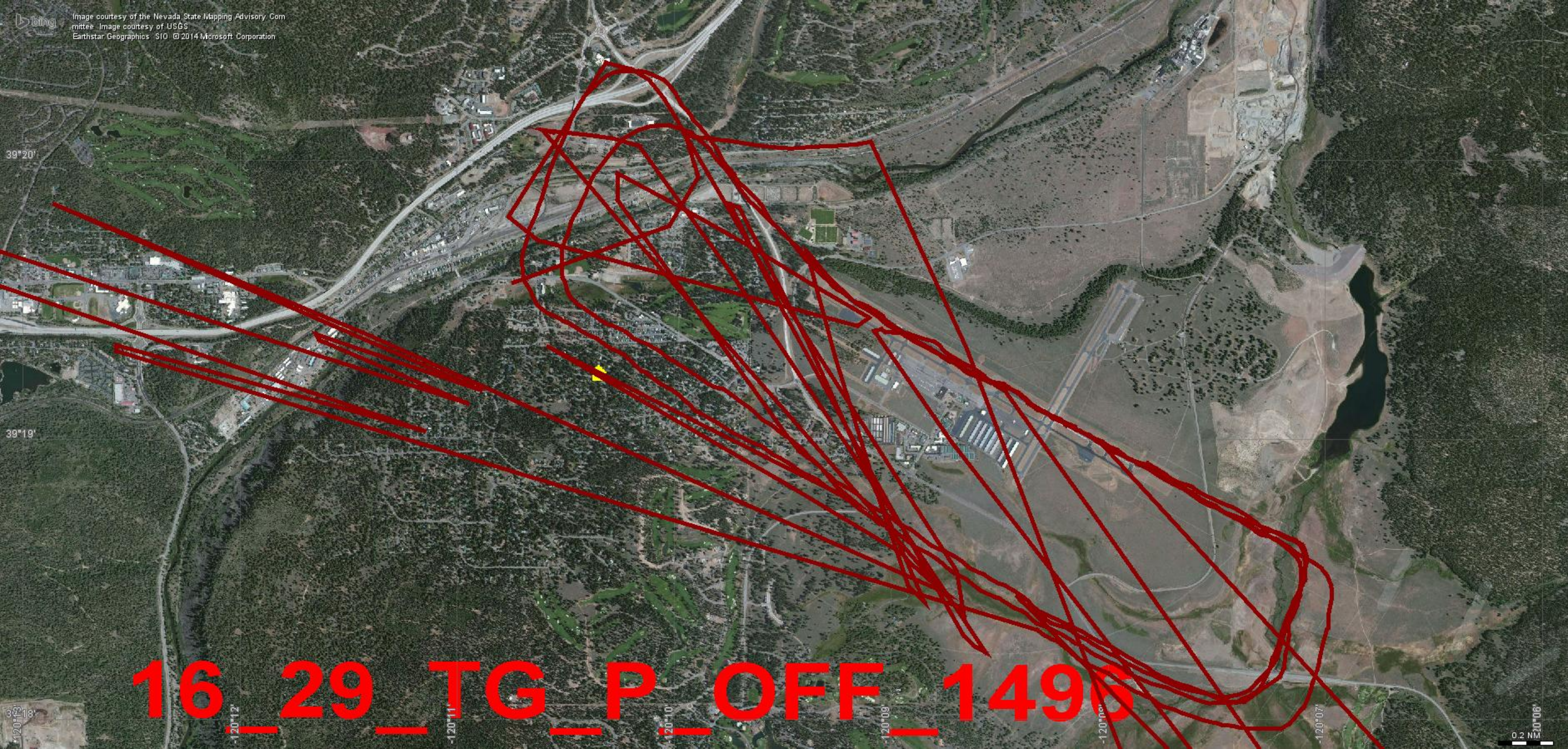


Image courtesy of the Nevada State Mapping Advisory Committee. Image courtesy of USGS Earthstar Geographics. SIO © 2014 Microsoft Corporation

39°20'

39°19'

39°18'

-120°12'

-120°11'

-120°10'

-120°09'

-120°08'

-120°07'

0.2 NM
-120°06'

16_29_TG_P_OFF_1496



39°21'

39°20'

39°19'

-120°14'

-120°13'

-120°12'

-120°11'

-120°10'

-120°09'

-120°08'

-120°07'

-120°06'

0.2 NM

17_29_D_P_LOW_397



39°19'

39°18'

39°17'

-120°13'

-120°12'

-120°11'

-120°10'

-120°09'

-120°08'

-120°07'

-120°06'

-120°05'



39°19'

39°18'

39°17'

-120°13'

-120°12'

-120°11'

-120°10'

-120°09'

-120°08'

-120°07'

-120°06'

-120°05'

20_29_A_J_LOW_617



Image courtesy of the Nevada State Mapping Advisory Committee
Image courtesy of USGS
Earthstar Geographics 310 © 2014 Microsoft Corporation

39°19'

39°18'

39°17'

21_29_A_J_OFF_873

-120°13'

-120°12'

-120°11'

-120°10'

-120°09'

-120°08'

-120°07'

-120°06'

-120°05'

0.2 NM



Image courtesy of the Nevada State Mapping Advisory Committee. Image courtesy of USGS Earthstar Geographics. SIO © 2014 Microsoft Corporation

39°20'

39°19'

39°18'

24_29_TG_P_OFF_233

-120°14'

-120°13'

-120°12'

-120°11'

-120°10'

-120°09'

-120°08'

-120°07'

-120°06'

0.2 NM
-120°05'



Image courtesy of the Nevada State Mapping Advisory Committee. Image courtesy of USGS.
Earthstar Geographics SIO © 2014 Microsoft Corporation

39°21'

39°20'

39°19'

-120°14'

-120°13'

-120°12'

-120°11'

-120°10'

-120°09'

-120°08'

-120°07'

-120°06'

0.2 NM

25_20_A_TP_LOUD_3100



Image courtesy of the Nevada State Mapping Advisory Committee. Image courtesy of USGS Earthstar Geographics. 610 © 2014 Microsoft Corporation

39°21"

39°20'

39°19'

26_29_D_TP_OFF_590

-120°14'

-120°13'

-120°12'

-120°11'

-120°10'

-120°09'

-120°08'

-120°07'

-120°06'

0.2 NM



bing

Image courtesy of the Nevada State Mapping Advisory Committee. Image courtesy of USGS Earthstar Geographics. 610 © 2014 Microsoft Corporation

39°21"

39°20"

39°19"

-120°14'

-120°13'

-120°12'

-120°11'

-120°10'

-120°09'

-120°08'

-120°07'

-120°06'

27_29_D_TP_OFF_490

0.2 NM



28_29_A_J_LOW_3717



39°21'

39°20'

39°19'

-120°14'

-120°13'

-120°12'

-120°11'

-120°10'

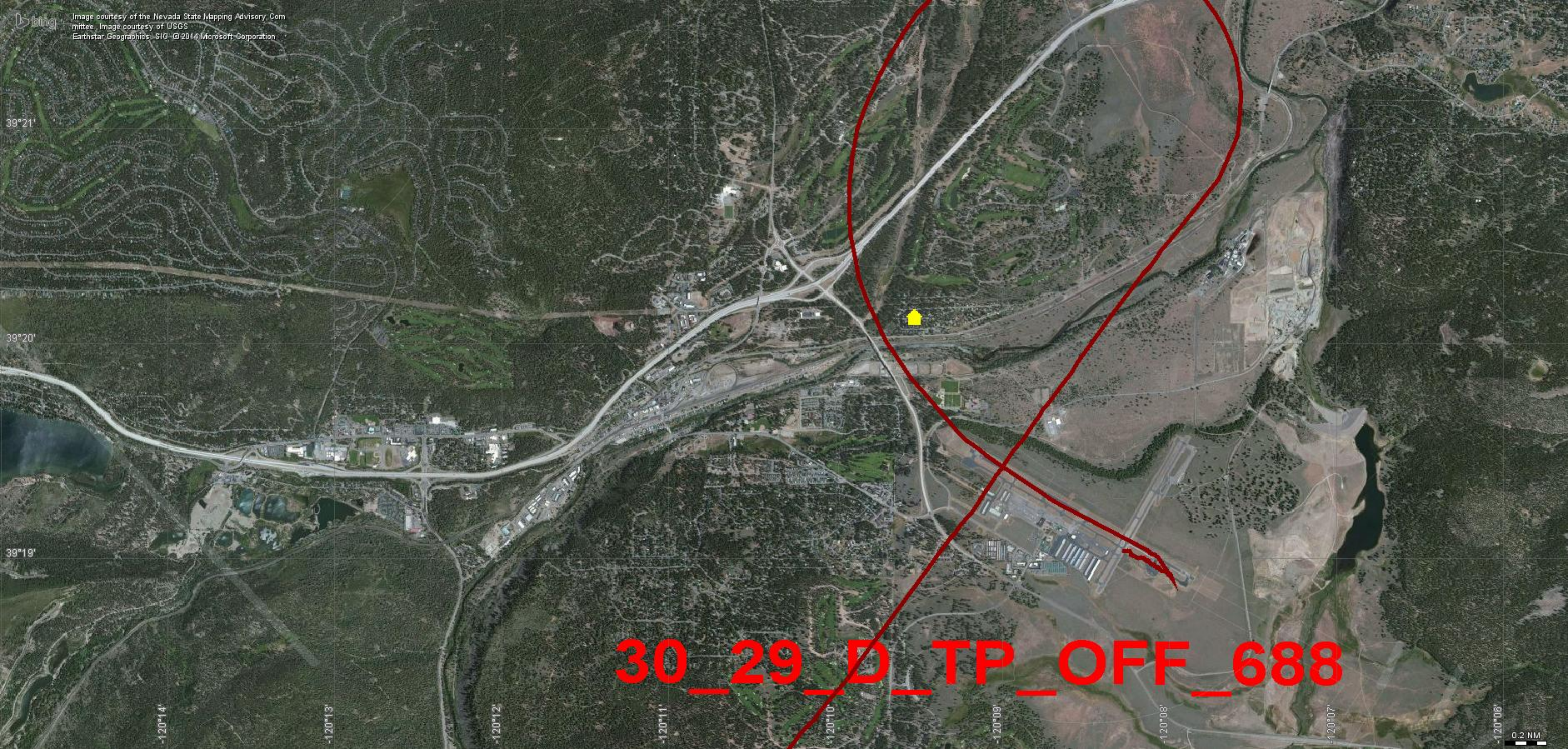
-120°09'

-120°08'

-120°07'

-120°06'

29_29_D_TP_OFF_909



39°21'

39°20'

39°19'

-120°14'

-120°13'

-120°12'

-120°11'

-120°10'

-120°09'

-120°08'

-120°07'

-120°06'

30_29_D_TP_OFF_688



Image courtesy of the Nevada State Mapping Advisory Committee. Image courtesy of USGS Earthstar Geographics. 610 © 2014 Microsoft Corporation

39°21"

39°20'

39°19'

31_29_D_H_OFF_340

-120°14'

-120°13'

-120°12'

-120°11'

-120°10'

-120°09'

-120°08'

-120°07'

-120°06'

0.2 NM



Image courtesy of USGS
Image courtesy of the Nevada State Mapping Advisory Com
mittee © 2014 Microsoft Corporation
Earthstar Geographics SIO

39°20'

39°19'

39°18'

-120°14'

-120°13'

-120°12'

-120°11'

-120°10'

-120°09'

-120°08'

-120°07'

-120°06'

32_20_D_P_LOW_717

0.2 NM



Image courtesy of USGS
Image courtesy of the Nevada State Mapping Advisory Com
mittee © 2014 Microsoft Corporation
Earthstar Geographics SIO

39°20'

39°19'

39°18'

-120°14'

-120°13'

-120°12'

-120°11'

-120°10'

-120°09'

-120°08'

-120°07'

-120°06'

33_29_D_J_LOW_1263

0.2 NM



Image courtesy of USGS
Image courtesy of the Nevada State Mapping Advisory Com
mittee © 2014 Microsoft Corporation
Earthstar Geographics SIO

39°20'

39°19'

39°18'

-120°14'

-120°13'

-120°12'

-120°11'

-120°10'

-120°09'

-120°08'

-120°07'

-120°06'

34_29_A_J_LOW_1462

0.2 NM



35_29_A_TP_ALL_718



39°21'

39°20'

39°19'

-120°13'

-120°12'

-120°11'

-120°10'

-120°09'

-120°08'

-120°07'

-120°06'

-120°05'

38_20_A_P_LOW_507