



General Manager's Report

Item 1 – Upcoming Training/Conferences

Item 2 – Ad Hoc Committee Updates

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Item 1 – Upcoming Training Opportunities

- AOPA Fly-In, Sept. 20, 2014, Chino, CA (This is a series of 5 events across the county which has replaced the previous annual AOPA Summit. Our local event is in Chino, CA)
- CSDA Annual Convention, Sept. 29 – Oct. 2, 2014 – Palm Springs, CA
- AAAE Airport Noise Symposium - Oct. 5-6, 2014 – Fort Lauderdale, FL
- NBAA Annual Convention, Oct. 21-23, 2014 – Orlando, FL
- Annual Aviation Issues Conference, Jan. 11-15, 2015, Kohala Coast, HI

Item 2 – Ad Hoc Committee Meetings Update

Master Plan Ad Hoc Committee (Directors Hetherington and Morrison)

- The full draft document is available for public review on the Master Plan website. www.ttadmasterplan.org.
- Board is scheduled to “Accept” final draft of Master Plan on August 27, 2014
- Ad Hoc Committee met on August 14, 2014 to review CEQA scope and fee proposal.
- Board is scheduled to review Scope and Fee at their August 27, 2014 meeting.

Land Leasing Ad Hoc Committee (Directors Jones and Van Berkem)

- The Ad Hoc Committee met on August 18, 2014 to review various options and receive an update from JMA and Clear Capital.
- There has been some progress on seeking out viable options. This item will be discussed with the Board at the August 27, 2014 Board meeting.

Hangar 3 Ad Hoc Committee (Directors Hetherington and Morrison)

- The Ad Hoc Committee met on August 14, 2014 to review Scope and Fee proposal presented by Mead and Hunt.
- This item will be discussed as a regular agenda item at the August 27, 2014 Board meeting.

Item 3 – AAAE Employee Certification Incentive Program

Staff is exploring an employee incentive program sponsored by the American Association of Airport Executives. The AAAE Accreditation Incentive Program partners with airport employers to provide monetary incentives to encourage greater participation in the Accredited Airport Executive Program. AAAE will match airport employee incentive programs which encourage employees to achieve Accredited Airport Executive (A.A.E.) Certification. This concept was discussed at the Budget Workshop held in April and has been included in the draft budget for FY2015. The proposal is to compensate an employee \$1500 if they achieve the credential. In return, AAAE will match an additional \$1500.

To achieve A.A.E. credentials, a candidate is required to pass a 180 question exam, complete an original research paper on an industry topic, and pass a two hour final interview. It typically takes candidates two to three years to complete the process.

Staff is also recommending that the Board include an incentive program for employees to achieve Airport Certified Employee (A.C.E) which is a program designed primarily for operations and maintenance personnel at airports. It requires intense study and passage of a 100 question exam. It does not require the research paper or final interview. Staff suggests \$1000 incentive for this program.

It is staff's opinion that both of these programs are noteworthy and provide tremendous benefit to the District by increasing our knowledge base and greatly enhancing our training programs. All of this directly reflects on the professionalism of employees, efficiency of operations, and ultimately improves safety and security directly at our Airport.

Staff proposes to bring a Policy Instruction along with the AAAE Accreditation Agreement for consideration at the September Board Meeting. Staff anticipates total cost for the program in any calendar year not to exceed \$5000.

Item 4 – Brockway Summit Development Proposal Update (Martis Valley Opportunities Proposal)

Over the past few months, staff has been working with the Placer County Community Development Department as they work through the Environmental Impact Report (EIR) for the Martis Valley Opportunities Proposal. As you will recall this project proposes about 650 units on Brockway Summit East of Northstar, and involves a transfer of density from property northeast of Highway 267, where approximately 1300 homes along with some commercial development are planned for per the Martis Valley Community Master Plan. The District provided a detailed letter to Placer County last year outlining various items the District felt worthy of review in the EIR (see attached). That process is currently underway. The EIR consultant working for Placer County is currently in the process of reviewing our concerns. Staff will provide an update regarding the current status of this review and notable items coming up in the future.

East-West Partners has requested some time at our September Board Meeting to review the current status of the project and answer any questions we may have about the project.



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RE: Martis Valley West Development Proposal

Dear Ms. Wydra

Thank you for giving the Truckee Tahoe Airport District (TTAD) an opportunity to comment on the Martis Valley West Development Proposal. We have reviewed the preliminary information provided in relation to the proposal on Brockway Summit, and while TTAD is not opposed to the proposal at this time we feel it is important to raise a few concerns for consideration early in the process. We are also committed to finding resolution to these issues and look forward to working with the County, applicant, and other interested parties.

As the County begins the application review process, please be aware of various issues and concerns the Airport District has identified in relation to the project application. As the County begins the review process and conducts the Environmental Impact Report, we would like the following issues and concerns noted and considered:

1. **Avigation Easements:** At a minimum the Airport District would ask that Avigation Easements be required for all property sales in the Martis Valley West Development in partner with specific noticing at purchase that the property is near an airport and overflight is common. The Airport District also requests that the proximity of the airport and associated affects be distributed in marketing materials for the development. While Avigation Easements are helpful and worthwhile, it should be noted that the Airport District still receives complaints from property owners that have signed avigation and overflight easements.
2. **Arrival and Departure Corridors:** Brockway Summit is a common, longstanding arrival and departure corridor for air traffic entering and departing the Airport to and from the south. Historically, aircraft arrive and depart over Brockway Summit, overflying the property in question. The District has encouraged this flight corridor as it has traditionally been forest land and anticipated to be undeveloped and more recently has been identified as "Forest" per the 2003 Martis Valley Community Plan. While we acknowledge there is some overflight on

the SPI property on the north side of Highway 267, the land use designation for that property is listed as Forest and Low Density Residential and disperses homes over a much larger area than is proposed with the Martis Valley West Development. It also does not include Multi Family Residential as the Martis Valley West application proposes. The Airport District is concerned that a Martis Valley Community Plan land use amendment, changing the land use designation change from Forest to Low Density and/or multi-family residential has the potential to concentrate density on the south side of 267, underneath long established arrival and departure corridors to the Airport.

3. **RNAV Visual Arrival Procedure¹:** The development proposal is very close to the Truckee Tahoe Visual RNAV Arrival Procedure (see attached) currently under review by the Federal Aviation Administration. The Airport District has submitted this procedure to the FAA and is actively working toward certification. This procedure will concentrate and move primarily turbo prop and jet aircraft along Highway 267, over currently designated forest lands in an effort to avoid homes and reduce annoyance to Northstar communities and other neighborhoods in close proximity to the Airport. Development of the Martis Valley West Proposal will add additional residential densities close to the RNAV flight path and essentially defeat the purpose of the procedure. In designing the procedure, the 2003 Martis Valley Master Plan was consulted and the procedure designed to avoid proposed future residential land developments north of 267. This procedure's core goal is to reduce annoyance and create a defined efficient path for arriving aircraft. The Airport District is concerned that the Martis Valley West proposal may be in conflict with this purpose.
4. **Noise Exposure:** The District works very hard to mitigate annoyance, particularly for property owners with noise exposure in the 65 DNL². The Airport District has dedicated considerable time and expense to modeling the RNAV Arrival noise contours to understand the affect noise has on the community. Attachment #2 depicts the noise signatures of a business jet over the subject property. While some of the proposed single family residential homes to the east of the proposal may be less affected, the District is concerned that property owners in this development, particularly those on the west side, may be impacted by aircraft noise near or above the 65 DNL and may not be fully aware of this until they occupy their home.
5. **Low Flying Aircraft:** It should be understood that potential future residents living in the proposed development may experience low flying aircraft over their homes. Aircraft may cross the ridgeline as low as 500 feet AGL (above ground level) and still be compliant with Federal Aviation Regulations. Low flying aircraft continue to be a source of annoyance to residents of our community and we would expect that homeowners in this area may have similar concerns. While the Airport District works hard to influence where aircraft fly, the Airport does not have authority to regulate where aircraft fly once airborne.

¹ **Area Navigation** (RNAV) is a method of instrument flight rules (IFR) navigation that allows an aircraft to choose any course within a network of navigation beacons, rather than navigating directly to and from the beacons. This can conserve flight distance, reduce congestion, and allow flights into airports without on-field beacons. Area navigation used to be called "random navigation", hence the acronym RNAV.

² **DNL** is the 24-hour average sound level in decibels (dB). This average is derived from all aircraft operations during a 24-hour period that represents an airport's average annual operational day. It is important to note that due to the logarithmic nature of noise, the *loudest* noise levels control the 24-hour average; and DNL adds a 10 dB noise penalty to each aircraft operation occurring during nighttime hours (10 p.m. to 7 a.m.).

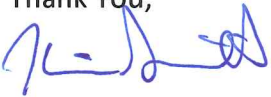
6. **Multi Family:** The project currently shows multi-family units in the southwest corner of the development. Based on analysis reflective of item 2 above, the District feels this is a poor location for this type of residential land designation. This area may be exposed to 65 DNL noise contours from aircraft flying the RNAV arrival procedure.

In summary, while the Airport District is not opposed to development on Brockway Summit, we are concerned that the proposed Martis Valley West Development Application may not fully consider the impacts of overflight on the subject property. The District is also concerned that years of work to certify the Truckee Tahoe Visual RNAV procedure, designed to mitigate annoyance and enhance safety, may be made less effective with additional homes constructed in its path.

The Truckee Tahoe Airport District is always willing to work towards amicable solutions to these issues presented and is prepared to discuss these items in detail. Please consider this letter as the position of the Truckee Tahoe Airport District Board of Directors and Staff regarding the Martis Valley West Development Application as has been presented at this time.

We look forward to working with you in the future to answer questions and address the issues raised.

Thank You,



Kevin Smith
General Manger