



MEETING DATE: July 27, 2016
TO: Board of Directors
FROM: Michael Cooke, Manager of Aviation & Community Services
SUBJECT: Q2 2016 Comments Report & Outreach Memo

This report summarizes operations and community annoyance comments during the 2nd quarter 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. 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

Q2 2016 experienced substantial growth in both operations and comments. Aside from late winter storms in April, good flying weather prevailed. Most ski resorts closed in April with some holdouts through May. Local and regional schools went into summer break and all summer amenities were in full-swing by the end of the quarter. There were no construction projects or extended snow removal closures that made a noticeable impact on overall operations.

Aircraft making arrivals and departures at KTRK during the quarter represent a wide spectrum of aviation from business jets to gliders. All aircraft categories showed increases except for helicopters and piston twin-engine aircraft. Single-engine piston, turboprop, and jet aircraft saw growth between 13 and 190% with an overall rise in the quarter of 1,766 operations. Including glider activity that equates to a 32% gain over Q2 2015.

Staff speculates that the improving economy and popularity of the area are the most significant contributing factors to the increase in operations. Additionally, the Independence Day holiday may have seen more travelers

beginning their weekends in June for 2016 versus July for 2015. A preliminary look revealed a spike in travel toward the end of June. Over half of all jet operations for the quarter occurred in June. June 30th saw 48, the most jet operations of any single day of the quarter. Only 3 other days in the quarter saw jet ops into the 30's. Further analysis would be needed to adequately compare how the day of the week affects holiday travelers, but it may be worthy of examination based on the scope of increases.

Outside of Helicopters and Piston Twins, all types of aircraft grew in operations toward the end of June, but jet aircraft experienced a spike well beyond that of piston and turboprops.

Turboprops saw a gain of 161 operations for the quarter, up by about 14%. The leader again of turboprops and among all aircraft models is the Pilatus PC12 turboprop.

Piston operations were up 1,393 operations or about 70%, however there are enhanced operations captures inflating the total as 7 new arrival cameras were deployed in late July 2015. A full annual cycle will offer more accurate yearly comparisons.

The table to the right details the top 20 aircraft models visiting the airfield during the quarter. Piston aircraft such as the C172, C182, SR22 and MSQ2 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 | 743 |
| C172 | Piston | 1 | 698 |
| C182 | Piston | 1 | 516 |
| SR22 | Piston | 1 | 307 |
| MSQ2 | Piston | 1 | 202 |
| C210 | Piston | 1 | 170 |
| BE36 | Piston | 1 | 161 |
| C206 | Piston | 1 | 145 |
| B350 | Turboprop | 2 | 115 |
| SR20 | Piston | 1 | 103 |
| E55P | Jet | 2 | 93 |
| M20P | Piston | 2 | 91 |
| TBM7 | Turboprop | 1 | 90 |
| P28B | Piston | 1 | 73 |
| PA46 | Piston | 1 | 67 |
| BE20 | Turboprop | 2 | 66 |
| BE35 | Piston | 1 | 66 |
| C56X | Jet | 2 | 61 |
| TRIN | Piston | 1 | 58 |
| C525 | Jet | 2 | 57 |

Jets Analysis

Historical breakouts of aircraft over 50,000lbs are not available, however charts and tables will reflect the 50,000lbs + category from January 2015 and on. The following table summarizes jet operations by weight for the quarter along with associated comment information. As a whole, Jets were 39% of the quarterly comment total.

| 2016 Q2 | Total | Total |
|-----------------------|------------|-----------|
| Operation Type | Ops | Comments |
| Jet <12,499 lbs | 198 | 3 |
| Jet 12,499-19,999 lbs | 295 | 15 |
| Jet 20,000-49,999 lbs | 263 | 20 |
| Jet >50,000lbs | 58 | 14 |
| TOTAL | 814 | 52 |

Jet operations totaled 814 and generated 52 complaints for Q2 2016. Of the 52, 7 were determined to be non-compliant and outreach to flight crews and operators ensued. One jet departure track was not able to be captured however outreach was made to that operator based on camera data and track segments.

Night Operations

There were 42 operations made by 32 different aircraft between 10 PM and 7 AM during the quarter that were not associated with EMS activity. 19 of these were between 6:30 AM and 7 AM. 15 aircraft based at KTRK made 21 of the operations. There were no Fly Quiet incentives cancelled. All transient aircraft operating during curfew received outreach. Staff received 3 comments in regards to night operations: 2 in the 6 AM hour, and 1 in the 10 PM hour.

In discussion with operators who flew within the curfew periods, either they were attempting to leave early for performance or weather avoidance, were not aware of the voluntary curfew, or understood curfew hours to be 11 PM to 6 AM. 21 aircraft flying during curfew were Piston with one Jet and 8 Turboprops. A table of operations by hour and number of unique aircraft is below.

| Non-EMS Operations per Curfew Hour Q2 2016 | | | | | | |
|--|-------|-------|------|------|------|-----------|
| | 22:00 | 23:00 | 1:00 | 5:00 | 6:00 | Total |
| Ops | 6 | 4 | 1 | 2 | 29 | 42 |
| Aircraft | 5 | 4 | 1 | 2 | 20 | 32 |

Community Annoyance Comments Summary

45 households representing 8 residential areas near the airport and one residential area in the Tahoe Basin made comments. There were also 2 anonymous comments processed. 13 commenters were first-time callers. The majority of households made one comment. 5 households made 10 or more comments with one Northstar resident sending 21.

Olympic Heights led comments by zone at 31 followed by Prosser and Northstar at 24 and 22. 1 comment from Gateway and one from Tahoe's North Shore represent zones at the lighter end of the scale.

| | Jet | Piston | Turboprop | Unknown | Total |
|------------------------------|-----------|-----------|-----------|----------|------------|
| Gateway | | | | 1 | 1 |
| Glenshire | 3 | 14 | 2 | | 19 |
| Martis Valley Estates | 5 | 9 | | 2 | 16 |
| Northstar | 11 | 4 | 7 | | 22 |
| Olympic Heights | 5 | 19 | 6 | 1 | 31 |
| Prosser | 22 | 2 | | | 24 |
| Sierra Meadows | 1 | 7 | 1 | | 9 |
| Tahoe Basin | 1 | | | | 1 |
| Tahoe Donner | 5 | 6 | 1 | 2 | 14 |
| Total | 53 | 61 | 17 | 6 | 126 |

Comments by weekday and operation followed standard patterns with departures on Sunday generating significantly more complaints than all others. For Q2, 9 AM to 12 PM looked to be the busiest time frame for operations and peaked between 10 and 11 AM. Comments peaked in the 9 AM and 4 PM hours during the quarter.

14 touch and go operations generated complaints for the quarter. Of 9 aircraft, 6 outreach efforts were made to local CFIs and/or students, Bay Area flight clubs as well as private pilots.

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 as well as invited most to the outreach meetings underway in July and August.

For Q2, 34 of 137 were determined non-compliant and 8 comments were unable to be correlated to a track to or from KTRK. 52 instances of outreach to pilots were performed as response to community annoyance and dozens of additional efforts were made beyond the scope of response to community comments.

Non-compliant tracks from April were shared in the monthly report. Tracks images attached here represent the May and June non-compliant and/or tracks of interest that have not been offered up for discussion in a previous meeting.

A C206 operating as a skydiving jump plane departed on 05/26 and generated multiple agitated comments. Only track segments could be pieced together, so no track image could be generated for the event and is not included here. Airport management spoke to the local operator immediately and it was determined it was the pilot's first flight on behalf of the operator. The pilot agreed to follow recommended protocols.