



**TRUCKEE TAHOE AIRPORT DISTRICT
BOARD OF DIRECTOR STAFF REPORT**

AGENDA TITLE: Temporary Seasonal Control Tower and Airspace Update

MEETING DATE: February 22, 2017

PREPARED BY: Hardy S. Bullock, Director of Aviation & Community Services

RECOMMENDED ACTION: Accept the Staff update and ask questions as needed pertaining to the construction and program activity for the temporary seasonal control tower, (tower) and the Airspace Phase Two project.

DISCUSSION: The tower project has four primary components:

1. Procurement and construction of the containers, tower cab, foundation, utilities, FCC radio licenses and physical infrastructure.
2. Permission by the Federal Aviation Administration (FAA) for the 7460 allowing penetration of the airspace and placement of an airfield obstruction.
3. Operating guidelines and protocol established between the airspace controlling authority, Oakland Center and Midwest ATC and the Truckee Tahoe Airport District.
4. Operating guidelines and protocol established between Midwest ATC and the Truckee Tahoe Airport District for the purposes of enhancing safety, reducing community annoyance, handling aircraft ground movement, and coordinating with UNICOM.

Update Item 1: The plan set for the required Nevada County building permit is 80% complete. Staff anticipates submission on February 22nd, 2017 with a minimum 45 day review process. Vendor is identified for containers, steel fabrication, concrete foundation, and tower cab instrumentation. RFP for those services will be complete in early March.

Update Item 2: The FAA Form 7460 has been submitted to the FAA. Possible modifications will be required.

Update Item 3: February 22nd, 2017 the FAA will hold a teleconference on behalf of the District to finalize the Letter of Authorization and Agreement for Midwest ATC to operate the control tower.

Update Item 4: Midwest ATC and Staff are working to complete a draft memorandum of agreement outlining tower objectives designed to reduce annoyance. Some items contained within this include:

1. Directives to use a designated calm wind runway; runway 02/20 whenever possible.
2. Directives to have aircraft fly to or initially report over common waypoint identified within existing noise abatement procedures such as the railyard, the bypass, the scales on highway 80, and the landfill.
3. Requested minimum altitudes during given segments of flight such as downwind, “at or above 7500 until turning base”.
4. Use of instrument flight procedures that align with existing noise abatement procedure routes such as the Truck4 departure procedure.

** The goal of the tower is to reduce annoyance and enhance safety. The measurement of the towers ability to accomplish annoyance reduction is dependent on the criteria used to measure the success of annoyance reduction efforts in general. The Board will be defining criteria for success at the March workshop. Some metric concepts include using flight track data, comment data, runway utilization data, and pilot survey and response data. The above mentioned directives are ubiquitous with a well developed and managed airport noise office. **

To measure the safety benefits of the tower, staff suggests using the Safety Management System data to develop a baseline for runway incursions, communications, loss of separation, foreign object risk, and ramp/taxi movement.

Update Tower Project Phase Two:

The 2nd Phase of the Airspace Project is underway. The airspace project consists of nine tasks:

1. Use of obstruction survey data to verify applicability of procedures
2. Design Notional Charted Visual Procedures
3. Airspace Design Review Team Meetings
4. Environmental Analysis
5. Federal Advocacy
6. Notional Design Procedure Animation
7. District Board Workshops and Presentations
8. Summary documents and web based information portals
9. Post Implementation Monitoring and Evaluations

This project has been programmed into the FY 2016/2017 budget year at a cost of \$85,000. Additional projects such as the obstruction survey are required. Work is contingent upon Federal regulations and FAA process which is an ever changing landscape. Additional related components include the airspace rulemaking for KTRK to establish a CLASS D volume allowing tower operation.

WHAT'S NEXT: The Board of Directors will receive an update in March 2017 at the regular meeting. Additional measurement of success discussions will occur at the offsite Board workshop in late March.

FISCAL IMPACT: Approximately \$500,000 for FY 2016/2017.

PUBLIC COMMUNICATIONS: See attached plan.

SAMPLE MOTION(S): None

ATTACHMENTS: Public Outreach Plan