

# Neighborhood Meetings

## MEETING 1:

### Tahoe City, North Lake Tahoe and West Shore

#### Do More Of...

- Expand open space programs
- Provide benefits to Placer County residents
- Limit Tahoe City helipad to emergency use only
- Increase fees for transient users
- Establish enforceable noise restrictions

#### Do Less Of...

- Competing with private businesses

#### Airspace Study

- No specific feedback on notional (conceptual) routes

#### Temporary Seasonal Tower

- General support of Tower to see if it will benefit community
- Questions about funding, hours of operation, concerns with possible increase in air traffic

#### Noise Issues

- Concern about increase in jet traffic
- Provide more support and information to public on how to file complaints with Reno Flight Standards District Office

#### Other

- Questions about assessment of TTAD taxes, other income sources and expenses
- Integrate TRK into a local multi-modal transportation system

## MEETING 2:

### Sierra Meadows, Northstar, Ponderosa Palisades, Lahontan, Martis Valley South

#### Do More Of...

- Find ways to establish mandatory curfew and limit operations and size of aircraft
- Establish noise monitors around TRK and initiate a Part 150 Noise Study
- Provide more pilot outreach

#### Do Less Of...

- Building more executive hangars/facilities that will increase jet traffic

#### Airspace Study

- Extend Runway 29 to get jets higher over community
- Discourage 45 degree entry into downwind leg by jets; move entry point over Interstate 80
- HARDY-20 will impact Lahontan

#### Temporary Seasonal Tower

- General support of Tower to see if it will benefit community and enhance safety
- Questions about amount of control Tower will have over aircraft

#### Noise Issues

- Neighborhoods impacted by loud, low-flying aircraft on approach
- Frustrated that submitting noise complaints do not produce results

#### Other

- Rescind property tax
- Close Airport
- Questions about assessment of TTAD taxes, other income sources and expenses
- Integrate TRK into a local multi-modal transportation system

# Neighborhood Meetings

## MEETING 3:

### Tahoe Donner, Downtown Truckee and Donner Lake

#### Do More Of...

- Find ways to keep TRK a small, local airport
- Discourage large aircraft
- Consider relocating TRK

#### Do Less Of...

- Building executive hangars
- Accepting federal funds
- Providing services or amenities that would attract large aircraft, commercial-type flights and nighttime activity

#### Airspace Study

- Jet straight-in arrivals over lake are disliked by pilots
- Encourage jet activity over Interstate 80 corridor
- Find ways to get jets higher above neighborhoods on takeoff
- Provide information about distribution of aircraft activity across various flight routes (existing and notional)

#### Temporary Seasonal Tower

- Neighborhoods want notification of when Tower will be in operation
- Questions about amount of control Tower will have over aircraft, funding and why only a seasonal Tower

#### Noise Issues

- Neighborhoods impacted by jet traffic and touch-and-go operations
- Concentration of noise is problematic
- Emergency operators should follow common traffic patterns, except under emergency circumstances

#### Other

- None

## MEETING 4:

### Prosser Heights, Alder Hill, Prosser Lakeview Estates, Coachland and Gray's Crossing

#### Do More Of...

- Increase fees for transient users
- Establish fines to enforce Fly Quiet program
- Establish noise monitors around TRK and allow community to participate in noise study
- Use Nixle system to communicate significant changes in aircraft operations (e.g., use by fire attack aircraft)
- Establish better process for filing complaints

#### Do Less Of...

- Competing with private enterprise
- Adding services or amenities that would increase aircraft operations

#### Airspace Study

- Move TRUCK intersection; impacted by low departures and Fly Quiet route over Highway 89/Prosser area
- Support concept of dispersing flights
- Provide information about distribution of aircraft activity across various flight routes (existing and notional)

#### Temporary Seasonal Tower

- Support additional surveillance equipment that would allow Tower to mandate use of flight routes
- Concern that Tower would increase traffic, particularly commercial jet traffic
- Questions about type of Tower (FAA or airport operated), certification of Tower staff, funding and effectiveness
- Surprised that Airport does not have control over where airplanes fly

#### Noise Issues

- Impacted by low departures, jet traffic and commercial-type flights

#### Other

- Hold a general community meeting summarizing the results of this outreach effort

# Neighborhood Meetings

## MEETING 5: Olympic Heights, Old Greenwood, Ponderosa Fairway Estates and Martis Valley Estates

### Do More Of...

- Provide community-based services equal to the amount received by taxes
- Provide public online access to aircraft flight data
- Increase aircraft user fees and find ways to reduce jet traffic

### Do Less Of...

- Allowing takeoffs and landings during bad weather; safety issue
- Allowing early morning flights, particularly on week-ends; reduce hours of operation
- Discontinue Air Show

### Airspace Study

- Require aircraft to make steep climb on initial departure leg before leveling off over neighborhoods
- Support concept of dispersing flights
- Notify public if notional routes are refined or when Board takes action

### Temporary Seasonal Tower

- Support additional surveillance equipment that would allow Tower to mandate use of flight routes
- Consider a year round Tower
- Concern that Tower would increase traffic, particularly commercial jet traffic
- Discouraged that Airport doesn't have much control over where aircraft fly

### Noise Issues

- Impacted by jet, helicopter and Skydiving operations
- Helicopter operators need to follow common traffic patterns, except under emergency circumstances

### Other

- Safety concern with low flying aircraft
- Provide funding for Airport shuttle to Reno International Airport
- Encouraged that Airport discourages takeoffs with full load of fuel given altitude and terrain

## MEETING 6: Glenshire and Juniper Hills

### Do More Of...

- Actively manage Airport growth
- Charge higher user fees
- Use Nixle system to communicate significant changes in aircraft operations (e.g., use by utility helicopters)
- Use Waddle Ranch and other undeveloped areas as much as possible for aircraft traffic (skydiving and notional routes)

### Do Less Of...

- Using vague or unclear meeting topics; not clearly identifying purpose of meetings

### Airspace Study

- No support for BULOK-11 route; impacts Juniper Hills and difficult for multi-engine aircraft
- Glenshire ridge impacted by straight-in approach to Runway 20
- Questions about notional routes impacting glider/skydiving operations
- Require tenants to follow Fly Quiet Program
- Issues with housing data

### Temporary Seasonal Tower

- General support for Tower
- Questions about how the success of the Tower will be measured; transparency is needed
- Questions about Tower operations, funding, location of aircraft holding pattern and punitive actions for pilots

### Noise Issues

- Impacted by operations by SurfAir, NetJets, glider tow plane and skydiving plane
- Need better process for filing and maintaining complaints
- Provide public online access to aircraft flight and complaint data

### Other

- Hold a general community meeting summarizing the results of this outreach effort
- Provide WiFi to Juniper Hills area (Dry Lake Beacon)

ONLINE SURVEY
<b>Do More Of...</b>
<ul style="list-style-type: none"> <li>▪ Keep TRK small</li> <li>▪ Charge more for aviation services</li> <li>▪ Enforce fly quiet rules</li> <li>▪ Community involvement in airport studies</li> </ul>
<b>Do Less Of...</b>
<ul style="list-style-type: none"> <li>▪ Providing services to transient users</li> <li>▪ Unfocused giving</li> </ul>
<b>Airspace Study</b>
<ul style="list-style-type: none"> <li>▪ 10 of the 13 respondents support notional flight routes</li> </ul>
<b>Temporary Seasonal Tower</b>
<ul style="list-style-type: none"> <li>▪ 11 of the 13 respondents support the Temporary Seasonal Tower</li> <li>▪ Unclear if Tower will provide enforcement power</li> <li>▪ Expressed concern about cost versus benefit</li> </ul>
<b>Noise Issues</b>
<ul style="list-style-type: none"> <li>▪ Allow public access to flight path data</li> <li>▪ Large, pseudo commercial planes are loud regardless of where they fly</li> </ul>
<b>Other</b>
<ul style="list-style-type: none"> <li>▪ Most residents get information about TRK from newspaper, word of mouth and airport website</li> </ul>

COMMENT FREQUENCY	TOTAL
<b>Aircraft Types/Operations.</b>	87 (20%)
<ul style="list-style-type: none"> <li>▪ Affected by specific types of aircraft</li> <li>▪ Limit size of aircraft</li> <li>▪ Reduce traffic</li> <li>▪ Limit hours of operation</li> </ul>	
<b>Flight Patterns/Notional Routes</b>	105 (24%)
<ul style="list-style-type: none"> <li>▪ Concentration of flights is problematic</li> <li>▪ Questions/concerns about certain notional routes</li> </ul>	
<b>Noise Monitoring</b>	38 (9%)
<ul style="list-style-type: none"> <li>▪ Improve complaint filing process</li> <li>▪ Conduct noise study</li> </ul>	
<b>Temporary Seasonal Tower</b>	123 (29%)
<ul style="list-style-type: none"> <li>▪ Concerns regarding reckless flying</li> <li>▪ Tower may enhance safety</li> </ul>	
<b>Communication</b>	27 (6%)
<ul style="list-style-type: none"> <li>▪ Notification preferences</li> <li>▪ Use Nixel</li> <li>▪ Precisely defined meeting purpose</li> <li>▪ Keep public informed of studies</li> </ul>	
<b>Financial</b>	34 (8%)
<ul style="list-style-type: none"> <li>▪ Competition with private business</li> <li>▪ Use of property taxes</li> <li>▪ Use of FAA funding</li> <li>▪ Increase user fees</li> <li>▪ Purchase more open space</li> </ul>	
<b>Other</b>	16 (4%)
<ul style="list-style-type: none"> <li>▪ Reno airport shuttle</li> <li>▪ Concerns with Air Show</li> </ul>	
<i>Total Comments Received</i>	430

## THEMES BY TOPIC AREA

This section emphasizes the key themes that emerged from all six neighborhood meetings. Due to the conversational-style design of the neighborhood meetings, the top themes that emerged are not statistically derived. Rather, the noteworthy themes are based on general impressions of the Outreach Team about what it heard from the community at the neighborhood meetings.

### Keep The Airport Small

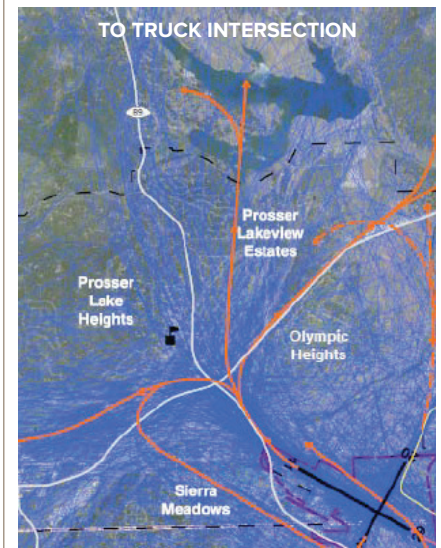
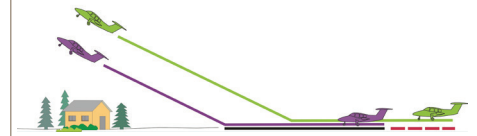
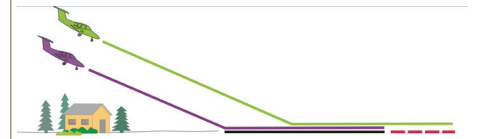
Residents would like TRK to be a small, local airport serving small, private planes. They do not want any services or Airport development that would directly or indirectly attract large aircraft or increase aircraft traffic.

### Potential Noise Remedies

Although aircraft noise is viewed as a concern by many neighbors, several neighborhoods offered valuable recommendations for reducing noise and overflight annoyance for their communities. These recommendations are summarized below.

**Prosser.** The neighborhoods near the intersection of Highway 89 and Interstate 80 are affected by low flying aircraft (particularly jets) departing from Runway 29. These neighborhoods are concerned about noise as well as safety. Residents offered the following noise-reducing measures for TTAD consideration:

1. Move the TRUCK Intersection so that aircraft flying a direct route to the waypoint are not flying over the neighborhoods.
2. Extend the approach end of Runway 29 southeastward to enable aircraft to attain a higher altitude over neighborhoods.
3. Require departing aircraft (particular jets) to make a steep initial climb out before leveling off over neighborhoods.



**Glenshire Ridge:** The homes along the western ridge in Glenshire are particularly affected by aircraft flying the straight-in instrument approach procedures to Runway 20. Residents would like either the approach route to be rotated to the west or the approach end of Runway 20 to be relocated further west to provide greater separation between the straight-in procedure and homes.

## Helicopter Operations

Several neighborhoods commented that helicopters, including emergency helicopters, do not appear to be using common traffic patterns when arriving and departing TRK. Residents would like all helicopters to operate in the primary traffic patterns unless a direct alternative route is required for emergency response purposes.

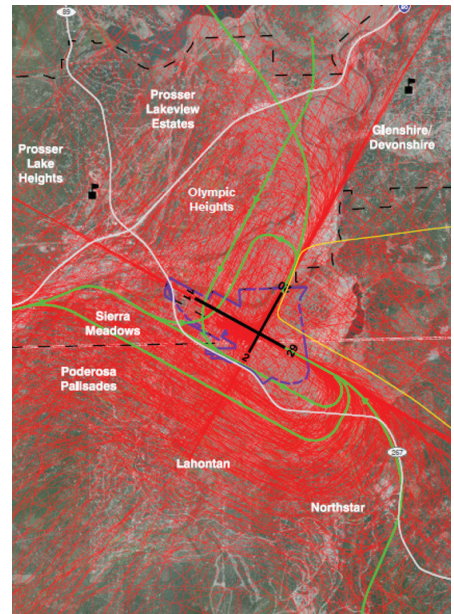
## Using Nixle

Residents would like the Airport to use the Nixle system to inform the public of special circumstances at TRK. For example, notify the public if Cal Fire aircraft are suppressing a fire nearby or when utility helicopters are operating in a particular neighborhood.

## Noise Complaints

Some residents expressed frustration with the current noise complaint process, feeling that filing complaints are not given the importance they deserve. Others would like more support and information from the Airport to properly file complaints. The community's specific requests include:

- Accept text messages with photos of offending aircraft. This will simplify submittal process and document the date, time and offending aircraft.
- Allow public access to aircraft flight data and historical noise complaint data.



Launched in 2007, **Nixle** provides an open communication forum that connects public safety, municipalities, schools and businesses within the communities they serve. Nixle enables real-time, two-way communication through text, email, voice messages, social media, and the Nixle mobile app.

The Nixle notification system is relied on by over 8000 agencies, fire and police departments, schools, hospitals and is now available in a business version! Organizations use Nixle for critical situations such as Severe Weather Events, Evacuations, Safety Hazards, Security Threats, Facilities Problems, Employee Notifications, and IT/Telecom Disruptions.

Source: <http://www.nixle.com/about-us/>

## Air Show

Some members of the community do not support the Air Show and would like TTAD to reconsider the event as it causes a disruption to those already impacted by noise. Nevertheless, some audience members expressed their support of the Air Show.

## Airspace Study

In general, the neighborhoods that are currently affected by noise and overflights support the notional routes and the idea of dispersing flights across the community. Conversely, the communities that are not significantly affected by current aircraft operations do not support dispersing flights if the new routes would direct aircraft over their neighborhoods (e.g., Glenshire/Juniper Hills). Residents want flight routes to follow undeveloped areas to the greatest extent possible or to follow other transportation corridors. There were mixed views about considering full-time or secondary homes as many vacation homes are utilized during the summer when the Airport is at its busiest.

## Temporary Seasonal Tower

The majority of the meeting participants indicated support for a Tower if the Airport can show that the Tower can effectively control where aircraft are flying. The participants also indicated support for whatever technology would be needed to allow Tower personnel to mandate routes versus simply providing guidance to pilots. The community would like to be kept informed about the progress and effectiveness of the Tower.

## Community Follow Up

Meeting participants are very interested in a follow up meeting concerning the results of the outreach effort, as well as being kept informed about the two Airport programs: the Airspace Study and a Temporary Seasonal Tower.

