



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

AGENDA TITLE: Temporary Seasonal Control Tower Update

MEETING DATE: June 28, 2017

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

RECOMMENDED ACTION: None. Informational item regarding the first month of operation of the temporary seasonal control tower (tower).

DISCUSSION: The tower construction is complete and painting will be completed the third and fourth week of June. The tower initiated full time operations on June 1, 2017. Midwest Air Traffic Control Services, Inc. is the operating contractor providing FAA certified air traffic controllers. The tower opens at 7 AM and closes at 9 PM. The basic staffing scenario is outlined in the table below:

6:30 – 9:00 AM	1 st controller	Opening
9:30 AM	Supervisor arrives	Breaks, Supervision, Admin
9:30 AM	2 nd Controller	Ground / Tower
11 AM	As needed	Breaks
6:00 PM	Reduction as needed	Based on demand

The primary objective outlined for June 1 – June 15 was to establish a baseline of service meeting the needs of both homebased and itinerate operators, proper interface with UNICOM for ground and parking functions, and modifications of protocols developed during the preceding six months particularly as it pertains to gliders and sky divers. The first five days of the tower operating period included flight checks aimed at identifying visual landmarks for controllers and establishing unified language describing the noise abatement procedures, initial approach points and departure points.

Initial, anecdotal information regarding the towers ability to reduce annoyance is positive. Comments from Olympic Heights and Prosser indicate positive trends. Areas surrounding runway 20 such as Glenshire have commented but strong winds favoring that runway contribute to its use so additional measurement is required. The tower is consistently demonstrating use of the following noise reduction methods:

1. Altitude restrictions over Northstar and Sierra Meadows.
2. Directed turns off runway 29 to avoid Olympic Heights.
3. Identification and education of aircraft unfamiliar with the noise abatement procedures.
4. Use of runway 02/20 for appropriate operations.
5. Use of landmarks such as *Scales*, *Downtown*, and *Landfill* designed to route aircraft to the final approach course while avoiding high density residential development.

The third and fourth weeks of June will be used to prepare for the peak period week near the Fourth of July. Additionally, Staff will be working directly with the tower manager to refine noise abatement procedure process and evaluation. Other Staff work includes continued evaluation of the glider and parachute activity, tower service levels, proper interface between UNICOM and tower ground controller so FBO/parking services takes place with the least amount of confusion or disruption during the peak periods. Staff is also evaluating safety metrics using the safety management system, pilot surveys, and outreach.

WHAT'S NEXT: Monthly tower report for July 26, 2017.

FISCAL IMPACT: The total expenditure for the tower will not be realized until early fall. The program budget is \$500,000 for the construction, program planning, and operation. Staff anticipates minor additional cost primarily related to the county building permit, access and paint.

PUBLIC COMMUNICATIONS: The community and pilot outreach plan is attached here for review. The outreach program has been completed as planned. The tower has had only two instances where an aircraft was unaware of the tower, frequency or services. The many independent aeronautical publications are reflecting the requested changes outlining the tower services area etc.

ATTACHMENTS: Community / Pilot Outreach Plan.