



# TRUCKEE TAHOE AIRPORT DISTRICT

## Fly Quiet Incentives Discussion

**MEETING DATE:** May 16, 2017  
**PREPARED BY:** Michael Cooke

---

This discussion intends to review the Fly Quiet incentives and explore alternate or additional strategies.

Legal constraints prohibit the Airport to enforce a mandatory curfew, so incentives for home based aircraft are one effective means of encouraging local pilots to fly during designated hours. ACAT funds the Fly Quiet lease incentives and has looked extensively into night operations at KTRK and published a white paper on the subject, which largely shaped the current iteration of voluntary night curfew.

In terms of operations, there were 153 operation during the hours of 10 PM and 7 AM in 2016. The vast majority of night ops happen between 6 AM and 7 AM since many aircraft in the summer months are attempting to depart before adverse weather or density altitude become a concern. The following table summarizes 2016 night ops:

HOURL	10	11	12	1	2	3	4	5	6
OPS	24	15	1	1	0	0	1	8	103

As it stands, the voluntary night curfew goes from 10 PM to 7 AM. There is no penalty for non-compliance, but all non-EMS operators and based aircraft flying within the parameters of their lease addendums receive outreach when operating during the voluntary curfew hours. There is also a published prior permission request for any after-hours operations - staff uses this to dissuade operators from scheduling flights during the curfew times. This discussion intends to review the Fly Quiet incentives and explore alternate or additional strategies.

There are two tiers to the Fly Quiet program and a copy of the lease addendum accompanies this report. The Fly Quiet One incentive is the least restrictive of the incentives in which a based aircraft will receive a rent discount of .02 cents per square foot for not flying after 11 PM or before 6 AM. There are 159 participants in this program. The Fly Quiet Two incentive is the most restrictive of the incentives in which a based aircraft will receive a discount of .02 cents per square foot for not flying after 10:30 PM or before 6:30 AM. There are 156 participants in this program.

In 2016 there was one enforcement action taken to suspend the incentive to a hangar tenant who arrived at 11 PM unaware he was in violation of the incentive. Generally, there is outstanding adherence to the program. Occasionally a pilot will ask for a one-time exemption, or during the long days of summer a CFI will ask for an exemption to complete night cross country requirements for students, which must occur after dark.

There are some inherent problems with the Fly Quiet incentives. The most common complaint is that tenants can't remember which incentive they signed up for since there are technically 3 curfews: FQ1, FQ2 and the voluntary times. Local pilots are generally opposed to incentives that would encourage them to get later starts on summer mornings since it is well into daylight by 6 AM. Reporting on operations during the various time frames creates confusion as well and that gets even more problematic when removing EMS and law enforcement.

The program currently averages about \$10,400 per month to fund. It is very popular, only about 10 aviation tenants are not currently signed up.