

DISCUSSION POINTS FOR ITEM 5, 2017 NOISE AND ANNOYANCE INITIATIVES

One Board Members' view of our History over the last 12 years regarding Noise & Annoyance from Airplane Operations

- We have installed Radar Systems & Camera Systems & Computer Systems to monitor traffic. We have allocated 2 to 4 full time employees to monitor traffic, ask pilots to fly our requested patterns, run ad campaigns, run neighborhood information session and much more while spending approximately \$1 million annually on Noise & Annoyance.
- However, over the last 6 years (2009 to 2016) Jet traffic is up 123%; Turbo Prop traffic is up 117% and piston traffic is up 20%.
 - We have not built anything new during those 6 years at the airport to attract traffic.
 - We have purchase a Lavatory Cart and 2 Ground Power Units to allow jets to shut down while temporarily parked. That's the extent of our Airside actions other than a great paving maintenance program.
 - Actions at the/by the Airport are not driving the increase in traffic. We spent \$63,428 on a Demand Driver Survey by Mead & Hunt concluding that planes are not coming here because of the airport. They are coming because of Lake Tahoe, the mountains, the skiing, etc.
 - To net it out. We have very little, if any, control or influence today over who or how many planes are coming to our airport.
 - **The traffic is coming and we must have more control over the traffic patterns of these planes to have an affective mitigation program.**

5.0 Noise & Annoyance Initiatives:

We need a different focus on Noise & Annoyance.

- We need to keep our current programs & monitoring
- But we need to increase our funding for these programs by at least 50% to get control of airborne traffic.
- We must obtain control over aircraft flying near (5 mile circle) the Truckee Airport during the high traffic periods.
 - Summer Temporary Tower
 - Surveillance in the form of an ADSB ground station connected to Oakland Center
 - Published Visual Approaches
- We need to evaluate the increased operations from repositioning due to:

- Lack of hangar space for visiting Jets & Turbo Props
- Lack of Anti-Icing facilities
- Impact of Maintenance Availability on our fleet.

5.1 Discussion on Noise & Annoyance reporting metrics

- I would like to propose we shift our Noise Reporting focus from the number of noise complaints to the households being annoyed by traffic. (Reference Mercatus Center Article & The Aviation Noise Management Report-Port of Portland & Australia's AirServices note on Noise Complaints)
 - We are incenting households to increase complaints because of our historical focus on the number of complaints year over year.
 - Technology can be used to flood our staff with noise reports we will not be capable of managing.
 - Is someone more deserving of mitigation if they report 60 comments/complaints a month over someone who submits 2?
 - I would suggest regular contact with our annoyed households may give us better input on how to mitigate the annoyance.
 - A focus on the household could encourage more households to engage with us knowing their call is as important to us as a household who making 25 calls to the airport.
 - Regular contact may give us information our new temporary tower can use to modify traffic patterns in the early stages of operation.
 - Would insulation help mitigate some of our affected households? We should ask them.
 - Can we purchase and resell homes adding very visible aviation easements.
 - What else can we do for affected households?
- Can Staff come back to us in a future meeting with their observations and suggestions on moving our primary focus to households from total number of complaints?