

MEMO:

To: Community Members, Board of Directors, ACAT and Staff
From: Hardy Bullock, Director of Aviation & Community Services
Subject: Community Comments & Operations Report- 4th Quarter
2013 Date: January 22, 2014

This report serves as the 4th quarter 2013 summary and the annual community comments and operations master report. All data in this annual master is considered accurate and final. Estimates and assumptions made in previous quarters are verified and placed in the annual master. As data collection and utilization standards change so does the structure of this report. Previous annual reports had unknown operations in the operations-type portion of the report. Staff manually audits out this operation type in 2013.

There was no operational data lost in 2013 due to system downtime.

Operations and comments are roughly the same for both 2012 and 2013 with respect to the fourth quarter. From an annual perspective, operations are fairly static when comparing years 2012 and 2013. We continue to see a shift in the fleet mix away from piston powered aircraft toward an increasing number of turboprop and jet operations. The largest year-over-year jump in operations was in the jets, weighing less than 12,500 pounds. The weather in 2013 was not particularly bad. This leveled the operational playing field for the aircraft that frequent our airport from a fleet mix perspective. Based on industry forecasts it appears that our airport is roughly following the trend of slow but stable growth in the turboprop and jet aviation markets with a contraction in the piston powered arena. Anecdotal information suggests that turboprop and turbine aircraft operating in our airfield are a newer class of aircraft. We had no stage two departures in 2013.

During the master planning process, certain operational figures were reviewed for accuracy. The method by which we collect operational data is incredibly accurate. Systems associated with the collection of operational data are functioning properly and it is staff's belief we are capturing all aircraft that visit our airfield except some helicopters and some touch and go operations. Staff has applied a multiplier to data-driven operational figures as a method to more accurately represent the total annual operations at our airfield. Having discussed this method with several members of the Board and our Master Plan consultants, I decided to apply this methodology to the 2013 annual master report. Those figures are in bold located below the annual operations totals. The method for the operational multiplier was discussed in Q2 2013 but is summarized below.

Table 1: New Commenters

Year	New Commenters
2003	111
2004	84
2005	48
2006	28
2007	29
2008	20
2009	12
2011	20
2012	7
2013	5 UNK 4 Zone D 2 Zone E 2 OUT TOTAL 13

With respect to touch and go operations, it has come to the attention of staff that it may be appropriate to create an accepted numerical multiplier for estimation purposes. An example of possible outcomes is listed below.

Period	Quarterly Reported Operations without touch & go	Multiplier	Final quarterly reported operations
Q1 2012	3031	.15	3486
Q2 2012	4925	.20	5910
Q3 2012	7778	.20	9334
Q4 2012	2647	.15	3044

The multiplier is estimation from reported rental aircraft hours from aircraft located on the field. One hour of rental time averaged 3 touch and go operations which are 6 operations for reporting purposes. The average annual hours flown for the aircraft were 563 for the past six years. There are no itinerant touch and go operations or itinerant helicopter operations included in this multiplier equation.

Basis: 563 hours X 6 operations = 3378 annual touch & go operations. Multiplier basis by operations tempo within the season. (Opinion)

Staff processed three cancellations of voluntary Fly Quiet Incentives due to out of hours operations in 2013. Four operations in 2013 that were after 11 PM and before 6 AM generated a comment.

Beyond the comments

Most of the reported annoyance in 2013 was single event annoyance. This means the caller called in reference to a single flight and not necessarily a type of operation. 47 households commented 119 times. The most comments from a single household was 11. The next was eight. The remaining number of comments were scattered over roughly 45 different households. This is a stark contrast to years past when 50% of our total community annoyance was attributed to a single household. The character of this type of annoyance tends to be driven by a lack of understanding about where aircraft should be in relation to the callers household. Much of my discussion with commenters centered around the normal and customary location of an aircraft while on arrival or departure to the airport. Few of the conversations I had with the commenters focused on the actual noise of the aircraft. Much of the discussion centered on the altitude as it related to the safety of the caller or the household. The greatest jump in reported annoyance from a neighborhood perspective was Prosser, followed by Northstar. Most of the comments driving this shift were from two households, one in Northstar and one in Prosser.

Comments by Operation 2013

Jet comments outweighed all other comments roughly 3 to 1. That is to say the District received three comments regarding jet operations for every one comment that it received for piston operations.

Jet arrivals drove the majority of comments in 2013. Following this was jet departures and piston propeller departures.

Nearly 50% of all reported annoyance was from runway 29 operations. 25% was from runway 11. The remaining 25% was scattered across the other two runways or unknown.

Truckee Tahoe Airport Q4 2013 Operations and Comments Report

	Oct-12	Oct-13	% Change	Nov-12	Nov-13	% Change	Dec-12	Dec-13	% Change	4Q 2012	4Q 2013	4Q 2013	LYTD	YTD	% Change
Comments- Location															
Alder	0	0	N/A	1	0	-100%	0	0	N/A	1	0	-100%	3	4	33%
Donner Lake	0	0	N/A	0	0	N/A	0	0	N/A	0	0	N/A	0	0	N/A
Downtown	0	0	N/A	0	0	N/A	0	0	N/A	0	0	N/A	0	0	N/A
Gateway	0	0	N/A	0	0	N/A	0	0	N/A	0	0	N/A	2	1	-50%
Glenshire	1	0	-100%	0	0	N/A	0	0	N/A	1	0	-100%	18	10	-44%
Martis Valley Estates	6	0	-100%	0	0	N/A	1	0	-100%	7	0	-100%	19	6	-68%
Northstar/ Martis	0	2	N/A	0	1	N/A	0	0	N/A	0	3	N/A	1	20	1900%
Olympic Heights	0	2	N/A	0	0	N/A	0	0	N/A	0	2	N/A	8	15	88%
Ponderosa	0	0	N/A	0	0	N/A	0	0	N/A	0	0	N/A	2	6	200%
Prosser	0	0	N/A	0	0	N/A	0	1	N/A	0	1	N/A	1	26	2500%
Tahoe Donner	0	0	N/A	0	1	N/A	0	1	N/A	0	2	N/A	3	19	533%
Unknown/Other	0	0	N/A	0	0	N/A	0	0	N/A	0	0	N/A	4	12	200%
TOTAL	7	4	-43%	1	2	100%	1	2	100%	9	8	-11%	61	119	95%
Operations- Type															
Piston Single	568	514	-10%	368	404	10%	262	520	98%	1198	1438	20%	8031	6854	-15%
Piston Twin	50	92	84%	62	74	19%	36	56	56%	148	222	50%	857	1042	22%
Turbo Prop	210	168	-20%	132	120	-9%	224	230	3%	566	518	-8%	2866	3036	6%
Jet <12,499 lbs	50	70	40%	18	50	178%	18	98	444%	86	218	153%	406	1046	158%
Jet 12,499-19,999 lbs	44	74	68%	30	56	87%	42	88	110%	116	218	88%	590	946	60%
Jet > 20,000 lbs	46	20	-57%	28	38	36%	44	70	59%	118	128	8%	536	974	82%
Helicopter	80	102	28%	70	108	54%	156	108	-31%	306	318	4%	1300	1392	7%
Powered Aircraft Subtotal	1048	1040	-1%	708	850	20%	782	1170	50%	2538	3060	21%	14586	15290	5%
Gliders	109	109	0%	0	0	N/A	0	0	N/A	109	109	0%	5496	4889	-11%
TOTAL	1157	1149	-1%	708	850	20%	782	1170	50%	2647	3169	20%	20082	20179	0%
TOTAL WITH TOUCH & GO & HELICOPTER MULTIPLIER															
							Q1	Q2	Q3	Q4	Glider	Powered	TOTAL		
							4939	4634	5875	3519	4889	18967	23856		
Comments- Type															
Piston	7	2	-71%	1	0	-100%	1	0	-100%	9	2	-78%	29	26	-10%
Turbine	0	1	N/A	0	0	N/A	0	0	N/A	0	1	N/A	9	8	-11%
Jet	0	1	N/A	0	1	N/A	0	1	N/A	0	3	N/A	12	70	483%
Helo	0	0	N/A	0	0	N/A	0	0	N/A	0	0	N/A	2	1	-50%
Unknown	0	0	N/A	0	1	N/A	0	1	N/A	0	2	N/A	9	14	56%
TOTAL	7	4	-43%	1	2	100%	1	2	100%	9	8	-11%	61	119	95%
Ops/Comment															
	165	287	74%	708	425	-40%	782	585	-25%	294	396	35%	329	170	-48%

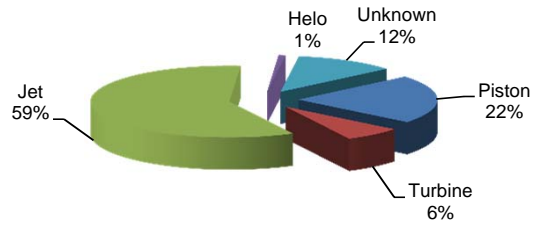
***	Q4 2012	Q4 2013	% Change	2012	2013	% Change
Total Operations	2647	3169	20%	20082	20179	0%
Total Comments	9	8	-11%	61	119	95%
Comments/Ops	294	396	35%	329	169	-49%

Operations & Community Comment Report

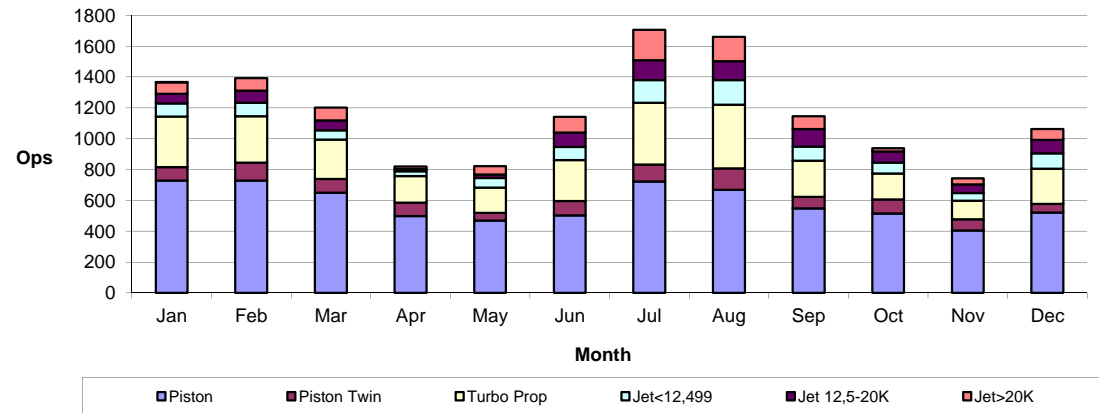
Fourth Quarter 2013

Truckee Tahoe Airport District

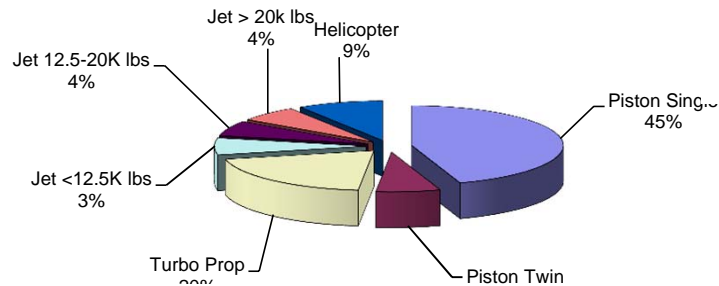
2013 Comments by Aircraft Type



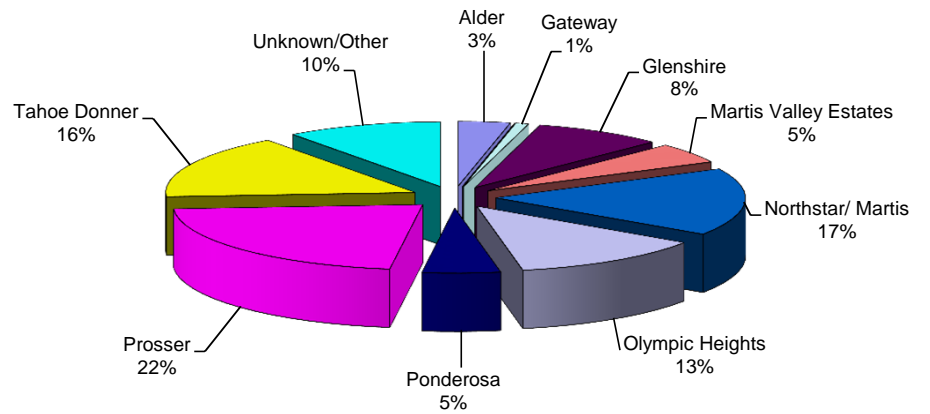
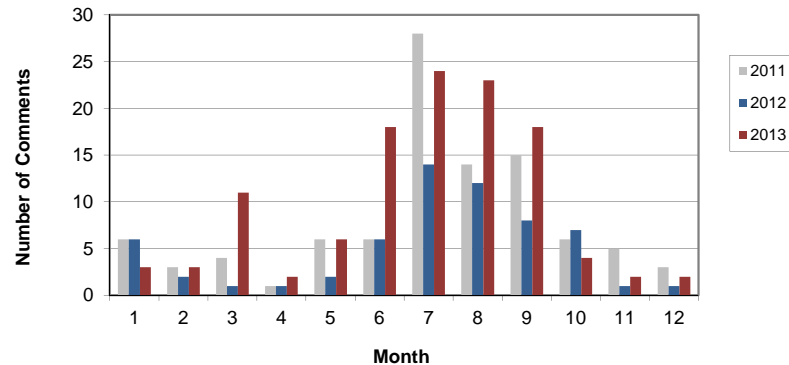
2013 Operations by Type of Aircraft



2013 Operations by Aircraft Type

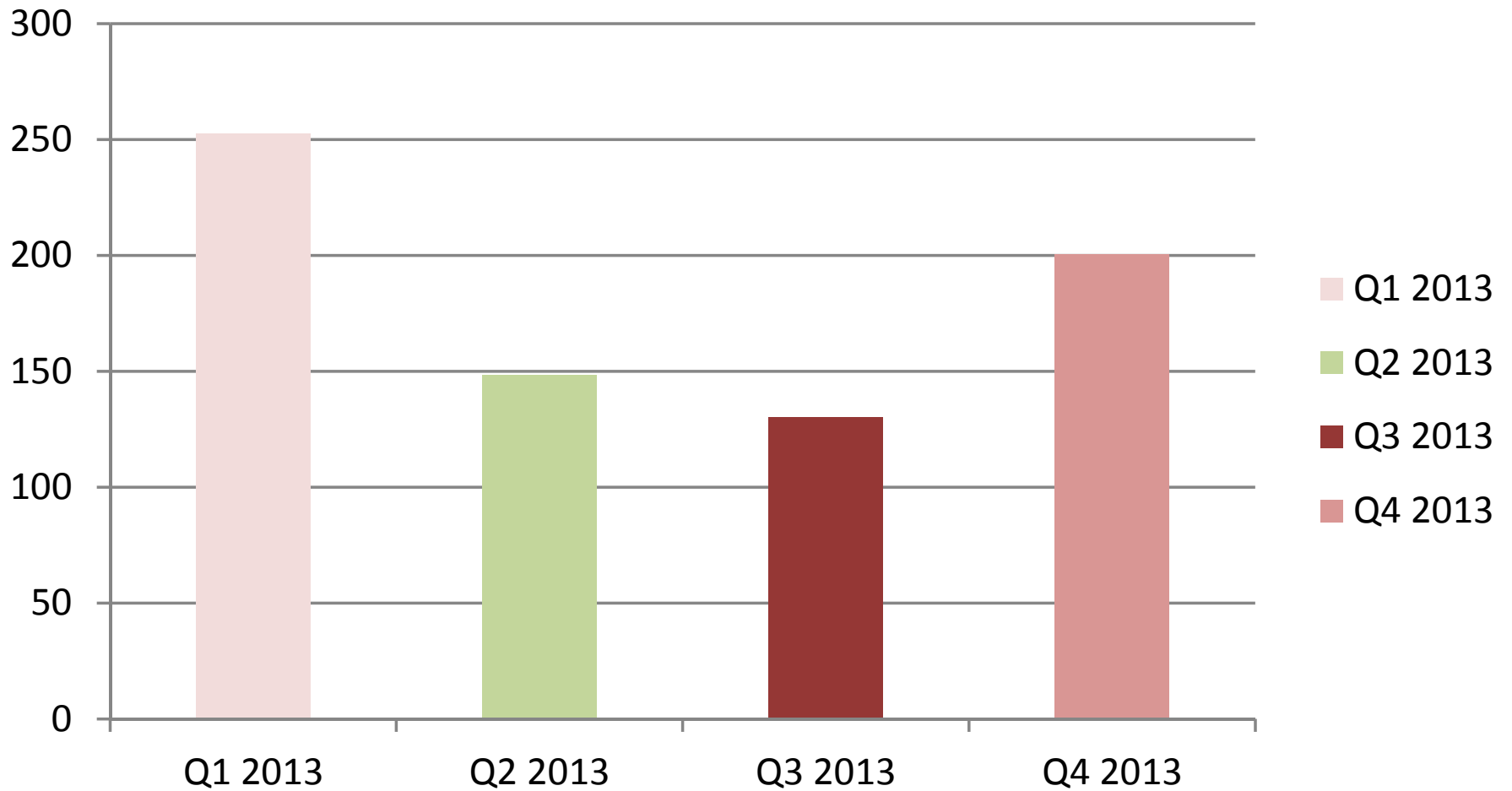


Comments by Year

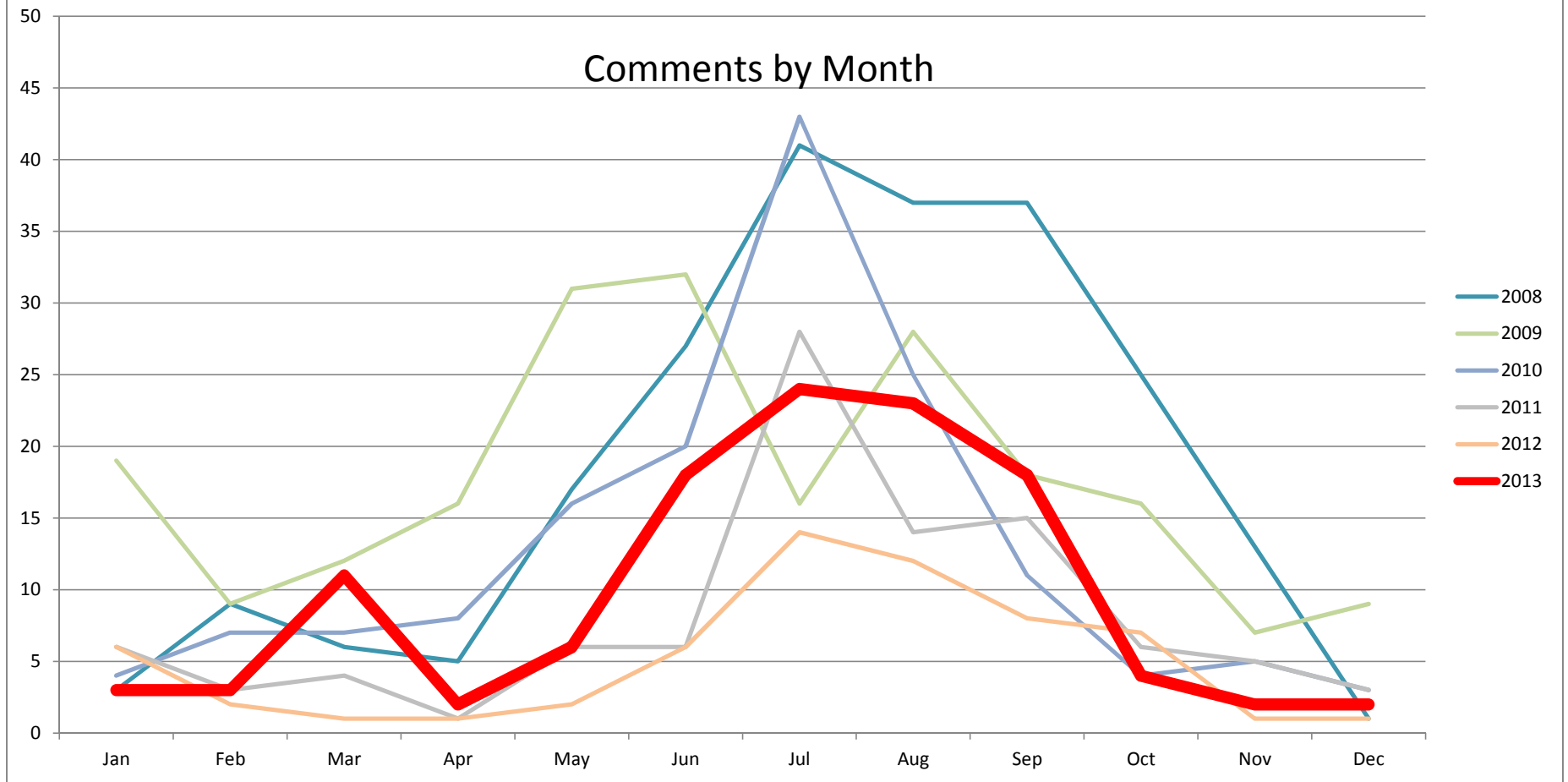


YTD Comments by Location

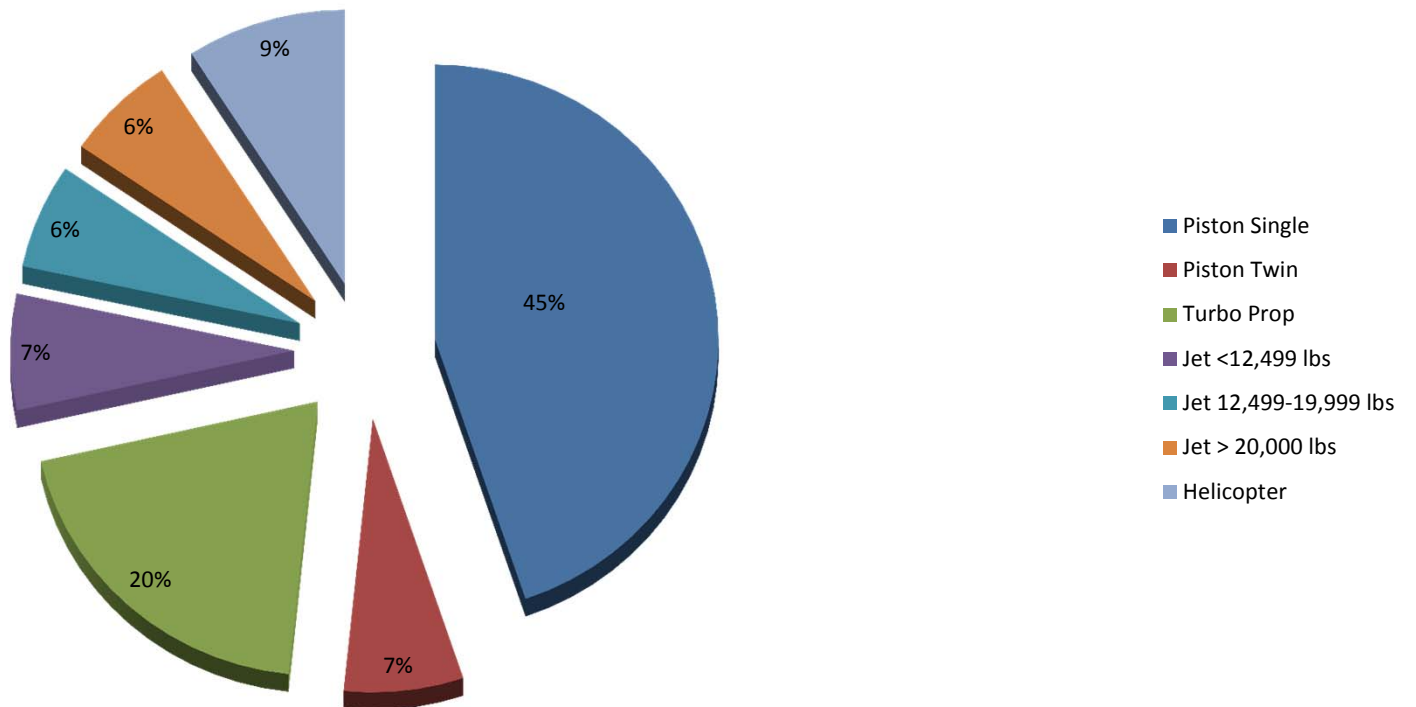
Operations per Comment



Comments by Month

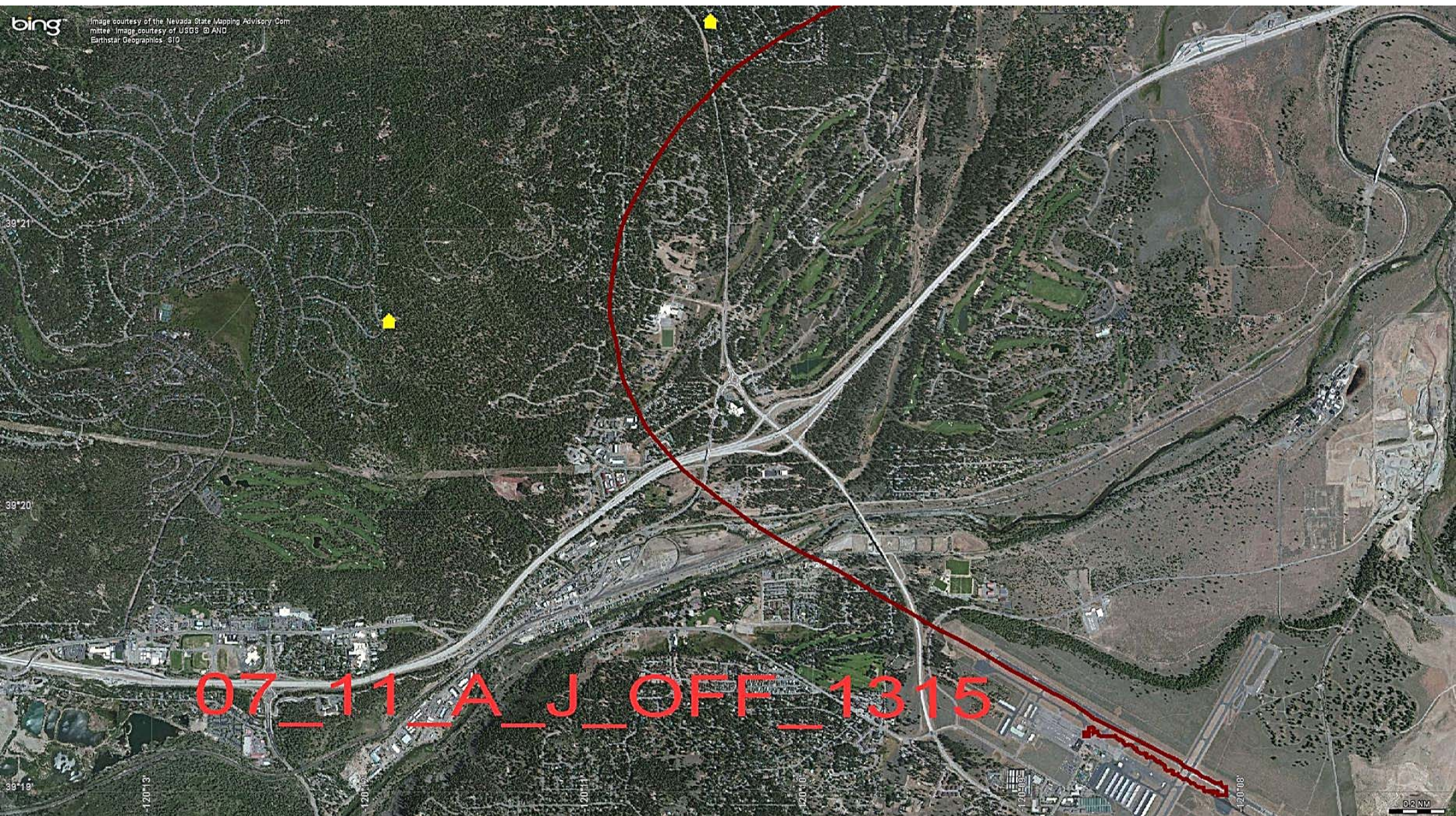


2013 Ops / Type (clockwise)



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Earthstar Geographics. 310



07_11_A_J_OFF_1315

0.5 NM

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Earthstar Geographics, GIS



08_11_A_J_ALL_774

bing

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39°20'

39°19'

39°18'

01_29_A_J_LOW_1550

-120°12'

-120°11'

-120°10'

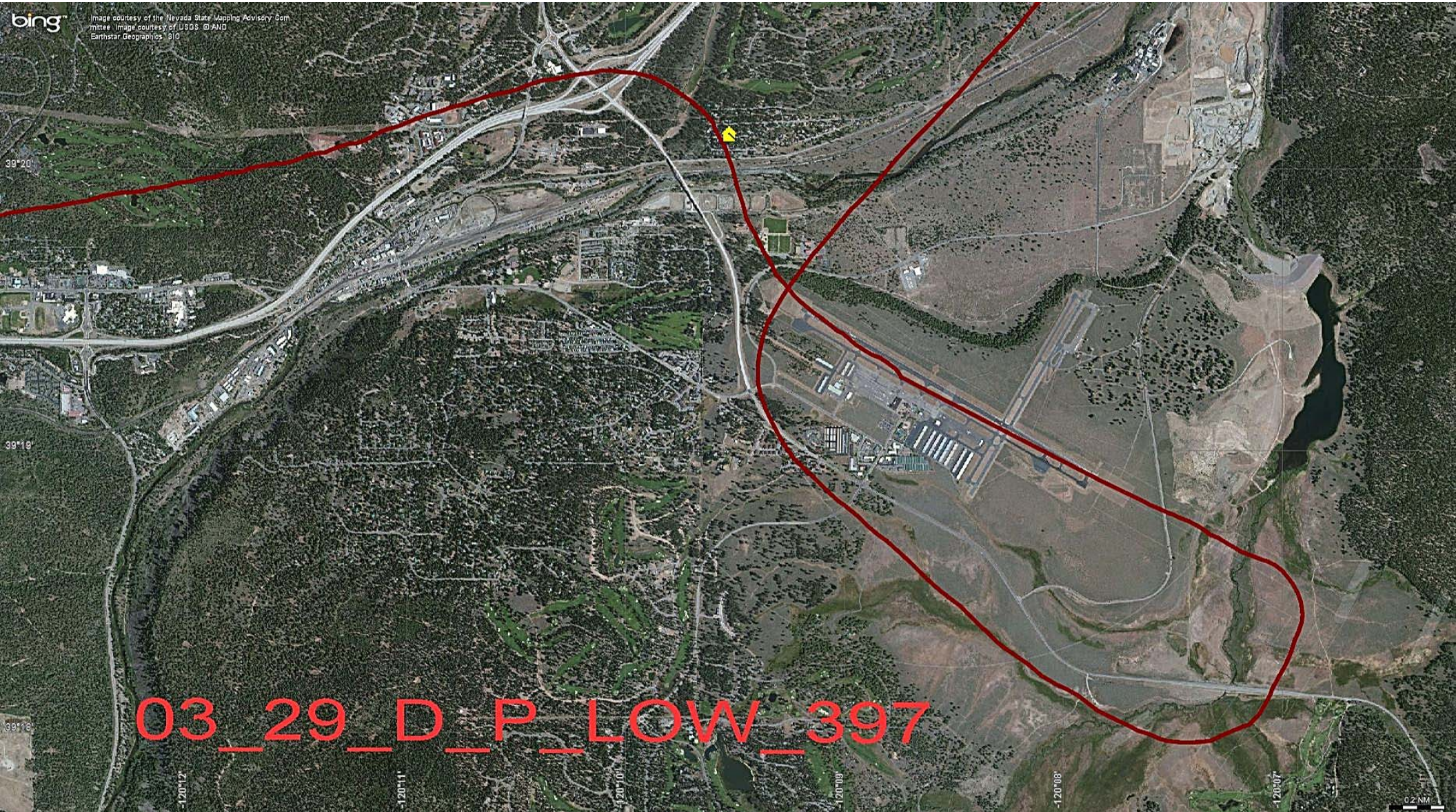
-120°09'

-120°08'

-120°07'

0.2 NM





03_29_D_P_LOW_397



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Image courtesy of the Nevada State Mapping Advisory Committee. Image courtesy of USGS, © AND Earthstar Geographics, SIO.

39°20'

39°19'

39°18'

04_29_D_P_LOW_397

-120°12'

-120°11'

-120°10'

-120°09'

-120°08'

-120°07'

0.2 NM



05_29_A_J_LOW_631



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39°21'

39°20'

39°19'

-120°14'

-120°13'

-120°12'

-120°11'

-120°10'

-120°09'

06_11_A_J_LOW_774

0.2 Miles