

ADSB

Automated Dependent Surveillance Broadcast

- FAA's next Generation Radar System
- Fully Operational Country Wide – 650 Installations
- Most Planes in the US will have onboard ADS-B Tech. by 2020
- Offers Truckee RESIDENTS a Dramatic Reduction in NOISE
- I would like to talk about & review 3 Important Considerations
 - \$\$\$\$\$\$
 - Impact on Truckee Airplane Traffic
 - Impact on Truckee Neighborhoods

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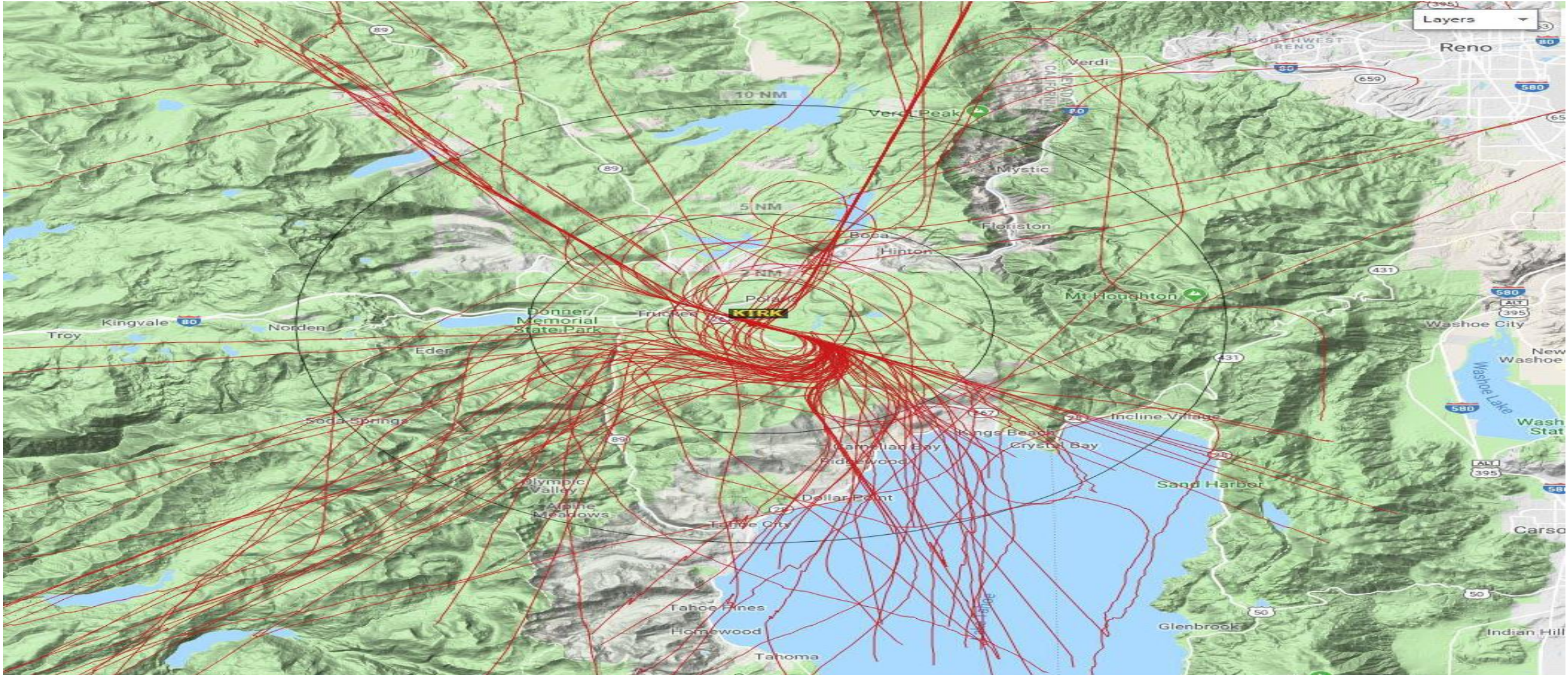
- Truckee Airports Existing Radar System (MLAT)
 - Installed in 2009 to Monitor/Track Traffic & Call Violators after the fact
 - It was not integrated into Oakland Center & can not be used for Traffic Guidance.
 - It is Last Generation Radar that is being replaced Country wide by ADS-B
 - TRK's License to operate has Expired and will not be renewed by FAA
 - System has cost approximately \$2.8 million Project to Date.
 - Installation cost of \$1 million
 - Yearly costs on average of \$200K
 - One Letter from FAA could cause this radar system to be shuttered

TRAFFIC IMPACT

- What Drives Plane Traffic to Truckee?
 - \$90K Airport Study in Nov. 2015
 - “The research results suggest that the primary demand drivers at TRK are outside of TTAD control. These demand drivers include the Airport’s proximity to the user’s primary or secondary residence, proximity to Lake Tahoe, and proximity to local mountain resorts”
- ADS-B has No impact on Night Flights
- In One Case, ADS-B May Increase Traffic – Instrument Approaches
 - ATC can cycle aircraft in and out of TRK more timely and efficiently & Safer
- The Benefits of ADS-B driven by:
 - Use by the tower in conjunction with Oakland Center
 - Creation of Visual Approaches by TRK used in VFR (Visual) Conditions
 - Long term availability of TRK traffic monitoring like our MLAT System

NEIGHBORHOOD IMPACT

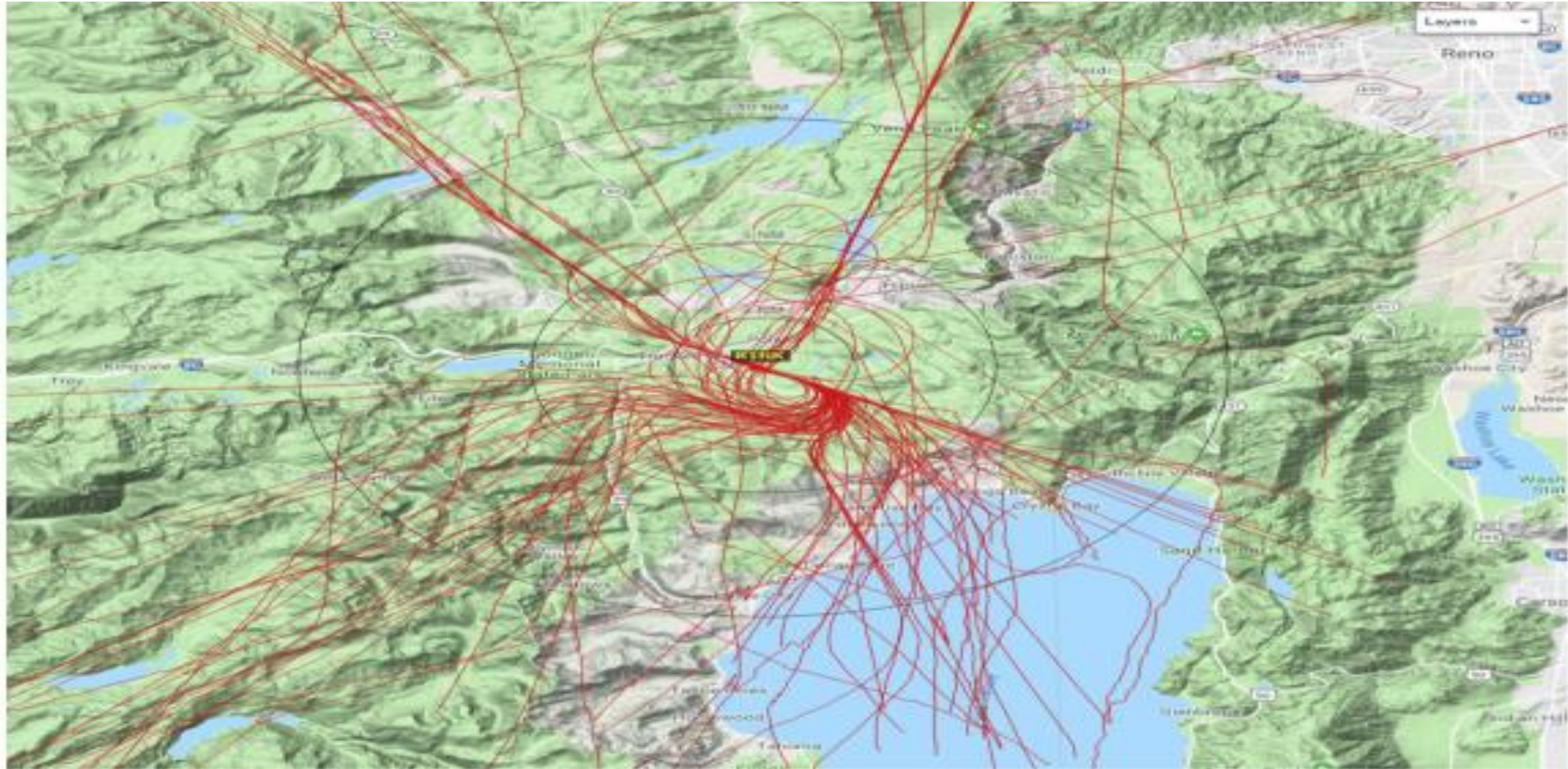
Last November – 110 Jet Landings at TRK



NEIGHBORHOOD IMPACT – Cont.

- TRK has 2 Instrument Landing Procedures – RWY 11 & 20
- Compare 11 & 20 Traffic to RWY 29 Traffic
- Most of RWY 29 Activity is VFR Traffic
- 2018 **Jet Traffic** Landing on **RWY 29 = 1,667 or 73%** of total Jets (2,271)
 - 10% = 167 landings; 25% = 417 landings
- 2018 **Turboprop Traffic** on **RWY 29 = 2,189 or 64%** of total TP's (3,416)
 - 10% = 219 landings; 25% = 547 landings
- I'm suggesting **ADS-B & a Published Visual Approach to RWY 29** could Reduce Traffic by as much as 1,000 Jets & Turboprops annually that downwind over:
 - Ponderosa Palisades; Sierra Meadows; Shafer's Mill
 - Lahontan; Martis Camp and North Star

Pre ADS-B & A Lake Tahoe Visual Approach



Post ADS-B & A Lake Tahoe Visual Approach for E. S. & West Traffic Starting at 11.5K ft. & Flying close to Hwy267



Thank You