

## **A Brief History of ACAT.**

### **ANAC Airport Noise Abatement Committee (Formed April 2001)**

In April of 2001 ANAC was formed, bringing on board KTRK's first Noise Abatement Procedure Map. With these procedure came an incentive to follow them, pilots receiving a reduction on fuel prices. "Burma shave" signs were also installed on Taxiways, continually reminding pilots of the NAP's. TTAD hired a Noise/Environmental coordinator in October of 2001. One other highlight of the 2001 ANAC formation, a recorded AWOS message about Noise Abatement and a Curfew was instated, avoiding movements from 11 PM to 6 AM.

### **ACAT (Formed 2005)**

On October 18 2005 TTAD fostered in the formation of its first ACAT Committee. One of the committee's first actions was a recommendation for FAA Part 150 study (Noise Mitigation Plan). ACAT also installed Daktronics Galaxy color LED Sign on the Terminal building, and a recommendation for a part 161 study (Noise Curfew).

### **ACAT 2006**

In 2006 ACAT continued its efforts to reduce community annoyance by establishing:

- 1.) **The Meet & Greet Program** Designed to meet with both the jet and piston operators; during peak operational periods, Friday through Mondays, 8 am to dusk, mid-May to Mid- September. The effort involved local groups such as 99's, EAA and CAP as well as TTAD staff. "Greeters" were trained to recognize flight tracks, discuss with operators, and even establish follow up communication for blatant disregard of procedures after meet & greet.
- 2.) **Charter/Fractional Operator Contact.** Established a Telephone contact by TTAD staff to Flight Operations department or Chief Pilot. The focus of the contact was to maintain compliance with noise abatement procedures and request night curfew compliance. Each month a letter was sent the Owner/Operator summarizing flights, complaints and compliance with procedures.
- 3.) **Mailing to all CFIs and Flying Clubs within 200 Miles of TRK.** Including a cover letter from the Board President, Noise Abatement Procedure pamphlets, requests for voluntary "no-fly" periods in morning and evenings to reduce repetitive operations. A meet and greet was scheduled to track the effectiveness of the program.
- 4.) **Equipment Modifications.** TTAD oversaw the installation of a 4-blade propeller on one of Soar Truckee tow planes. All the initial costs were covered by TTAD, owned by TTAD. Soar Truckee was to provide written documentation of operational and performance changes. TTAD then compared noise levels with portable monitors. Soar Truckee signed an agreement to hold TTAD harmless and had the option to remove the propeller if serious problems occurred.
- 5.) **Auxiliary Power Units.** Set a limit of APU operating time to 15 minutes per a 2-hour period.

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6.) **Upgrade Terminal Airfield Singe.** Created a changeable message board at the front of the Terminal Building directed at "Guest Circle" parking. This addition was used as a supplement to the Meet & Greet program. Also could be used for NOTAM's, Weather, fuel and other airport informational advisories. Also Airfield signs were changed to a different color and size, this was "Last Thing Pilot sees before taxing onto runway".

7.) **Jeppesen Airspace Study Route Evaluation.**

8.) **Noise Modeling Tools: Preliminary Report on Using INM.**

9.) **Future Trends in Aviation: An Overview of Very Light Jets (VLJs) and the Air Taxis Business Model Airport Community Advisory Team 13 January 2006.**

10) **Public workshop by the Devising Solutions Subcommittee:** efforts to develop measures to mitigate airport impacts on the surrounding community.

11.) **AIRPORT IMPACT MITIGATION SOLUTIONS WORKSHOPS NOVEMBER 15, 16, 2006.**  
A workshop was held identifying public priorities that were developed at each meeting including:

### **Pilots:**

- A.) In flight videos, one for props, one for jets/turbines, available on website, include approach and departures, viewable in segments.
- B.) Mountain and high altitude clinics specific to TRK.
- C.) Outreach to local and other CFIs.
- D.) Incentives (e.g., coffee coupons) for transient pilots to learn NAP.
- E.) Revisions to NAP.

### **Airport Operations:**

- A.) Install noise monitoring equipment at key residential locations including proper feedback to public.
- B.) Incentives for pilots flying NAP, but not giveaways (i.e., must be able to take it away).
- C.) Investigate limiting repetitive procedures.
- D.) Surcharges by aircraft type.

11.1) **KINGS BEACH Workshop, NOVEMBER 16:**

### **Pilots:**

- A.) Revisions to NAP (incl. RWY01, RWY10)
- B.) In flight video.
- C.) Coffee coupons.

### **Airport Operations:**

- A.) Better advertising/promotion of NAP fuel discount program.

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- B.) Better incentives for NAP compliance.
- C.) Mandatory curfew.
- D.) Message NAP for tighter “heavy” arrival.
- E.) Review calm wind RWY selection.
- F.) Informal crosswind entry to downwind arrival on 28.

### **Equipment Modifications and Capital Investments:**

- A.) Displace RWY28 to East, add VASI.
- B.) Land acquisition to freeze development near airport.
- C.) Subsidize equipment modifications for aircraft.
- D.) Install VASI lights on RWY 10, push angle to 4.5.

### **ACAT 2007**

- 1.) **NetsJets Fractional Operator Outreach.**
- 2.) **TSAS evaluation.** (Flight Tracking System)
- 3.) **Jet Operations study:** to determine drivers that affect traffic.
- 4.) **STOL kit on Cessna 172 before and after tests.**
- 5.) **Community Outreach Meetings:** Included neighborhoods of Truckee Downtown area, Prosser Heights, Tahoe Donner and Glenshire.

### **ACAT 2008**

- 1.) **Community/Pilot survey presented at Airport 50<sup>th</sup> anniversary celebration**
- 2.) **Pilot Outreach meeting:** presentation of new NAP
- 3.) **NAP revised and published.**
- 4.) **Feedback recorded from pilots to be incorporated in later NAP revision.**
- 5.) **Powerflow Exhaust system installed on Cessna 172:** to reduce time to pattern altitude and then reduced noise by reducing engine RPM.
- 6.) **Noise tracks for touch and go operation on runway 28 before Cessna 172 modification and after Powerflow Exhaust system installed on Cessna 172.** Noise tracks showed a dramatic reduction in noise level under the downwind leg.

### **ACAT 2009**

- 1.) **Flight Tracking systems researched and investigated:** resulting in recommending the purchase of a Flight Tracking system from ERA.
- 2.) **Brockway approach discussion:** led to a special arrival approach starting over Lake Tahoe for NetJets. This special RNAV approach was deemed safer by NetJets pilot and is much quieter for neighbors.

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- 3.) **Noise track comparison of jet arrival using the downwind leg for runway 28 and a jet arriving straight in from Brockway:** Using the Brockway approach and not the normal downwind approach for runway 28 showed a dramatic reduction in noise under the downwind leg without much noise for very few residences under the Brockway approach.

### **ACAT 2010**

- 1.) **RNAV approach for NETJETS from Lake Tahoe.** Eventually became the Lake Tahoe Visual RNAV.
- 2.) **Near future Technologies and Procedures presentation.**
- 3.) **Mountain Flying road show.** Over 20 different sessions, educating pilots on how to fly in mountainous terrain and KTRK NAP's.
- 4.) **Weather analysis for Truckee Airport wind.** Analysis of 5 years of weather data at KTRK to find what aircraft could land under differing weather conditions.
- 5.) **Soar Truckee testing of 4 blade prop vs 2 blade prop.** 4 blade prop was determined to be the quieter of the two by a significant amount, TTAD then purchased two 4 blade props for Soar Truckee.
- 6.) **RNAV departure for NetJets.**

### **ACAT 2011**

- 1.) **Pilot RoadShow.**
- 2.) **Flight Simulator:** Red Bird, for enhanced pilot training.
- 3.) **Flight Tracking Data use policy.**
- 4.) **I Pad's For ACAT Members:** Staying with technological trends and reducing paper waste.
- 5.) **RNAV Study:** NetJets RNAV approach becoming Lake Tahoe Visual RNAV.

### **ACAT 2012**

- 1.) **Golf Course Pin Flags:** Ponderosa Golf Course, all flags with TTAD open space logo.
- 2.) **Land Signs:** Open space logo on all property gates around the airfield.
- 3.) **Air Fair:** Participation in the Air Show.
- 4.) **RNAV Procedure Development:** Implementation of NetJets RNAV to the Lake Tahoe Visual RNAV.

### **ACAT 2013**

- 1.) **VRNAV Departure Procedures:** TTAD staff study for KTRK departure procedures including videos, presented to the FAA.
- 2.) **Preferred Runway Utilization:** Recommendation of calm wind Runway 02.
- 3.) **Master Plan:** Community meeting involvement.
- 4.) **Commercial Operator Outreach:** (Discussed but never implemented)
- 5.) **Serco Proposal.**
- 6.) **Community Outreach.**
- 7.) **Revision of current Road Show and new presentation schedule/venues.**
- 8.) **Pilot outreach / Pilot Training.**

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- 9.) Possible contour modeling for runway 11/29 displaced threshold project.
- 10.) Bridgenet Task Order #3: Visual Procedure into AFD.
- 11.) Community Advisory Team meetings: SFO, SAN, PDX.

### ACAT 2014

- 1.) Installation of a replacement simulator.
- 2.) Began work on night operations study.
- 3.) UNICOM assessment.
- 4.) Procedure Videos.
- 5.) Night Ops final paper.
- 6.) Red Hawk Discussion.

2014 was a busy project year for ACAT listed below is a summary of projects forecasted by the team.

#### A.) **Airspace:**

- i. RNAV Departure. (Presented to ACAT)
- ii. Visual RNAV Arrival. (Presented to ACAT)
- iii. Airspace Redesign began. (Staff Project)

#### B.) **Technology:**

- i. AWOS Radios.
- ii. Mt. Top AWOS.
- iii. Wildlife Incursion/prevention.
- iv. UNICOM Enhancement.
- v. ZOA Radio Coverage. (Oakland Center)
- vi. MLAT Integration.

#### C.) **Pilot Incentives & Training:**

- i. Videography.
- ii. Pilot Info Kiosks.
- iii. Roadshow.
- iv. Airshows.
- v. New NAP Map with Oblique view. (Pending)
- vi. BFR Subsidy/ NAP Training.

#### D.) **Aircraft Utilization:**

- i. Diesel Powered AC.
- ii. Glider Transponders.
- iii. AC Modifications.

#### E.) **Outreach:**

- i. Public Outreach & Events.
- ii. Godbe Survey Results.

#### F.) **Miscellaneous:**

- i. Signs for Lawn.
- ii. Use of GIS for procedures and quarterly reporting.

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### ACAT 2015

- 1.) **Growth Management Drivers.** (In Progress)
- 2.) **Remote Mountain Top Weather.** (In Progress)
- 3.) **Trails Development.** (In Progress)
- 4.) **Noise Monitors/Noise Abatement.** (In Progress)
- 5.) **Emergency Preparedness.** (In Progress)
- 6.) **Airspace Assessment.** (In Progress)
- 7.) **Wildlife Tracking.** (Complete)

### ACAT 2016 – 2017

<b>Pilot Incentives Biannual Flight Review Subsidy</b>	<b>Offer incentives for pilots to receive specific NAP training</b>	<b>Joe and Katie Greenwood</b>
<b>Noise Monitor Technology (NMT)</b>	Mike Cooke to summarize data for the 12 month single NMT	Mike
<b>Community Annoyance Mitigation Plan</b>	ACAT review and enhancement	Hardy
<b>Airport User Data Collection</b>	Install kiosks or use other methods to determine airport user behavior. Wi-Fi splash page	Lisa, Kat and Mike
<b>My Airport Webpage</b>	Install a webpage designed to inform the greater community about the airport	Dan and Marc
<b>Communication Enhancement</b>	Form an ad-hoc committee to enhance the method and quality of District communication products	Marc and Dan and Hardy
<b>Community Sponsorship</b>	ACAT would like to review the District sponsorship policy	Kevin

### ACAT – 2018 -2019

1. **Pilot Orientation Program**
2. **Airfield Signs Review**
3. **Soar Truckee Youth Soaring Initiative**
4. **Sky Dive Jump Plane Modification**
5. **Emergency Landing Project**
6. **Community Sponsorship PI 311 Review and Recommendation**

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