



AIRPORT COMMUNITY ADVISORY TEAM (ACAT)  
JUNE 9TH REGULAR (VIRTUAL) MEETING PRESENTATION

## ACAT Team

Staff Lead

Hardy Bullock  
Director of Aviation &  
Community Services

Chair David Diamond

Vice Chair Joe Lorenz

Member Stacy Caldwell

Member Kathryn Rolf

Member Lynn Larson

Member Leigh Golden





## Action Items



Minutes of the May 5<sup>th</sup> Meeting

Emergency Landing Map

Safe Haven Policy

Real-estate Guide

Pilot Survey Questions

## Presentations



How the District Works with its Community



# Emergency Landing Guide

Descriptions of each zone can be found on the reverse side of this document.

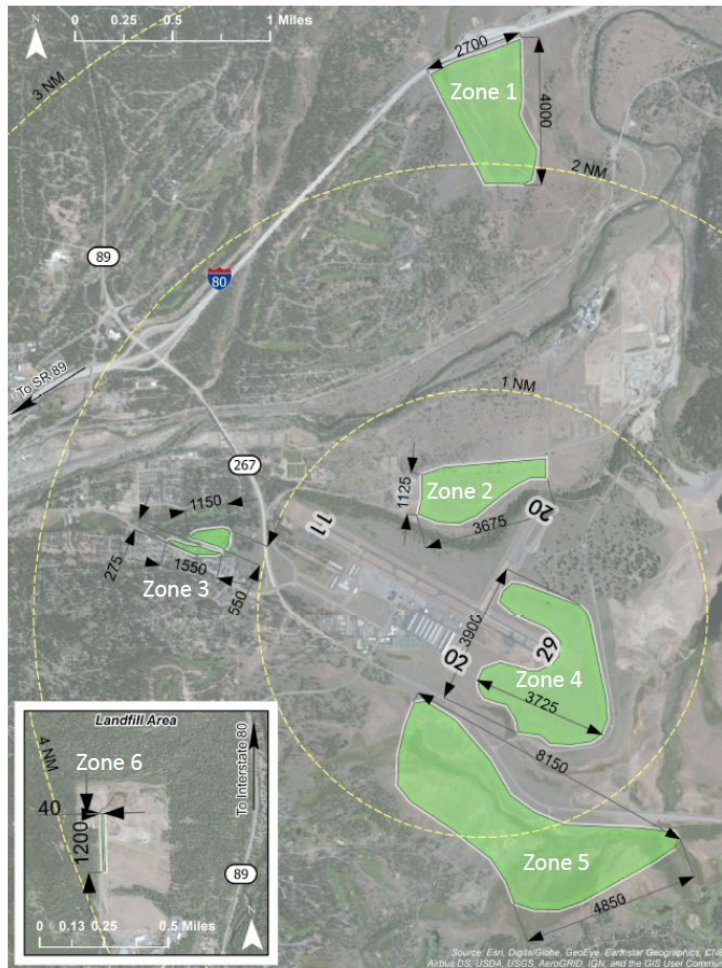
Refer to your Pilots Operating Handbook for specific performance applicability.

Drone footage of each zone can be found by scanning the following QR code:



This guide shall not be used as official aeronautical information and is designed as a reference for exploring and understanding local open spaces that may support an emergency landing.

This guide does not indicate a preference or recommendation by Truckee Tahoe Airport for any particular emergency procedures.



## Emergency Landing Map

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### Zone 1 – Old Airport Flats

Old Airport Flats is an open space located two miles to the north when departing Runway 02. If flying runway heading, this area is straight out and slightly to the left. Its dimensions are 4,000' (north to south) by 2,700' (east to west). It is bordered by Interstate 80 to the north and is bisected northwest to southeast by a 20' wide dirt road. The surface consists of dirt and sagebrush that is one to three feet tall with very few, scattered trees under ten feet tall. Wildlife is a potential factor in this area.

### Zone 2 – Bus Depot

The Bus Depot is an open space just to the west of the end of the runway when departing Runway 02. If flying runway heading, this area is directly to the left. There is a drop-off on the north end of the runway and the Bus Depot is level with the bottom of the drop-off, 100' below the airfield. Its dimensions are 3,675' (east to west) by 1,125' (north to south). It is bordered by trees to the north, power lines and a ten-foot wide dirt road to the east, trees and a ten-foot wide dirt road to the south, and a building and parking lot to the west. The surface consists of dirt and sagebrush that is one to three feet tall with scattered trees on the north side of the area. Wildlife and few scattered five-foot tall boulders are potential factors in this area.

### Zone 3 – Ponderosa Golf Course

The Ponderosa Golf Course is an area of clearings 0.5 miles to the southwest when departing Runway 29. If flying runway heading, this area is just to the left. It consists of nine fairways separated and lined by trees. The fairways are 700' - 1,200' (east to west) by 100' (north to south). Trees border the fairways in all directions. Additional consideration is warranted while the course is open to golfers during the summer months.

### Zone 4 – Approach End of Runway 29

This zone includes the southeast area between the two KTRK runways and wraps around behind Runway 29 to the northeast side. If departing Runway 11, this area surrounds both sides of the end of the runway. When departing Runway 20, this area borders the left side of the runway. Its dimensions are 3,725' (east to west) by 3,900' (north to south). It is bordered by Runway 11/29

and trees to the north, a 20' wide paved road to the east and south, and Runway 02/20 to the west. A 50' wide section of cleared brush bisects the area east to west on the south side of Runway 29. The surface consists of sagebrush that is one to three feet tall with scattered small boulders. Being near the end of two runways, low-flying aircraft is a factor in this area.

### Zone 5 – Martis Valley

Martis Valley is an open space 0.5 miles to the south when departing Runway 20. If flying runway heading, this area is straight ahead. Its dimensions are 8,150' (east to west) by 4,850' (north to south). It is bordered by Highway 267 to the north, power lines and trees to the east, power lines to the south, and trees to the west. Several creeks one to four feet wide are scattered throughout the area and a four-foot tall wire fence bisects it north to south in the western third of the area. The surface consists of sagebrush that is one to three feet tall, several hiking trails and wooden boardwalks, and it is a seasonal marshy wetland. Wildlife is a potential factor in this area.

### Zone 6 – Landfill

The landfill is easily distinguishable from the sky as it's almost a square mile of clearing near Highway 89. This zone is four miles to the southwest when departing Runway 29. If flying runway heading, this area is to the left. The only usable section of the landfill is a service road on the western boundary. Its dimensions are 1,200' (north to south) by 40' (east to west). The road is paved until the last 400' where it transitions to dirt on the north end. It is bordered by the landfill facility to the north, a large pit to the east, and trees to the south and west. The road has multiple speed bumps, road signs, frequent trucks and slopes upward heading north.

- ACAT Approved the Publication
- Staff is completing final edits
- Staff is developing an outreach campaign



**SUBJECT: KTRK Safe Haven Initiative**

**PURPOSE:** Provides assistance and enhance safety for transient pilots facing unsafe flight conditions and unforeseen hardship. The Safe Haven Initiative is designed for itinerate private aircraft owners or renters who may require assistance when completing aeronautical decisions related to their flight.

**ABSTRACT:** The KTRK Safe Haven Initiative is intended to provide transient pilots with impromptu emergency overnight housing, tie-down, hangar, or transportation. It is a network within the local aviation community that will share their home with pilots and passengers when an unexpected weather issue occurs and safe flight is not feasible.

The Safe Haven Initiative works in concert with other Pilot and Passenger Outreach programs. The Outreach Coordinator works closely with the Operations team to develop an awareness of behaviors that conflict with good aeronautical decision making. The Outreach Coordinator assists pilots and passengers by providing local weather knowledge, available hotel, transportation and food accommodations, as well as hangar availability.

When local hotel or short-term rental availability is nonexistent, or a financial hardship occurs, the Pilot Outreach Coordinator or other Aviation and Community Services team members will make contact with individuals on the Safe Haven list to inquire on availability of overnight accommodations. Hangars may be available and rented through the KTRK Airport Operations office. Staff will work diligently to find affordable alternatives for required aircraft storage and tie-down.

**POLICY:**

- A. Airport operations staff will be trained to perceive a potentially unsafe flight operation by Aviation and Community services staff.
- B. Operations staff will alert the Pilot Outreach Coordinator or alternate.
- C. Outreach will be made to pilot and passengers to provide awareness of weather outlook, local hotels, food, and transportation options.
- D. When a hardship or potential unsafe flight is foreseen, TTAD staff will work with Safe Haven contact list to locate accommodations until safe flight is foreseen.
- E. A hangar will be offered if weather has the potential to damage the aircraft.
- F. Hangars will be offered from those available in our overnight rental pool, not personal hangars from tenants.
- G. Hangar offerings are on a first come basis and only until damaging weather subsides.
- H. Pilot and aircraft must be at KTRK, not en-route.
- I. Snow does not qualify as damaging weather. During snow events, ramp space is available and aircraft owners/renters will be responsible for shoveling around aircraft.
- J. The length of time that all accommodations are offered expires the following morning at 10:00 a.m. By that time, the participant agrees to have left the housing premises, and removed his or her aircraft from the accommodations provided. If the weather continues to be a factor, the participant will reevaluate his or her situation, and reapply for additional help, if necessary.
- K. Participation in the Safe Haven Initiative in no way obligates the Truckee Tahoe Airport District to provide services or amenities free of charge or at a discount.
- L. Participation in the Safe Haven Initiative in no way obligates the Truckee Tahoe Airport District to act on behalf of a pilot or passenger in distress and the District may choose or be rendered incapable of assisting under certain conditions.
- M. Pilots and passengers choosing to participate in this initiative will hold the Truckee Tahoe Airport District harmless from aeronautical decisions made as a result of delays or forgone operations while participating in this initiative.
- N. Participants in this initiative will hold Truckee Tahoe Airport harmless of any damages or losses in a Safe Haven host home.

- ACAT Approved the Policy.
- Staff is completing final edits
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# KTRK Home Buyer's Guide - June 2020 Revision

DRAFT for ACAT - 06-01-2020 - DIAMOND/CALDWELL/LARSON

## Purpose

Provide prospective home buyers with an introduction to the airport, and an overview of flight operations.

## Audiences

- Prospective home buyers at any stage of the purchase cycle.
- Realtors who want to help clients understand the airport.

## Format

- 8.5" x 11" inside (full-bleed spread), backside (3-column tri-fold)
- Inside spread includes text overlaid over an illustrated map of the region. (The text will likely be in columns, with solid-color backgrounds, for readability.)
- The map will include points of interest and landmarks, for orientation
- Common flight routes in and out of the area will be depicted.

## Topics

- Overview
- Funding and Operations
- Community Connections
- Noise and Environmental Impact
- Flight Paths (inset narrative for map routes)
- Airport Events and Activities (backside)

## Real-estate Guide

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**GOAL:** Intended to inform prospective home buyers and real estate professionals about airport operations, community involvement and participation opportunities.

## **STATUS: Ad-Hoc Meeting – Board of Relators Meeting Pending**

Create a guidebook

Promote Information

Connect the airport to buyers and sellers

Conceptual refinement – Guidance from industry

What is happening at the next ACAT meeting on July 14<sup>th</sup> at 9:00 AM?

Review the NEW and Updated Noise and Annoyance Handbook

Review the Real-Estate Guide

Review the Airport Communication Activity





# Emergency Landing Guide

Descriptions of each zone can be found on the reverse side of this document.

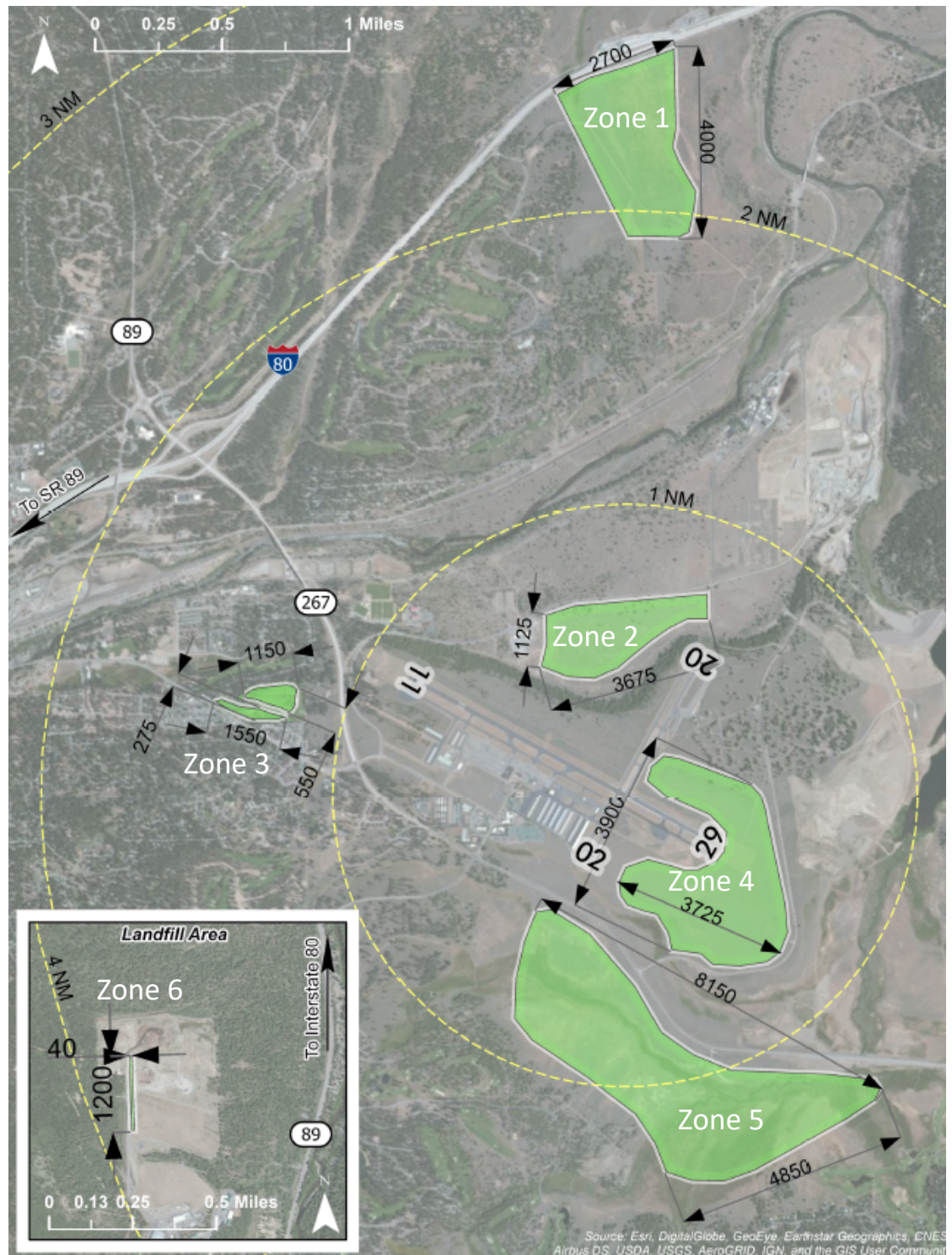
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## **Zone 1 – Old Airport Flats**

Old Airport Flats is an open space located two miles to the northwest when departing Runway 2. If flying runway heading, this area is straight out and slightly to the left. Its dimensions are 2,700' (east to west) by 4,000' (north to south). It is bordered by Interstate 80 to the north and is bisected northwest to southeast by a 20' wide dirt road. The surface consists of dirt and sagebrush that is one to three feet tall with very few, scattered trees under ten feet tall. Wildlife is a potential factor in this area.

## **Zone 2 – Bus Depot**

The Bus Depot is an open space just to the west of the end of the runway when departing Runway 2. If flying runway heading, this area is directly to the left. There is a drop-off on the north end of the runway and the Bus Depot is level with the bottom of the drop-off, 100' below the airfield. Its dimensions are 3,675' (east to west) by 1,125' (north to south). It is bordered by scattered trees to the north, power lines and a ten-foot wide dirt road to the east, a thick tree line and a ten-foot wide dirt road to the south, and a building and parking lot to the west. The surface consists of dirt and sagebrush that is one to three feet tall. Wildlife and few large scattered boulders are potential factors in this area.

## **Zone 3 – Ponderosa Golf Course**

The Ponderosa Golf Course is an area of clearings 0.5 miles to the southwest when departing Runway 29. If flying runway heading, this area is just to the left. It consists of nine fairways separated and lined by trees. The golf course area is 1,550' (east to west) by 550' (north to south). Trees border the fairways in all directions. Additional consideration is warranted while the course is open to golfers during the summer months.

## **Zone 4 – Approach End of Runway 29**

This zone includes the southeast area between the two KTRK runways and wraps around behind Runway 29 to the northeast side. If departing Runway 11, this area surrounds both sides of the end of the runway. When departing Runway 20, this area borders the left side of the runway. Its dimensions are 3,725' (east to west) by 3,900' (north to south). It is bordered by Runway 11/29

and trees to the north-northwest, a 20' wide paved road to the east and south, and Runway 2/20 to the west. A 50' wide section of cleared brush bisects the area east to west on the south side of Runway 29. The surface consists of sagebrush that is one to three feet tall with scattered small boulders. Being near the end of two runways, low-flying aircraft is a factor in this area.

## **Zone 5 – Martis Valley**

Martis Valley is a large open space 0.5 miles to the south when departing Runway 20. If flying the runway heading, this area is straight ahead. Its dimensions are 8,150' (east to west) by 4,850' (north to south). It is bordered by Highway 267 to the north, power lines and trees to the east, power lines to the south, and trees to the west. Several creeks one to four feet wide are scattered throughout the area and a four-foot tall wire fence bisects it north to south in the western third of the area. The surface consists of sagebrush that is one to three feet tall, several hiking trails and wooden boardwalks, and the area is a seasonal marshy wetland. Wildlife is a potential factor in this area.

## **Zone 6 – Landfill**

The landfill is easily distinguishable from the surrounding dense forest as it is almost a square mile of clearing near Highway 89. This zone is four miles to the southwest when departing Runway 29. If flying runway heading, this area is to the left. The only usable section of the landfill is a service road on the western boundary. Its dimensions are 40' (east to west) by 1,200' (north to south). The road is paved until the last 400' where it transitions to dirt on the north end. It is bordered by the landfill facility to the north, a large pit to the east, and trees to the south and west. The road has multiple speed bumps, road signs, frequent trucks and slopes upward heading north.

# **TRUCKEE TAHOE AIRPORT DISTRICT**

## **STANDARD POLICY INSTRUCTION**

**SPI NUMBER XXX**

Effective May \_\_, 2020

**SUBJECT: KTRK Safe Haven Initiative**

**PURPOSE:** Provides assistance and enhance safety for transient pilots facing unsafe flight conditions and unforeseen hardship. The Safe Haven Initiative is designed for itinerate private aircraft owners or renters who may require assistance when completing aeronautical decisions related to their flight.

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- M. Pilots and passengers choosing to participate in this initiative will hold the Truckee Tahoe Airport District harmless from aeronautical decisions made as a result of delays or forgone operations while participating in this initiative.
- N. Participants in this initiative will hold Truckee Tahoe Airport harmless of any damages or losses in a Safe Haven host home.

O. Each participant will receive a copy of this Standard Policy Instruction.

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Kevin Smith, General Manager

**Addendum:**

The Safe Haven initiative will be promoted via the Districts website by adding a “help” link at the top of the page, in the area where the webcam is located. Staff will also cross-promote in upcoming print publications, pilot outreach efforts with regional airports and through TTAD social media campaigns. The District will also pursue the addition to electronic flight applications and other publications. These resources will steer pilots to the “help” webpage to initiate the Safe Haven process.



# KTRK Home Buyer's Guide - June 2020 Revision

DRAFT for ACAT - 06-01-2020 - DIAMOND/CALDWELL/LARSON

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## Topics

- Overview
- Funding and Operations
- Community Connections
- Noise and Environmental Impact
- Flight Paths (inset narrative for map routes)
- Airport Events and Activities (backside)

# Document Content

## Intro Text

The Truckee Tahoe Airport provides air-based access to the Truckee and North Tahoe regions for private pilots, search and rescue operations, law enforcement and fire fighting, and charter services. The airport was designated as a California Special District in 1958. An elected board oversees the airport, which employs some 30 individuals.

## Funding

Airport operations are funded primarily through aviation fuel sales, lease agreements (hangars and vendors), and property taxes collected through Placer County and Nevada County, the two counties the airport bisects. Additional funding comes from the FAA.

## Community Connections

The airport Board invests in initiatives to preserve or improve the regions it serves. Previous investments have included land purchases to preserve open space, bike and hiking trails development, emergency equipment for off-airport use, the construction of affordable housing, and forest management for the prevention of fires. Office and warehouse space is made available to non-profits at a discounted rate.

## Noise and Environmental Impact

Airport staff, in coordination with community volunteers, create and manage projects to reduce the airport's impact on the community. Noise reduction procedures for pilots are taken seriously, and investments have been made to make some more commonly used aircraft quieter.

Environmental studies are routinely conducted as a part of the airport's construction, planning, and aeronautical initiatives. Great strides have been made to reduce environmental impact from greenhouse gas emissions through the use of a control tower, flight path planning and surveillance technology.



## Flight Paths (inset box narrative)

The flight paths shown on the map depict the most common routes, but aircraft are legally permitted (by the FAA) to fly anywhere over the region. The airport is making investments in equipment and flight procedures that will afford it more authority over aircraft routing in the region.

## Airport Contacts (inset box)

Concerns or complaints about aircraft operations can be directed to the airport's full-time community liaison: (530) XXX-XXXX or [XXX@XXX.com](mailto:XXX@XXX.com)

The airport manager can be reached at (530) XXX-XXXX or [XXX@XXX.com](mailto:XXX@XXX.com).

## Airport Events and Activities (backside)

The Truckee Tahoe Airport hosts or provides space for a number of community events.

- Airshow (TBD)
- Santa Fly-In (TBD)
- Flight Training (TBD)
- Glider Rides (TBD)
- Parachute Jumps (TBD)
- Board Meetings (TBD)
- ACAT Meetings (TBD)
- Pilot Webinars (TBD)
- Pilot RoadShows (TBD)
- Open House and Community Field Trips (TBD)
- Nature Walks in Open Space (TBD)
- Special Events, like Truckee Dirt Fondo, Girls on the Run, Run the Runway, Truckee Running Fest, School Dances, and fundraisers. (TBD)

An ongoing calendar of events is available at: [TBD/QR code]

TBD:

Map POI labels (meeting rooms, restaurant, etc.) We should see map concept first, to know what options we have.



## TRUCKEE TAHOE AIRPORT DISTRICT STAFF REPORT

**AGENDA TITLE:** Voluntary Curfew Program Modification Interim Guidance

**MEETING DATE:** 06/24/2020

**PREPARED BY:** Hardy Bullock, Director of Aviation & Community Services

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**RECOMMENDED ACTION:** Review pilot survey questions and issue guidance to Staff in support of potential modifications to the Voluntary Curfew Program.

**DISCUSSION:** In late 2019 Staff presented ACAT with a new Voluntary Pilot Curfew program overview. ACAT gave valuable feedback to staff and suggested modifying the program to gain additional compliance, reduce confusion, and add flexibility allowing a higher degree of user adoption.

When considering the voluntary curfew some overview facts are important to note:

1. The curfew program at the airport is voluntary. Aircraft can use the airfield at any time without risk of punitive action from the airport, FAA, or controlling jurisdiction or authority. Airports are prohibited, without special regulation, to make or enforce curfew restrictions on airfields.
2. Our current program does a GREAT job of aligning most operations near the curfew edges (10:30-11 and 6-6:30).
3. Many hangar tenants that signup for the incentive never actually fly much while others fly 3-6 times per week.
4. Zero tolerance or inflexible program guidelines may risk driving out participants, particularly those that fly often.
5. Transient operators are much more difficult to find and reward.



6. An automated billing system is a solution that will auto bill based on time of day and leverage a master fee structure that reflects time of day operations.

Staff has constructed some program guidelines that ACAT adopted and reviewed. The basic guidelines are:

A single curfew program with the following rules/requirements:

- A. No flights after 10PM or before 7AM.
- B. \$.05 per square foot. Example 4000 Square foot hangar = \$1840/month. \$.46/sqft(base rent) - .05(program incentive) = .41 = Total savings of \$200/month.
- C. If the participant flies outside this period, monthly savings X 2 will be charged payable in an invoice.
- D. Participant needs 30 calendar days within curfew to reenter program.

Additional details, rules, and requirements will need to be vetted and developed. The pilot survey questions are designed to determine the interest from the pilot community in participating in the program. Once complete Staff will roll up the pilot survey data and develop the final policy for Board adoption. This Staff report is interim guidance.

**FISCAL IMPACT:** Unknown at this time until program details are finalized.

**PUBLIC COMMUNICATIONS:** Covered through the public meeting notification system as well as multiple ACAT meetings, pilot surveys, pilot newsletters and pilot outreach.

**ATTACHMENTS:**

Attachment 1, Sample Pilot Survey Questions

1. How often do you fly into/out of KTRK between 10 pm and 7 am?

- Never
- 2 or less times per year
- 2-6 times per year
- More than six

If the airport had no voluntary noise curfew what level of operational demand do you have for operating after 10PM or before 7AM?

- Never
- 2 or less times per year
- 2-6 times per year
- More than six

2. Do you participate in the FlyQuiet incentive program?

- YES FQ 1
- YES FQ2
- No
- If No Why?

3. Would you be able to adhere to a standard 10 PM to 7 AM curfew?

- Yes
- No
- No but if I could fly XXX number of times outside the curfew per year I could.

4. Would a tiered curfew program that bases hangar discounts on operational need to fly between 10pm and 7am be more effective for your flight needs?

- Yes
- No
- Unsure

5. If the airport discontinued the FlyQuiet 1 & 2 incentives and adopted standard "no fly hours" between 10 pm and 7 am, would you still participate in the hangar discount program?

- Yes
- No, I would opt out.

6. Do you fly more frequently in the summer?

- Yes
- No

7. Do you fly early in the morning in the summer based on a need to reduce exposure to turbulence and convective activity?

- Yes
- No
- Not a factor
- Sometimes

8. If the airport incentivized your compliance with a voluntary curfew prohibiting flights after 10PM or before 7am that would be worth XXX to me as hangar tenant.

- 5%
- 10%
- 20%
- More than 20%

9. Please list any and all unplanned conditions that may arise in flight or the flight planning phase that would prevent you from honoring your voluntary curfew commitment. E.g. ATC reroute for weather etc.

10. Would you be in favor of an incentive program that had a compound effect? A deeper discount and an deeper penalty should a flight occur after 10PM or before 7AM?