TRUCKEE TAHOE AIRPORT DISTRICT - INTEROFFICE MEMORANDUM

TO: BOARD OF DIRECTORS

FROM: HARDY BULLOCK, A.A.E. – DIRECTOR OF AVIATION AND COMMUNITY SERVICES

SUBJECT: FLIGHT PROCEDURE AND ADS-B PROJECT UPDATES

DATE: AUGUST 20, 2020

This is a progress report on the installation of the Automatic Dependent Surveillance Broadcast System (ADSB) and the Flight Procedures Assessment Initiatives. There is considerable detail associated with these programs and this report serves as a brief update not an inclusive summary of progress.

ADS-B: This ADSB installation is the first public-private partnership construction of a certified surveillance volume in the United States. L3Harris, the FAA, and the Truckee Tahoe Airport District have entered this process in good faith, working to complete the goals of each party while overcoming unforeseen obstacles to the installation, certification and testing of the facilities.

Construction is complete on the Truckee and South Lake Tahoe radio sites. South Lake Tahoe Airport and the City of South Lake Tahoe have been key partners in the installation at the South Lake Tahoe Airport location. The Truckee site required modification of the control tower containers, underground utility connections, and aerial antennae placements. L3Harris, the prime contractor will be sending representatives to begin accepting testing in the coming weeks. The TTAD has experienced significant power fluctuations this summer and a temporary generator facility is being installed to meet the power requirements until a permanent generator can be permitted and installed in September.

Data will begin flowing from the two sites into the L3Harris test environment, then “on the glass” at FAA testing facilities nationwide. There is a system accepting testing period, flight validation, and other tests required by the vendor L3Harris and the FAA before the service volume is capable of being used for aircraft surveillance. Other requirements that Staff is working on fulfilling include the display technology authorizations to use the data in the tower,

the purchase or procurement of actual tower display technology, the letters of authorization between Oakland Center and our control facility as well as discussions with Midwest ATC regarding the required training and authorization of control tower staff to use ADSB, as well as separation standards and protocols to leverage ADSB. In summary, construction is complete, system accepting testing is beginning and additional work is underway.

Flight Procedures: Flight Procedures has two elements, the procedure assessment and the community outreach. Aviatrix, the District Communications firm is developing a comprehensive outreach plan. Flight procedures implementation has three (3) phases, each with four thru thirty-nine (4-39) steps. Flight Tech Engineering has presented Staff with concepts in Phase I, Task 3: *Develop prototype flight procedures (to include approaches & departures) for RWY 11/29 and determine suitability for public/private use*.

Staff met with Alec Seybold and the procedures design team to discuss restrictions and potential solutions to procedures alignments for departures off runway 29 and runway 11. Staff is working with the design team to bring forward any and all ideas, concepts, and notional procedures to the Board for consideration in October. Both departure alignments, east and west, expose the community to new overflight impacts. These impacts will need to be quantified and explained in great detail through the environmental assessment process which will not begin until late fall.

What's Next: ADSB flight tracks from the system will be presented in September with an update on the FAA testing and certification. Flight Procedures Assessment will be 75% complete by the September Board meeting and it is Staffs hopes to have an update on potential procedures alignments.