



## TRUCKEE TAHOE AIRPORT DISTRICT - INTEROFFICE MEMORANDUM

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**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:** SEPTEMBER 23, 2020

This is a progress report on the installation of the Automatic Dependent Surveillance Broadcast System (ADS-B) 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 ADS-B 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. The temporary generator facility is installed to meet the power requirements while a permanent generator is being placed. L3Harris plans to have an Implementation Site Service Acceptance Testing (ISAT) completed and delivered to the FAA by the end of September. Once ISAT is complete the FAA flight inspection can occur. COVID-19 is preventing non-operational personnel from entering FAA facilities and delaying flight check. Targets of opportunity as well as Staff flights will assist in developing a coverage report to make the service volume operational. Official FAA Flight Check may occur later. Completion of the ADS-B certification may be significantly delayed by COVID-19 restrictions and the FAA delay on flight check.

Data has begun flowing from the two sites into the L3Harris test environment. L3Harris has billed TTAD \$281,745 on September 15<sup>th</sup> for Milestone 4 (Installation & Testing). Oakland Center will have ADS-B targets on their displays in October. Attached is a picture of ADSB targets from the system although KTRK data is suppressed until October 1, 2020.

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 ADS-B, as well as separation standards and protocols to leverage ADS-B. In summary, construction is complete, system accepting testing is beginning and additional work is underway.

**Flight Procedures:** Staff met with Alec Seybold, Chief Engineer with Flight Tech Engineering and the procedures design team to review notional (conceptual), flight procedure alignments. The following procedure alignments have been designed and will be available for Board review along with the completed Flight Procedure Assessment the second week of October:

1. IFR Departure procedure off runway 29, straight out, climbing left turn to SIGNA intersection.
2. IFR Departure procedure off runway 11, climbing left turn to TRUCK intersection.
3. IFR Advanced RNAV Arrival from the west into runway 11.
4. Advanced RNAV – Fly Visual Segment Arrival from the east over Lake Tahoe into runway 29.
5. IFR RNAV Arrival Runway 29, basic left downwind for 29, terminating on final approach runway 29.

These new flight path alignments expose the community to new overflight impacts. These impacts will need to be quantified and explained in great detail through the environmental assessment process and widespread community outreach efforts which will begin in late fall 2020 and winter 2021.

**What's Next:** ADSB ISAT will be complete late October pending FAA authorization, this will conclude the ADSB project in its official scope. Additional work related to operational memorandums with the FAA as well as display technology and tower controller training will be required. Flight Procedures Assessment will be complete, and tasks associated with outreach are programed on attachment A, Flight Procedures Timeline.

**Attachments:** A. Flight Procedures Timeline. B. Picture of ADSB Targets.