TRUCKEE TAHOE AIRPORT DISTRICT

STAFF REPORT

AGENDA TITLE: **Flight Procedures Assessment and Outreach**

MEETING DATE: **December 2, 2020**

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

RECOMMENDED ACTION: Review the Flight Procedure (FP) Feasibility Assessment conducted by Flight Tech Engineering. Review the community and pilot outreach strategy completed by Aviatrix. Consultant teams will be present to answer questions. Staff is requesting Board direction on the following:

1. Do the FP's support the TTAD objective to reduce annoyance and enhance safety?
2. Does the Board want to proceed with developing all or some of the FP alignments outlined in the report?
3. Is the outreach material satisfactory? Does it depict the FP concept and specific neighborhood impacts properly in an understandable way?
4. Should the District conduct test flights or compile video analysis with a turbine aircraft?
5. Should Staff and the consultant team develop additional outreach collateral such as spaghetti maps designed to depict existing, neighborhood specific impact?

DISCUSSION: The Instrument (FP) Feasibility Assessment is a technical description of possible flight paths that allow entry and exit of aircraft while simultaneously flying in areas of lower residential density. The available flight path for aircraft is significantly limited by terrain that surrounds the airport. The solutions identified in the report include:

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 are depicted in animations, charts, and tabular format.

Animations: Depict the noise/sound energy expressed in decibels from a sample aircraft.

Charts: Depict the likely path and the dispersed impact from the overflight. Textual descriptions outline the neighborhoods that will be affected.

WHAT'S NEXT: Approve the conceptual flight tracks and direct staff to begin pilot and community outreach.

FISCAL IMPACT: Significant. Potential development cost of $100,000-$150,000. These funds are budgeted in the FY2021 Budget. Additional ongoing special procedure maintenance cost of $25,000-$50,000 annually. Additional one-time navaid (Precision Approach Path Indicator or PAPI) cost could also be required. Staff is still ascertaining cost and necessity of these devices. Cost could range from $150,000 to $400,000 per device.

PUBLIC COMMUNICATIONS: Covered through the public meeting notification system. Additional extensive pilot and community outreach. (See attachment)

ATTACHMENT:

Document	Type	Author
Instrument Flight Procedure (FP) Feasibility Assessment	Technical	Flight Tech Aero
(FP) Outreach Boards	Depiction	Bridgenet
(FP) Outreach Program	Strategic Plan	Aviatrix
(FP) Timeline Long and Short Range	Timeline Estimate	Staff / Bullock