

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

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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 safety need to reduce exposure to turbulence and convective activity?

Yes

No

Not a factor

Sometimes

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%

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.

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