



TRUCKEE TAHOE AIRPORT DISTRICT

10356 Truckee Airport Rd.

Truckee, CA 96161

(530) 587-4119 tel

(530) 587-2984 fax

WWW.TRUCKEETAHOEAIRPORT.COM

DIRECTORS

DAVID DIAMOND

MARY HETHERINGTON

TERESA O'DETTE

KAT ROHLF

RICK STEPHENS

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Staff recommends a sole source procurement per policy SPI 303. Vendor handles security and surveillance technology highly integrated with 11 stationary cameras and associate infrastructure. Continual work includes special reporting based on the proprietary Vector system. Mutual investment occurs to meet the needs of the District and both parties work together to provide a unique solution to the needs of the airport which changes over time. Additionally, other MLAT, Tower Displays, and Noise commenter interfaces rely on this Vector system.

Vector Airport Systems – Sole Source Justification Integrated Aircraft Identification, Noise & Operations Management, and Billing & Collections

The following qualities, experience, features and capabilities make Vector uniquely qualified to provide an automated aircraft identification (**Vantage**), noise and operations management system (**VNOMS**), and optional turnkey landing fee billing & collection system (**PlanePass**). Vantage is the system that acquires all the operations data and fuses it into a complete operations database. VNOMS also uses the data from Vantage to create a full-service noise and operations management system. The optional PlanePass service uses the operations data from Vantage to provide all the data necessary to bill & collect landing and parking fees if that becomes necessary at KTRK. PlanePass can be added to the Vantage system at any time.

1. Vector's Vantage – Automated Aircraft Identification System:
 - a. Uses on-field cameras to capture photos of aircraft operating at the airport and fuses this data with other identification and tracking data including flight-plan data and NextGen flight tracking data to create the most complete aircraft ID system available today.
 - b. Can automatically capture up to 99% of departing fixed wing aircraft, 24-hours per day, seven days a week in all weather conditions. Captures most rotary wing aircraft using flight plan, proprietary algorithms, and NextGen flight tracking data.
 - c. Has the capacity to retain aircraft activity data, including images of aircraft operations, for the life of the contract. This is necessary to support aircraft fee billing and collection, especially when aircraft logs or pilot memory is in error and Vector must “prove” the activity.
 - d. Can include additional cameras to capture and identify aircraft operating in special or restricted areas as well as daytime touch & go operations.

2. Vector's VNOMS
 - a. Is the only noise and operations management system that integrates camera and NextGen flight tracking data.
 - b. Fully integrates the owner/operator data from the PlanePass billing system, giving VNOMS users access to emails and telephone numbers of operators for quick contact
 - c. Has been designed from the start to be simple and easy to use. Training requires less than two hours.
 - d. Works well at airports that need to respond to noise complaints infrequently and where there is not a full-time dedication noise staff member
 - e. Includes all the features needed to support the noise and operations management needs of medium commercial to small GA airports without the complexity and learning curve of the larger systems.
 - f. Is web-based and all clients receive the benefit of any upgrades or bug fixes simultaneously
 - g. Automatically identifies training operations

3. Vector's Web-based Reporting Engine can:
- a. Generate reports for aircraft activity, billing, accounts receivable and audits of all funds billed and collected.
 - b. Provide revenue and aircraft activity reports via a web-based portal that is continuously updated.

Hardy S. Bullock, A.A.E.
Director of Aviation & Community Services
Truckee Tahoe Airport District (KTRK)
10356 Truckee Airport Rd.
Truckee, CA 96161
V 530-587-7940