

# Truckee Tahoe Pilots Group

DRAFT 03 - DAVID DIAMOND, KAT ROHLF, KEVIN SMITH, HARDY BULLOCK, MARK COVEY- May 18, 2021

DRAFT 02 - DAVID DIAMOND, KAT ROHLF - May 06, 2021

DRAFT 01 - DAVID DIAMOND - Apr 30, 2021

## Summary

The Truckee Tahoe Pilots Group (Group) is a membership-based group of pilots who regularly use the Truckee Tahoe Airport. The Group is offered and sponsored by the Truckee Tahoe Airport District as a means to:

- Build a community of aviators who regularly use the airport,
- Increase the proficiency and currency of those aviators by offering training incentives,
- Reduce community impact through agreements from pilots to adhere to noise abatement procedures,
- Educate aviators about airport considerations, such as changes to flight procedures, snow conditions, runway and taxiway maintenance, etc.

## Membership

Membership is free of charge, and open to all pilots and student pilots who meet the following qualifications and requirements:

- Actively flying (6+ hours per year),
- Residence within the Truckee / North Tahoe region\*,
- Willingness and ability to adhere to terms of membership (See [Agreement to Policy](#), below.)

\* Though aviators in Incline Village are not participants in the District's tax revenue, they do affect the impact on residents who are.

## Training Incentive

Members receive a flight training instruction credit of \$250 per calendar year. Members may choose among a list of prequalified training options:

- General flight training (primary training, single-engine, multi-engine, instrument, commercial)
- Backcountry training
- Seaplane training
- Glider training
- Simulator time (4 hours of sim time may be substituted for the flight training incentive)

The training incentive may not be banked, meaning it must be used within the calendar year in which it was granted. It is the responsibility of each member to book his or her training.

In the event that flight instruction exceeds this figure, the member is responsible for the balance.

The training incentive may not be used for the rental of aircraft, except in cases where the aircraft is normally included, such as when a flat fee is charged for a “discovery” flight.

## Authorized Training Providers

An authorized training provider is a FAA-certified flight instructor who meets the following qualifications:

- Current with all FAA currency and medical requirements related to training provided,
- Registered with the District to provide training under this program.

A list of authorized training providers will be available to members. Members negotiate the terms and scheduling of their instruction directly with training providers.

Training providers will invoice the District monthly for trainings provided during the previous month. Each invoice will include member names, dates, types of training provided, and brief assessments of each member trained.

It is the responsibility of the training provider to ensure a member is eligible for the training incentive, and has not previously used her or his training for the current year. (See [Technology](#), below, for information about how this will be done.)

Training providers must agree to the same terms of membership as members. (See [Agreement to Policy](#), below.) Training providers are not eligible for membership training incentives. (An individual can be a member or a trainer, but not both.)

## Onboarding and Meetings

Members are required to attend a 60-minute program and noise abatement policy (NAP) familiarity webinar within 30 days of signup. At the District's discretion, members may view a recorded webinar in place of a live session.

When procedure updates are considered by the District, additional meetings will be scheduled to notify the membership about the updates, and to solicit input from the membership.

When procedures have been changed, the District will offer meetings to inform the membership. Members are not required to attend these meetings, though adherence to all new procedures is required for ongoing membership.

By default, meetings are optional. However, the District, at its discretion, may decide a meeting's content is so consequential that membership participation is mandatory.

# Compliance with Noise Abatement Procedures

Understanding the District's Noise Abatement Procedures (NAPs), and a willingness to comply with those procedures at all times, except as defined below, is a primary requirement of membership.

It is incumbent upon members to understand and adhere to all District NAPs in effect during the time of any flight within the area affected by District NAPs.

NAPs include:

- Instructions about where to fly over affected areas,
- Instructions about where to avoid flight over affected areas,
- Voluntary curfew times of day and night.

## Authorized Deviations

Members may deviate from a District NAP only in the following circumstances:

- An unforeseen circumstance results in a situation where flight safety would be compromised by adherence to an NAP,
- An on-duty District air traffic controller issues a directive that requires an NAP deviation.

## Unauthorized Deviations

A member may deviate from a NAP without authorization no more than twice per calendar year.

Unauthorized deviations include:

- Arrival, departure, or affected area airspace use outside of voluntary curfew hours,
- Route of flight that deviates from NAPs, for reasons other than those listed above. (See [Authorized Deviations](#).)

Authorization for flight outside of voluntary curfew hours might be granted, if requested in advance to the airport's Pilot Liaison.

## Unauthorized Deviation Disciplinary Actions

Members who are determined by airport staff to have deviated from a NAP without authorization, or for reasons unrelated to flight safety, will forfeit the training incentive for the year. If the training incentive has already been claimed and/or used for the current year, the member will be invoiced for the full amount of the incentive.

## NAP Currency Training

The District will provide training opportunities for members if NAPs are changed or added. Members will be notified about changes and additions via their email addresses on file with the District. It is the responsibility of each member to ensure the District maintains a valid email address.

The District might, at its discretion, use additional means to notify the membership, though email is considered to be the official means of communication between the District and members.

Members are responsible for compliance with NAP changes no later than 30 days after a policy is updated or added.

## Technology

The technology requirements of the Group will be minimal, and similar to those of ACT:

- Web-based signup form
- Online meeting service (Zoom)
- System to email the membership
- Database to manage membership

[Authorized Training Providers](#) will be granted limited access to the membership database, in order to verify eligibility for training, and update training records.

## Program Management

The program will have a dedicated manager, to be appointed by District staff, and known to the membership. The Airport's Pilot Liaison or Noise Officer would be likely candidates.

The duties of the manager will include:

- Review and acceptance or rejection of membership requests,
- Review and acceptance or rejection of [Authorized Training Provider](#) requests,
- Coordinating membership training,
- Evaluating and executing disciplinary actions,
- Processing of invoices from [Authorized Training Providers](#),
- Updating of membership records in database,
- Questions from members, trainers and the public about the program.

## Fiscal Impact

Based on a membership estimate of 200 eligible aviators, and a cost of \$250/each for training incentives (\$125/hr), the training incentives part of the program will cost the Airport District \$50,000 annually.

Not included in this estimate is staff time to develop and manage the program, and to advertise it to aviators.

The technology requirements of this program, including a database that will make management easy, can be acquired for less than \$100 per month. (A proof of concept developed by the author of this proposal is available to prove suitability.)

— END OF PROPOSAL —