

Addend to July 28, 2021, Special meeting Meetings of the Board of Directors

To assure all public comment was captured for the purposes of record and archive important public comment, the Board of Directors made a determinate to transcribe the public comment section of the July 28, Special Board meeting. These are transcribed minutes and comments related to the aircraft accident of July 26, 2021 provided to the Board of Directors at the July 28, 2021 Special Meeting.

This transcription will be attached to the July 28, 2021 Board Meeting Minutes.

PUBLIC COMMENT:

Todd Tremble:

Afternoon, everybody. My name's Todd [Tremble 00:12:46]. And, I wanted Hardy to just point out the run-, which runways are which on the ma-, picture there, just so we're all on the same page.

Hardy Bullock:

Yeah. Can I borrow your laser pointer, Kevin?

Kevin Smith:

Yeah, you got it.

Hardy Bullock:

Thanks. This is runway 11, so if the aircraft is facing, coming in to land, facing east, that's runway 11-

Todd Tremble:

Okay. Is-

Hardy Bullock:

... That's where the aircraft was headed.

Todd Tremble:

... Okay, and is that, is that the one that goes over our neighborhood?

Hardy Bullock:

Yeah, so-

Todd Tremble:

Coming and going?

Hardy Bullock:

... That's correct. If the-

Todd Tremble:

Okay.

Hardy Bullock:

... if the aircraft was approaching to land on runway 11-

Todd Tremble:

Oh, okay.

Hardy Bullock:

... then we fly over the neighborhood, Reynold Way-

Todd Tremble:

Okay.

Hardy Bullock:

... in that area.

Kevin Smith:

Hardy, you have to point so people on Zoom can-

Todd Tremble:

And then, the other one, the other one is the one you were saying, that's east, that pointed, faces east?

Hardy Bullock:

Yeah. That's runway 11.

Todd Tremble:

Okay.

Hardy Bullock:

Starts here, we come in and approach touchdown on these markings, and then roll out.

Todd Tremble:

Okay.

Hardy Bullock:

And then, 29 is the west facing runway. That's the t-, typically in the-the departure runway, facing westbound, which would take off and- [crosstalk 00:13:39]

Todd Tremble:

Okay, now, is it the same runway? It just, is it called a-

Hardy Bullock:

... It is the same runway.

Todd Tremble:

... It's a, so it's a different nber, depending on if you're landing or departing?

Hardy Bullock:

Yeah. It's a-

Todd Tremble:

Okay.

Hardy Bullock:

... Yeah, so that's 110 on a compass, this is 290 on a compass.

Todd Tremble:

Oh, it's a compass heading

Hardy Bullock:

Yeah.

Todd Tremble:

... Okay.

Teresa O'Dette:

And the other one?

Hardy Bullock:

The other one is the south facing runway, 20, 200. The other one is 002.

Todd Tremble:

Okay.

Hardy Bullock:

It's the north facing.

Todd Tremble:

Okay. and then, my other question too is, I know you, like you said, you haven't been briefed on exactly the timeline of what's gonna happen here shortly. Is there any way you can help the neighborhood with internet? Like, could we call in Verizon or do they have a mobile hotspot they can set up for... 'Cause we're not, I know they're slowly taking down the barricades, but, you know, two, almost three days without internet.

Hardy Bullock:

That's a good point.

Todd Tremble:

Yeah.

Hardy Bullock:

Let me check on that for you.

Kevin Smith:

I'll look into that, yes.

Todd Tremble:

, let's see. Yeah, that's-that's about it for me right now. I don't want to get too deep into an interview. Thank you, thanks for hearing me out.

Teresa O'Dette:

Thank you.

David Diamond:

Thank you.

Andy Holmer:

Hi, my name is Andy Holmer, my wife, Laurel, is here with me. Please excuse the hat, we just walked off a golf course-

Teresa O'Dette:

Hm.

Andy Holmer:

... and I think you're better seeing me with a hat on than with the hat off. We live at the very end of Estates Drive, so we're effected. the, the-normal one run, 11, runway, we're used to. It flies very close to our house. When this, we were gone at the time of impact. Interestingly enough, most of the people in the community weren't. you've got a lot of traumatized people around. We noticed that as we walked around. And so, the idea of getting some crisis counseling I think is just a really solid idea.

Andy Holmer:

, to put our home and location in the-the point of impact, we're about 175 yards away from the point of impact where the, plane impacted upon the-the up-slope as you go towards Reynold, off the second fairway of Ponderosa Golf Course. And, roughly, the, we're about 100 yards away from the point where the plane crossed over Estates Drive going in that direction. So, we're close. o-obviously, there's a lot to be learned and I-I don't wanna go too deep into the weeds tonight, for obvious reasons. it's a tragic event.

Andy Holmer:

But I did a little, just checking, and I'm curious if we can qualify for what's called Pilot and Command Status. Mammoth Airport has it, there are a lot of airports. And it, I think it applies mostly

to,commercial. But, there, the certification that pilots have to go through to land in certain airports, Reno is one, Mammoth is one, Butte is one. There's a huge list if you go online. And, I'm curious whether or not we would gain any level of protection for having that certification for pilots that choose to land at our airport., in particularly, those that are flying the commercial and the charter type jets.

Andy Holmer:

So, if there's some way we could look into that and see. I don't know if it re-, this is found in the Code of Federal Regulations. so, if you look at that, there may be a debate as to whether it's only for, commercial airlines, the Southwest, if you will. But it may also apply to, people doing charter work. And I think if we can generate a little bit level of protection by adopting that Pilot and Command status, that would be a worthwhile endeavor. Thank you.

Teresa O'Dette:

Thank you. You got that, Kevin?

Kevin Smith:

Got it.

Holly:

Hi. My name is Holly and I'm also in-in the neighborhood. And, I work from home and witnessed the explosion. And, there's two things I wanna say. One is something that really upset me that an airport, spokesman said to the news and I feel like I just have this sneaking suspicion that it has to do with covering the airport's butt. They said that the airport, the plane landed in a heavily, wooded area-, quote, heavily wooded area adjacent to the airport. And that is like, such bull crap. I would like them to correct their statement to the news. It was a heavily residential area, neighborhood, with two empty, maybe three empty lots, out of 150 houses.

Holly:

I just feel like, it's just untrue and misleading. And, it just really upset me. second, I just would like you guys to really think about how, how our neighborhood can feel safe now. And, how you can make sure that this doesn't ever happen again. Two-Two plane crashes in the last two months and very, very close to homes. It's just not acceptable. And, I would like to know, I don't want it to be like, this brushed over thing like, "Oh, we're gonna do every we, thing we can to change the safety regulations," or whatever. I know nothing about flying, so it's like, I don't know what the options are. But, something has to change.

Holly:

I have jets that don't follow the flight path, that are supposed to go over 267, that fly so low over my house. And it used to be, I was concerned about noise and now I'm concerned about them crashing into my house. So, please, please make some changes. Thank you.

Teresa O'Dette:

Thank you.

Margaret Oliviae:

My name's Margaret [Oliviae 00:19:26]. I live on Martis and I saw the crash. I had just talking to, talked to a gentleman two days prior, in response to an email I had written concerning the fact that there are, there's about a 500% increase in traffic over the last year. The jets are coming in super low over our homes and the noise factor when they take off, they-they kinda go straight to take off and then they had straight up, and all the noise hits our neighborhood. And I talked to him about the possibility of perhaps having the jets take off and land from the opposite end of the runway.

Margaret Olivia:

, I was told that it had something to do with instrument landing and, that it-it had to be set up, and approved by Oakland, and eventually the FAA to get this taken care of. And I'm just wondering if maybe we could speed up that process to kinda help take the load off our neighborhood as far as noise and the number of jets coming in. And, it has increased a lot the last year and that was my concern.

Teresa O'Dette:

Kevin, do you want to speak that? There's a reason why they...

Kevin Smith:

We can answer that question and Hardy can also help me with that. But, we are looking at ways to try and, increase the number of what they call instrument flight rules departure. Because a lot of the jets leave on instrument flight plans, because they're climbing up so high to get into flight levels where all the jets are, we are working on flight procedures for our 11 departure, so that they're leaving and going that direction, and climbing, out, to the north.

Kevin Smith:

And so, we're gonna be doing a lot of work on that. We actually have some information on our website that we-we can point you to, that kinda shows some of these things that we're, that we're trying to diversify how aircraft depart the airport, and so, love to sit down and talk more about that, and kinda give you more information about what we're, what we're trying to do there to, the other thing that we-we talk about in there is, wind is a major factor in how aircraft, which way they depart and which way they land.

Kevin Smith:

,and, so we also play that into it and figure out ways to still try and diversify those-those flight paths, taking into account the considerations that wind causes. Anything I missed, Hardy?

Hardy Bullock:

No, that's it. I just wanted to briefly address if I could, [inaudible 00:22:05] at Holly's comment. I think I was the spokesman that probably used that term, in the press briefing which was a highly stressful kind of period of time, compressed into a really short period. And I think what I meant to say if I didn't say, it impacted a heavily wooded area, to give people an understanding of where it ended up. But I'm-I'm sorry, forgive me, if I, if it discredited in any way the-the significance of your trama. It's, it was n-not intended that way at all and it was not intended as a way to limit the liability of the airport. We would never, trade words for, in that way. So, for-forgive me for that.

Teresa O'Dette:

Come on up.

Todd Tremble:

Hi, my name's Todd again. I live on [Randalls 00:22:53] Drive and I just got a text from a friend that doesn't have enough cell service to-to, you know, get on the computer. I guess, in the last couple hours, they've, reduced the barriers to the road and we've had numerous families walking up there to look at the crash site and take selfies, and pictures. pretty disrespectful for the, folks that were on the plane and also for the neighborhood. So, I don't know if you can get in touch with the town and-and, maybe have, well at least for the next, maybe couple days, just have somebody around to deter that.

Todd Tremble:

And, and y-y-you were talking about, you know, this is on my, another question I had, you were talking about wind being a-a factor on where planes take off and-and, land. I've had some pretty windy days at my house and I still la-, jets landing over my house, and the same jet turning around, and taking off over my house. And I-I know for a fact that the wind hasn't changed directions in 20 minutes. So, I think, yeah, the-the, a big wind I believe is warranted for different, you know, approach departures and landings. But, it's, the-the average wind today I think that we get, I think the jets are strong enough or powerful enough, and pilots are experienced enough now to be able to land and depart different, you know, not really taking the wind into too much consideration.

Todd Tremble:

Yeah, [inaudible 00:24:15] if it's a big storm blowing in, you know, totally different story. And, yeah, just another-another question, thank you.

Teresa O'Dette:

Thank you. Anyone else?

Colin Butcher:

Good afternoon. my name's Colin Butcher, I live on Martis Drive as well. we bought our house about 10 years ago and I'd lived in town six years prior to that. and at the time, we were well aware that we were purchasing in the flight path. my understanding of the airport at that time was a local community airport, which it was. unfortunately, I don't have internet at home, but the number of flights and perhaps the airport board could speak to that, has changed dramatically. My guess would a 10 fold increase in 10 years. And, a significant increase in large jets.

Colin Butcher:

10 years ago, we were dealing with mostly small prop planes, local pilots. now we have, essentially, commercial private jets flying in and out, directly over our neighborhood. a number of you said, Hardy, I haven't seen this before because I haven't been able to track the numbers through the airport website, but 250, 350 peak days of 400 flights a day, in a 15 hour operating period. That's a flight every three minutes. Or, on peak days, every two minutes and 15 seconds, over our small, mountain community.

Colin Butcher:

, we've simply outgrown the community for what this airport is. I was home the day of the crash. I work professionally as a firefighter and I responded to the crash, as a civilian. I can tell you that had weather

conditions been different, that fireball would've been a significant event for this community. We were very fortunate, I'll be it, perhaps a last heroic effort or luck, that that plane went down between areas that were defensible and wouldn't burn. We are also extremely lucky that that plane did not hit a school bus full of sixth graders. Something needs to change. This cannot continue.

Colin Butcher:

, and, like it was said, two crashes, two fatalities, multiple fatalities, over the course of two months. I also don't have the number, but my understanding is this is a challenging airport and over time there have been several crashes. So, this isn't an outlier, unfortunately, that we've seen this before. This one just happened to be a large jet in a neighborhood and I will echo Holly's comment, that news quote was very misleading. There were thick trees there, but it was roughly 30 feet from a house. I've seen a lot in my career, I have Nest audio, I don't even have video. I watched it one time and I cannot watch it again, because the thought of my family being so close to that is horrendous and terrifying.

Colin Butcher:

, I think that's what I have. You all know that our neighborhood is tremendously affected. And something needs to happen. Be it flight control, reduction of jets that simply don't belong in this community. I've been at Northstar and had low flying jets directly over homes. We have friends in Glenshire that complain about it. Obviously, Olympic Heights is not happy about it and Sierra Meadows. It's every major subdivision of this community is unhappy with the flight traffic. And, there's such a small percentage of user group who does not represent this community that our taxes are paying for their luxury and now putting us at significant risk. So, thank you.

Teresa O'Dette:

Thank you. Anyone else in the room?

Megan Butcher:

Hi, my name is Megan Butcher. Colin is my husband. I was not planning on speaking today. But I was home when the crash happened. I was shocked into this loud noise, this big boom, the shake. I run outside, I see from my deck, there are flames and someone is yelling, "There has been a plane crash." This is my community. This is my home. This should not happen here. Rick, we sat on my deck this summer and I said, "What happens when a plane crashes into this neighborhood?" And you said, "That won't happen." It did, twice. I spoke with a family who lives in Lahontan today. She had a plane crash into her back yard. She was the first responder on the scene. These things should not be happening. She said that she's had planes fly over her home 400 feet. Too low.

Megan Butcher:

And, I know that you've helped her with that, and you've been so great about that. But we all have families, we have kids. When will it end? When it crashes into something else? When that bus gets hit next time? I know I'm being, hoping these things don't happen. But, Truckee is a wonderful place and right now, I want to sell my home because of those jets. And I heard from neighbors this morning... I have not stayed at our house the last two nights. But I heard from neighbors this morning at 6:25, there's a plane flying. And, I mean, David and I email all of the time. -

Speaker 1:

It was a jet.

Megan Butcher:

... It was a jet, okay. I wasn't there. It feels like nothing is done. I have friends that complain about these planes and they say, "What do I do?" And I'm like, "Send a, send a comment." And it feels like it just gets a tally mark, and you guys say at the end of the year, "We had this,"-

Megan:

... feels like it just gets a tally mark and you guys say at the end of the year, we have this many complaints. it's increased, but there's n- doesn't feel like anything's being done. And I know this has been an emotional week for all of you. I understand that, but to listen to my 17, 18-year-old neighbor tell me that he saw a plane coming down and a fireball in he's home by himself, that should never ever happen. Never. And I just really want all of you to think about this. I don't know what can happen as a change. I don't know but something has to change. It's not acceptable. Thank you.

Speaker 2:

Thanks, Megan.

Teresa O'Dette:

Anyone else in the room have a comment?

Speaker 2:

I don't remember his name -

Teresa O'Dette:

Okay. How about-

Emily Pindar:

I have, some via Zoom. Damian was the first hand raised, so he'll be the first speak. If he could unmute himself.

Speaker 4:

Hi there.

Lauren Tapia:

Hi.

Denice Gant:

So my sister and brother-in-law were killed in the crash, and unfortunately, you know, we haven't been able to confirm their identities yet. I just wanna give a big shout out to all the first responders and everybody in the room there that's taking time out of their day to be a part of this meeting. And, and you know, take the time to find out what happened.

Denice Gant:

, pain is really here for sure too. And, yeah, I really just, I'm pretty shocked with the whole thing, to all the residents that are in pain, both claims and the traffic. I hope the committee can resolve your issues

for you and I have nothing but sympathy for you guys. I don't really know what else to say. I just wanted to know if the victim really accident debrief tomorrow at 10:00 AM will be made public that I can attend and, whatever my best options to get further information on the status of the accident. I know this may not be the best for to answer that question, but I'm just gonna ask it. I just want to know how I can stay updated with the FAA and all the regulatory agencies on, on how things are progressing. And thank you very much.

Teresa O'Dette:

Kevin, are we going to make that? How do we connect people to the debriefs?

Kevin Smith:

Yeah. [inaudible 00:33:31]. We're going to put the contact information in the chat session so people can reach out to us. And tonight we'll parcel that out, make sure that they're connected properly.

Teresa O'Dette:

For the briefing?

Kevin Smith:

, the briefing, most likely we will not be public, but we can report out on the findings of the briefing.

Teresa O'Dette:

[inaudible 00:34:08].

Scott from Reynold Way:

Can you please read my comments? I'm having internet issues. Thank you.

Lauren Tapia:

, Denise Gand is also [inaudible 00:34:31] unmuted himself. Denise, any comments?

Teresa O'Dette:

Do we have-

Paul:

Hello. Can you hear me?

Audience:

Yes, yes, yes.

Paul:

Am I on? This is Paul.

Audience:

Yes. Yes.

Paul:

Last name Schectman. I've lived in Sierra Meadows for the past four years. And, first I want to express my condolences to everybody who has lost loved ones and to the neighbors who were in the immediate crash cell. and just wanted to note that the last four years I've seen exponential growth in air traffic, above all the adjacent community is Sierra Meadows, Olympic Heights, Glen Shire, et cetera, north star, and have a deep sense of the frustration in the community.

Paul:

, I feel we're at a tipping point. That being said, I know there has been a lot of frustration. A lot of words expressed a lot of anger, and that a lot of shock. The, the repetitive flight vole, over Truckee neighborhoods from the flight schools, from the Glider school activity from small prop planes, large jet planes it's ever increasing and is projected to grow significantly over the next 10 years.

Paul:

And I'd like for the airport board to address that growth, and how future risk is going to be mitigated, how flight patterns will be changed and how risk will be mitigated to the extent that the incidents like we've had for the past two cryptic, the past two crashes in the last six weeks will not occur again. This is totally unacceptable. there's a lot of talk about safety, accidents do happen. I recognize that, but the question is how much growth in air traffic can this community handle? How much more noise can this community accept and what can be done about future growth control and hours of operation shorter, taking this airport private, try that and making deep restriction in terms of hours. I don't know if that's even feasible at this point. there's a lot to talk about and, I don't know, I feel bad for everyone.

Teresa O'Dette:

Thank you for that, Paul. Denise Gand is the next, Andres Tagazoo for public Comment.

Denise Gant:

Hi everyone. My name is Denise Gand and, the plane crash that occurred on June 15th happened behind my house. I live in Lahontan and it was a few hundred yards away. And, I was the first responder, for that terrible tragedy. And I had, I just wanted to echo what I hear repeatedly and, have experienced regularly, which is the vole of air. Traffic has increased to an alarming rate in just the last 24 months. Alarming.

Denise Gant:

These planes are flying over our residential areas at very low Heights. Megan mentioned Megan and I spoke earlier, over my house under 400 feet. And if we think about this and we go back, this airport, started decades ago when these communities weren't here around the airport, and now we are very densely populated with residential communities around this airport.

Denise Gant:

And I just wonder if, and I've heard someone say it, have we, outgrown this, should this airport even exist in this current location? Should we cease operations? Something very significant has to happen. And the trauma that the folks who just experienced this crash are going through and having these planes continue to fly overhead, as they're dealing with this trauma is horrific.

Denise Gant:

I had to leave the area and, and that crash was significantly less, painful. And, so I just have to ask, does it make sense to cease operations while things are, are, are reworked. We need material. We need structural changes potentially, to whether or not this airport needs to be here. And if it is there, the runways and how there, the flight patterns, et cetera, thank you for allowing me to speak.

Teresa O'Dette:

Thank you. Who do we have coming up next?

Speaker 3:

Eric Premack.

Eric Premack:

Hello, my name is Eric Premack. I live, just north of the [inaudible 00:40:24] golf course and while I do not live near or I do not live near where the crash occurred a few days ago, I share the same concerns that you've been hearing in the interest of time. I, won't repeat them. I will add a few thoughts and concerns of, that I have.

Eric Premack:

The area where I live is not well-served the has a one lane private road. There are no fire extinguisher. There are no fire hydrants in the area and if a plane were to go down in the area where I live, I fear that it would lead to a conflagration that would not be controllable and could easily break through the pilot honor subdivision and a big hurt.

Eric Premack:

, I thank God, but the, striped crew from the Horace fires was in the area earlier this week to deal with the fire very quickly, but I don't think we can count that going forward. I also frequently experience low level flyovers, including some that were confirmed by your staff last week, as well as 500 feet. and I also think that this is not acceptable from both an artisan safety standpoint.

Eric Premack:

I think we've gotten to a point where we really need to fundamentally think about whether an airport at this nature is compatible with the community from a noise standpoint and a safety standpoint and a liability standpoint. And we need to, I'm only aware of the sharp restrictions that the FAA places on airports that pay federal money. And I think we need to think very long and hard about whether we continue to pay federal money, take a look at some of the airports around the country that have dealt with this kind of issue more effectively than we have, taken some very cursory looks at these issues in the recent past.

Eric Premack:

, but I don't think they were taking very seriously. We need to take a much harder look at this going forward. I'm very concerned about the increase on the traffic. I understand that everybody has to take their quote unquote fair share of noise, whether it's freeway noise or traffic noise or airplane noise or whatever. but things are just getting completely out of control with that, growth and jet traffic in

particular and the overall growth in traffic, not just in the past two years, but in the past 10 plus years, that's been quite dramatic and changes the nature, of the annoyance.

Eric Premack:

It's especially severe in the area where I live, because we're now very close to the preferred departure and arrival pass for the main Ron Weiss and, Friday afternoon and Sunday afternoons when I prefer to sit out on my deck, it feels a little more like Pearl Harbors in Truckee.

Eric Premack:

So we hope you will take this very seriously. I think you have a very serious issue. and it's not one that the airport has taken seriously in recent years. and, that's about it. Thank you.

Teresa O'Dette:

Thank you. We have any others?

Emily Pindar:

, Rick. Rick Davenport.

Rick Davenport:

, hi everybody. Thanks for, doing this. I, have a home on Reynolds Way, although I was not there at the time of the accident. I'm also a pilot have been for 25 years and that's flown in and out of trucking many times.

Rick Davenport:

I have listened to all this with, sympathy and appreciation for both sides of the argent, actually. And I want to just throw out an idea to the board to consider, not that we do, Chicago mayor daily approach to go out in the middle of the night and bulldoze the runways, but one solution to the problem of the big heavy jets would be just shortened. The runways. If we had 2000 foot runways, we'd be able to get planes in there, but jets wouldn't be able to. So just an idea, thank you for your time.

Speaker 2:

Its a great idea.

Teresa O'Dette:

Thank you.

Speaker 2:

Bravo.

Audience:

Bravo. [crosstalk 00:44:41] I'm a pilot.

Teresa O'Dette:

Okay. Do we have any other comments on Zoom?

Teresa O'Dette:

There's no more live comments, but there is someone who asked to have their comment read because they're having internet issues. So I'll read that now.

Teresa O'Dette:

Okay.

Emily Pindar:

This is from Scott on Reynold way. Crash happened 30 feet from my property and parts landed in my yard. Can the airport... Sorry, this is going to be hard. Can the airport help with any damages that have occurred? I was there outside when the crash happened, heard the crash and saw the fire, felt the heat and called 911. Sorry, there's a lot of chats.

Josh Nelson:

We don't save those chat functions, but given the amount of public interest in this meeting we will keep those items for the record.

Teresa O'Dette:

Thank you, Josh. After all the chats come in, would you, send them to all of us?

Speaker 2:

I'll distribute those for sure. [inaudible 00:46:25] So can I ask real quick, Lauren, I think is on, on Zoom. Did we have an email... Okay. Maybe we'll take that before we go to the email public comment.

Speaker 3:

Loren McCormick, you can speak now.

Loren McCormick:

Oh, sorry. I didn't notice if I was on. my heart, goes out to the families that have lost their loved one. My son was on [inaudible 00:47:04] and was almost hit [inaudible 00:47:13] right. Those children would be dead. They don't even know what was happening to them. They had to sit there and watch the fire. And my son call me and I work at the, near the airport. He didn't know where it was and then I see firetrucks going. And then I see smoke.

Lore McCormick:

And so I started running to- you know, driving towards it. But I mean, he's on the phone to me. I'm just saying I love you. I love you. And he figured that because they were seeing the fire and they were trapped on the bus and they couldn't get out.

Loren McCormick:

So I didn't feel like this could've been like a million times worse than it was. And then got really lucky that the fire department was already on 267 and that they ran right over and got that fire out because I feel so bad with people in that neighborhood. I mean, the way it dangerous on everyone's mind right

now, and that paradigm was making out in a very quick amount of time. We could all be trapped. So it's just, I think everybody, I don't know, it's really heartbreaking.

Loren McCormick:

And there's a lot of trauma and a lot of kids that were at the park that couldn't, you know, that there's a kid that kept [inaudible 00:48:44] and, and wind come off and fire. It was just really, really traumatic. sorry, I'm a mess but thank you for listening, listening to me.

Teresa O'Dette:

Thank you.

Emily Pindar:

Larissa Martinez, you're the next commenter on Zoom.

Larissa Martinez:

Hi, thanks for having me. I think I'll probably echo a decent amount of what Lauren just said. Re son Luca was also on that bus. and I think it should be noted that the first responder on scene was actually Derek Bosserman, a bus driver with, our school district.

Larissa Martinez:

And he was a hero that day and saved their children and was there to help alert residents. and I think that that really should be noted. I had felt pretty alone these last few days. I've been disappointed that the airport district, but I do respect very much and I, and I have used the services from that airport. I've been disappointed that they haven't reached out to the families of the children, who saw this happen and, dealt with the aftermath of it.

Larissa Martinez:

I am even more moved to see friends, that I've known for years residents of that area and to know that they have had these words every day prior to this incident, hits my heart. And I'm so sorry that all of those residents, who I care about so much, I care about our entire community and it, it breaks my heart that you guys have to deal with that and changes need to be made and our community needs to be protected. thank you for hearing me.

Teresa O'Dette:

Thank you. No other live.

Emily Pindar:

I don't see any other comments on Zoom.

Teresa O'Dette:

So we can go to email?

Lauren Tapia:

Are you ready for the written comment?

Teresa O'Dette:

Yes.

Lauren Tapia:

This is from Jered Ballance. I've lived in Reno for about 10 years and I was formally active in flying with our Navy then later with our civil air patrol. So every time I learned ever crash, I read a little bit about the conditions at the site and other factors that may have played a role into the incident. After the crash of the challenger, 605, I checked the airport information and looked in the November for any mention regarding density, altitude, and possible occluded visibility out the airport.

Lauren Tapia:

I found one mentioned that TRK was that high altitude, and that didn't see altitude was a, this information was not highlighted nor given in a very prominent location in the list of issues. So it could be easily overlooked. There was no mention of the heavy smoke layer, although, although the meteorology reports may have noted it, I realized that the crop realized that the reason for the challenger 605 crash has yet to be determined.

Lauren Tapia:

However, I think that more could be done to alert inbound aircraft about the perils associated with flying into a mountain area, especially when there are high temperatures and poor visibility. One possible solution would be to ask the FAA to issue a seasonal NOTAM that has bold faced warnings about the altitude and density altitude issues. It would be helpful to have a density altitude primer included in the note on and included on-sites for TRK airport information.

Lauren Tapia:

Here is an example that was produced by AOPA. One, number one, density altitude is pressure altitude corrected for a non-standard temperature, as temperature and altitude increase air density decreases in a sense that's altitude at which the airplane feels that its flying to on a hot and hid day. The aircraft will accelerate more slowly down the runway. We'll need to move faster to attain the same lift and we'll climb more slowly. The less dense the air the less lift, the more lackluster the climb and the longer the distance needed for takeoff and landing.

Lauren Tapia:

Fewer air molecules in a given air volume of air also result in reduced propeller efficiency and therefore reduced snap thrust. All of these factors can lead to an accident. It's the poor performance has not been anticipated. Three density altitude in feet, equal pressure, altitude, and heat, plus 120 times OAT minus ISA temperature. So pressure altitude is determined by setting the altimeter at 29.92 and reading the altitude indicated on the altimeter. OAT stands for outside air temperature in degrees Celsius, ISA stands for standard temperature in degrees Celsius.

Lauren Tapia:

Keep it in mind that the standard temperature is 15 degrees Celsius, but only at sea level. It decreases about two degrees Celsius per 1000 feet of altitude above sea level. The standard temperature at 7,000 feet MSL, therefore has only one degree Celsius.

Lauren Tapia:

For example, the density altitude at an airport, 7,000 feet above sea level with a temperature of 18 degrees Celsius. And the pressure altitude of 7,000 would be calculated as follows. 18 minus one equals 17, 17 times 120 equals 2040. 2040 plus 7,000 equals 9,040 feet density altitude. This means that the aircraft will perform as it were at 9,040 feet. While I agree with the experienced pilots, who will say that pilot should already be familiar with density altitude and its implications for aircraft performance, why not provide some extra reminders that might save a few lives along the way.

Lauren Tapia:

There are certainly other avenues for the board that's followed to help better educate inbound pilots about non-flying conditions. I have just offered a few ideas here, but I hope that you will all explore the mirage ways in which you and the supporting agencies may help pilots be safer when they fly into Truckee in the future.

Lauren Tapia:

The next comment is from David Siancee. I'd like to submit my comment about the recent plane crash that came very close to major property destruction and loss of life of people on the ground. The plane crashed directly across the golf course from my house. I understand the plane traffic is directed to not fly directly over residential areas, but the jet traffic in particular has increased significantly in the past one to two years directly over a neighborhood.

Lauren Tapia:

We used to call the airport and alert then to low flying aircraft over the neighborhood. But lately there have been way too many to report. The jets taking off in particular, do a very poor job of avoiding this area. My understanding is that pilots are supposed to fly along 267 after takeoff, not over the residential neighborhood around the golf course. We really lucked out this time and avoided major property damage and additional loss of life. But can't count on being that lucky in the future. The airport needs to find a way to prevent planes, particularly jets from flying over residential neighborhoods.

Lauren Tapia:

The next comment is from Suzie Rose. We are, we as a community, got incredibly lucky in so many ways. Given the plane's location, when it's trouble began, the plane went down in the one spot that it possibly could have where there was no houses or people. Emergency firefighting crews happen to be passing by on the, on highway 267 at just the right time. Truckee's firefighting crew was not elsewhere occupied and was able to join them very soon. There was little to no wind, which allowed time for the firefighters to put out the flames before any neighboring houses caught fire.

Lauren Tapia:

The driver of the bus with children on board was going slow enough. And the driver was quick thinking enough that he was able to slam on the brakes and avoid having the bus consumed by flames of the plane crash.

Lauren Tapia:

We cannot as a community count on luck to prevent loss of life and property. The airport must take action to make sure that the planes are not flying low over residential neighborhoods. Jets are a

particular concern as a jet crash has a higher likelihood of causing significant damage than does a small propeller plane. My understanding is that the airport encourages planes to avoid flying (inaudible), okay. My understanding is that the airport encourages planes to avoid flying directly over residential areas.

Lauren Tapia:

In practice, this does not seem to deter claims, especially jets from flying over Ponderosa fairway Estates neighborhood where I live. The airport says that encourages pilots to fly along highways, but instead many planes seem to cut the corner and fly directly over our neighborhood often at very low altitudes.

Lauren Tapia:

The jet traffic in particular has increased significantly this summer to the point where I'd given up on filing a noise complaint when a jet flies particularly low and loud over our neighborhood, because it happens all the time. And it is clear that the airport strategy of quote suggesting and encouraging pilots to avoid residential neighborhoods is not working.

Lauren Tapia:

For the safety of our community, the airport needs to find a new approach that will prevent planes, particularly jets from flying over neighborhoods. As airport traffic continues to increase. It brings with it pilots lacking experience in flying and conditions, unique to Truckee, including the high altitude, which means the likelihood of accidents will continue to increase in our area. The airport must make, take swift action to keep Truckee residents and home safe from the effects of such accidents. We can't rely on luck to ensure the safety of our community.

Lauren Tapia:

The next one is Carly Bothe. I would like to submit a comment regarding the recent plane crash behind my house that has left me with PTSD. When I hear an airplane flying overhead. When I first moved into the neighborhood, the jets and planes flying over disrupted backyard barbecues and were annoying noise for mission.

Lauren Tapia:

But after the traumatic crash this weekend, this week, this annoyance for me has turned into a question of neighborhood safety and fear that something like this could happen again. I understand that pilots are recommended to fly along 267, not over residential neighborhoods, but that does not seem to be happening as I'm hearing planes over my house again today, I am constantly reminded that the loud boom of the exploding jet in my backyard and the forest fire that I was sure would result in a neighborhood evacuation that left me shaking and almost in tears. Thanks to minimal wind and firefighters quickly to the scene. That was not the case. The airport needs to find a better way to enforce a safer flight path that doesn't put local residents at risk.

Lauren Tapia:

The next comment is from Kevin Hickey. I am writing today to express my deep concern about the recent plane crash, but more importantly, the effects airport operations have had on our community at large over the past decade and more. Like many important issues, it often takes a tragedy or a near tragedy for any action to be taken.

Lauren Tapia:

In my 20 years, living in the area, I have seen the airport grow and become more and more of a new sense to more and more communities, not just those of us that live closer to the airport. The proliferation of large and loud jets has become unbearable. Perhaps this most recent accident will spur some change. This plane was frighteningly close to hitting a school bus full of children. We seem to be at clear pivot point, and now is the time for the board to take action to restrict growth and to (inaudible).

Lauren Tapia:

... and for the board to take action to restrict growth and defining more sustainable path for Truckee, for the Truckee community. The growth in the airport has proceeded unabated for many years and is abundantly clear that the community is not the main concern of the airport or the board of directors. We have seen efforts along these lines in recent years. What results have they actually produced more and more jets, more and more accidents. The airport is surrounded by neighborhoods, the airport has clearly outgrown much too large and much too busy for a small town. I implore you to take action immediately.

Lauren Tapia:

The next email is from Katie Hickey to whom it may concern. We live on Martis Drive and have been residents since 2006. On Monday, July 26. After driving down Reynolds way, I was walking into my house husband and two small children when we heard a plane crash, since we've been waiting for this to happen, I just knew what it was my heart aches for the passengers, children on the bus, the houses on the rental and the kids who saw the plane fall out of the sky at camp Trudaca... (inaudible)

Lauren Tapia:

My heart feels anger for the lack of control. Truckee has... over the increase of jets landing over our neighborhoods, playgrounds trails and golf courses. And my 15 years living on Martis Drive, and over 20 years in the area, the airport has grown what feels like 200%. We used to be involved in issuing complaints and attending meetings after the five to seven years of doing so was disheartened to when the only result was increased flight traffic and larger planes flying earlier and later in the day.

Lauren Tapia:

I utterly felt unheard and, and useless in that fight. I watched my neighbors fight this fight for 20 years before me, I pray this accident will be the wake up call to the airport and the airport board to limit growth and to prioritize the safety of the community. There were countless miracles that happened Monday that did not make this an absolute tragedy to our community. The next accident is eminent. I implore you to take action and make change.

Lauren Tapia:

The next comment is from Jeff Schwerdtburger. Hello. I would like to voice my deep concern regarding low flying aircraft over my home on Royal way on the bluff in Glen Shire, we have frequent encounters with aircraft making their final approach within if you feed directly over our house landing at the Truckee Tahoe airport.

Lauren Tapia:

At times we can see the pilot and passengers. That is how dangerously close they are to our home and others with the recent aircraft crash fatalities and Truckee, our concern has grown. So has the air traffic. We realized that a runway is shut down for construction. However, we would appreciate it. If there was

more regard for the safety of my family and others, living in Glen Shire area, it would be a simple fix by approaching over the old ice pond instead of lining up directly over our homes.

Lauren Tapia:

I'll be filing a complaint with the FAA and we have downloaded an app that gives us the aircraft identification type and origination. It is obviously not the talent of the pilots or the reliability of the aircraft that has avoided large loss of life and property. It has been sheer luck. Eventually an avoidable accident will occur and innocent people will die. Would a simple adjustment to the approach, this situation can be easily remedied.

Lauren Tapia:

And then Sarah Strader, I'm sitting here on Martis Drive, watching the comments being read during the board meeting. And as people are complaining about the jets flying too low over our homes, it jet flies, low overhead. I was home during the crash. I now physically duck every time a plane comes in, my heart rate goes up and I listened to see if it is going to make a safe, make it safely pass. You need to find a solution to keep these out of the sky directly over us. Please listen.

Lauren Tapia:

And lastly, Ruth Miller, the public comment today has been overwhelming. This crash could have been so much worse. I concur with the other's comments that the airport needs to reevaluate the role and the type of aircraft it supports and hope the board is open to making significant changes before another incident occurs. That is all they have right now.

Page Mesker:

I purchased my home on Martis Drive in July of 1991. So that was 30 years...(inaudible). But when I purchased my home, I knew I was in the airport flight path and small planes, approximately 20 or 30 would be flying in and out daily. I had no idea on the fleet years later, 400 plus flights a day would be happening. And the jet flying over would be so large. They would need two pilots.

Page Mesker:

I think my number one thing you guys, I noticed you can't do a lot by the way, but I really want to know what the district is going to do to ensure that the flight in and out over the bypass and not our homes. When I looked out and saw runway 11, which I'm ashamed of, I'd never paid attention all these 30 years, it seems like they have to make a left to go into our neighborhoods, but they just went straight across the bypass. They could, if anything happened, it would be safer for our neighborhood and the whole town. so that's really my main thing. Maybe, you can answer questions, but I really would like to see that happen first until we can do further controls.

Page Mesker:

, a few things about a month ago, I was on, on our driveway and with our neighbors and while landing, this plane was so low over my house that I could see a face. And again, I've been here 30 years. I've never seen that. Then again, this morning, 6:25 AM. I thought the runway is closed. I thought that we are asking these pilots not to fly before 7:00 AM and also not fly directly over our homes, fly the bypass.

Page Mesker:

Whoever this pilot was, I don't know if you guys agree to what he was doing, a gesture he did, but he just disrespected everything. Our neighborhoods from the top. And he disrespected. Every rule that I understand are not rules, but guidelines that you guys are asking and curious what we can do to enforce these if there's anything we can do.

Page Mesker:

And I know many of you board numbers personally, I know you have told me, you love very much and I respect you and I appreciate you. And I don't think you're doing anything, but really, really try to help that community. 'Cause I know most of you [inaudible 01:10:20] together, we can make some changes to make our town and neighbors [inaudible 01:10:24]. So that's it. Thanks.

Hardy Bullock:

Thank you.

Kevin Smith:

Sarah Kane from Zoom.

Sarah Kane:

I hopefully you can hear me out at work. I just want to contribute my 2 cents. I was home during the crash and my toddler saw the fireball. you know, it seems like a lot of the, that our neighborhood gets when we make complaints or try to get results over the years have been that the airport doesn't control our airspace, the airport can't do anything. It's all the FAA. Well, what can we do? I like the guy's suggestion about shortening the runway so that the size of the plane are smaller.

Sarah Kane:

And 10 years ago in the 2010, airport, master plan meeting, one of the major suggestions was to add a new runway between, runway 20 and runway 29. And it was voted as too expensive. Well, how about now? Can we reevaluate that? It would put all the airplanes, the big airplane out of our [inaudible 01:11:39]. It seems so much safer than having a crash land in our backyards. So that's my comment.

Teresa O'Dette:

Thank you. Did we have any other live comments, Zoom comment or email comment? Okay. You're on Kevin.

Kevin Smith:

Well, no, I just want to thank everybody for all these great comments and we are open to (inaudible). One additional comment from the audience if you want speak.

Kevin Hickey:

, hi everybody. My name is Kevin Hickey. My comments were read earlier cause I didn't know I was going to be here. I know you guys are all really good people and you're here because you love this community like we do. but I think you've heard a lot today and it's all been down in the same kind of road. enough is enough and how much more can this town handle? It's not just, I live on, on Martis Drive myself. So, and I was aware of that. I was buying a house near the airport, but like everyone else it's grown to unbearable levels. and it's not just our neighborhoods. It's almost all the neighborhoods now.

Kevin Hickey:

, so, and it was, my comments were already read, but I've been sitting here and I've been looking at the mission statement, kind of the whole time I've been here. And, that doesn't really jive. I don't see it. I know that the airport does a lot for the community, but I'm wondering what local needs are met. And I don't see the airport striving to have a low impact on his neighbors. All its just done is growing and growing and growing and growing for a really long time. so I hope action will happen. Thank you.

Teresa O'Dette:

Thank you.

Lauren Tapia:

I have one more comment via Zoom Scott on [inaudible 01:15:26].

Scott:

There we go. Can you hear me now? And I'm sorry. Yes. Okay. I, I, my internet is not so great. So I hope you can hear me. I had actually several questions for Kevin and Hardy and I'll try to go slow. So maybe you could answer them now. It might be too early, to both of you. can you consider not using runway 11 for a while? I agree with some of the comments that we started using that runway right away. And I think this morning at six o'clock or 6:30, the plane took off from, 29.

Scott:

, and another question did that aircraft plan to fuel in Truckee, question, and can you please reconsider the air show on 911, the 20 year anniversary?

Scott:

And I agree that that the crash happened in a residential area. It was not what was said in the media, although those few trees that saved me. Many planes fly directly over house and reported them to Dave in the past. And he's worked with me. last another question. And was it true that the aircraft was upside down as reported by witnesses? I think that's my (inaudible) I watched last night from my porch. Again, I'm 30 feet away from the crash site and parts are all over my yard. the body recovery until 11:00 last night, 11:00 PM. And this morning the FBI did a great job, but it was a terrible site, total destruction.

Scott:

, and my final question is should the tower have offered that aircraft type for runway 29? When you listen to the tape you heard hear runway 11 and then 29, is that your craft qualified under those conditions? I don't know if they call it a circle approach, approved for that, .

Scott:

And that's it. Thank you. Go ahead. I'll, I'll mute.