



## Aviation & Community Services Team Report

- Item 1– Operations and Comment Reports
- Item 2 – Monthly Flight Procedures Update
- Item 3 – Agency Partnership Update
- Item 4 – Pilot & Passenger Outreach Report
- Item 5 – Bi-Annual Runway Utilization Report
- Item 6 – Multi Lat Decommissioning
- Item 7 – Tower Weather and ATIS
- Item 8 – Flight Operations Data
- Item 9 – Q3 2021 Communications Report

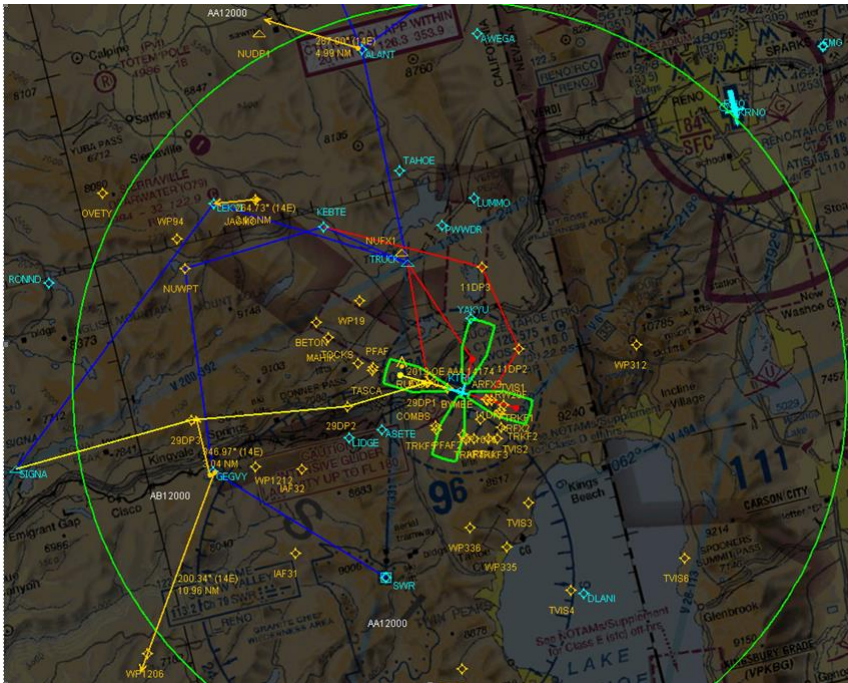
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### Item 1 – Q3 Quarterly Operations and Comment Report (OPR), OPR Raw Data Charts and Graphs, - David Van Quest.

A report summarizing District noise and annoyance comments, response, curfew, and summarized data (Exhibit 1A).

### Item 2 – Monthly Flight Procedures Update - Hardy Bullock

Staff is working with Flight Tech Engineering to estimate the number of jet, turbo prop, and piston flight hours required to fulfill the procedure testing requirements. Once an hourly estimation has been made, a final cost for the total procedure initial testing may be generated. This estimated cost has been included in the FY 2022 budget as presented to the Board. Flight Tech Engineering is working to present to the FAA Western Service Center (WSC) the final waypoint (TARGET) data file for review. Initial meetings with Oakland Center are hopeful. Final opinion from WSC will give TTAD an understanding of which procedures may be *Public* (available to everyone) or *Specials* (available only to air crews/aircraft checked out and approved).



### Item 3 – Agency Partnerships – Marc Lamb & Phyllis McConn.

TTCF has completed the following activities:

- Developed communication materials and provided to TTAD staff for approval on August 23<sup>rd</sup>.
- Obtained TTAD staff approval of messaging and artwork.
- Formatted for placement and launched multiple notices August 24-September 8.
  - TTCF website: <https://www.ttcf.net/ttad-partnership-program/>
  - Facebook, Twitter, LinkedIn
  - Email newsletter via Mailchimp
  - Instagram
  - Email Signature Block
- Built online Letter of Intent and Full Application Process for September 8th opening.
- Obtained TTAD staff approval of online LOI and application content.
- Held a virtual Agency Partnership Program Workshop for interested participants on September 8th with 44 pre-registrations and 32 attendees.
  - Posted workshop recording on TTCF website via YouTube and received 16 views.
  - TTCF's AP Webpage has had 146 unique page views and 178 page views.
  - Portal for online submission of Letters of Intent opened directly after workshop.
  - 15 LOIs were submitted by the September 21st deadline.
  - Internal review and due diligence, committee member reviews occurred September 22nd-28th
  - Committee decision meeting held on September 29<sup>th</sup>.
  - Committee approved 13 LOIs to be invited to submit full proposals.
  - All organizations submitting LOIs were notified of decisions on September 29<sup>th</sup>.

- All 13 approved applicants have proposals in process.
- Deadline for full applications is October 29th
- Internal review, due diligence, committee member reviews will take place November 1st - 16<sup>th</sup>.
- Full committee meeting is slated for mutually agreed upon time no later than November 23.
- Committee recommendations and process recap will be shared with airport staff for inclusion in board packets in anticipation of December 1st or January 26th board meeting.

#### **Item 4 - Pilot Passenger Outreach Report – Mark Covey**

Two extremely large wildfires in the periphery of KTRK created prolonged periods of Instrument Meteorological Conditions and National Forest closures. These factors reduced operations, greatly impacted tourism and in-person pilot outreach. Efforts continued with communication and information flows to itinerant and local operators regarding the fire situation and present field conditions.

When the smoke cleared in September, a large corporate operator planned a retreat in the area that brought approximately 30 Executives into KTRK on six aircraft. The three-day event resulted in \$46,000 in sales, set the bar for operational safety and forged a partnership for the future of new flight procedures development.

This operator made a substantial investment in safety and community-minded operations by sending the Assistant Chief Pilot in charge to KTRK three weeks ahead of the event. Mark Covey met with his team along with Air Traffic Manager Larry Finney and two local jet/turbo prop pilots with a combined experience of sixty years of flying into KTRK. We discussed operational safety in great depth, the effects of smoke on operations, personal minimums, local Air Traffic management and coordination with Oakland Center, Noise Abatement, curfew hours and optimal approach utilization for six aircraft arriving sequentially. After the initial trip to KTRK, several of the operator's pilots flew practice approaches and departures in Falcon and Gulfstream full motion simulators to solidify their procedural awareness.

What resulted was the highest-level safety driven standard operating procedure possible. A special set of minimums were tailored to their fleet and operational needs as well as our NAP's. All parties maintained a strong communications loop. This communication included an email to the entire Operations and Maintenance leadership team two weeks in advance so plans for parking and gate access would be handled in advance. Once on the ground, KTRK Operations staff provided exceptional customer service and ensured a seamless travel experience.

Diligently working with this team was beneficial not only for the safety, NAP/curfew adherence and financial aspect but for procurement of a partnership for developing and test flying our new flight procedures in full multi-million-dollar flight simulators.

## Item 5 - Bi-Annual Runway Utilization Report, Summer Peak Period June 15 – September 15, 2021

– David VanQuest

Operational data for the summer peak period of 2021 has been tallied by runway and filtered by wind speed. Wind speeds of 4mph or less are considered calm. During calm winds pilots and air traffic controllers have more options regarding runway selection. The runway utilization report was designed to see what aircraft types use which runways during calm winds. It was also designed to compare how runway utilization has changed with the introduction of an air traffic control tower. Of all the operations during the summer peak period of 2021, 52% occurred during calm winds. The fleet mix was 54% Pistons, 19% Jets, 18% Turboprops and 10% Other (helicopters, unknown). Noteworthy to calm wind analysis this summer is that wildfire smoke caused many days of IFR conditions in August and September requiring IFR-enabled runways regardless of wind conditions. 2016 summer peak data was used for comparison of when there was no ATC making suggestions. Also noteworthy in 2021 is that glider operations were half what they were in 2016 which lowered utilization of Runway 20. The raw data is included in this report and some highlights are as follows:

### All Aircraft

- 50% of operations occurred on Runway 29
- 31% of arrivals occurred on Runway 20
- Runway 2 was second highest used departure runway at 22%

### Jets

- Least diversity in runway utilization mainly due to IFR requirements regardless of weather
- Departures – 89% Runway 29, 7% Runway 2
- Arrivals – 62% Runway 29, 17% Runway 20, 16% Runway 11

### Turboprops

- Departures – 72% Runway 29, 14% Runway 2, 8% Runway 20
- Arrivals – 59% Runway 29, 25% Runway 20,

### Pistons

- Most diversity in runway utilization.
- Departures - 41% Runway 29, 32% Runway 2, 20% Runway 20, 2% Runway 11
- Arrivals – 46% Runway 29, 28% Runway 20, 12% Runway 2

### Relative to 2016

- Turbos 18% higher use of Runway 29 departures
- Pistons 10.6% higher use of Runway 29 arrivals and 11.8% increase in departures
- Pistons 8.7% higher use of Runway 2 departures
- Jets 8.5% increase in Runway 20 arrivals

- 6.4% less Piston use of Runway 20 likely due to reduced glider operations

### **Item 5 – Aircraft Accident Tables and Map**

Per Board direction from September 22, 2021, staff is making enhancements to the accident data set maps and tables as indicated by the workflow schematic below, \*\*Indicates a new exhibit:

1. Fatal Crashes: *13G page 1, and non-Fatal page 2*
    - a. Remove grass valley (GOO) from the comparable airport data.
    - b. \*\*Add comparable airports in the Sacramento Valley; Redding, Sacramento Executive, Lincoln, Auburn, Marysville, Fresno, and San Carlos, Reid Hill View, Palo Alto as a collective. Run those, as a collective, and average them against KTRK for fatal/non-fatal for years 2011-2021.
    - c. Question: Does the graph depict aircraft or number of fatalities? Answer, Aircraft irrespective of fatality count.
    - d. Add color to the icon or square, triangle, circle for the icons.
  2. Averages *13G page 3, 4*
    - e. Are these aircraft or number of fatalities? Answer, Aircraft irrespective of fatality count.
      - a. .2 .4 what does that mean? Error in decimal. Corrected
      - b. Adjust Y axis to make it vertically balanced
- \*\*New Exhibit: A graph depicting the number of fatal/non-fatal accident per operation. This can use the comparison airports as a collective average against KTRK.
  - \*\*New Exhibit: Add a graph showing the number of pilot error vs. mechanical/other accident determinations for KTRK.

No further work is planned on the 20-year tabular summary or raw data analysis unless directed by the Board.

### **Item 6 – Multi Lateration Decommissioning**

As directed Navaid Technical Solutions as well as District Staff worked in the field and onsite the week of October 11<sup>th</sup>-15<sup>th</sup> to decommission multiple MLAT sites and sensor arrays, cancelling ground leases and conducting initial target analysis of surveilled airspace volumes.

### **Item 7 – Tower Weather and Automated Terminal Information System (ATIS) and Flight Data In/Out**

Staff is working on a two-prong approach to enhance data flow and weather reporting for the airport. One initiative is the FAA reimbursable agreement allowing us to install a Flight Data Input Output Device (FDIO) that allows controllers to spend more time scanning the runway and less time coordinating over the phone. The second item is the capability to report tower weather and send that into a new Automated Terminal Information System (ATIS) which will also allow higher fidelity weather reporting and timely delivery of special airfield information such as “special METARS” and visibility changes.



Staff will continue to collect and report data and will work to include this in the upcoming discussion on an annual report of airport statistical data.

## **Item 9 – Q3 2021 Communications Report**

<u>Go Rentals:</u>	New commercial auto rental company moves into old Hertz office, 7/2
<u>Aircraft Tug:</u>	O&M purchase new Lektro standup tug w/ 40,000lb midsize aircraft capacity, 7/7
<u>Aerial Survey:</u>	TTAD participated in regional multi-agency geographic LiDAR aerial surveys, 7/9
<u>Art at the Airport:</u>	TTAD's Art Coordinator Carole Sesko launches Summer-Fall show, 7/20
<u>Challenger 605:</u>	Jet crashes on approach to runway 11, killing six, 7/26
<u>Mission To Mars:</u>	Civil Air Patrol puts on 3 week-long M2M STEM camps, 7/26, 8/9, 8/23
<u>Agency Partnerships:</u>	TTCF launches administrative program mgmt, 7/30
<u>Air Show:</u>	TTAD Board cancels 9/11 scheduled annual Air Show & Family Festival, 8/3
<u>Taxiway Alpha:</u>	\$4M FAA AIP 60 day reconstruction project completed, 8/16
<u>Emily Pindar:</u>	TTAD's Administrative Clerk earns Executive MBA from UNR, 8/17
<u>Rescue Operation:</u>	National Guard UH-60 lands at KTRK for emergency midnight fueling 8/23
<u>Lauren Tapia:</u>	TTAD's HR Mgr & District Clerk earns AAE C.M. certification, 8/25
<u>Coffee Talks:</u>	TTAD initiates new way for Board & staff members to meet with constituents, 9/2
<u>Flight Sim:</u>	TTAD upgrades its flight simulator w/multi-engine training capabilities, 9/6
<u>Corporate Event:</u>	AT&T fleet of aircraft base out of KTRK for North Tahoe event, 9/22
<u>Truckee Chamber:</u>	TTAD hosts annual Chamber awards event in hangar N-01, ~225 guests, 9/24
<u>ACT:</u>	TTAD holds Airport Community Team member meetings, July, Aug, Sept
<u>Fire Fighting:</u>	Regional firefighting efforts for Dixie, Caldor fires based at KTRK, July, Aug, Sept
<u>EAA Young Eagles:</u>	EAA holds monthly free intro to flight, for youth ages 8-17, July, Aug, Sept
<u>Youth Events:</u>	TTAD hosts multiple TEA, SELS, B&GCNLT STEM summer events, July, Aug, Sept
<u>GHG:</u>	CO2 Awareness program launched, media on website, term bldg., fuel island

## **KTRK WEBSITE STATS**

Airport Community News: Posts 29

Website Traffic: Users 30,016, Sessions 67,178, Page Views 104,393

Top 5 pages- Webcam 46,792, Home Pg 23,744, Board Meeting 3,199, Flt Procedures 3,084, News 2,370

Visitor Stats: 18.5% Retuning, 81.5% New, Total U.S. based website users 25,614

Top 5 states – California 15,618 , Nevada 2,448, Texas 1,056, Oregon 591, Washington 508.

## **SOCIAL MEDIA STATS**

Facebook: Followers 3,201, Up 9% from Q2 2021. Total Q3 posts 22. Top 3 – Army National Guard UH-60 Rescue Mission Emergency midnight fueling (went Truckee Viral at 35,383 views), Jet Crash (13,856 views), EAA Young Eagles free Intro to Flight (3,090 views).

Instagram: Followers 1,665 Up 4% from Q2 2021. Total Q3 posts 6. Top 3 – L.A. County Firefighting helicopter, Army National Guard UH-60 Rescue fueling, Air Force Female Fighter Pilot scheduled Air Show participant.

## PILOT & COMMUNITY OUTREACH

ACT: Airport Community Team virtual Zoom meetings 3

E-Blasts: Community Campaign Monitors 3, Pilot & tenant specific E-Blasts 4

Flight Procedures: Information and microsite linked on website

NOTAMS & Service Alerts: NOTAMS issued 54, (runway closures, construction activity, airfield mowing/dust, jet crash, tower hours etc.), E-Blasts Service Alerts 4 (hangar construction, special events)

Summer Ad Campaigns: "Community Engagement" 2021 ad campaign featured in 9 HOA and Visitor Guide magazines and 4 local newspaper editions

NON-PROFIT SUPPORT (Airport storage space provided to 16 local organizations)

American Red Cross

Civil Air Patrol

Donner Party Mtn Runners

Experimental Aircraft Association

Foster the Sierra

Friends of the Truckee Library

KidZone Museum

SWEP

Tahoe Forest Hospital EMS

Tahoe Nordic Search & Rescue

TCPUD Tahoe Music Festival

TNT Junior Cycling

Trails & Vistas

Truckee Donner Land Trust

Truckee Optimist Club

Truckee River Watershed Council

## GIVING BACK

Community Sponsorships: 10 non-profit and youth education/athletic recipients, Q3 2021 \$12,000, YTD \$58,463, Annual Budget \$100,000.

Agency Partnerships: 0 recipients, program temporarily on-hold. TTCF accepting applications October 1, 2021. Annual Budget ~\$333,000 (\$1,000,000 between Housing, Transit and Agency Partnerships).

\* TTCF Agency Partnership update report included as an attachment in AVCOM Report.

## LETTERS OF THANKS & APPRECIATION

Letters & Emails: 18 received (16 Community Sponsorships, 1 Agency Partnership, 1 Service Contract)

## Noteworthy

- Staff is working with Truckee Donner Recreation and Park District to audit the Ponderosa Golf Course. Stormwater permitting and defensible space are two focus areas. Staff will be requesting funding for fuels work along the edges of the property owned by the District.
- Staff is responding to local pilot community questions regarding changes to the runway configuration, air show, fuel price increases and other District priorities related to aeronautical activities. Staff conducted an organizational meeting to answer questions and provide visibility to the Airport Community Team forum, the Board of Directors



meetings, and other outreach methods that may provide additional insight and venues for engagement on key airport decisions. Staff will provide minimal support to the group to help organize, schedule, and conduct user group meetings so the pilots can stay up to date and connected on airport issues.

- Staff is going to reinstate the Tahoe School of Music, airport music series for a cost of \$350 per event providing music to patrons during key holiday periods, some weekends, and special events.
- Staff attended the National Business Aircraft Association Annual meeting in Las Vegas. Staff meet with airport vendors, airports, and NBAA Staff. Urban Air Mobility was the talk of this year's show.