



## **Aviation & Community Services Team Report**

- Item 1 – Operations and Comment Reports**
- Item 2 – Monthly Flight Procedures Update**
- Item 3 – Pilot & Passenger Outreach Report**
- Item 4 – Aircraft Accident Tables and Map**
- Item 5 – Multi Lat Decommissioning**
- Item 6 – Tower Weather and ATIS**
- Item 7 – Fly Quiet Incentives Modification**
- Item 8 – Obstructions**
- Item 9 – Public Outreach Advertisements**

---

### **Item 1 – Monthly Operations and Comment Report. - David Van Quest.**

A report summarizing District noise and annoyance comments, response, curfew, and summarized data.

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

Staff completed a planning call with Flight Tech Engineering (FTE). FTE has presented, to the FAA Western Service Center (WSC), the final waypoint (TARGET) data file for review. The FAA has concluded it is supportive of our procedures. FAA Staff also indicated they will remove the TAHOE1 RNAV departure and will reengineer the TRUCK4 obstacle clearance procedure with help from FTE. This project is on track; however, Staff was directed to assure final viability of all procedures along with FAA concurrence for all procedures prior to any community outreach activity. This requires flight testing, a considerable expense. Should the outreach provide pertinent reason to cancel or discontinue development of a procedure the cost will be sunk at that point. Staff is considering how the procedures fit into a comprehensive master plan and whether that may afford cost savings or enhanced community engagement. Either way, Staff will be proceeding with flight testing prior to community outreach unless directed otherwise.

### **Item 3 - Pilot Passenger Outreach Report – Mark Covey**

Pilot and Passenger outreach has focused on deliverables associated with the following Board directed projects:

1. Density Altitude Climb Gradient Data Project. The Aircraft Performance Group was retained to provide data on aircraft performance, Staff is assembling the final presentation.
2. Truckee Tahoe Pilot Group. Staff has completed the policy instruction, developed an educational outline, and is working on the video elements of the program.
3. GHG Flyers. Staff is developing a QR code and A-Frame stand directing pilots and passengers to login and hit the GHG flyer located on the website.

Additional work includes the Annual Winter Ops meeting, tower liaison, and direct and email outreach to pilots and passengers.

#### **Item 4 – Aircraft Accident Tables and Map**

Per Board direction from September 22, 2021, staff is making enhancements to the accident data set maps and tables. Convergent Performance is handling this project and a deliverable for the January meeting is expected.

#### **Item 5 – 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. The initial report of surveillance fidelity shows no significant deficiencies. The full report is pending, Staff has a 2-page version available upon request.

#### **Item 6 – 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 has engaged Frequentis Ltd. To provide system hardware specifications and cost. Initial technical review is complete. Next deliverable late December.

#### **Item 7 – Fly Quiet Incentives Modification**

Staff is working with Director Hetherington to develop a new fly quiet incentive program. Staff will have a draft policy directive for Board review in January or February which will include a user poll and basic data driven analysis for current voluntary curfew participation.

#### **Item 8 – Obstructions**

Staff is working with contractors at the approach end of runway 11, and runway 20 to remove obstructions identified in the airspace and obstruction survey. These tree obstructions are governed by Federal Aviation Administration Part 77 Protection Regulations. Additional use of recent LIDAR data will provide the final mapping elements for our Lahontan Tree Removal Project scheduled to kick off in early 2022.

## **Item 8 – Public Outreach Advertisements**

Staff has let the Airport District's 2021 spring-summer-fall "Community Engagement" marketing ad campaign run its seasonal course. The ad was featured in 13 publications and 25 editions. New for the '21-'22 winter season, staff is now launching the "GHG Awareness" marketing campaign per Board direction. To date the GHG Awareness campaign has been booked in 4 publications and 12 editions. Going forward, staff is requesting input from the Board on advertisement placement for the second and third Quarters of 2022. These ads will be developed and submitted within the months of January and February for publication in spring-summer-fall 2022 media. Unless directed otherwise Staff will continue to run the GHG Awareness flyer in all publications.

## **Noteworthy**

### **Air Traffic Manager Larry Finney completed another update/training on NAP's**

Date: October 29, 2021

Subject: Monthly NAP Refresher Training

*"As an ongoing effort to assist the Airport with their Noise Abatement Program (NAP), I have attached the October 2021 Operations and Comment Report that was reviewed by the Airport Board of Directors at the October 27 board meeting. Also attached is the peak summer season runway utilization study. There was an increase in comments from the Northstar area concerning jet arrivals. As a reminder, please restrict jet arrivals landing runway 29 at or above 7500' until turning base (or abeam the runway 29 numbers). This restriction does not apply to the NetJets Northstar arrival. During runway 11 operations, if jet/turbo prop traffic can not fly a right base over I-80, please consider crossing these arrivals over the top of the Airport for left traffic to reduce jet/turbo prop traffic over Tahoe Donner. The runway utilization report shows a consistent effort on our part to apply the calm wind runway noise abatement procedures. Nice job! Continued emphasis on applying current noise abatement procedures is essential to assisting the Airport, however, safety is always our number one priority."*

### **Corporate Aircraft Association Contract Renewal**

The District contract with Corporate Aircraft Association (CAA) will be up for renewal/modification in February of 2022. The CAA program was originally launched as a method to make purchasing Jet A affordable for local pilots. This discount program offers members an incentive to buy fuel locally rather than repositioning to Carson City or Stead Airports where Jet fuel is significantly cheaper than TRK. Originally and through Board action, we discounted Jet A \$1.50 per gallon to match our 100LL margins for our local tenants. Since original implementation of CAA they have grown as an organization making CAA more popular with our users who qualify for membership. Staff has notified CAA that we would like to move

to a month-to-month agreement with them as we review this contract in conjunction with our cost allocation study as well as making adjustments to District rates fees and charges.