



Aviation & Community Services Team Report

Item 1 – Annual Operations and Comment Reports

Item 2 – Monthly Flight Procedures Update

Item 3 – Pilot & Passenger Outreach Report

Item 4 – Quarterly Communications Report

Item 5 – Aircraft Accident Statistics Presentation

Item 6 – Climb Gradient Analysis (Density Altitude)

Noteworthy

Item 1 – Annual Operations and Comment Reports – David Van Quest

See Attached Report

Item 2 – Monthly Flight Procedures Update - Hardy Bullock (See Attached Report)

This flight procedure work began in March 2021. The running development timeline is now at 10 months. The estimated timeline for the development of flight procedures is 18-36 months. The Initial Instrument Flight Procedure Feasibility Consulting task order with Flight Tech Engineering (FTE) is complete. The outcome of this consultative work is included here in a presentation from FTE. Two significant modifications the Board should be aware of, the TAHOE1 departure procedure will be replaced with the ASTAA RNAV guided Standard Instrument Departure, the TRUCK4 existing departure procedure will remain. This ASTAA procedure will offer high accuracy guidance for aircraft departing runway 29. This course moves the flight track slightly west away from Prosser Lakeview toward Alder Hill and more closely aligns with highway 89. The exact alignment is undetermined but upon first review it appears promising. The second modification is the inclusion of the “SIGNA” departure concept within this ASTAA procedure. This will allow the timely development of the SIGNA alignment off runway 29 to the west as previously depicted in supporting illustration, charts, and videos. This procedure significantly changes the route aircraft fly when departing runway 29. This includes a straight-out segment from the airport west over Martis Estates, Ponderosa Golf course then a left turn along highway 80 westbound. This route continues west while climbing along the ridge north of Donner Lake parallel to Armstrong Track and Tahoe Donner.

To illustrate the concepts above we have included a Flight Procedures Optimization slide deck. Staff can answer question on the slide deck or we can provide a formal presentation on these materials at the February meeting. We also plan to use this information in upcoming Master Plan/Flight Procedure outreach meetings.

Flight validation will be taking place within the month of March at an estimated cost not to exceed \$35,000. Additional cost may be required once the flight-testing portion begins work and Staff will make the General Manager aware of any cost deviations as they arise. It is recommended that outreach begin as soon as possible on the ASTAA routing providing no

unforeseen hurdles arise in the March flight validation portion of the project.

Item 3 - Pilot Passenger Outreach Report – Mark Covey

With COVID-19 lingering on for a second full year, Pilot and Passenger Outreach has meant lots of time on the phone with Pilots, Passengers, Dispatchers and Aircraft Managers. During these calls, I inform flight crews on winter operations at KTRK, provide information on field condition resources, curfew hours, noise abatement and whom to contact during storms for up-to-date information. During normal and even recent record-breaking snow events, I work with local charter operators, corporate flight departments, local and regional pilots to set realistic expectations for runway openings, provide insight into the area forecast, explain wingspan restriction NOTAMS due to high taxiway snowbanks, hangar access and ground services that may or may not be available. For some, the idea that the FBO staff is the same staff that is operating heavy snow removal equipment does not compute.

On November 17th, I teamed up with Operations & Maintenance Supervisor Mike Ketron to present our annual KTRK *Winter Operations Meeting*. We were fortunate to include guest speaker Chris Smallcomb, Warning Coordination Meteorologist and Public Information Officer for NOAA/NWS-Reno. Chris is a great presenter and has an immense passion for weather. Chris spoke about the forecast models for the winter and how they depicted 33% dry, 33% moderate snow and 33% big snow year probability. The Christmas snowstorm showed the latter 33% and brought extended closures to KTRK as the snow piled up, day after day. About 13 pilots were in attendance for the virtual *Winter Operations* meeting.

Our quest to present to local and regional pilots about flying into KTRK remains strong. I maintain contact with ACI Jet in San Luis Obispo as well as flying clubs in Livermore, Concord, Palo Alto and San Carlos. The overarching commentary is that pilots are “zoomed out”, prefer to be social and attend a presentation in person. With COVID gathering protocols still in place throughout the state, our sights are set for early spring for a series of *Flying Into Truckee* presentations.

In November, I successfully completed the *American Association of Airport Executives* Certified Member (C.M.) exam on Thanksgiving Day. The test is 3 hours long, comprised of 180 multiple choice questions on 538 pages of materials covering finance and administration, planning construction and environmental, airport operations, security and maintenance as well as communications and community relations.

Item 4 – Quarterly Communications Report – Marc Lamb

See Attached Report

Item 5 – Aircraft Accident Statistics Update – Hardy Bullock

Staff is finalizing a presentation with a compliment of data for KTRK and comparison airports. Convergent Performances, an aviation safety company who has worked extensively for the District is assisting Staff in the evaluation and comparison of flight safety elements relevant to KTRK. At the February Board Meeting staff will present this report and data and also highlight the areas of potential improvement. This is an important project for staff as Staff and the consultant

strived to identify areas where the airport could make meaningful findings as well as opportunities to increase safety.

Item 6 – Climb Gradient Analysis (See Attached Report)

Staff was directed to compile information related to the effects of temperature on aircraft climb gradients and vertical performance in the takeoff and climb segments of flight. This is commonly referred to as Density Altitude (DA). Some aircraft use proprietary data related to performance calculations. These aircraft calculations for twin turbine aircraft are quite complex and most operators use a third party to calculate one engine inoperative (OEI), and runway performance calculations (RPC). The attached document highlights the basic concept that aircraft performance decreases as the temperature rises. All pilots are required by FAA regulation to understand this principal in detail, account for this during flight planning and understand the limitations of the aircraft in any operational scenario. Accounting for density altitude is a regular part of the pilot flight planning process. Staff already has in place a robust DA information program including our Fly Aware campaign and 4 DA signs on the airport to remind pilots of this important flight planning consideration. Per the Board’s request, staff is providing this an informational item and will include it in our education materials provided to the pilot community.

Noteworthy

Tree obstructions located on the northwest edge of runway 11 approach area have been removed. Tree obstructions located in the approach end of 20 have been removed. LIDAR data confirming tree obstructions in Lahontan is complete and being used to develop the final removal plan, anticipated project start mid-summer 2022.

Temporary front desk clerk Lisa Tenorio has been hired and started on January 17, 2022.

Staff is working on components related to the final lease agreement for Skydive Truckee Tahoe including the deconfliction plan and appraisal.

There is an operator who wishes to develop a flight school with rental aircraft on the field. A proposal may be brought to the Board for review in February.

Mark Covey, Pilot and Passenger Outreach has passed his American Association of Airport Executives Certified Member Exam. Congratulations to Mark for this accomplishment.

ATTACHMENTS:

Item 1 - Annual Operations and Comment Reports

Item 2 - IFP Optimization Progress (ppt)

Item 4 - Quarterly Communications Report

Item 6 - Climb Gradient Analysis