

Open Master Plan

Resolution 2004-03: when proportion of jets exceeds 15%, “shall initiate the Airport Master Planning process...(and) shall initiate a process to control the tempo and times (frequency and hours) of operations beyond those measures already taken, in accordance with legally applicable measures.”

Runway 16-34 discussion

Wind Rose: address daytime wind

Runway Load Bearing capability is critical to this issue as well as others

Greenhouse Gas Emissions: Less Impact for Greater Good Sheet developed in 2020

GHG emissions in Tranquility ads, consensus at Jan 27 meeting to include

GHG at Unicom

GHG on website without having to search for it

Big poster of GHG emissions at Truckee Thursday

Big poster of GHG emissions in Lobby

Covey to distribute these sheets at ALL on field and off field meetings

CONNECTED articles & Pilot Education information

GHG emissions per type of aircraft

Dot map of all aircraft accidents since 1991

Noise footprint envelope figure of aircraft typically seen at TRK

Post Climb rates of typical aircraft: 5900' vs DA at 10000'

Increases in operations over time: chart showing overall increase, chart showing increases by various fleet types (piston 172/182, piston cirrus, small jets, medium jets, big jets)

Projected increases in operations based on Mead & Hunt recent numbers.

Other Minor Action Items

The 5 P's at Unicom: I'm safe checklist

Noise footprint envelope figure at Unicom, on website, and in Connected

Emergency Landing map at self-serve gas

Pursue Special Pilot in Command Qualification Airports listing

No baggage handling by public agency staff

Show TRUCK intersection on maps and IFR videos; have asked for this for a LONG TIME

Post climb rates of typical aircraft: 5900' vs DA at 10000'; post in Unicom and pilot lounge