

Truckee Tahoe Airport  
Master Plan Public Meetings  
November 13, 2013  
Summary

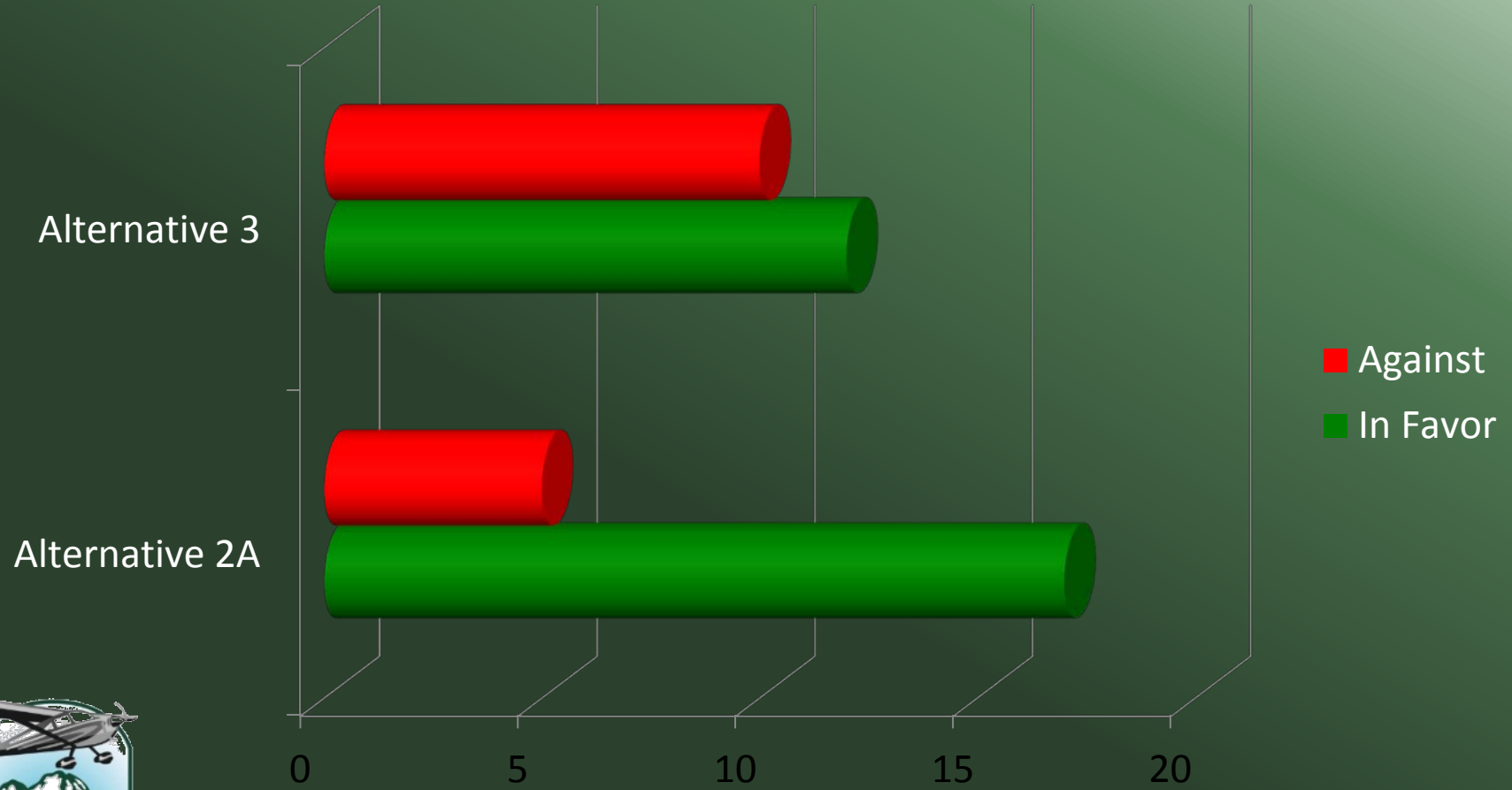


# Meeting Attendance

- 50 attendees
- Top neighborhoods
  - Glenshire (7)
  - Sierra Meadows (5)
  - Northstar (5)
  - Ponderosa (4)
  - Tahoe Donner (4)
  - Martis Valley Estates (3)



# Meeting Survey



# Meeting Survey (online)

- 27 respondents
- 60% in favor of Alt 2A
- 62% in favor of Alt 3
- 45% preferred that TTAD not proceed with either Alt

# Additional Survey Comments (online)

- Not much information in PowerPoint for those of us who weren't at meeting. Hard to make informed comments
- What happened to the noise monitoring system we spent millions on?
- I like the overall plan....
- Please change landing approach to north side of beacon hill, jets fly directly over intersection of Sitzmark and Kitzbuhel in Tahoe Donner, very high annoyance on busy days
- 1) Like the idea of lengthening 29 to the east to place aircraft on departure at a higher elevation. 2) Lets get the large multi use / heated Hangar 3 built ASAP!
- Thank you for the comprehensive work and presentation
- Airport land should not be available for private development, office use, etc. The land should be reserved for future airport or community needs.
- With Alt 3, look into the possibility of grants to homeowners. These can include grants from Utility Companies for adding additional insulation, not only for noise but for heat conservation.

## Additional Survey Comments (online)

- We're experiencing increased air traffic noise in Glenshire, a neighborhood known for being quiet. Its frustrating. We gladly tolerate emergency response traffic, but I personally do not want more air traffic noise than we already get.
- Being progressive is the right course of action. Spreading the noise impact around is the fair approach.
- the airport is too small (# of operations and size of aircraft) to get into programs assoicated with airports that have hundreds of thousands of operations and noiser aircraft more hours of the day.
- Presented clear explanations why alternatives were dropped. Insulating houses for noise is silly ... if houses aren't already insulated against the weather they're uninhabitable. And insulation won't work in summer.

# Alternative 2A Comments

- No night flights (3)
- Only alternating for Prosser
- Best flying weather in AM
- Limit takeoffs to 7am-10pm
- Longer is good, won't change flight patterns
- Like the fact of making 2-20 more appealing, maybe we could shorten 11-29 to make it less appealing?
- This adversely affects Glenshire
- Advocate the pros and cons of tower
- Much more value in lengthening than widening



# Alternative 3 Comments

- TTAD must work closely with town on unanticipated consequences of buying homes in B1. Will it reduce the more affordable housing in Truckee?
- Smart growth suggests that this is “infill” property. Benefits for infrastructure, effective transportation, etc.
- Sound insulation won’t make a big enough difference to be worth it.
- Will still lower property values and not address safety





# General Comments on Flight Paths

- Schaffer's Mill approaches are frequent and more effort on asking pilots to stick to the preferred/closer downwind option
- No night flights or take offs



# Alternative 2A & 3

## General Comments

- Local pilots follow noise abatement flight paths, we want to keep our airport. Out of area pilots and charters tend not to. Part time seasonal tower could compel them to abide
- No night take offs
- There is a misconception that the winds don't favor 2-20 often. This is not true. If winds are less than 5 knots 2-20 can and should be used. A study on favorable winds for 2-20 vs. 29-11
- Need noise annoyance data impacts if/when lengthen 2-20



# Alternative 2A & 3 General Comments (cont.)

- Increase VASI from 3 deg. To 4 deg.
- Is moving 8% of operations from 28 to 2-20 going to significantly reduce the annoyance of the residences off the departure end of 28? Worth the \$ to extend 2-20?



# Land Use Comments

- TTAD should look at proposed zoning lots at PC 3, think about potential acquisition near the CLUP zones B & C. TTAD could either purchase as OS or use for light industry/manufacturing or Avi. Wes.
- Continue seeking possibilities of networking with TTUSD/Sierra College for STEM/Aviator academy partnerships, technical training, certifications, instructors / shared space for classrooms.
- Transient hangar space would be well used by pilots
- Campground at SoarTruckee



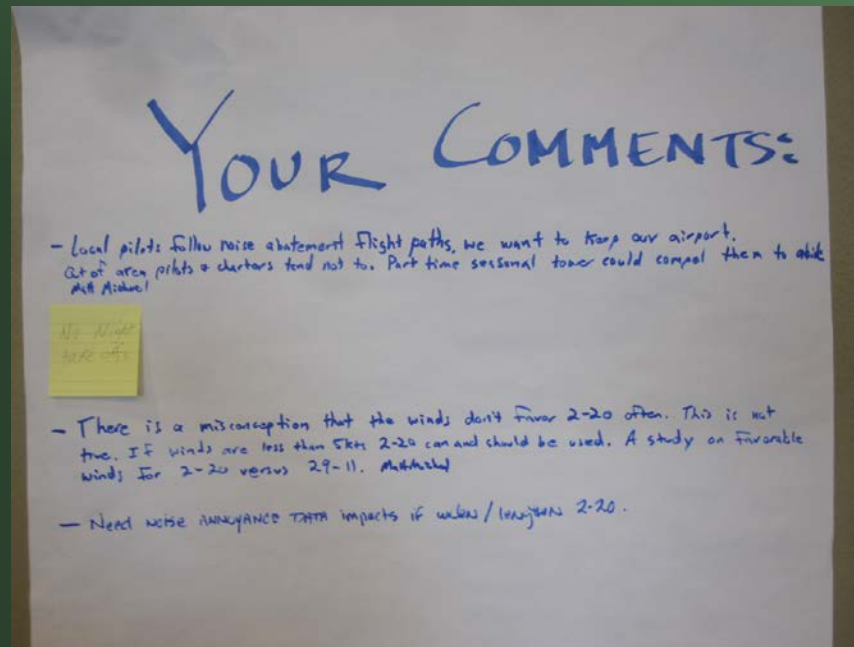
## Land Use Comments (cont.)

- Keep separate glider strip
- Keep private buildings
- Yes – commercial use, development, and leasing
- No night take offs
- Attracting more jet aircraft is our problem
- Build largest multi-use hangar possible = revenue
- I strongly support non-aviation use and development. Land leasing for business and commercial use. Its infill and positive.
- Keep land for community.



# Dismissed Alternatives Comments

- Dismissed “new runway” faces 90 deg. To prevalent winds 300+ days a year.



# Conclusion

- Feedback mainly consistent with Board decisions of October 17
- Community support for Alt. 2A
- General community support for Alt 3 but some concern expressed over how programs would function or if they would be effective.
- Next Steps:
  - Additional analysis on Glenshire overflights for 2A
  - Draft document early 2014 for public review
  - CEQA documentation 2014
  - FAA circulation and review 2014