



TRUCKEE TAHOE AIRPORT DISTRICT STAFF REPORT

AGENDA TITLE: Curfew Incentive Options

MEETING DATE: 04/27/2022

PREPARED BY: Hardy Bullock, Director of Aviation & Community Services

RECOMMENDED ACTION: Provide direction on curfew incentive options designed to reward those pilots who restrict their operations to the period before 10PM and after 7AM. No action will be taken, Staff will integrate Board direction into a policy instruction and return for approval in May 2022.

DISCUSSION: The District currently has very few “night” operations. Night operations vary by time of year and by definition. The policy concepts before the Board may make small improvements to the current successful program. Incremental improvements may be gained but it should be noted that the District gets high compliance and respect from the pilot community in this operational area.

The District currently has the following incentives available for hangar tenants:

1. Fly Quiet 1 (FQ1): .02cent/sqft/month reduction for voluntarily restricting operation after 11PM or before 6AM
2. Fly Quiet 2 (FQ2): .02cent/sqft/month reduction for voluntarily restricting operation after 10:30PM or before 6:30AM
3. Home basing Incentive (HB): .04cent/sqft/month to register the aircraft of record with the local tax assessor.

The goal is to incentivize pilots to restrict their operations to periods that have less impact on the community. California has a variety of noise laws relating to various industries and activities. Local ordinances relating to noise vary widely. On average the law(s) work to align noise above 50dB to periods before 10PM and after 7AM.

Airports have limited authority to create mandatory noise curfews. The District has a very successful voluntary curfew. Data from 2019 thru 2021 show 66 operations outside of the existing 11 – 6AM (FQ1) voluntary curfew. Data from 2019 thru 2021 show 238 operations outside of the existing 10:30 – 6:30AM (FQ2) voluntary curfew.

Also, Staff has worked to promote the “unofficial” voluntary curfew, 10PM to 7AM. Data from 2019 thru 2021 show 649 operations outside this period. In aggregate, total compliance of the existing FQ1 and FQ2 in 2021 is 95%, and the unofficial period (10-7) is 99%. The structure works very well, and data shows a high concentration of operations near the curfew periods which supports the program efficacy and the pilots desire to comply and respect the community.

Staff has created a new structure which is a starting place to explore changes to the program. It should be noted that no action should be taken that draws a hard line which would push some pilots out of compliance. Example, creating one tier that is only 10PM-7AM, creating a lack of flexibility which in turn reduces participation.

Current Structure, 215 total users, 13 users not participating of those 13, 5 have not opted in, 4 are currently serving their penalty, 4 either can’t participate (Care Flight, Placer County Sherriff) or are working on the airworthiness status of their aircraft. *Rounded to whole dollars*

Plan	Times	Incentive Amount /sqft/month	# of participants	Annual Cost
FQ 1	11PM – 6AM	.02 cents	202	\$72,058
FQ 2	10:30PM – 6:30AM	.02 cents	193	\$68,845
Sub				\$140,903
Home Base	N/A	.04	126	\$90,290
Total				\$231,193

Future Structure

Plan	Times	Incentive Amount /sqft/month	# of participants	Annual Cost
FQ 1	11PM – 6AM	.01 cents	202	\$72,058
FQ 2	10:30PM – 6:30AM	.02 cents	93	\$33,174
FQ 3	10PM – 7AM	.04	100	\$35,671
Home Base	N/A	.04	0	Shifted to FQ3
Total				\$140,903

WHAT'S NEXT: Following guidance from the Board Staff will construct a final policy instruction for Board review.

FISCAL IMPACT: Final impact to be determined.

PUBLIC COMMUNICATIONS: Considerable outreach to the pilot community should be undertaken. Staff will use the Truckee Tahoe Pilots group to understand how this policy may affect the user community and will relay all comments to the Board. Users will be encouraged to attend the Board meeting to discuss this directly with the Board.