



ACT NOW!

Airport Community Team Meetings

ACT Meeting Summary Report

Topic:	Airport Master Plan Update III – Flight Procedures
Video Link:	https://vimeo.com/699874120
Date:	April 13, 2022

Attendance
<ul style="list-style-type: none">• 29 ACT Members• 6 Staff• 2 Board Member

Total Members
<ul style="list-style-type: none">• 107 ACT Members

Summary

Mr. Kevin Smith welcomed everyone to the meeting and mentioned the topic of this meeting is: Part III of the Master Plan Update - Flight Procedures. He also mentioned that he has really enjoyed these meetings and that this will be his last ACT meeting as he is leaving TRK in early May. Following this meeting is a Virtual Master Plan Workshop scheduled for April 20, 2022, from 6:00pm-7:30pm, and an in-person Master Plan Workshop on May 3, 2022 from 5:30-8:00pm at the Airport terminal building. Those attending both workshops will have the opportunity to interact with consultants and staff about these important topics.

Mr. Hardy Bullock gave a presentation on flight procedures: Flight procedures are a 3-dimensional roadmap designed to dictate where an aircraft will fly, to get aircraft enroute and back down to the ground safely. A well thought out flight procedure will be efficient, flying in the most direct path to its destination while avoiding populated areas preventing noise. Aircraft are directed over ambient noise areas such as a roadway or freeway where noise already exists, always keeping safety in mind, and protecting aircraft from terrain. Flight procedures should make sense and be flexible based on the aircraft and the pilot.

Mr. Brad Musinski from Mead & Hunt introduced Alec Seybold and Richard Scott from Flight Tech Engineering. Alec 's presentation showed the proposed new runway alignment designed to support flight procedures to and from the north only due to the lower terrain and straight approach for arrivals and departures. The approach will be vertically guided at a constant decent path down to the runway without needing power adjustments. Alec's presentation showed the runway 16 missed approach path and explained the lower decision point gives the aircraft a better chance of landing without using the missed approach path.

RNAV Departure route from runway 34 to the north shows the minimum ascent rate of 344 ft/nm which is lower than the current departure procedures and is achievable by a wider range of aircraft.

Mr. Bullock gave an overview of both existing and proposed flight procedures found on the TRK website located at flightpaths.truckeeatahoeairport.com. In this section of the website, we study new flight paths that manage safety, noise and annoyance which is comprised of four sections. Step One, Goals and Timeline; Step Two, Safety & Environment; Step three, Data and Analysis; Step four, Feedback and Participation. Mr. Bullock demonstrated the Community Flyover Animation, the Noise Impact Animations, and the Static Flight Path Exhibits.

Mr. Musinski announced that the next steps for the Master Plan are: Continue the feasibility study; Determine use estimates on runway 16/34, Alternative analysis; Evaluate overflight, safety, and noise impacts on the community; Continue to present findings to the public: Virtual Outreach Workshop on April 20, and Public Outreach Workshop May 3 at TRK Terminal Building.

Member Comments and Questions – (See Video Link for Detailed Responses)

- TRK Staff Mr. David Van Quest pointed out the planning for the proposed new runway has affected our timeline for the flight procedure planning and validation for the current runways.
- Director Diamond clarified that the decision altitude at 90 kts across the ground is 2 minutes and 40 seconds of not reacting before impacting terrain.
- How common is it to have exclusively one arrival and one departure procedure with directly apposing traffic on a single runway?
- Given the prevailing weather patterns, what will be the likely change in volume using runway 29 west, if the new runway were to be built?
- Regarding the missed approach, have you looked at the climb gradients for the missed approach point? Is that also published in feet per nautical mile?
- It would be helpful to compare the existing approaches with the current one side by side so people can see the difference.
- If runway 16/34 is built, can we shut down 11/29? Given the long lead time for Federal grants, would we be better off turning down the grants and gaining more control over the operations that allow us to address noise, safety, wildfire, and other concerns. We could be looking at up to 12 years and may as well be looking at the 20-year timeline for a Federal Grant.
- Director Diamond explained if we stop taking money from the FAA, we will not have the money to invest in our community. Right now, we get more property tax money than what we need to operate. Because we are also receiving money from the FAA it allows us to invest in the community.
- An ACT Team member indicated we are unique as an airport district as most airports are not getting \$7 million from their community and are self-sufficient with user fees? It's surprising that the airport is losing \$500,000 per year just supplying water, ice, and lavatory services.
- Mr. Smith agreed that we are unique due to our public ownership and property tax. He clarified that the airport is not losing \$500,000 on water, ice, and lav services. That \$500,00 comes from a category in the allocation study that includes costs for FBO Services beyond these ramp services and that the FBO is self-sustaining.
- TRK Staff Marc Lamb pointed out we received almost \$4 million from the FAA to re-surface a portion of Alpha Row. On average for the past 10-15 years, we have received approximately \$1 million per year from FAA

- Director Stephens explained the District is going through the Master Plan process, with the goal being to submit the proposed runway 16/34 to the FAA. We don't know what they will say or if we will receive funding for the project. We are doing all the research now, however based on the timelines involved a future Board will be making the decisions.
- Did TRK receive a grant from the FAA to fund extending and widening of runway 2/20?
- Director Stephens stated at the October 2021 Board meeting that he proposed spending money to resurface runway 2/20 and no one agreed, it was voted down 4-1. It was then we launched into the Master Plan project. The funding from FAA was strictly for resurfacing the runway not for widening or lengthening the runway.
- The outcome of the last Master Plan was to widen and lengthen runway 2/20 to give larger aircraft the option to land on either runway. The runway is getting beat up and needs to be resurfaced.
- Why was the new runway 16/34 denied in 2014 during the last Master Plan discussion?
- Director Diamond thanked Kevin Smith for his 12 years as the General Manager at TRK. He has done a tremendous job during his tenure and will be missed.
- Director Stephens also thanked Kevin Smith for his work at the airport.

Scheduled Future Meetings Topics

- April 20, 2022, Virtual Workshop on Master Plan Update and Proposed Runway
- May 3, 2022, Public Workshop on Master Plan Update and Proposed Runway
- May 11, 2022, ACT Meeting topic: Traffic impacts for Summer 2022 and Noise and Annoyance Procedures.
- June 8, 2022, ACT Meeting topic: Airport Land Use Compatibility Plan.



Bike Rack – Topics Racked for Future Meetings

- Cost Allocation Study
- Airport Properties and Open Space Lands

