

TRK Master Plan Update, Runway Feasibility Study, and Flight Procedures Public Outreach and Feedback

May 18, 2022

Executive Summary: The Truckee Tahoe Airport District (TTAD) is currently undergoing a number of studies, plans, and analyses, including an Airport Master Plan update, a feasibility study of a potential third runway at KTRK, and developing new instrument flight procedures for submission to the Federal Aviation Administration. In an ongoing effort to ensure transparency and public participation throughout these projects, TTAD has implemented several strategies to solicit public feedback.

In addition to discussions during regular TTAD Board meetings, ACT meetings, and through the airport's traditional communications channels, TTAD recently held two public meetings to introduce the initial phase of the 2015 – 2025 Master Plan update and the draft instrument flight procedures.

TTAD encouraged meeting attendance by offering two options: one meeting was held online and one meeting was held in person. The meetings were very well attended by district constituents, both non-aviators and airport users. The subjects of the third runway and flight procedures dominated the conversations, but the public also used the opportunity to ask questions and share comments on a range of airport related topics.

Virtual Meeting

Wednesday, April 20, 6:00 – 8:00pm

In-Person Open House Meeting

Tuesday, May 3, 5:30 – 9:00pm

Consultants and subject-matter experts in attendance at the meetings included representatives from Flight Tech Engineering, Mead & Hunt, HMMH, Aviatrix Communications, TTAD Board members, and TTAD staff.

Virtual Meeting

68 people participated in the online meeting on April 20. Airport Director Kevin Smith welcomed the audience, and Brad Musinski of Mead & Hunt provided details about the potential for a third runway at KTRK. The audience was then asked to move into one of two breakout rooms: Master Plan and Runway 16/34 or Instrument Flight Procedures. While Mr. Musinski and airport leadership answered questions about the runway and master plan updates, Alec Seybold from Flight Tech Engineering and airport staff

fielded questions and comments about the draft instrument flight procedures being proposed for the airport. The comments and questions received can be found in Attachment B, 4/20 General Public Comments. All staff and consultants remained until there were no more questions from the audience, and the meeting adjourned shortly after 8:00 p.m.

Recordings of the meeting, including the two breakout rooms, have been posted to the truckeetahoeairport.com website.

Open House

67 attendees provided their details on the sign-in sheet (See Attachment E), but not everyone who attended signed in. At the height of the meeting, approximately 100 people were in attendance. The level of participation was well regarded by airport staff, board members, and airport consultants.

There were no official presentations at this meeting; it was formatted as an open house, with subject-matter experts stationed around the room, ready to answer questions about specific topics: airport master plan overview, environment and noise, third runway overview, third runway flight procedures, and instrument flight procedures. All staff and consultants remained until there were no more questions from attendees, and the meeting ended at approximately 9:00 p.m. The general consensus from consultants and airport representatives was that the in-person open house was more valuable than the virtual meeting, as there were more opportunities for one-on-one conversations and to answer questions about attendees' personal relation to airport operations—questions that might not have been asked in a virtual meeting setting.

The comments and questions received can be found in Attachment C, 5/3 General Public Comments. Attendees also had the opportunity to provide written, official comments; these are found in Attachment D, 5/3 Submitted Public Comments.

Advertising and Promotion

To promote the meetings and encourage attendance, TRK staff utilized a wide variety of channels:

- Posted meeting details in the banner position and under Airport Community News on the **website**
- Posted meeting flyers in the **terminal building kiosks and bulletin boards**
- Ran a 10 day **101.5 live radio reads**
- Ran ¼ page meeting ads **Sierra Sun** weekly editions
- Posted ads on the airport **Instagram and Facebook accounts**
- **Organic social media** posts encouraging attendance
- Utilized partner channels like the **Truckee Chamber** weekly community eblast
- **Campaign E-Blasts** sent to 1,255 subscribers
- Direct personal **email invitations** to 291 Noise Reporters
- **Email** to 252 airport tenants (both hangar and commercial), flight instructors, CAP, EAA and the tower staff

When attendees signed in at the open house, they identified all of the above methods as how they heard about the meeting (see Attachment E). In other words, the wide-ranging methods to reach the community were successful, and it is recommended to continue this strategy as the master plan update continues.

Public Feedback

General public feedback was gathered at both the virtual and in-person meeting. While not official public record, the questions, comments, and concerns have been noted and are found in Attachments B and C.

Public Comments

15 written public comments were received at the May 3 meeting. 3 commentors specifically mention being in favor of further investigating the third runway concept, and 7 mention being against the idea. No public comments regarding the flight procedures were collected.

Found in Attachment D, these public comments should be considered part of the master plan public record.

Attachments

Attachment A: Sample Advertisement

Attachment B: 4/20 General Public Comments

Attachment C: 5/3 General Public Comments

Attachment D: 5/3 Submitted Public Comments

Attachment E: 5/3 Attendance Sheets

Attachment A: Sample Advertisement for Public Meetings



The Truckee Tahoe Airport District strives to be a good neighbor, and is currently working on two efforts to improve efficiency and safety and reduce aircraft impacts in the region.

Join us on April 20 to learn about the proposed new flight procedures for the airport and the ongoing analysis of a potential third runway.

Ask questions to subject-matter experts and provide your feedback on the projects.



Wednesday, April 20, 2022
6:00 – 7:30 p.m.

For info and Zoom link, visit:
truckeetahoeairport.com



Connected by more than a runway.

Attachment B: General Public Comments and Questions during Virtual Open House

April 20, 2022

Public Comments/Questions

Note: multiple bullets may be from one commenter; comments are paraphrased based on notetaker's interpretation of comments provided at meeting.

Third Runway

- With anticipated traffic on 16, the gliders land on 20, jets on 16? Wouldn't they disrupt each other?
- You didn't do enough investigation with pilots or pilots in charter operations.
- What's the difference between adding 16/34 and widening 2/20?
- I have real concern with the methodology here. We don't want to spend hundreds of thousands of dollars for a study to find that this isn't an option if there are better options.
- Pilots would rather lengthen 2/20 because of wind.
- Include more of the economic costs when evaluating alternatives.
- Is the main driver of the third runway to reduce noise?
- Recommended departure procedure on 02 is almost exactly the same as 34.
- If you have a longer runway 2/20 then climb gradients would improve on Runway 2 departure.
- Third runway is too far away for people to use.
- Consider obstacles: mountain ridge, missed approach procedure for 16. These are concerns.
- Throttling up on a missed approach generates noise.
- Third runway displaced thresholds:
- Pilots want to use the longest runway.
- Widening and lengthening 2/20 has continued pilot support, so why is this left out of the analysis?
- It's not the number of takeoffs that cause noise, it's how and when they're low over my house.
- If we have more runways, will that mean fewer aircraft or more aircraft?
- What is the usable runway with the displaced threshold?

- Air traffic control saying arrivals into 20 and dep out of 29 can happen simultaneously because they're going in different directions. This diversifies the noise so not one neighborhood is getting the full brunt of takeoffs and landings. More efficient than 16/34.
- Lengthening and widening 2/20 reduces big planes circling and I don't favor spending \$40 million on this runway.
- The mixed traffic of planes and gliders feels less safe. There's not a benefit to spreading out the traffic because you don't know where people will be. It adds a new level of complexity in the airspace when all three runways are open at once.
- Stick to the two perpendicular runways and make them as viable as possible for the most people.
- Is there an opportunity to bring in the tower and how they see the third runway operating?
- Bring in experts from FAA/NTSB about how this all will conflict.
- I am against anything that would increase aircraft traffic.

Flight Procedures

- SIGNA Departure off Runway 29 makes the most sense from a practical standpoint. There was widespread understanding that this procedure was simple, usable, and reduced the duration and miles traveled over our community. People really favored that one.
- What is proposed decision altitude (DA) to Rwy 16?
- What about a VASI or PAPI for other runways?
- In the previous presentation discussing visibility numbers for Rwy 16/34, why was the information shared in nautical miles vs statute miles?
- What will new minimums be if we upgrade with RVR sensors?
- Pilot who flies a piston aircraft questioned opposite-direction operations (ODO) that may contribute to conflicting traffic upon approach over the "truck scales."
- Glider pilot who joined from other breakout room expressed concern for glider traffic given the Rwy 16 approach and Rwy 34 departure. They stated operating off Rwy 20 "doesn't make sense." Soaring is specialized, and soaring has the right of way over a powered aircraft. Gliders and tow planes make short landings.
- How many new runways have been built at U.S. airports in the last 10 years?
- Is there an opportunity to lengthen Rwy 2/20 by 500-700 feet? This may increase operations with a lengthened runway.
- Single-engine piston aircraft pilot questioned the Rwy 16 missed approach procedure.
- What about widening and lengthening Rwy 2/20? This runway is popular today as it gets pilots out of weather.
- What could be gained by adding a new approach to existing Rwy 11/29?
- Are static flight path exhibits shown on TRK website?
- NorCal/Oakland Center directs arrivals from the west; Rwy 11 is an improved approach; Rwy 20 is the preferred approach.
- Oakland Center coordinates approach to TRK with all "feeder fixes"

- Key point is that Oakland Center is managing simultaneous arrivals/departures at smaller airports, with traffic increases and fleet mix diversity; when there is bad weather, South Lake Tahoe is impacted.
- Rwy 16/34 LPV (vertically guided approach) will benefit non-pilots, due to the following: 1,000 feet lower, prevents missed approaches, reduces noise and fuel burn, and prevents circling to another runway that may not be of sufficient length.
- Diversifying traffic: Pilatus aircraft can land on Rwy 20; business jets need to circle to land from Rwy 20 to Rwy 29 (longest runway).
- Question if night operations are available during winter, excluded from arriving at night after 5 p.m., LPV and 5,900 feet - still won't open up to night operations due to terrain and an unlighted approach.
- For the Rwy 16 approach, whose problem are we solving? What is the scenario to construct a new \$44 million runway and make it cost effective? Rwy 11/29 is used by large business jets during calm-wind conditions; during wet-runway conditions, a 5,900-foot runway is long enough and safe, especially in windy conditions. Pilatus aircraft can land on Rwy 20 into the wind.
- Adding at least 300 feet to an existing runway could be a huge improvement.

Attachment C: Public Open House General Comments May 3, 2022

Public Comments/Questions

Note: multiple bullets may be from one commenter; comments are paraphrased based on notetaker's interpretation of comments provided at meeting or collected via written notes from the commentor.

Third Runway

- Is the goal of the project [3rd runway] to increase capacity and meet future demand?
- Costly endeavor for a runway that won't work – don't use tax dollars for this futile effort.
- How much is the feasibility study costing? Too much money is being spent for small benefit of reducing noise.
- Loss of glider port for an unusable third runway is not a good idea
- Has a wind analysis been done for the 3rd runway?
- Will the third runway increase traffic or capacity?
- Why do we need a third runway?
- How will the third runway reduce noise?
- Is a third runway really financially feasible?
- How does a third runway change current arrivals and departures?
- How long will it take?
- What are the environmental requirements?
- Why don't pilots like the third runway?
- Why are we looking at a third runway now?
- Why build 16/34 if it won't be the main runway? 2/20 is still a good idea.
- Will this increase jet traffic?
- People will be landing at the same elevation as 2/20. Dangerous.
- Adding 3rd runway severely complicates airport operations, particularly on the primary runway (Runway 11/29)
- Ponderosa Meadows favors 16/34.
- 3rd runway not aligned with crosswinds
- 3rd runway removes glider port – not good
- It is not clear how a third runway actually reduces annoyance.
- One neighbor cited his 90 acres, 3 kids, goats, chickens, and his concern for new/more aircraft flyovers.
- One long-time local pilot stated he was in favor of the proposed new runway due to the LPV (Localizer Performance with Vertical Guidance) equipment.

- A nearby resident in the “flats,” an agricultural area, and had concerns about aircraft overflights.
- Prosser Lakeview continues to be heavily impacted by flight patterns which ultimately affects the quality of life for its residents. If a new runway would decrease the number of flyovers, I’d say do it. Can we limit 16 LPV to not include nighttime ops?
- The new runway is the most ridiculous proposal this airport has thought of. How about extending and widening 20/2 and saving all of us this time and pain because of 1 accident and poor piloting? This is insanity. And your format to host this discussion was piss-poor!!!
- I question if the new runway will significantly reduce noise & traffic. Pilots must choose the runway that is best for winds, length & width. Runway 29 will continue to be the most used runway. This has the appearance of the board spending money to appear they are solving a problem. – Neil Wangsgard, Pilot, Tahoe City

Displaced Thresholds

- What is purpose of Runway 11 DTH? Support Runway 11 DTH as it would minimize impacts to neighborhood immediately north of Runway 11.
- Get an Arrival 11 displaced threshold climb gradient.
- What is the reasoning for the displace threshold on Runway 11? Not a big impact?
- What is the downside to a displaced threshold?
- Seems like runway 11’s displaced threshold will help decrease noise, at lowest cost. Decrease airport traffic, especially jets.

Noise and Environment

- Jets produce CO2 which is environmentally harmful and therefore, not sustainable or undesirable at TRK
- Small aircraft are noisier and more annoying than jets
- 3rd runway creates environmental impacts and removes public open space
- It’s not fair that Tahoe Donner has little to no impacts while Prosser and other neighborhoods take the brunt of aircraft impacts. If you look at demographic data, you’ll see that the impacted neighborhoods are predominantly low to medium-income neighborhoods.
- Since the tower has been in operation, there has been a considerable decrease over Tahoe Donner which has been great. However, jets that continue to overfly Tahoe Donner remain very disruptive as they “scream” overhead.
- Where are the locations of noise complaints relative to the noise exposure/contour maps? Change of skydiving aircraft flight path? Will the new runway facilitate touch and go ops? How will the new runway help alleviate noise impacts to surrounding communities?
- Are we prioritizing noise over safety?

- How about how this affects wildlife, coyotes, frogs, the glider port, and open space? Who pays for this? DO NOT FURTHER TAX ME!

Flight Procedures

- Appreciate the effort to find new flight paths.
- I like all of them except the paths that go over my house.
- I don't understand how the new runway does anything really different from runway 02/20.
- SIGNA Departure off Runway 29 makes the most sense from a practical standpoint. There was widespread understanding that this procedure was simple, usable, and reduced the duration and miles traveled over our community. People really favored that one.
- Close in neighborhoods such as Ponderosa said almost nothing would change their exposure because of their proximity.
- Many people wanted to know how the new runway would affect the other procedures, would they go away or not be used.

Other

- Believe meeting format is inefficient – prefer forum where public comment is heard by all participants
- Why aren't you consulting pilots/airport tenants?
- It would be helpful to the public (nonpilots) if background information can be provided to provide context for the project. For example:
 - What the airport cannot control
 - What the airport can influence
 - What are the main community/airport issues
 - What programs are in place to address these issues
 - Why this study is being undertaken
- Be sure you host meetings about the other Alternatives.
- Could the airport be shut down?
- Did we do a feasibility study to change the rents?
- Why update the airport master plan?
- What alternatives are you looking at for runway 29?
- How much traffic could you move from 11 to 2 if you extended the runway to 5,000 ft?
- Look at a 29 extension going east.



TRUCKEE TAHOE AIRPORT

Truckee Tahoe Airport Public Comment Form

Thank you for providing your feedback during the Airport Master Plan update process. Comments may be submitted anonymously, but if you would like a response from the project team, please provide your contact information.

Very good information! Extremely professional and helpful. Much appreciated. This is the type event that we need once in a while! The social aspect is very important! Many thanks!
Dan

P.S. Nice to have the data driven visuals.

Name Dan Chase Phone Number 975 286 0896

Email Address danchase@gmail.com Contact me via (circle) Email Phone



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Truckee Tahoe Airport Public Comment Form

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What the ~~ALG~~ is going on with
the STUPID thought of having a
RWY 11 displaced threshold???

ARE YOU PEOPLE NUTS?

WHAT A BUNCH OF LUNACY!

IDIOCY!!

WHAT ARE YOU PEOPLE
TRYING TO DO TO THIS

AIRPORT? RUN IT?

Name

Phone Number

Email Address

Contact me via (circle)

Email

Phone



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Thank you for providing your feedback during the Airport Master Plan update process. Comments may be submitted anonymously, but if you would like a response from the project team, please provide your contact information.

The new runway proposal seems worth investigating. The opportunity to route flights over land that is undeveloped and will largely remain undeveloped is very compelling. As the airport grows, distributing noise impacts should be a goal.

Name ANNIKA DEURLINGTON Phone Number _____

Email Address _____ Contact me via (circle) Email Phone



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Prevailing winds do not favor 16-34
but favor modifying 2-20.
The length of unusable runway for the
16-34 runway seems ridiculous.
An aborted landing on 16 would hurt.
I do not favor losing the glider activity.
Encouraging more jet traffic will lead
to more complaints.

Name _____ Phone Number _____

Email Address _____ Contact me via (circle) Email Phone



TRUCKEE TAHOE AIRPORT

Truckee Tahoe Airport Public Comment Form

Thank you for providing your feedback during the Airport Master Plan update process. Comments may be submitted anonymously, but if you would like a response from the project team, please provide your contact information.

Please continue to explore the new runway options, the displacement of RW 11 threshold
And if possible, extend RW 29

Name KC Seymour Phone Number _____
Email Address _____ Contact me via (circle) Email Phone



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I support exploring Alt 3 to displace
RW 11 Threshold-

I also support Alt 1 new runway
and Alt 4: combo of new runway &
displaced runway 11

Name Gretchen Corban Phone Number _____

Email Address gretchen.corban@gmail.com Contact me via (circle) Email Phone



TRUCKEE TAHOE AIRPORT

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Seems like a complete waste of money. It does not make sense that you do not mitigate noise on your own? How? You can easily push more traffic to 2/20 75% of the time, but you do not? Problem solved. Further you will most certainly cause a decrease in property value for home in path.

We live in path on a huge piece of property and have major issue with this. It would decrease our value and adversely effect the wellbeing of our farm.

Piping Rock too? The ^(new) school right next to Piping Rock? I could go on and on..... TERRIBLE IDEA

Name Joe Dahir Phone Number 312 371 6666

Email Address joedahir@yahoo.com Contact me via (circle) Email Phone

P.S. Pilots completely agree - Terrible Idea!



TRUCKEE TAHOE AIRPORT

Truckee Tahoe Airport Public Comment Form

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I am against the construction of
runway 16/24 as I purposely bought
property there ^(25yrs ago) because there wasn't a
active runway over my house. You 16/24
will decrease the property value of my property
due to excessive ~~low~~ noise and the
potential for crashes.

Name Rick Solinsky Phone Number 530-277-9838
Email Address ricksolinsky@gmail.com Contact me via (circle) Email Phone



TRUCKEE TAHOE AIRPORT

Truckee Tahoe Airport Public Comment Form

Thank you for providing your feedback during the Airport Master Plan update process. Comments may be submitted anonymously, but if you would like a response from the project team, please provide your contact information.

① WHY IS DAVE DIAMOND BEHIND A TABLE
- IS HE SPECIAL.

② NEW AIRPORT MGR "LET GO" AFTER
HIS EFFORTS TO RUIN TAHOE IDENTITY

③ HE'S NOT A PILOT. BRILLIANT!

Name MIKE F. Phone Number 925 891 5745

Email Address _____ Contact me via (circle) Email Phone



TRUCKEE TAHOE AIRPORT

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I am 100% against the airport building yet another runway, and even more so where it is being proposed. The new runway would send air traffic directly over my neighborhood, all day, every day. As it is currently, we are subjected to almost constant airplane noise frequently starting before 7 am, every 5-15 minutes until dusk. These noise planes are flown mainly by the skydiving business. We do not need even more planes flying over all day. It is greatly disruptive & unhealthy. I try to cover my ears when I'm outside, it is so loud. This airport serves the very wealthy 2nd (or 3rd) homeowners who

Name Jennifer Zaayer Phone Number 530-587-4690

Email Address Zaayerj@Gmail Contact me via (circle) Email Phone

→ fly their private planes to the mountains, not most Truckee residents.



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Why ~~isn't~~ isn't the word "AVIATION"
in the Mission Statement ???

Didja know that this is an
airport ???

Name _____ Phone Number _____

Email Address _____ Contact me via (circle) Email Phone



TRUCKEE TAHOE AIRPORT

Truckee Tahoe Airport Public Comment Form

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Suggestion — when there is a contentious topic, instead of having ~~highly~~ highly biased people touting their favorite project, you have ~~an~~ unbiased representatives.

To visit - David Diamond touting the proposed 15134 - should have had either T. Oidete or Kat Rohlf at that station.

Name _____ Phone Number _____

Email Address _____ Contact me via (circle) Email Phone



TRUCKEE TAHOE AIRPORT

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THE ALTERNATE 2 WOULD ASSIST JET
TRAFFIC TO LAND INTO THE WIND ON ~~THOSE~~ DAYS
WHEN 20 IS FAVORED AND IF YOU COMBINE
IT WITH ALTERNATE 3, YOU WOULD DISCOURAGE
JETS FROM TRYING TO LAND ON THAT RUNWAY
WITH A BIG CROSSWIND --- WHICH IS WHEN
HOW
BOTH THE BIG JET CRASHES HAPPENED -
ONE ~~OFF~~ BOTH ENDS OF 29-RUNWAY

Name ELISE FETT@GMAIL.COM Phone Number 775 762 3388

Email Address ELISE Contact me via (circle) Email Phone



TRUCKEE TAHOE AIRPORT

Truckee Tahoe Airport Public Comment Form

Thank you for providing your feedback during the Airport Master Plan update process. Comments may be submitted anonymously, but if you would like a response from the project team, please provide your contact information.

THE ALT 1 HAS SEVERAL NEGATIVE IMPACTS AND FOR THE LOCAL PILOT NO BENEFITS

• THE WINDS ARE TYPICALLY COMING DOWN 29 OR 20 OR SOMETHING IN BETWEEN, THEREFORE THIS WILL PRIMARILY BE A CROSS WIND RUNWAY

• THE DISPLACED THRESHOLD MEANS SOMEONE LANDING OUR PRIMARY 29 RUNWAY COULD HAVE A

COLLISION WITH SOMEONE TRYING TO LAND ON THE PROPOSED RUNWAY

• THIS WOULD ELIMINATE THE GLIDER PORT AND SAFE SECTOR FOR THE GLIDER PORT

• THIS WOULD INCREASE THE NUMBER OF JETS TRYING TO LAND IN BAD WEATHER HENCE INCREASING NOISE AND RISK

• THE NEW PRIVATE AND COMMERCIAL PILOTS TO THE AREA ARE OFTEN ALREADY CONFUSED AND THIS WOULD ADD TO THE TRAFFIC AND CONFUSION

• THIS ELIMINATES AN EXISTING NATURAL HABITAT

• THIS COSTS FAR TOO MUCH—YOU CAN'T EVEN CLEAR THE

Name ELISE FETT Phone Number 775 762 3388

Email Address ELISEFETT@GMAIL.COM Contact me via (circle) Email Phone

EXISTING RUNWAYS IN A TIMELY MANNER DURING AND AFTER STORMS—WHY PUT ANOTHER IN THAT JUST INCREASES THE TIMING ON OPENING THE AIRPORT.

And this format gave me a headache



TRUCKEE TAHOE AIRPORT

Truckee Tahoe Airport Public Comment Form

Thank you for providing your feedback during the Airport Master Plan update process. Comments may be submitted anonymously, but if you would like a response from the project team, please provide your contact information.

The new runway proposal is the most ridiculous idea for this airport - all because of 1 accident and poor pilot decisions during a low visibility day. The new runway destroys wildlife, open space, and likely the glider port. All things that have been a delight to this community that the board wants to destroy. They are clearly not for the airport. And who will pay for this? If Mr. Diamond, ^{and the board} wants to fully fund →

Name Kristi Mansel Phone Number 925-899-2663
Email Address kristimansel@gmail.com Contact me via (circle) Email Phone

the project and not increase my taxes due to this absurdity, then go for it if the coyotes approve. As good as this sounds, so does your extra runway proposal.

How about other options?

- 1) Pilot experience req'd
- 2) special airport (FAR restrictive)
- 3) stricter fines for noise violations
- 4) Higher instrument approach minimums
- 5) Extending / widening 2/20 which keeps traffic away from 11/29 ops (sometimes)
- 6) Hard closures / hours for the airport

But most importantly, having pilot input. The board members (or most of them) aren't pilots. So little to no experience. These are the people planning for this runway ... a botched instrument / missed procedure? ^{Into mountains?}

I have my doubts about it all. But please let Mr. Diamond and the board foot all the bill, not me and my taxes.



TRUCKEE TAHOE AIRPORT

Open House Attendance Sheet

5/3/2022

NAME	EMAIL ADDRESS (OPTIONAL)	HOW DID YOU HEAR ABOUT TODAY'S MEETING?
MIKE FINNEY		ONLINE
DAMON Cianci		online / other meetings
Annakese Miller	amtahoe@gmail.com	other meeting
JIM MARYMEE		e-mail / OTHER MTG.
Lynn Meadows	townlynmfly@hotmail.	online / other mtgs
Joe Dahir	joe.dahir@yahoo.com	" "
Rick Solinsky	rick.solinsky@gmail.com	online
Kim Harris	kajharris@gmail.com	online + Board members
Andi Coniglio	andiisnow@gmail.com	
STEVE COMULIO	townboard@gmail.com	Free Board
Thomas Springett	tom.springett@outlook.com	email
DEB Riva	debryen1@gmail.com	email
Brent Collinson	Brent@BCollinsonLaw.com	
Jonathan Sabin	Jonathan.Sabin@gmail.com	email

Thank you for coming!



TRUCKEE TAHOE AIRPORT

Open House Attendance Sheet

5/3/2022

NAME	EMAIL ADDRESS (OPTIONAL)	HOW DID YOU HEAR ABOUT TODAY'S MEETING?
Kristi Mansel	KristiMansel@gmail.com	?
Derrick Adams	derricka@sdic.net	Scott Sun
Gretchen Corbin	gretchencorbin@gmail.com	many sources
Julia Flaherty-Lawrence	honoratorma@gmail.com	Facebook & email
ELISE FETT	ELISEFETT@COMAIL.COM	Hanger Talent Email
Terra Harris	terra.krieger@gmail.com	
ANNIKA DEUBLINGTON		
Kevin Sloan		Arper
CHRIS HENDERSON	CKHENDERS@COMAIL.COM	Facebook
Sven Klovdal	Svenintahoed@gmail.com	Anna
Collin Butcher	butcher.collin@gmail.com	Mary
Debi Phelps	bmw.riders@yahoo.com	David

Thank you for coming!



TRUCKEE TAHOE AIRPORT

Open House Attendance Sheet

5/3/2022

NAME	EMAIL ADDRESS (OPTIONAL)	HOW DID YOU HEAR ABOUT TODAY'S MEETING?
LEIGH GOLDEN	DUSTY LEE GOLD & YAHOO.COM	EMAIL
FAT MCDONOUGH	drpatmcdonough@ prodigy.net	EMAIL
Katherine Hayes	rodnguez@gmail.com	1.com - email
DAVID HEZOC	david.hezoc@2018 @outlook.com	Radio
NEIL WANGSGARD	science.neil@ gmail.com	club
LINDA BENDOCK	lbendock56@gmail.com	RADIO
Rolene Aronsen	proeb kirm154530@com	EMAIL
M.C. LARSON JR	Ø	Sierra Sun
Robert Bousquet		Marc Lamb's outreach to homeowners
Patrick CARLAND	trickCARLAND@yaho.com	Friends
Laurel Lippert	laurel@tahoeairwings.com	

Thank you for coming!



TRUCKEE TAHOE AIRPORT

Open House Attendance Sheet

5/3/2022

NAME	EMAIL ADDRESS (OPTIONAL)	HOW DID YOU HEAR ABOUT TODAY'S MEETING?
Joseph Fuchsman		MAP
STEVE BATTIE	smbattie@yahoo.com	Mary H.
Tom Meadows	lynntom84@hotmail.com	with my ears
Ken Aronson	Kirmas4530@gmail.com	Don't know
Richard Tavan	rick@tavan.com	It's everywhere
Dan Chase	danpCHASE@gmail.com	email blast
Cris Martinez	cmartino2@up.com	Face Book
Curtis Cahill	LCRCAHILL@AOL.com	Truckee Magazine
Christy Morrison	Christy@exploretruckeehomes.com	Neighbors
Mark Tanner	mark@marktannerconstruction.com	email
Carol Sawchuk	ksawchuk@gmail.com	email
DREW DEURLINGTON	deurlington@gmail.com	EMAIL

Thank you for coming!



TRUCKEE TAHOE AIRPORT

Open House Attendance Sheet

5/3/2022

NAME	EMAIL ADDRESS (OPTIONAL)	HOW DID YOU HEAR ABOUT TODAY'S MEETING?
Phoebe Landre	landrep@truckee.net	email/news PPH
Kathleen Cagan	kbcagan@sbcglobal.net	Internet/paper
Lori Marquette	Lam1827@msn.com	email
Lisa Waller	lwaller@tucard.com	Airport newsletter
SARAH PERSO	snocat5700@att.net	STAFF
Aaron Rothschild	aarona.rothschild@gmail.com	Facebook
Peter Valchev	peter@valchev.net	email comics
Sam Koch	Koch69vw@yahoo.com	ACT meetings
Jennifer Zaayer	zaayerj@gmail.com	Sierra Sun/neighbors
Louise Zaborske	louise.zaborskie@comcast.com	Non-
Peter Kulchawik	pkulchawik@yahoo.com	Newsletter

Thank you for coming!



TRUCKEE TAHOE AIRPORT

Open House Attendance Sheet

5/3/2022

NAME	EMAIL ADDRESS (OPTIONAL)	HOW DID YOU HEAR ABOUT TODAY'S MEETING?
Jan Zabriskie	Jan. Zabriskie @email	Out the Street
David Achiro	dachiro@wastelol.com	Email
Anna Klovstad	AKlovstad@townoftruckee.com	DAVID
JEFF JOHNSON	Jw Johnson @pacbell.net	Hanger Ten

Thank you for coming!