



Aviation & Community Services Team Report

Chair Rohlf, Honorable Board of Directors of the Truckee Tahoe Airport District, Members of the Community, this is the last report from your Director of Aviation and Community Services, Hardy Bullock. I'm leaving with sincere appreciation for the opportunity and the experience I have gained while working for you. This report is a brief yet comprehensive summary of items I'm working on, thinking about, or attempting to solve for us.

Monthly Operations & Comments Reports – David Van Quest

See Attached Reports.

Monthly Flight Procedures Update – Hardy Bullock

This flight procedure work began in March 2021. The running development timeline is now at 15 months. This project is delayed until Flight Tech Engineering can complete flight test validation. The team is currently engaged on the new runway 16/34 procedure design. Once work resumes, Staff will notify the Board. Staff has presented the draft flight procedures to the community at the scheduled Master Plan Outreach sessions in April and May. Staff recommends that community outreach on the proposed procedures continues forward. This includes a robust outreach process using the existing Flight Procedures microsite, radio, newsprint, and social media advertising. Certain elements of this process will be coupled with the current master plan process, other elements should move independently and be promoted as community noise and annoyance reduction solutions. The most important element is promoting and certifying the SIGMA Departure Procedure of Runway 29 which reduces track miles and greenhouse gasses by directing aircraft toward the west and south, the most prevalent direction of final travel. This reduces the duration of event noise, allows a quick climb on course, prevents community circling from other runways and is available for use from a wide variety of aircraft types. It also utilizes the safest possible runway, the longest runway which is 29. I recommend immediately promoting this and working with FTE to test and certify this procedure as priority number one for reducing community annoyance and enhancing safety both for the users and the community.

Website Redesign RFP – Marc Lamb

The District's RFP for Website Redesign services closed Friday, April 29, 2022. Nine (9) thorough and voluminous responses were received. Evaluation of these responses and the formulation of

a recommendation is currently pending. Staff now anticipates delivering a staff report and recommendation for next steps to the Board at the July 27, 2022, regular Board meeting.

Communications Master Plan – Marc Lamb

Staff is working with Aviatrix Communications in updating the District's 2019 draft Communications Plan. Staff is directing this plan along with the actions related to outreach, advertisement, and social media in support of the General Manager and their specific goals and messaging.

ADSB & Flight Tracking

The ADSB system is fully operational. The MLAT system is being decommissioned over a two to three-year period as directed by the Board. The tower display technology is critical to the safety of the airport. KTRK is the first airport in the world to commission a private surveillance volume integrated into the National Airspace System. As such, using this data in a permissible way has been technically challenging. Mike Cooke and several vendors are engaged daily in this task. The FAA has taken a keen interest in our project and calls weekly to discuss the benefits of such "non-certified display technology" The Board should be prepared to continue expenditures on this activity, it is incredibly valuable to our airport and community safety goals.

Automated Terminal Information Systems (ATIS)

AWI has been the selected vendor for the ATIS system and equipment is schedule for installation in August. Mike Cooke along with Midwest ATC, Navaid, AWI, and Harry Ansonge, are working to deploy the new ATIS system for the tower. This will remove hourly weather observation duties from the UNICOM Staff and allow them to accomplish more work with the same number of staff without the burden to complete, transmit, and record manual weather observations hourly. ATIS will give the tower the ability to transmit "tower visibility" which is a useful metric under certain conditions, specifically smoke and haze. We will compensate Midwest for this activity, estimate is near \$15,000 annually. The Board should be prepared to continue expenditures on this activity, it is incredibly valuable to our airport and community safety goals.

Non-Fed Contract Control Tower

Staff built the temporary control tower. It will need to be disassembled, inspected, and reconstructed soon. The FAA has denied TTAD entrance to the Federal Contract Tower Program twice. Entry to this program is competitive and gated by a complex application process. Our consultant team submitted the best proposal using accurate data. The next step is to continue working with Scott Brenner, Crossroads Strategy to develop congressional and legislative solutions. This may include rider language authorizing the FAA to accept seasonal peak traffic airports into the program which would allow KTRK to receive if not full, partial pro-rate reimbursing for some of the approximately \$1 million annual cost. If the airport gains entry a permanent tower will need to be constructed. The program makes provision for this and AIP as well as other entitlements may be banked to support the approximately \$15-20 million price tag. This is a long term horizontal decision the Board should focus on in 2022 and 2023. The Board

should be prepared to continue expenditures on this activity, it is incredibly valuable to our airport and community safety goals.

EAA & Truckee Flight Club Community Benefit Lease Agreements

The Board has directed Staff to utilize escalation methods to bring some aeronautical leases up to full market value. For 2022, two lease agreements remain unchanged and the tenants have not been notified of pending changes to their agreements. This is Experimental Aircraft Association and the Truckee Flying Club. I recommend leaving these agreements in month-to-month format and then sending the annual lease terms updates letter from Jill McClendon and the General Manager outlining the terms for these agreements. This letter is customarily sent in January; however, I recommend sending this in December to outline the pending market rate escalation. The exact details of these will be handles in a closed session at a future date.

Hangar Policy Changes

The ad-hoc consisting of Vice Chair Diamond and Director Stephens have requested Staff provide data on several items related to hangar usage, aircraft sizing, aircraft flight patterns and current or perceived violations. Staff is collating this data and next steps on this project may include policy changes and tenant notifications pending future discussions.

Curfew

Staff has compiled a large amount of data related to the pending voluntary curfew policy changes. Jill McClendon has been briefed on the two data sets, a web-based survey and an eblast/email to the hangar tenants. This project may have very little effect on actual reduction of operations during the night periods from 10PM to 7AM. This is because the program currently has great compliance and the data shows operations are clustered near the curfew edges, illustrate respect and compliance for the current curfew. However, small improvements may be made over time. The Board should work toward preserving participation in favor of slight variances like the occasional aircraft trip outside the curfew period.

Truckee Tahoe Pilot Group

This project is being managed by David Van Quest. I recommend incorporating a social element to bring the pilot community together with airport Staff and the Board. The incentive to flight train and understand the community annoyance reduction procedures is very valuable. Other components that will build good will and ultimately compliance with airport requests include the aforementioned social element, knowledge-based speakers and training, airport updates on key topics like the proposed 16/34 runway, and other pending topics like rates/fees, and charges.

Obstructions

Tree obstruction on the north side of the airfield remain. These have been cataloged and are ready for removal. These projects are typically set up, permissioned and planned by Hardy Bullock. The work and contract management for the actual on-field removal is handled by Dave Hoffman. There are considerable off airport obstructions that limit the use of circling approaches at night in the southeast quadrant. Staff has lead discussions with Mead & Hunt as well as Lahontan Homeowners association to remove the trees. This project is pending but I recommend

the Board retain a qualified consultant to continue this work and protect the FAR Part 77 and missed approach surfaces outlined by the grant assurances.

Trails

The TTAD Trails Masterplan outlines connections through TTAD lands that benefit the community as a whole. Trails rank high on the priority list for our community and TTAD has a unique position to make connections, loops, session features, and open space walks that considerably contribute to the quality of life for people in the Martis Valley. Staff work with the Truckee Trails Foundation, Truckee Donner Land Trust, and the Truckee River Watershed Council is ripe for action to enhance service offerings to District constituents. The Lands Masterplan completed in 2019 also outlines a number of land management opportunities available to the Board to make best use of the properties in support of community objectives.

Stormwater

TTAD is highly regulated in both the stormwater and materials storage aspects of airport operations. Stormwater is currently handled by Jill McClendon. I recommend transitioning this program to a qualified consultant for outsourcing. The regulatory framework has recently changed and requires additional certification for stormwater monitoring, testing, and sampling. Most airports do not handle this discipline in-house. Staff currently is preparing an RFP for consultant services for this activity. I recommend a budgeting allocation for these service in 2023.

Golf Course and L Shaped Parcel

Staff has conducted recent inspections on the Ponderosa Golf Course, owned by TTAD and leased to Truckee Donner Recreation and Park District (TDRPD). Overall, the property is in good shape. Staff does have concerns that additional stormwater and material storage emphasis needs to be placed upon both the lessee and the District. Dave Hoffman is aware of vegetation and fuels management items currently in need of treatment. I recommend assigning the pending consultant team to handle stormwater for this and other TTAD properties as needed. The General Manager is also handling discussions regarding the TDRPD's use of the "L" shaped parcel for ball fields or public uses etc.

Aeronautical Safety

Following the Challenger Accident, Staff was directed to compile a large amount of safety data. This presentation was never scheduled into the Board workflow although it is entirely complete. There is considerable time and expense involved in this compilation. I recommend presentation of this material by Staff and the consultant, Convergent Performances in support of the District community and aeronautical safety objectives. Although the airport has an influence on aeronautical and ground safety, that responsibility rests primarily on the pilot and the Federal Aviation Administration who conduct and govern, respectively, all inflight aircraft activity.

Staffing & Succession Planning

The airport needs additional Staff to meet the basic needs of its aeronautical and community mission as described by the Board. At present time, within the AVCOM Department we have

additional team members who will be approaching retirement opportunities. One FTE is presently missing following the departure of the Pilot and Passenger Outreach Coordinator. Two program areas need assistance. IT/Security and Property Management. Mike Cooke handles the demands of our IT and security systems well. The many unique and disparate systems require extensive knowledge and training. I recommend hiring a junior staff member and getting some redundant IT capacity established. Jill McClendon handles a number of program areas. With new mandates on real-estate oversight, I recommend the same; hire a junior assistant to build redundant capacity. Some efficiencies have been gained by combining the Pilot/Passenger Outreach with Community Noise and Annoyance, David Van Quest's position. However, during peak periods comment response may be the bulk of the positional activity. This will reduce the outreach activity during the peak periods. The General Manager is responsible for these changes, and he is aware of these recommendations.

Cessna 172 JTA N5901G – Marc Lamb

The Airport District owned diesel burning Cessna 172 JTA experienced a catastrophic engine failure in flight and was successfully landed back at KTRK. Sierra Aero determined that it has a blown cylinder, and that the engine requires a full replacement. The aircraft has 1,537 hours on the Hobb's clock. N5901 had been purchased by the District in January 2019 and was leased back to Sierra Aero to be used as a quieter alternative for local flight instruction. The aircraft was detailed, and marketing pictures have been taken. The pictures have been submitted to the broker Ryan Finnie with OCR Aviation Sales in Long Beach, CA. The aircraft will be sold "as is" for an anticipated asking price of \$350,000.

Noteworthy

The ***Truckee Dirt Fondo*** biking event took place Saturday, June 11, 2022. Great turn out of racers and riders from the Bay Area and beyond, approximately 1000 participants. Marc Lamb and Staff did an incredible job of working throughout the weekend to welcome the community, vendors, and participants. N1 was the main staging area.

Thaden Field Bentonville AR KVBT

I had the opportunity to visit Thaden Field, the municipal airport in Bentonville AR. I wanted to highlight their work to create a welcoming and inclusive community asset. The goal is to promote a "Service First" philosophy where aviators, passengers, and the community feel welcome.

The airport has worked with the community to develop a pond, walking trails, a park, and a community facility. The building which, upon first glance, appears to be an FBO, is a multi-user facility open entirely to the public. There is a flight training facility that promotes new entrants and a "Flight Club" lounge that anyone can be a member of. There are no requirements for use. The energy is positive and welcoming and there are signs placed conspicuously saying things like, "welcome friends" and "be a part of this". Because TTAD has such an enormous opportunity and resource to build community partnerships, and the TTAD Board and Staff have invested in the community, I wanted to chronicle an airport that exemplifies those values.





ATTACHMENTS:

- Monthly Operations and Comment Report