



**TRUCKEE TAHOE AIRPORT DISTRICT
BOARD OF DIRECTOR STAFF REPORT**

AGENDA TITLE: Fly Quiet 3 Policy – Hangar Tenant Outreach Review

MEETING DATE: July 27, 2022

**PREPARED BY: Jill McClendon, Aviation & Community Services Property
Manager**

OBJECTIVE: To provide feedback to the Board regarding hangar tenant outreach efforts regarding a potential Fly Quiet Level 3 incentive program. Provide a summary of comments and feedback received from hangar tenants and the pilot community.

DISCUSSION: Staff conducted outreach to hangar tenants and the pilot community regarding the proposed changes to the current incentive programs. This outreach included direct email communication requesting comments and feedback as well as an online survey requesting input through Survey Monkey. A summary of comments received, and survey data are included as attachments. Currently the Airport District offers two optional incentive programs to all hangar tenants – Fly Quiet and Homebasing. These are provided as addendums to the hangar lease. Examples of each addendum are attached. The incentive rate for these programs has not changed since their implementation.

Every hangar tenant pays a Possessory Interest tax to either Placer or Nevada County depending on the location of their hangar on the airfield. This tax is assessed on a tenant regardless of where their aircraft is homebased. Those tenants that choose to homebase their aircraft at KTRK also pay an unsecured property tax on the aircraft. The District is required to report active tenants and those that have elected to homebase at KTRK on a yearly basis to both counties, respectively. Currently 59% of tenants elect to homebase at KTRK (217 active tenants).

There are two levels to the Fly Quiet programs as currently in place. The Fly Quiet program is very successful with the majority of tenants opting into both levels of the program. Currently 96% of tenants elect Fly Quiet Level 1 (no flights between 11 p.m. – 6 a.m.) and 91% of tenants elect Fly Quiet 2 (no flights between 10:30 p.m. and 6:30 a.m.).

Comments from tenants and the pilot community vary widely and there are many nuanced levels of discussion that could take place within the range of feedback. Following is a summary of the comments and feedback provided:

- There is broad support for leaving the current incentive programs intact with no changes.
- There is support from tenants to develop a third level of Fly Quiet.
- Many tenants that also feel the current program could use improvements and modifications allowing for more flexibility with the goal of achieving greater adherence.
- A more restrictive Fly Quiet program raises concerns that it does little to address safety aspects and would adversely affect adherence to the program.
- Changes to the incentive program as currently proposed appear to penalize local users who pay taxes on many levels.
- Mixing the Fly Quiet and Homebase incentive programs into one change is short sighted and muddles the conversation as they are two different programs meant to accomplish different goals.
- There is concern that the Fly Quiet Level 3 would not affect current flight behaviors. Those tenants that traditionally do not fly before 7 a.m. or after 10 p.m. are simply rewarded with a reduction in their rent while compromising the overall integrity of the program.

WHAT'S NEXT: Staff will take input from the Board and bring back information for future discussions or changes to the current programs.

FISCAL IMPACT: The final impact is to be determined based on changes to Incentive Programs currently in place.

PUBLIC COMMUNICATIONS: Outreach to the pilot community was conducted both via direct email and an online survey. The Incentive Programs have been noticed as part of the public meeting agenda noticing process.

ATTACHMENTS:

- Comments/Responses from Hangar Tenants
- Survey Monkey Results
- Hangar Lease Addendum – Fly QT Program
- Hangar Lease Addendum – Homebasing Program