

Fly Quiet and Homebase Incentive Programs at KTRK

1	Thanks Jill. My only comment is that it would be nice if tenants who opt into the 10-7 curfew could have a limited number (2/year?) of exceptions, allowing them to take off at 6:30. I fly to Iowa 1 or 2 times a year, and taking off early is very helpful, especially b/c I lose a couple of time zone hours flying there. I'm sure others flying East would appreciate an exception or two as well. FYI, I would expect to homebase my plane at Truckee, even if you change the incentive structure.
2	I'm in favor of keeping the homebase incentive as we buy the most fuel and financial support for the restaurant and FBO
3	I get it now, the third bullet describes removing the Homebase Incentive and not the Fly Quiet Incentives. So my feedback is I'm fine with a 10pm to 7am curfew. Does that mean I would get a total of \$.08 credit? Hope so.
4	Thanks Jill. So I understand the proposal, we will no longer need to declare KTRK as home base (and pay the property tax) in order to receive the \$0.04 discount, but will need to avoid flying between 10 pm and 7 am to receive it? If we have one arrival at 10:01 pm during the year, do we lose that tier for the whole year or ?
5	Am I correct in interpreting this as just a change in the name of the home base incentive to a "Fly Quiet" incentive.
6	It appears that the hangar fee discount will stay the same if you accept the 10 PM to 7 AM flight restriction.
7	If I am correct then there will actually be a fee increase for those that accept only the FQ1 and FQ2 programs since they will lose the benefit of home basing.
8	I'm currently signed up for FQ1 and FQ2 and the home base incentive. For me this was a great combination and provides incentive in exchange for the incremental tax revenue Placer county is getting from me with Property tax. I generally don't anticipate departing before 7am, but for my commutes down to Bay Area I like having the 6:30am window available to me for leaving (not that I have actually used that yet...) TL:DR My preference would be to keep it as it is.
9	Looks good to me.
10	It would be helpful to me, and perhaps others, to state the objective behind the proposed changes. Clearly, the goal of the incentives is to reduce airport noise while its neighbors sleep, but why have a multitude of options differing by 30 minutes here or there? I am also not sure how the Homebase incentive ties into the Fly Quiet program. One thought is to keep it simply with one option. It would consist of a \$0.04/sq ft/month to be in the 10pm to 7am program and allow participants to fly during the excluded period for safety of flight with the approval of the airport GM. I was allowed to depart early AM on a trip to avoid thunderstorm buildups and it was very helpful to safety.
11	Like most pilots I'd rather not see my hangar rent increase. If one incentive is going away to be replaced by another incentive of equal (or perhaps greater?) value, I'm fine with it. My airplane will remain based at TRK in either event and it's not much of an inconvenience to depart at 7 instead of 6:30. I'm unlikely to depart or arrive after dark any more. Bottom line: I'm indifferent.
12	Hi, i'm all good with your proposed changes. Please let me know how else I can help. Thanks & Regards

13	<p>Greetings to you all. To state that I am disappointed in what I have read below would be an understatement. I find the proposal outlined by you to be offensive, to say the least. Historically, the airport has for decades provided a discount to hangar tenants who were based here. The reasoning behind that is we all know the folks from the Bay Area can easily afford a hangar to go with their second home, and they'll happily pay more – they're accustomed to it. Further, aircraft based here are paying property taxes locally. A 2nd homeowner with a hangar doesn't pay those property taxes on their aircraft to Nevada or Placer County. What you're now proposing is that you'll generously permit us to keep that discount, but not for being a local aircraft owner. Rather, you are telling us to curtail our flight activities even further by refraining from flying prior to 0700 hrs. Not too many weeks back, I flew some kids, volunteering my time and money to do so, around 0700. This is part of our Young Eagles program. There are times that I need to leave earlier due to extenuating circumstances, often weather related. But now, you're telling me that will be prohibited if I want to keep my 4¢ per square foot discount which I currently have because I am based here in Truckee, and have been for decades.</p> <p>It's no wonder that people are leaving our town. Government agencies like yourselves continue to push the cost of living higher. Truckee has some of the highest aviation fuel prices around. Now you want to make our hangar rents even higher. It's not as if the airport actually needs the money. Maybe if you'd stop squandering millions of dollars on non-aviation programs and causes you could do more for the aviation community. But you won't.</p> <p>When I sat on the TTAD Board 20 years ago, I was hyperventilating when we hired employee #11 or #12. You now have about two dozen full time employees, easily half of whom we don't need. Two dozen government employees feeding from the taxpayer trough. Meanwhile, you'd like to raise our hangar rates, again, and give us a little discount if we fly less. Last I checked you were supposed to be running an airport, not a social services program. You solicited my opinion, you have it above.</p> <p>So that you're aware Jill, after giving this matter further thought, the proposal is a penalty to those who are based here and a windfall to those who are 2nd homeowners that have hangars. Consider this for a moment; our visitors aren't flying around at 0630 in the morning. If they're heading our way, they're surely not landing at 0630. And they're probably not departing at 0630 from TRK to return to their homebase because they're on vacation. So to those who are not based here but have a hangar here, this is free money in their pocket.</p> <p>On the other hand, for those who are based here, this is a penalty, no other way to describe it. We end up paying more to fly earlier when during the summer, the thermal activity and winds dictate that we fly earlier. So we have to pay to fly earlier. Pretty shitty deal if you ask me. Thank you for your consideration.</p>
14	<p>I like the discount because KTRK is my home base. , however to be fair our rates should be the same as someone who leases the hangar from another base. Why should I get a discount for living hear and someone else that does not live hear with the same exact hangar has to pay more. Seems unfair to me. Yes I am in a good position to keep it. It benefits me. But it is not fair. Just my take. Thank you for including me,</p>

15

Thank you for soliciting tenant input regarding the quiet flying incentives. I have responded to various inquiries from both airport board members and airport staff concerning noise abatement. I understand the incentive program's goal of minimizing noise surrounding the Truckee Airport and being a good steward of the community, but the airport places far too much emphasis on noise concerns and too little on safety. A clear example of this is the board's eagerness to spend money on community projects that should have been spent on a Low Level Windshear detection system. The last Cirrus Aircraft crash at KTRK could likely have been avoided had LLWS been reported by an automated system. As you and the board may be aware, aircraft crashes are very noisy and do nearly irreversible harm to the airport's standing in the community. Safety should be the number one priority at KTRK, not community service. The Truckee Airport would be wise to invoke the same priorities US Airlines have in the last few decades and place safety ahead of all other facets of the operation. I have kept my aircraft at many different airports around the country and have learned the most effective way to manage noise complaints is to have surrounding residents sign an affidavit acknowledging they are moving into an airport noise area. All new residents and all new builds would be legally made aware of the noise issues and forfeit their right to complain. The Truckee Airport has been in operation far longer than many of the homes have stood in the area. It is the community that owes the Truckee Airport for all that it provides, not the other way around. I propose giving surrounding residents of the airport a property tax rebate if they don't complain about the noise. There's a nice incentive program. I am opposed to any incentive program that effectively raises my hangar rent. The rent is already too high for the quality of the hangar I rent, not to mention paying property tax on a structure I rent. Truckee Airport has plenty of money. Stop trying to squeeze more out of the people that make our great airport tick, aircraft owners and pilots. If the goal of the board is to price the single engine aircraft owner out of KTRK, know they will be replaced by far more expensive and far noisier aircraft owned by people that don't care about Fly Quiet incentive programs. This will not end well. So, in a roundabout way, my vote is leave the program as it stands or reduce all of our hangar rents, stop giving money away to activities unrelated to aviation to make up the difference. And remember, SAFETY should be Truckee Airport's number one priority, not noise abatement! Should any board member or airport staff wish to hear my flight rules suggestions that would significantly reduce noise in the KTRK area of operations, please feel free to forward my contact information.

16	<p>An extra hour of curfew will rarely impact me personally. Others, however, may find it difficult to accept and, if they decline and also lose the Homebase incentive, then their rent goes up by 2c/sft. I don't see this as fair, necessary, or useful, even to the noise NIMBYs.</p> <p>The argument in favor of the Homebase incentive remains valid - based aircraft pay the hangar and aircraft taxes plus home real estate taxes to local jurisdictions and therefore deserve the consideration they have long received. The District should not remove that incentive, regardless of whether they introduce an extra tier of Fly Quiet.</p> <p>The net of this proposal is to increase some rents, leave others alone, help no one, and increase annoyance to and persecution of airport tenants. Since the observed direction of the District is to screw locals and favor jet traffic (the direct opposite of its stated intent), this fits right in with the anti-aviation agenda of the Board. Several pilots have already moved away, proving the efficacy of the District's nefarious schemes.</p> <p>Isn't it ironic that the curfew is entirely voluntary for transient pilots who need not care about neighbors whom they don't know, love, or live near, but locals, whose friends and neighbors are subjected to The Dreaded Sound of Aviation, pay dearly for even a single curfew violation? Instead of the current "One Strike, You're Out" policy, please consider a "Get Out of Jail Free" card for the occasional curfew violation. The number of such flights would be miniscule, but pilots would not feel so oppressed. And any habitual violator would still lose the so-called "incentive discount."</p> <p>Also, would a local pilot fly an emergency medical evacuation mission during curfew, in fear of being penalized?</p> <p>Please note also that this "incentive discount" is in truth a thinly disguised fine of unlimited amount - loss of discount for as long as the pilot rents here. This legal fiction has always been contrary to FAA rules but we pilots have been put on notice that if anyone prosecutes the District's illegal policy, we will all be punished collectively by elimination of all such "discounts" for everyone. Nice folks, eh?</p> <p>Kathleen Eagan summarized her future Board's mission succinctly during her original campaign for a hostile takeover of the airport. She said, and I quote, "We must reduce utilization of the airport, year over year." I asked her "For how long?!" She just smirked and said nothing. Mary Hetherington had announced her own future motivation at a Quarterly Noise Meeting years earlier, saying, and again I quote, "Aviation is too dangerous for our town. Airplanes shouldn't be allowed to fly over Truckee," as she wrung her hands and shed a crocodile tear. Eventually she joined Eagan in the takeover. When the newly-seated, anti-aviation Board took over, one of their first actions was to hire the nation's premier airport-closer attorney to tell them how to close TRK. He told them the truth, that it would be very difficult because of perpetual land-grant restrictions, very expensive, and likely to fail. So they gave up that line and substituted pilot persecution for airport closure. Maybe we'll all leave? Then they discovered the money and found that instead of supporting an airport that they hate, they could curry favor with friends at other agencies by distributing airport largesse to any worthy cause in the region. (Good causes, but insufficient use of airport money for aviation purposes.)</p> <p>I completely oppose this proposed change.</p>
17	<p>Jill,</p> <p>As I understand this proposal there will essentially be 3 Fly Quiet levels, each is increased discount as the restricted flight window narrows. That's fine.</p> <p>It isn't clear why that should result in eliminating the homebase incentive. Does homebasing no longer provide an advantage for the airport?</p> <p>Also, with the increase in transient traffic might there be a means for hangar tenants to qualify for fuel discounts?</p>

18	<p>My only comment is that it seems that the district is being penny wise and pound foolish. I would readily base all three of my planes in Truckee if there were a larger discount, and the possessory interest tax on those planes alone, would more than offset the discount for the hangar. I recognize that that tax doesn't go to the airport, but it certainly helps the two counties overall.</p>
19	<p>Summary of comments provided over the phone: The fly quiet incentives are fine and I don't have an issue with the third Fly Quiet. But I don't understand why you would take away the homebase incentive. I think it would be a big mistake to take it away. I think you have to look at it wholistically from the perspective of the whole region and there is benefit there beyond the Airport with the counties being the losers if the incentive is removed. Removing the homebase incentive would take that away and I believe is being very short-sighted to the Board.</p>
20	<p>Jill: The previous General Manager allowed waivers to the FQ time-of-day limitations to address safety-of-flight concerns related to weather (primarily south or east bound in the summer). I didn't realize, until today, this waiver criteria is not codified but rather an unofficial policy based on common sense. I would strongly support the inclusion of language in the new FQ3 program to allow a very limited number of time-of-day exceptions for weather requiring prior permission from the General Manager or Director of Aviation & Community Services. Formalize the waiver program.</p>
21	<p>Hi Jill. Hope all is good. A question and comment about the fly quiet and home base incentives. I always take the home base and a fly quiet incentive. I believe this gives me the max discount of .06. I never need to fly real early or late. It looks like as now proposed I can take the new .04 fly quiet incentive but the net result is a .02 increase in cost to me without the home base .04. Is this correct? If so it looks like local pilots who took the home base discount and a fly quiet incentive will all be worse off by .02. or even more if they need to fly earlier. Is this correct? If so then I believe that should be clearly communicated to all hanger tenants. So a couple of questions. Is the goal to raise the hanger fees if that is the net effect for all pilots? With a high inflation factor coming soon, why add another hanger fee increase? The .04 home base is simple and supports local pilots so I think that discount makes sense. I may be missing something here so maybe you could give me a call. Thanks! Why do anything? What really is the goal? It seems like one incentive has nothing to do with the other and the way this is purposed is trying to meet a different agenda. It seems like a slippery slope to make a change to the program now.</p>

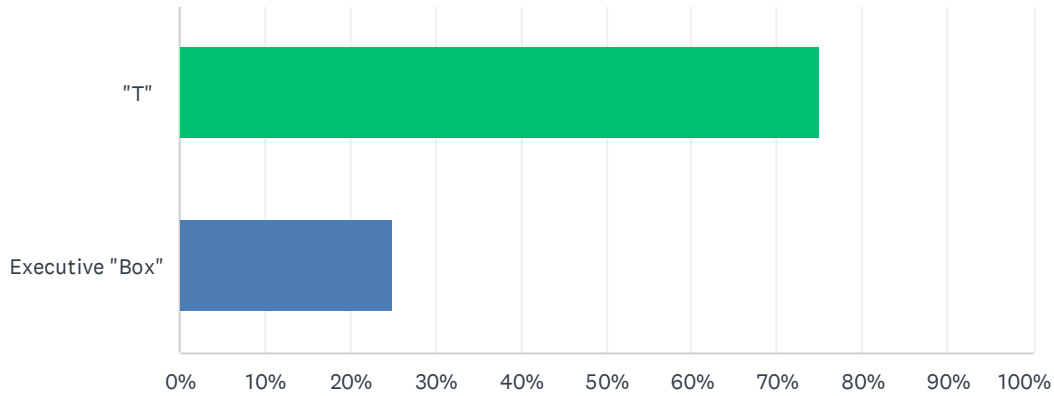
22	<p>I would like to provide some feedback --</p> <p>I am a happy local pilot that flies reasonably often and tries to minimize my activities from disrupting our neighbors. And I hope to get a second hangar at some point on the field. However, I am considering not renewing for any of the quiet incentives.</p> <p>I don't fly much at night, nor early in the morning. But I would say once or twice a year I have a need to leave early in the morning, maybe around 6am. I have moved the airplane to Reno once to comply with the Fly Quiet rules, but had to deal with overnight frost on my wing on departure which ended up delaying my flight, ramp fees, and hassle making this ultimately not a good solution. Another flight, I was bringing a local CFI back to Truckee from Sacramento and their incoming flight was delayed resulting in an unintended after hours landing back into Truckee.</p> <p>And on occasion, the need for a morning flight to move my aircraft to Southern California for maintenance.</p> <p>I understand that we want to be good neighbors, and prevent usage of the airport from bothering people in our community. However, this incentive system is inflexible -- I would much prefer a system that allows for the rare but important deviation from the policy than a system where we are trying to buy compliance for pennies.</p> <p>Here is a suggestion:</p> <p>How about charging a fee for usage outside of the Voluntary Flight Operation Curfew -- the improved ADS-B data should be able to allow automation of assessment and billing via tools like Vector Airport Systems. You could also use that data to automatically notify aircraft operators of noise abatement procedure violations, allowing for improved compliance over time.</p>
23	<p>I would support the new incentive for no flight 10 PM to 7 AM.</p>
24	<p>All the programs sound good to me</p>
25	<p>Looks like selecting the new curfew won't result in a change to the total rent. Therefore, I have no objection.</p>
26	<p>I'm responding to the fly quiet proposals. I don't understand why this has to be so complicated . Let's make this simple. : hanger tenants that are primary residents of the airport district can opt to participate or not. We pay an extraordinary amount of taxes already. How about one simple incentive to fly quiet , take it or leave it</p>
27	<p>I am opposed to the change to the current Fly Quite and Home Basing Incentive Program. I own a home and pay property taxes in the airport district and I feel that the current Home Basing Incentive comports well with this.</p> <p>Additionally, I am a huge proponent of the Fly Quiet Program as currently structured. I don't have exact records but I don't believe I have ever flown in or out of Truckee between 2200 and 0600 but due to my employment as a Airtanker Pilot for CAL FIRE I may occasionally have the need to do so in the event a fire starts at night and I am called on short notice to staff an S-2 at a remote location. My best guess is that this might happen once every few years. I occasionally also fly fires late into the evening prior to returning home in my personal aircraft and the ability to land until 2230 is important to me. I am flying a Beechcraft Baron which is pretty quiet during approach and landing and I make a very concerted effort to avoid noise sensitive areas especially early and late in the day.</p> <p>I appreciate your reaching out for my input on this issue. Please let me know if you have questions or need further information.</p>

28	<p>Jill/Hardy, Thank you for the proactive reach-out. I wish to "enthusiastically" support your decision to add a 3rd tier - I have worked very hard to be fully-compliant with 10pm/7am even though I'm on the Tier 2 plan (10:30/6:30) - and that's to be a good neighbor to our community. I am sure that the "based at TRK" tenants will see this as a loss of benefit at a cost to them - but I do think the incentive to "keep it quiet" should be the most significant incentive to help the broader Truckee community see that our pilot-tenants are serious about improving their quality of life around the airport. Being based at TRK is "nice" but in and of itself, doesn't do anything to advance that cause. So, as a tenant who will appreciate the incentive to support what I'm trying to do already, you have my vote for the plan as outlined here. I wish you well in balancing all the constituents on this one! Your teams do amazing things with limited resources, so thank you for all the hard work. Have a great summer and thanks for making TRK one of the truly great airports in California (or anywhere).</p>
29	<p>I would sign up for it (FQ3? 10PM-7AM). As someone who lives under the 29 left downwind-base (Northstar), the fewer folks flying before 7 the better :-) And as a hangar tenant, I wouldn't mind saving a few \$\$\$.</p>
30	<p>As y'all know, the whopping 4¢.sqft hangar rent reduction for home-basing an airplane has been in place for several years, perhaps a couple of decades. That was started because we pay unsecured property taxes on our airplanes and on the ground on which our hangars sit to Nevada County or Placer County, some of which comes back to Truckee Tahoe Airport. That's a reasonable thing for the airport to do for its tenants. The reason I say that is because two like hangars charge \$100/month for the non-based airplane and \$110/month for the based airplane. That 4¢ rent reduction makes both pay roughly the same rent, therefore that reduction should stay in place. The concept of getting rid of that 4¢ deal only if one signs onto the 10-7 "voluntary curfew" is pretty much like poking a stick into the eyes of those who receive it. It's borderline mandating a curfew. The board will do darn near anything to reduce the noise of any and all airplanes operating here. They, being non-aviation people, don't care about aviation people and our lives that are filled with freedom of moving about our nation when we want or need to. I believe that maybe they're jealous of those of us who have that freedom. Due to a great number of things that have come out of Washington, D.C. in the past 18 months, the cost of operating an airplane has risen with maintenance and fuel prices rising seemingly weekly. There are non-profits that have nothing to do with aviation salivating over the airport's being the goose that lays the golden eggs, wishing that they could get a few hundred thousand dollars to pour into a trailhead or other non-aviation cause. Heck, the airport has even sent large sums of money out of the district to some non-profits. Why don't they keep the airport's money on the airport? Instead, they want to squeeze the tenants based here. I suggest one of two things - leave the discounts as is - or leave the current discounts in place, and add a 2¢ FQ3 discount for voluntarily participating in a 10-7 voluntary curfew. Of course that would mean doing something good for tenants. Thank you.</p>

31	<p>Hi Jill - I would be happy to write a letter on this topic, but believe that the existing fly quiet policy framework can be meaningfully improved.</p> <p>Under the existing policy, 100 percent compliance is required: Pilots get no grace and no flexibility for a single departure out of the curfew hours. Once an early or late departure has happened, the incentive is gone. The incentive at this point becomes ineffective / irrelevant, making the policy ineffective at achieving its goal.</p> <p>An improved policy would focus on how to minimize the aggregate number early or late departures, especially for the highest users. This is best done by setting an attainable goal, which is that all but a few departures (perhaps 2-3 per year) are in compliance. This would have the effect of the incentive being in place substantially all of the time, rather than being gone once a single (often unavoidable) early or late operation has occurred.</p> <p>Simply put, you will have higher success with the desired noise reduction outcome getting everyone to almost perfect (eg 98 percent) compliance than attempting, and inevitably failing, to achieve 100 percent compliance.</p>
32	<p>I think the new \$.04 plan is good, especially when allowing discounts for the other plans. I would select the new plan, but others have options including no discount</p>
33	<p>I strongly encourage the board to retain the fly quiet program discounts as they are now with home base and curfew incentives for hangar tenants!</p>
34	<p>I think the incentive program should stay as is. I feel it is a good compromise between the airport and the operators to help mitigate the super early and late departures. Should these incentives go away, there becomes much less incentive to operate within the noise abatement hours as it is purely voluntary. For us commercial operators we are taking a financial hit by turning down trips that fall outside of the incentive hours and again feel that it is nice to get something back for that.</p>
35	<p>I am in support of these. Question, has the board ever considered incentives for a more aggressive window? Maybe prior to 9am and after 8pm? Or make it seasonally adjustable based upon daylight hours?</p>

Q1 Do you lease a "T" hangar or an Executive "Box" hangar at KTRK?

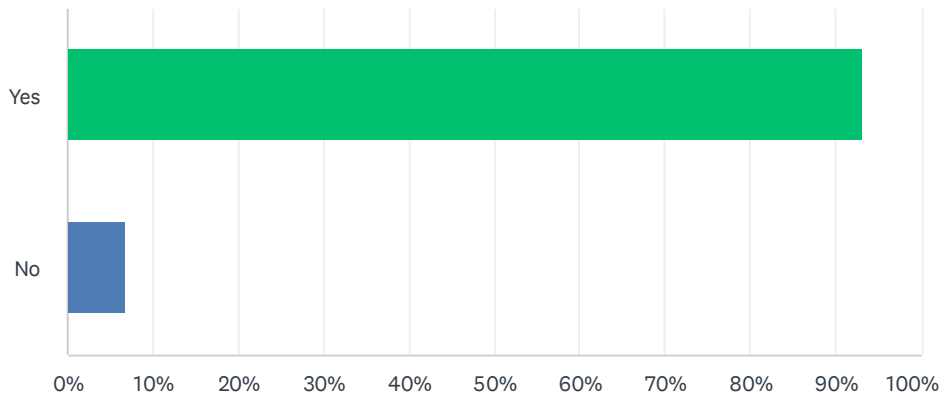
Answered: 88 Skipped: 0



ANSWER CHOICES	RESPONSES	
"T"	75.00%	66
Executive "Box"	25.00%	22
TOTAL		88

Q2 Are you currently enrolled, or do you participate in any of the Fly Quiet Incentive discounts?

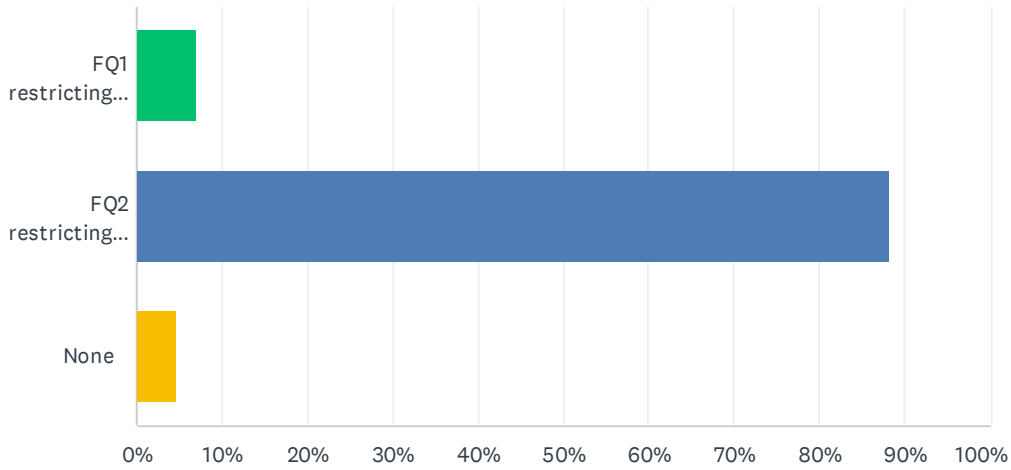
Answered: 88 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	93.18%	82
No	6.82%	6
TOTAL		88

Q3 If you participate in a Fly Quiet (FQ) Incentive discount which one?

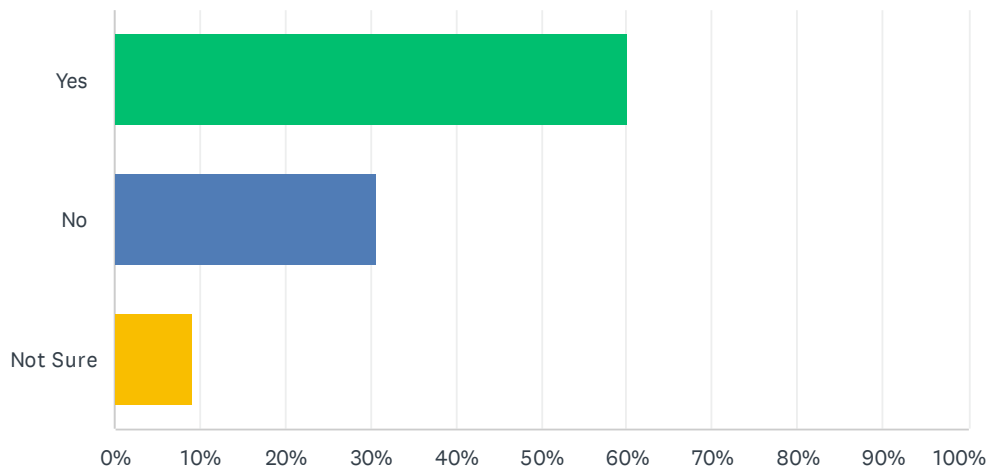
Answered: 85 Skipped: 3



ANSWER CHOICES	RESPONSES	
FQ1 restricting flight after 11PM or before 6AM	7.06%	6
FQ2 restricting flight after 10:30PM or before 6:30AM (inclusive of FQ1)	88.24%	75
None	4.71%	4
TOTAL		85

Q4 Do you claim the "Home Based Discount"?

Answered: 88 Skipped: 0

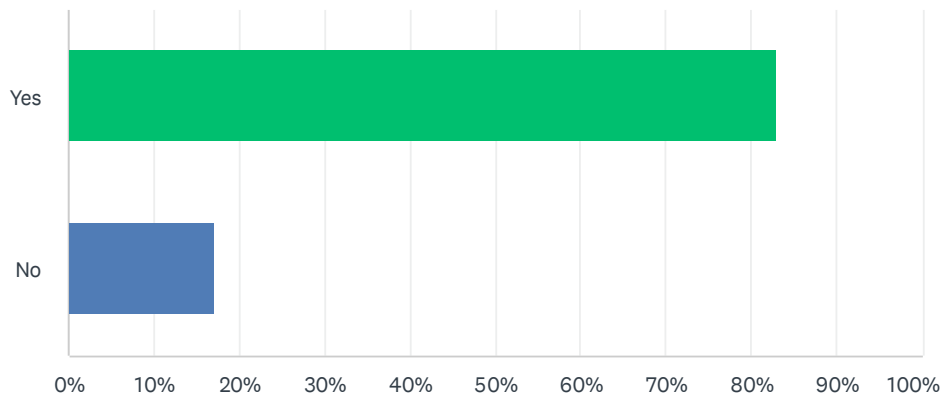


Hangar Curfew Incentives

ANSWER CHOICES	RESPONSES	
Yes	60.23%	53
No	30.68%	27
Not Sure	9.09%	8
TOTAL		88

Q5 If the airport offered a new Fly Quiet Incentive to restrict flight after 10PM or before 7AM would you participate in that program?

Answered: 88 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	82.95%	73
No	17.05%	15
TOTAL		88

Q6 If you answered NO to question #5, can you tell us what would allow you to participate?

Answered: 19 Skipped: 69

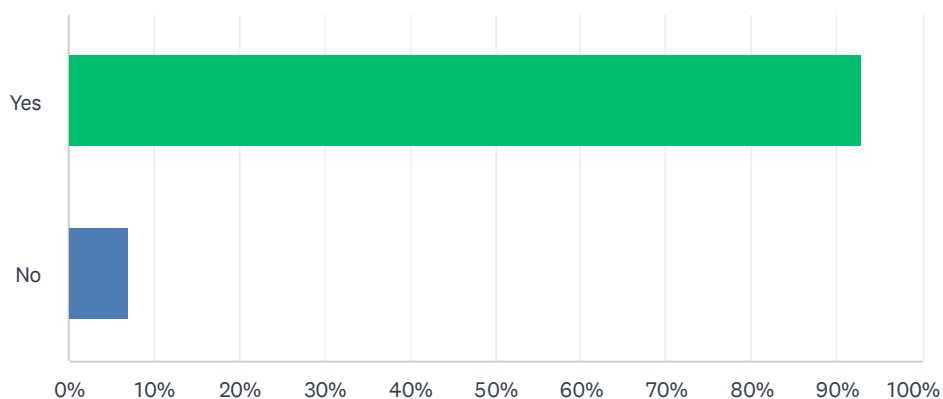
#	RESPONSES	DATE
1	Answered Yes - probably.	12/16/2021 10:09 PM
2	I try to "fly quietly" but it seems like a couple times a year I need to deviate. Once I have deviated, and penalized, I still try top cooperate. I like what #7 is proposing.	12/13/2021 8:17 AM
3	I thought we were already restricted to no flights from 10pm to 7am.	12/11/2021 7:24 AM
4	#7?	12/11/2021 5:58 AM
5	I need to leave early on a few days a year. 7 is a little late, for a long cross country.	12/10/2021 4:51 PM
6	Actually, my answer would be Maybe if you offered that possibility. I would participate in an extra hour of curfew only if it further reduced my rent.	12/10/2021 3:52 PM

Hangar Curfew Incentives

7	I fly a very light aircraft so need the flexibility to occasionally depart early. Although in practice that's no earlier than 6 am and only a couple times a year. Maybe the ability to "buy" single early departures?	12/10/2021 3:51 PM
8	Not having a time restriction . Before 7 am is often times the best and most calm time of day for a departure .	12/10/2021 1:34 PM
9	10:30 6:30 like now	12/10/2021 12:18 PM
10	I answered yes, but would like better clarity on what happens if I need to break the curfew for some reason.	12/10/2021 11:59 AM
11	would only participate if an earlier departure (6:30) were allowed on a case-by-case basis (up to a couple times/year) due to weather considerations	12/10/2021 11:37 AM
12	Question 7 explains a good alternative	12/10/2021 11:21 AM
13	Their are only a few exceptions.	12/10/2021 11:13 AM
14	Depends upon the incentive.	12/10/2021 11:07 AM
15	Temporary flexibility a few times a year to depart early to account for worsening weather at the destination (thunderstorms going east particularly).	12/10/2021 10:55 AM
16	I occasionally need to fly in that extra half hour. Maybe 2x per year.	12/10/2021 10:33 AM
17	It would need to be a much larger discount.	12/10/2021 10:32 AM
18	IN summer 7am is too late. I'd go for 6am	12/10/2021 10:22 AM
19	90% of time I could be compliant but for 10%, I need to depart at 6 am in order to make my destination for meetings.	12/10/2021 10:17 AM

Q7 If a program existed that paid a dividend or penalty for flying within/outside the voluntary curfew period from 10PM to 7AM would you participate? Example: You save \$100 every month for abiding by the curfew; if you break the curfew you will pay \$150, but may remain in the program.

Answered: 86 Skipped: 2



Hangar Curfew Incentives

ANSWER CHOICES	RESPONSES	
Yes	93.02%	80
No	6.98%	6
TOTAL		86

Q8 Please share with us any thoughts or comments you may have about the Fly Quiet and Homebase incentive programs.

Answered: 47 Skipped: 41

#	RESPONSES	DATE
1	#7 is bullshit. Keep it simple. Today's incentives are working - don't work on them until they don't work.	12/16/2021 10:09 PM
2	Thanks for offering these programs and for all you do to make KTRK awesome.	12/15/2021 10:25 PM
3	Both are worthwhile incentives and should be kept / enhanced. The idea of user fees the Board is considering is ludicrous given the budget surplus the airport enjoys.	12/13/2021 2:16 PM
4	Read above	12/13/2021 8:17 AM
5	I thought I signed up for the incentive but don't know for sure. F-18	12/12/2021 2:47 PM
6	I have been IFR put into an unexpected hold up to 45 minutes causing a delay in landing. So if you you were near the curfew time and this occurred there should be an amnesty in place for this rear but very possible situation.	12/12/2021 9:21 AM
7	Given the noise sensitivities of our local community, this incentive program seems like a great idea (win/win for all vs. a battle to do away with our airport as in so many other communities).	12/11/2021 9:44 PM
8	The ability to essentially pay a reasonable "fine" for occasional transgression would make this much more attractive. I might do 10 pm - 7 am maybe once every two years.	12/11/2021 9:00 PM
9	I like the idea of positive incentives, and the idea of a negative incentive is interesting as well. Give pilots the power to really "buy in" and help keep KTRK quiet for its neighbors! I sure like the sound (or lack thereof!) of that	12/11/2021 8:47 PM
10	I really don't think TRK has significant noise problem. It does have a few repeat complainers that are responsible for most of the complaints.	12/11/2021 6:46 PM
11	Seldom fly that late or early but I don't want to have to choose between money and safety.	12/11/2021 4:30 PM
12	Over several years I have only had one instance where flying conditions caused me concern about needing to fly outside the voluntary curfew. A clean mechanism to allow that would be helpful. I would question a fixed scale - does a small prop plane create the same disturbance as a jet at 6am? I don't know that answer, but I would expect you guys who see complaints would know. But operationally, a \$150 penalty on a prop plane might be the entire cost of the flight whereas it may be 10 minutes of fuel for another plane. Sliding the number by gross weight categories would make sense to me.	12/11/2021 8:24 AM
13	The Fly Quiet and home-base incentives are very fair and contribute to the ability of locals to use our airport. Further incentives would be appropriate.	12/11/2021 8:14 AM
14	We should allow an exception for safety considerations, sometimes weather is moving in, density altitude considerations or you're planning a long cross country and need to get over the Rocky Mountains before the thunderstorms build up. A procedure where we can talk to an airport representative explaining the one time exception would be wise and keep everybody on the same team. I strongly advice this modification to the program. Ron Pizer	12/11/2021 6:30 AM
15	The problem is in the summer I need cool are to take off. The current discount is not large enough.	12/11/2021 5:26 AM

Hangar Curfew Incentives

16	Good program.	12/10/2021 7:50 PM
17	Love the fly quiet discount program. Would prefer larger discounts of course.	12/10/2021 6:48 PM
18	Great program. The more incentive the better.	12/10/2021 5:31 PM
19	Thanks for being a great airport to deal with!	12/10/2021 4:56 PM
20	I don't fly early often, but I need that flexibility. I like the idea of having a penalty, for the few times it's needed (and a benefit, when it's not).	12/10/2021 4:51 PM
21	The incentive programs are an excellent idea. I wish more airports would take advantage of this type of program. I have been a hanger tenant for 3 years, currently a commercial ag pilot and retired law enforcement pilot, and a Truckee resident for over 19 years. Should you have any questions or if I can be of any help, please call me. Jess Baker Hanger #J-7. KTRK and staff go above and beyond to promote a safe environment, work with the community, and promote educational programs as well as open dialog with the flying and non-flying public. Please do not dismantle or reduce these programs. Thank you	12/10/2021 4:45 PM
22	I preferred the lower rents that we paid prior to the takeover of the board by anti-aviation directors. Then we got truck fuel service for the price of self-service if we took a fly quiet training program every year. That was a carrot instead of a stick and I think more effective.	12/10/2021 3:52 PM
23	# would depend on cost of the penalty... maybe escalating prices? First one is cheap then prices go up?	12/10/2021 3:51 PM
24	I have and will continue to remain enrolled in the Fly Quiet incentive program, but I sense the airport is placing far too much emphasis on flying quietly. The airport has been in operation far longer than most all of the neighborhoods in close proximity to it boundaries. I have lived near two other airports in my life and owned homes at both locations. I was required to sign an affidavit acknowledging I was purchasing a home in the noise footprint of a nearby airport and would never complain about the noise. In fact one of the airports was NAS Oceana in Virginia Beach, VA. Truckee residents really have no idea what really loud aircraft sound like. Point being, if pilots volunteer to limit the use of their private aircraft for the benefit of the surrounding community, then local residents need to acknowledge they bought a home near an airport knowingly and stop complaining about the noise.	12/10/2021 3:24 PM
25	Increase the amount of the incentive and penalty	12/10/2021 3:04 PM
26	Incentives always go over better than penalties.	12/10/2021 2:47 PM
27	Don't like the Fly Quiet incentive program. Just another rule that must be followed to appease a couple of airport neighbors who moved next to the airport that was already active Then they complain about the airplane noise .	12/10/2021 1:34 PM
28	Safety should always be #1. If leaving at 6am is safer because of approaching weather here or my destination, I should have that option and my penalty should be clear. Same coming in. If that happens once a year I don't think there should even be a penalty, a call, hassle, or honestly anything. On the 2nd time perhaps I get a friendly non-adversarial call reminding me of the program and that my participation is now at risk, and perhaps I lose my discount for that month. On the 3rd time, I lose the incentive for the entire year and need to pay the difference. Or something like that. Simple, clear, and not dependent on "the reason" so that it remains non-adversarial.	12/10/2021 11:59 AM
29	keep them	12/10/2021 11:46 AM
30	Would the \$100 be in addition to the FQ2 and homebase hangar discounts? If so, then MAYBE I would consider enrolling in FQ3 and be subject to the penalty	12/10/2021 11:37 AM
31	Anything to reduce fees.	12/10/2021 11:29 AM
32	The incentives are good to shape behavior, but are very much all or nothing and don't allow exceptions. So shaping broad behavior while allowing the occasional exception (e.g. pay a one time fee if the curfew is violated) seems like a reasonable program to try.	12/10/2021 11:21 AM
33	All good questions, thanks for pursuing this! Loring Sagan C12	12/10/2021 11:18 AM
34	I like the idea of both programs because they help keep my cost of flying affordable. However I also have to confess that when it comes to the Fly Quiet incentives, I'm a bit of what economists refer to as a "free rider". I no longer do much flying at night and leaving after 6:30	12/10/2021 11:14 AM

Hangar Curfew Incentives

or 7:00 AM has never really been a problem for me. I'd be very happy with a \$100 monthly dividend so long hangar rents are not increased to compensate for the lost revenue.

35	Fuel discount for being home based out of Truckee!!!!	12/10/2021 11:13 AM
36	Its honestly enough of a discount to impact my behavior. If I wanted to go outside of these hours, I would do it and lose the discount but I will take discount as long as i am not doing so	12/10/2021 11:05 AM
37	I am generally against implementing monetary penalties for a one-time exception to the rule. However, if the incentive to abide by the rule is high enough to significantly offset a one-time exception, then it seems like a reasonable implementation.	12/10/2021 11:02 AM
38	Too much government	12/10/2021 11:00 AM
39	In general I am fine abiding by the fly quiet program until the program jeopardizes flight mission success. If there were some level of flexibility allowed for certain situations, it would allow us to be more aggressive about our commitments to fly quiet on a normal basis.	12/10/2021 10:55 AM
40	Incentive and rewards are fine. But assessing fines is inappropriate and should not be considered.	12/10/2021 10:52 AM
41	I think it's important that we consider that most tenants likely fly their aircraft for casual purposes that are not time dependent. For that reason, we run the risk of "giving away the farm" for no reason, if we offer these folks discounts that are too deep. That said, I don't want to discourage us from looking into this! One thought I had was that we perhaps exclude runway 11/02 departures from what we consider "breaking" curfew. In theory, these departures don't affect may folks on the ground. If we were to develop an unofficial "curfew departure," we might be able to solve everyone's issue. For example, "Depart 11, turn left direct the bug station, then follow i80 west, climbing to 10,000 until past Donner Lake, then on course." As a "quiet departure," this could enable those who need to occasionally get out early to do so without bothering folks with a 29 departure. In addition, most early "flyable" mornings are calm winds, which would make this departure (and one from 02) possible. Disclosure: This is David Diamond. Not sure if I'm exempt from this survey, given my board position. Also, this survey is excellent, Jill!	12/10/2021 10:38 AM
42	There should be an exemption from the curfew program for true emergencies.	12/10/2021 10:34 AM
43	I value these programs. I like the idea of tiered approach that allows tenants to participate as they are able	12/10/2021 10:33 AM
44	To be honest, I was originally surprised that the incentives were later than the curfew of the airport, that I try to abide by. I think this is a great way for the airport to work with the community to keep a quiet city during nighttime. Thank you!	12/10/2021 10:29 AM
45	In general I am in favor of incentives for voluntary curfews. One thing stands out though, and that is now, many of the T- hangar tenants are subsidizing the rents for the executive hangar renters. It seems way out of line for the owner of a \$25,000 airplane to help pay the costs to hangar \$3-million private jets, owned by super rich people that could care less about hangar rents. Fly-quiet incentives seem silly when I am paying extra rent to subsidize wealthy hangar tenants.	12/10/2021 10:25 AM
46	I don't think there should be penalties just incentives. There are many situations where flying must be done outside the time frames KTRK has. Carrots are better than sticks.	12/10/2021 10:22 AM
47	My "YES" in 5 & 7 is predicated on still being able to get occasional waivers for safety, ie I need to leave early to avoid unsafe weather (as I have done to get to Leadville, CO or Texas in the summer to avoid t-storms.	12/10/2021 10:21 AM

Hangar Lease Addendum

Signatory Incentive Rate Opt-in: Fly QT Program

The District values tenants who choose to work with us to be good neighbors and reduce aviation impacts on our community. The District has determined it is in the airport's best interest to promote impact reductions through incentives. We are willing to provide you a financial incentive linked to your tenancy at TRK that will promote quiet flying. The funding for this Signatory Incentive is provided through District funds, not aeronautical revenues. The Board will closely monitor the application of the provisions in this signatory incentive and willful violations by those who opt-in will result in critical review of the efficacy of the whole program.

Participation in the program is completely voluntary; there are no penalties for failure to participate in the program and failure to participate will not in any manner affect the price for services or other relationships with the District. Any hangar tenant who chooses to participate is eligible for this signatory rate regardless of aircraft type, past behavior or, residency.

This Agreement is made effective the ____ day of _____, 2022 by and between the TRUCKEE TAHOE AIRPORT DISTRICT ("District") and _____ ("Tenant"). The parties agree as follows:

In consideration that:

1. The Tenant is renting hangar _____ for an initial basic rent of \$.4175/square foot/month, for a total of \$ _____/month;
2. The Tenant has been made aware of the Fly QT program and requests to opt-in to the Fly QT signatory incentive program as currently defined by the following conditions and standards, on a month-to-month basis:
 - a. Fly QT-1: The District has a voluntary curfew on all landings and take-offs beginning at 11:00 p.m. local time and ending at 6:00 a.m. local time, daily. The Tenant chooses to adhere to this curfew. For this consideration, the District shall credit the Tenant's monthly hangar bill \$.02/square foot, for a total monthly incentive of \$ _____.

I request to opt-in to this signatory incentive: _____ (Tenant initials)

- b. Fly QT-2: The District has an interest in promoting additional quiet time that exceeds the current voluntary curfew. For an additional incentive of \$.02/square foot/month, equaling a total monthly incentive of \$_____, the Tenant opts-in to an additional voluntary curfew for landing or taking off at TRK between 10:30 p.m. local time and 6:30 a.m. local time, daily.

I request to opt-in to this signatory incentive _____ (Tenant initials)

- c. The Tenant understands that he or she may opt-out and give up the associated signatory incentive, *at any time*, by taking any one of the following actions:
 - (1) The preferred and encouraged way to opt-out is to inform airport management, in writing of the desire to opt-out, or;

(2) By landing or taking off at TRK during the applicable curfew hours for which the Tenant receives the signatory incentive.

d. The Tenant must have a flyable aircraft of record as defined in the District hangar lease and policy to qualify for this incentive. All aircraft of record associated with the lease are deemed to have opted-in, regardless of who is piloting the aircraft. The N-number(s) of my aircraft of record are:

N _____;

N _____;

N _____;

N _____.

e. The District shall monitor take offs and landings by N-number using staff observation and such technology as the District obtains for such monitoring. The official time for assessing operations shall be determined by the time on the TRK AWOS, with back-up provided by the digital video recorder.

f. If the District determines that the Tenant has operated as provided in section 2(c)(2), the District shall issue one (1) notification by regular mail to the Tenant's billing address prior to removing the incentive, providing a statement of facts and requesting a response from the tenant.

(1) If the Tenant fails to respond within 30 days he/she shall be deemed to have opted-out voluntarily, and the incentive will be removed the monthly billing cycle immediately following the opt-out.

(2) The District shall consider mitigating factors presented by the tenant prior to determination. Mitigating factors are:

- A medical emergency defined as a threat to life, limb, or eyesight;
- An immediate life threatening event to a family member within two degrees of consanguinity
- Unforecast enroute weather;
- Unanticipated Air Traffic Control routing or delay;
- Equipment maintenance problem or delay.

(3) The General Manager shall render a decision in writing after considering the available facts.

(4) Tenants may request an appeal to the Board, or a sub-committee of the Board at the Board's option, by submitting a request in writing to the General Manager within two weeks of the manger's decision.

g. Opt-in periods.

(1) Upon inception of the lease, the Tenant may opt-in, or within thirty (30) days of notification from the District of changes to the conditions and standards of the Fly QT signatory incentive;

(2) Should the Tenant voluntarily opt-out, he or she may opt-in again during the month when the District implements annual rate adjustments contained in the hangar lease and policy, or 9 months following the Tenant's last voluntary opt-out, whichever is later;

3. The District may from time to time use statistics associated with hangar leases for public communications, including press releases and statements. In no instance shall the District release

personal information, to include full name, address, phone, email, hangar number, or N-number, unless we receive a written release from the Tenant.

4. The District reserves the right to modify, cancel, or otherwise alter this signatory incentive at any time by action of the Board of Directors.

TENANT

By signing this document I request to opt-in to the signatory incentive(s) identified by my initials above, and agree to the conditions and standards listed above. I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct and that I am the tenant as described in the hangar lease and policy and I meet the conditions and standards listed in paragraph 2. I know that I may freely opt-out of this incentive at any time without prejudice to my basic hangar lease.

By: _____ **Date:** _____
Signature of Tenant

Printed Name

District Use:

Month incentive begins: _____

Notification by action under paragraph 2. f. above: _____(file copy)

Month incentive ended due to opt-out under paragraph 2. c. (1) or (2): _____

Hangar Lease Addendum

Signatory Incentive Rate Opt-in: Homebasing Program

This Signatory Tenant Incentive is available to those hangar tenants who choose to declare their aircraft homebased at TRK. The District is required to report homebased aircraft to the appropriate County for tax purposes. Homebasing an aircraft at TRK provides our community direct benefit. It is in the District's interest to promote and support this relationship between community-pilot-airport. The funding for this Signatory Incentive is provided through District funds, not aeronautical revenues.

Participation in the program is completely voluntary; there are no penalties for failure to participate in the program and failure to participate will not in any manner affect the price for other services or other relationships with the District. Any hangar tenant who chooses to participate is eligible for this signatory incentive regardless of aircraft type, past behavior or, residency.

This Agreement is made effective the ____ day of _____, 20____ by and between the TRUCKEE TAHOE AIRPORT DISTRICT ("District") and _____ ("Tenant").
The parties agree as follows:

1. In consideration that the Tenant is renting hangar ____ for an initial basic rent of \$.4175 /square foot/month, for a total of \$ _____ /month;
2. The Tenant has been made aware of the Aircraft Homebasing program and requests to opt-in to the signatory incentive as currently defined by the following conditions and standards, on a month-to-month basis:

"I declare the following aircraft of record, as defined in the lease and Policy Instruction 506, assigned to hangar _____, and identified by N-number below, is homebased at TRK:

N _____."

For this consideration, the District shall credit the Tenant's monthly hangar bill \$.04/square foot, for a total monthly incentive of \$ _____.

I request to opt-in to this signatory incentive: _____ (**Tenant initials**)

- a. The Tenant understands that he or she may opt-out and give up the associated signatory incentive, *at any time*, by taking any one of the following actions:
 - (1) Informing airport management, in writing of the desire to opt-out and stating the aircraft's new homebase, or;
 - (2) Informing airport management of sale or loss of the aircraft in writing, or;
 - (3) The District receives confirmation the aircraft is homebased elsewhere.
- b. Should the Tenant voluntarily opt-out, he or she may opt-in again no sooner than 9 months following the Tenant's voluntary opt-out month.

- c. This signatory incentive is only available once; it is not compounded by multiple aircraft of record authorized to use the hangar. However, the tenant must advise the District of the homebase for all aircraft of record for the hangar. Homebasing declarations are noted on the Aircraft of Record Registration and Documentation Checklist included as the last page of the lease. Please duplicate the Registration and Documentation Checklist Form for additional aircraft of record as required.
- d. Tenants must inform the District within 30 days of aircraft sale or loss, in writing. This ensures accurate reporting and coordination with other agencies. Should the District discover that the tenant has failed to update the homebasing declaration supporting this signatory incentive the following process will apply:
 - (1) The District shall issue one (1) notification by regular mail to the Tenant's billing address prior to removing the incentive, providing a statement of facts and requesting a response from the tenant.
 - (2) If the tenant fails to respond in a timely manner he/she shall be deemed to have opted-out voluntarily, and the incentive will be removed from the monthly billing cycle immediately following the opt-out.
 - (3) The General Manager shall render a decision in writing after considering the available facts.
 - (4) Tenants may request an appeal to the Board, or a sub-committee of the Board at the Board's option, by submitting a request in writing to the General Manager within two weeks of the manager's decision.
- 3. The District may from time to time use statistics associated with hangar leases for public communications, including press releases and statements. In no instance shall the District release personal information, to include full name, address, phone, email, hangar number, or N-number, unless we receive a written release from the Tenant.
- 4. The District reserves the right to modify, cancel, or otherwise alter this signatory rate at any time by action of the Board of Directors.

TENANT

By signing this document I request to opt-in to the signatory incentive identified by my initials above, and agree to the conditions and standards listed above. I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct and that I am the Tenant as described in the hangar lease and policy and I meet the conditions and standards listed in paragraph 2. I know that I may freely opt-out of this incentive at any time without prejudice to my basic hangar lease.

By: _____ Date: _____
 Signature of Tenant

 Printed Name

District Use:

Month incentive begins: _____

Notification by action under paragraph 2. d. above: _____(file copy)

Month incentive ended due to opt-out under paragraph 2. a. (1) or (2): _____