



## **Aviation & Community Services Team Report**

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### **Item 1 - Multilateration Decommissioning Update – Mike Cooke**

Final decommissioning work of the Wide Area Multilateration was slated for July 31<sup>st</sup>. TTAD Staff encouraged, and Navaid Technical Services agreed to push final ground station removals to September when the gliderport closes for the season. This allows for better tracking of aircraft not currently captured by ADS-B in Class D airspace. While not required, District Staff will press for all operators to equip with ADS-B.

In a recent email exchange, President Hines of Truckee Tahoe Soaring Association stated, “We are working right now on getting quotes to purchase (\$3500) and install the ADS-B upgrade for the transponders in our 2 Piper Pawnee towplanes in addition to raising the funds for this upgrade. We feel this is important for increased safety for operating in this area, though it is not required by the FAA.”

Staff and Navaid are working on the disposition and possible surplus sale of the system once fully removed. Staff will also pursue an additional non-FAA certified ADS-B receiver to act as a backup data source to track aircraft. Estimated cost is \$10,000 for install with annual data support costs of \$1,750. The new tracking station will be installed at the Dry Lake beacon, a fully solar-powered site, and enhance current flight tracking fidelity while providing backup to the FAA-certified system located on the airfield. See proposal.

### **Item 2 – Flight Procedures Update – Mike Cooke**

Flight Tech Engineering has proposed testing of the new flight procedures soon. We are working with them to evaluate the status of the Master Service Agreement and program milestones.

### **Item 3 – Quarterly Operations and Comment Report - David Van Quest**

A report summarizing District noise and annoyance comments, response, curfew, and summarized data is attached.

#### **Item 4 – Communications Manager Report – Marc Lamb**

As we came out of Covid restrictions and entered the busy spring summer months at KTRK, overall activity at the airport is reflected in the robust Q2 Communications report (attached).

#### **Item 5 – Hangar Waitlist Update – Jill McClendon**

The wait list numbers as of 7/19/2022 are:

- 38 people on the Executive Hangar waitlist
- 94 people on the T-Hangar waitlist (18 waiting for Super-T+ with 48' doors or larger, 23 waiting for T-hangars with 44' doors, 53 waiting for regular T-Hangars)
- 4 people on the non-aero End Cap waitlist

#### **Item 5 – Aviation & Community Coordinator Report – David Van Quest**

This quarter saw the departure of Mark Covey who was the former Pilot & Passenger Outreach Coordinator for the past few years. His position was merged with my previous role, the AVCOM Associate – Noise and is now called the Aviation and Community Coordinator. In his time with TTAD, Mark developed a great depth of knowledge about aviation and built many relationships with local and regional operators. Filling his role to the benchmark he set will be a challenge although being the single liaison between the public, the airport, and pilots I will be able to offer a comprehensive package of information when fielding questions or conveying a message. Also noteworthy about the combination of the two roles is that the level of pilot outreach will be significantly reduced, primarily in the summer. The workload during peak season dedicated to responding to resident's concerns is too high for one person to also walk the ramp and interface with flight crews.

During the past three months we started the Truckee Tahoe Pilots Group. This was an idea that was developed by Director Diamond, Mark Covey and Hardy Bullock. The group is intended to get local pilots, hangar tenants, and flight instructors together to discuss relevant information, noise abatement issues and safety. The group also incentivizes pilots to attend a training session on the current set of Noise Abatement Procedures by offering attendees a \$250 flight training credit with a local flight instructor. Since its inception we have had two meetings via Zoom introducing the new group and four in-person Noise Abatement training sessions. One training session was a hybrid Zoom meeting that was recorded and can be used for future online content.

New flyers about noise abatement were created and can be found in the terminal building. One gives specific guidance on the Bypass Departure, and another tells how and why to depart off calm-wind Runway 2. These flyers are used in pilot outreach and will be showcased in a presentation I will give to the San Carlos Flight Center in August.