

From: [Collin Butcher](#)
To: [David Diamond](#); [Mary Hetherington](#); [Rick Stephens](#); [Teresa O'Dette](#); [Kathryn Rohlf](#); [Comments](#)
Subject: Fee structure
Date: Wednesday, August 24, 2022 3:12:57 PM

Dear Board of Directors,

I am not able to attend today's board meeting, but would like to submit a comment regarding the proposed user Fee structure.

Just over a year ago, you received a letter signed by 137 residents (since then the letter has been signed by a total of 160 residents) asking that airport user fees be increased. Our community is no longer interested in subsidizing the luxury of the airport user group. I believe that the community tax funds should be reinvested into the community and used to reduce noise and annoyance.

Article 24 of the FAA's Grant Assurances spells out that airport operations should strive to be self sustaining on the fees applied to the users of the airport. Furthermore, it states that FAA grants should not be used to subsidize operations.

From the FAA Grant Assurances

24. Fee and Rental Structure. It will maintain a fee and rental structure for the facilities and services at the airport which will make the airport as self-sustaining as possible under the circumstances existing at the particular airport, taking into account such factors as the volume of traffic and economy of collection. No part of the Federal share of an airport development, airport planning or noise compatibility project for Airport Sponsor Assurances 5/2022 Page 12 of 19 which a Grant is made under Title 49, United States Code, the Airport and Airway Improvement Act of 1982, the Federal Airport Act or the Airport and Airway Development Act of 1970 shall be included in the rate basis in establishing fees, rates, and charges for users of that airport.

https://www.faa.gov/sites/faa.gov/files/airports/new_england/airport_compliance/assurances-airport-sponsors-2022-05.pdf

Clearly, this has not been the case at TTAD where the operations budget is consistently subsidized by property taxes and FAA grant funds. It is time for the users of the airport, to pay for the operations of the airport through their fees.

I have also included the FAA's "Principles Applicable to Airport Rate and Changes"

Principles Applicable to Airport Rates and Charges 1. In general, the Department relies upon airport proprietors, aeronautical users, and the market and institutional arrangements within which they operate, to ensure compliance with applicable legal requirements. Direct Federal intervention will be available, however, where needed. 2. Rates, fees, rentals, landing fees, and other service charges ("fees") imposed on aeronautical users for aeronautical use of airport facilities ("aeronautical fees") must be fair and reasonable. 3. Aeronautical fees may not unjustly discriminate against aeronautical users or user groups. 4. Airport proprietors must maintain a fee and rental structure that in the circumstances of the airport makes the airport as financially self-sustaining as possible. 5. In accordance with relevant Federal statutory provisions governing the use of airport revenue, airport proprietors may expend

revenue generated by the airport only for statutorily allowable purposes. 6. Fees imposed on international operations must also comply with the international obligations of the United States, which include the requirements that the fees be just, reasonable, not unjustly discriminatory, equitably apportioned among categories of users, no less favorable to foreign airlines than to U.S. airlines, and not in excess of the full cost to the competent charging authorities of providing the facilities and services efficiently and economically at the airport or within the airport system.

https://www.faa.gov/airports/airport_compliance/media/airports-rates-charges-policy-with-amendments.pdf

Thank you for your consideration, and I hope you'll vote to support our community.

Sincerely,

Collin Butcher

FB Link:

<https://www.facebook.com/tahoemoonshineink/posts/pfbid0p5oDQQ72VMHTAhpDtPwkGB8JythTDHXwiXz7oGXbNNENQgMWSkgUKkgivB6WsAeal>

Tom Cal

Moonshine Ink I feel this article does a poor job fully and honestly addressing the various negative impacts of the Truckee airport, including but not only noise pollution and the negative impact of airplane and jet noise on the health and well-being of Truckee residents and workers, and various ways the airport increases greenhouse gasses and contributes to global warming.

Heidi Baikie

Tom Cal Thank you for bringing this up. We are in the flight path for the airport and all the private jets that fly over are especially annoying during the summer when we're outside working in the yard or hoping to enjoy some peace and quiet. The fact that this article doesn't cover any of the ecological impacts of private jets when we're in a climate emergency as well as it being topical due to the exposure of how extremely wealthy use private jets to take flights of less than 20 minutes is wild. "Nowhere is carbon inequality more evident than private jet ownership. An average private jet journey within Europe emits 10 times as much greenhouse gases as the same journey made by an economy class flight, and roughly 150 times more than an equivalent high speed train journey." This is from a study done in Europe—and it shows us how much more of an impact private jets have on the environment. Expanding the airport would be antithetical to a mountain community that cares for the environment. <https://www.common-wealth.co.uk/.../jet-set-go-the-case...>

Tom Cal

In a separate comment Mark Covey introduced the idea of "dismantling" an airport.

I'm not familiar with this idea and have never before heard about this idea.

I'm curious, what options and mechanisms are there related to right-sizing and right-funding a local airport, with a primary focus on having a local airport such as TRK in combination with other airports (ex. RNO) serving the real and actual needs of local residents and workers, while comprehensively considering the various negative impacts of airports on the quality of life, health, and well-being of local residents and workers (ex. noise pollution, greenhouse gasses, increased global warming)?

Tom Cal

This article mentions: "a need for additional hangars".

I encourage folks to question this claim and "assumption".

Q. Why, exactly and specifically, are additional hangars needed?

If additional hangars are not constructed, what dire things will happen that negatively impact the day-to-day quality of life of regular old normal average typical Truckee residents and people who work in Truckee, such as but not only teachers, nurses, dishwashers, cooks, cleaners, utility workers, food servers, bartenders, first responders, and other regular Truckee people?

FYI, the Reno International Airport is a short and easy drive from Truckee,

<https://www.google.com/.../data=!3m1!4b1!4m14!4m13!1m5...>



GOOGLE.COM

Truckee to Reno-Tahoe International Airport

Dorothy Dean

Tom Cal But Tom, how will rich people fly into Truckee on their private jets? If they use the Reno airport, they might see a yucky poor person.

Tom Cal

Dorothy Dean I'm sure this is a concern for some of the people who claim they "need" private hangars.

Reply

The comment Tom Cal is replying to has been deleted.

Tom Cal

Mark Covey What I wrote and asked and what I am "saying" is clear and in black and white written text above. Here's a link to what I wrote, and I'll also paste a screenshot of what I wrote.

<https://www.facebook.com/tahoemo.../posts/508906611235565...>

Please be accurate and complete when you write about what I am "saying", and please feel free to copy and paste what I actually wrote, so as to not mislead people. Thank you!

Tom Cal
This article mentions: "a need for additional hangars".
I encourage folks to question this claim and "assumption".
Q. Why, exactly and specifically, are additional hangars needed?
If additional hangars are not constructed, what dire things will happen that negatively impact the day-to-day quality of life of regular old normal average typical Truckee residents and people who work in Truckee, such as but not only teachers, nurses, dishwashers, cooks, cleaners, utility workers, food servers, bartenders, first responders, and other regular Truckee people?
FYI, the Reno International Airport is a short and easy drive from Truckee.
<https://www.google.com/.../data=13m114b114m144m1311m5...>

Mark Covey

Tom Cal, I apologize for miss quoting you. ☹️

☹️ To be clear, you are all for a vibrant airport, just not building more hangars?

Tom Cal

Mark Covey I'm for airports (TRK, RNO, others) that together first and foremost meet the actual real needs of local residents and workers, and

that accurately, comprehensively, and truthfully consider the negative impacts of airports on the quality of life, health, and well-being of local residents and workers.

The comment Gerald Palmer is replying to has been deleted.

Gerald Palmer

Mark Covey what your saying is you can't read

Mark Covey

Gerald Palmer Where can I catch your stand up routine?

Mark Covey

Tom Cal So what you're saying is go ahead and dismantle the community resource that provides Search and Rescue air support (currently taking place in the search for Kiely), displace the fire crews that descend upon Truckee to protect the community, discontinue the medical transports that take place day and night into and out of Truckee?

What proposal do you bring to the table that will replace these extremely valued resources as well as the approximately \$70 million that visitors to KTRK generate within the community.

Elect Chris Henderson to Truckee Tahoe Airport Board 2022

I agree with you, Tom. "Need" is a strong word, here. Like all airport resources, hangars should be used efficiently and without waste. It's not reasonable to assume we need to build new hangars when we have too many today that are being used to store airplane carcasses that will never again fly, and boxes of commercial goods for someone's business. Hangars should be used for actively flying aircraft, not for man caves. I don't think anyone should consider new construction until we're certain what we have today are operating at peak efficiency.

David Diamond, Truckee Tahoe Airport Board Director

Absolutely! To call this board "anti-aviation" is laughable when some of these very same folks are squatting in hangars they should have made available to a fellow aviator long ago.

Re-Elect Mary Hetherington to Truckee Tahoe Airport Board

Tom Cal Hi Tom. I'm so glad you caught this in the article, and thought to mention it here. Our third-party aviation forecast from last year warned that more hangars can lead to more aircraft traffic. This is not in the interest of our community. Our flight operations are already up 300% since 2005; the aviation forecast shows another 25% increase by 2030 and a 50% increase by 2040. Increasing air traffic should not be a priority for us.

Mark Covey

Judy Zach I wish the whole town would share that sentiment with the board. ~~cc:cc:cc:~~

Tod Vedock

Appreciate you taking the time to break down the airport operations. It seems one of the biggest discussions is why does a small local airport have to grow or expand? Today we have larger jets landing at smaller airports making noise on landing and takeoff along with not following patterns that avoid residential areas. How much noise, pollution etc... is acceptable when 2-6 people are landing and then probably heading to other parts of Tahoe (Incline Nevada). We have land trusts working to preserve Truckee's beauty yet anyone can fly and noise disturb over areas with no consequences. Reno International is only 40 minutes down the road. Limit size and weight of jets along with a strict landing/takeoff pattern and let Truckee be a small local user airport.