



Aviation & Community Services Team Report

Item 1 - Hangar Waitlist

Item 2 - Sale of N5901G

Item 3 - Pilot Outreach Report

Item 1 - Hangar Waitlist Update, Jill McClendon

The wait list numbers as of 10/13/2022 are:

- 42 people on the Executive Hangar waitlist
- 89 people on the T-Hangar waitlist (17 waiting for Super-T+ with 48' doors or larger, 24 waiting for T-hangars with 44' doors, 48 waiting for regular T-Hangars)
- 4 people on the non-aero End Cap waitlist

Item 2 - Sale of N5901G, Marc Lamb

TTAD completed the sale of the District's diesel-powered aircraft, a 2018 Cessna 172 N5901G on October 19, 2022. The new buyer purchased the aircraft for \$260,000 and was aware that the aircraft is non-operational and requires an ~\$80,000 engine replacement. Similar operational aircraft for sale with fewer Hobbs hours are listed for ~\$350,000. It is estimated by Sierra Aero that the ordering of a new replacement engine and its installation will take 4-6 months. The buyer plans to continue to operate the aircraft out of TRK once it is repaired.

On March 6, 2022, at 9:33 a.m., the student pilot and instructor flying N5901G declared an emergency while departing TRK over the Truckee landfill, with a complete loss of oil pressure. They were able to safely return and land the plane back at TRK. It was later determined that the engine had a cracked cylinder. TTAD management decided to sell the aircraft "as is".

Item 3 - Pilot Outreach Report, David Van Quest

On August 13 I gave a presentation via Zoom to the San Carlos Flight Center about flying into Truckee. Half of the presentation was dedicated to mountain flying hazards and things to be aware of about Truckee's airspace, and the other half was talking about our Noise Abatement Procedures. About 40 members were in attendance and all members of the Flight Center were emailed several documents in advance that gave specific instructions on our Noise Abatement Procedures.

This past quarter saw two meetings of the Truckee Tahoe Pilots Group. On August 17 a meeting was held in the board room and featured an introduction by our new General Manager, Robb Etnyre, followed by a thorough discussion about the current draft of the Runway Feasibility Study. All hangar tenants, CFI's and ATC staff were emailed the Runway Feasibility Study ahead of time and feedback was given to Mr. Etnyre. Following the discussion was a presentation by our Air Traffic Control Manager, Larry Finney about the intricacies of aircraft separation and managing traffic in Truckee. Roughly 22 local aviators attended this meeting.

On September 9 at the request of a member, a less-formal gathering of Truckee Tahoe Pilots Group occurred at the west end beach of Donner Lake. This event was held mid-day soon after the wildfire smoke affected Truckee so attendance was fairly low but it was a good opportunity for local pilots to meet each other in a more social setting.

This quarter also saw a request from a representative of the FAA Safety Team for me to give a presentation to Bay Area/ SoCal pilots about flying into KTRK. This presentation, which is eligible for WNGS Credit is scheduled for Thursday, November 10.

Often when I speak to jet pilots, I suggest landing via the Tahoe Visual Approach to Runway 29 and the responses vary. Some pilots are happy to use it, while others say it involves too steep a final approach due to terrain. A fractional ownership company that flies here often said they will not fly the Tahoe Visual in their larger-class aircraft (Gulfstream, Global Express) because it can lead to an unstable approach. Starting over Lake Tahoe and overflying Brockway Summit, the Tahoe Visual Approach affects the least amount of Truckee homes compared to the other approaches into KTRK, however we occasionally receive noise comments from Carnelian Bay/ Tahoe Vista and the Northstar neighborhoods.