

From: [Mike Mayo](#)
To: [Comments](#)
Subject: Strategic Plan -- Draft as of July 21, 2023
Date: Monday, July 31, 2023 4:51:01 PM

This public comment regards the 2023-2026 Strategic Plan as presented at the July board meeting.

I am a resident of your district. Just around the corner from Glenshire Elementary School. I am making this comment as a payer, via property taxes, of your airport income. Income that is intended for use maintaining and improving airport assets. Presumably for the purpose of making it possible for residents of the district to participate in aeronautical activities.

I was shocked and dismayed to find no reference, in said strategic plan, to any obligation of the airport to provide to district residents, or to anybody else for that matter, any opportunities for participation in aeronautical activities, hobbies, or sports. The entire appearance of the document is about providing services to the personal airliners of the ultra-wealthy. No mention of aeronautical participation by ordinary working stiffs other than as servants to said ultra-wealthy.

Your district residents provide 41% of your operating budget. Twelve thousand local people showed their interest in aeronautics by attending the airshow. They deserve more than just a day of aeronautical demonstrations. They deserve, in return for their monetary contributions (property tax), the opportunity to participate.

You make noise about addressing workforce housing needs. In reality your actions, and your strategy, actively support gentrification of the Truckee valley by encouraging year-round access by the personal airliners of the ultra-wealthy thereby displacing regular working folks from affordable housing.

Best regards,
Mike Mayo

From: [Mike Mayo](#)
To: [Comments](#)
Subject: TTAD board comment
Date: Friday, August 11, 2023 12:29:10 PM

This comment is addressed to Airport Management operating under the direction of the majority of the TTAD board.

This comment addresses the appearance, or optics, generated by the actions of said management.

I am a resident of your district. Just around the corner from Glenshire Elementary School. I am making this comment as a payer, via property taxes, of your airport income. Income that is intended for use maintaining and improving airport assets. Presumably for the purpose of making it possible for residents of the district to participate in aeronautical activities. I just so happen to also have been participating in the sport of gliding, for a few decades, at Soar Truckee.

It appears that you have spent several tens of thousands of our property tax dollars on consultants and lawyers. Specifically to oppose informal administrative complaints to the FAA by your tenants. Heaven knows why you paid lawyers and consultants to oppose your tenants in a matter that was informal and administrative rather than legal.

You could have made an informal response to each of the complaints. That would have taken just a little staff time.

Instead you spent oodles of our money on a lawyer who, of course (being a lawyer), filled eight pages of text with obfuscations and lies that did nothing to address any of the complaints. And prior to that you spent oddles of our money on a consultant to give you an opinion of "market rent". Not an appraisal. AMCG (the consultant) specifically said in the rent study that it was not an appraisal. They even put a certificate at the end of some of their documents. Certificates stating that they are not authorised to do appraisals. After all this expense we are no further ahead. You have, most likely, only succeeded in convincing your tenants, providers of aeronautical possibilities to the people, and convincing their customers, and their members, that you are opposed to people participating in aviation based activities, hobbies, and sports. Oh my. What a way to run an airport.

Optics none of this makes you look good.

What should one conclude lies behind these appearances?

Perhaps you are taking the voluminous writings of the consultant as gospel? I do appreciate TLDR. Same for the lawyer's ramblings? Would that not give the appearance of negligence, though?

Perhaps, underlying the appearance, there is a strategic effort to expel tenants? Demanding 2.5 times a tenant's gross revenue (as you did) does look like surreptitious eviction. Or it could, simply, be a matter of not reading the text critically. Either way it does not give the appearance of you doing your jobs effectively and conscientiously.

Your consultant, AMCG, said in their rent study that you should be setting "market rent" lease prices rather than negotiating. You appear to have been following that advice. Presenting non-negotiable prices. Given that you are not negotiating then you have been violating the Brown act by discussing these matters in secret ("closed session"). The Brown Act permits closed session discussion of tactical aspects of current real estate negotiations so that such discussion, out of the public eye, would not interfere with, or prejudice, those negotiations. Presenting non-negotiable prices is not negotiation. Therefore not permitted, by the Brown

Act, in secret. Public discussion of non-negotiable prices does not adversely affect any kind of negotiations.

I am not accusing you of anything. I am not alleging anything. I am just telling you what your actions look like. I am not standing in opposition to you. It is your prerogative to decide whether or not we are opponents. My preference is that we be friends. That we cooperate in facilitating safe and cost-effective aeronautical activity. I am just letting you know what your actions look like from the people's perspective.

Sincerely,
Michael Mayo

From: [Nancy or Mike Mayo](#)
To: [Comments](#)
Subject: Director Diamond recusal
Date: Sunday, August 13, 2023 9:22:42 PM

Are you still having angst over whether or not Director Diamond may, according to the Brown Act, participate in Board discussions about hangars?

The Brown Act is about preventing corruption by requiring Board business to be conducted in public. Corrupt practices wither under the public eye.

I think it is important that Director Diamond participate in Board discussions, and votes, about hangar stuff. He is the only Board member you have who knows, through direct experience, about hangars. But, of course, it must be all in public view. No secret (closed session) meetings. There should not be any closed meetings about hangar stuff, anyway. Closed sessions are only permitted, by the Brown Act, for topics where public view would violate personnel privacy or prejudice real estate negotiations by publicly revealing negotiating strategy.

Sincerely,
Mike Mayo
Plymouth Lane,
Truckee.

From: [Mike Mayo](#)
To: [Comments](#)
Subject: Fireside Room
Date: Monday, August 14, 2023 8:49:49 PM

TTAD board,

I was delighted to find that I am in agreement with Director Hetherington. Mary, in her notes about Goals for 2022 stated

"

Fireplace room: Surf Air has sign that says Friends don't let friends fly commercial. Is this appropriate for us? Should we be encouraging?

"

(TTAD Board Meeting (Special) 2022-02-21)

Last week I wandered into the terminal building and was shocked to see the Fireside Room virtually taken over by Surf Air with their kiosk and banner dominating the entrance to the room. I think this is improper use of public space in a General Aviation facility.

Regards,
Mike Mayo
Plymouth Lane,
Truckee

From: [Barney Dewey](#)
To: [David Diamond](#); [Mary Hetherington](#); [Teresa O'Dette](#); [Kathryn Rohlf](#); [Rick Stephens](#)
Cc: [Comments](#)
Subject: General Public Comment
Date: Friday, August 18, 2023 10:06:11 AM

Dear Board,

This is a General Comment concerning safety-related questions I have regarding the airport spending priorities.

My understanding (please correct me if I am mistaken) is that the Airport Control Tower is not currently equipped with latest technology and equipment. Consequently, controllers are not authorized to provide pilots with conflict or minimum altitude alerts. I am aware that there are non-certified displays in use which are inadequate for delivering the aforementioned alerts and are unable to offer sufficient situational awareness for the controllers. Additionally, it appears that there is no local radar capability. Controllers also cannot access data from traditional aircraft transponders (though ADS-B data is available).

It appears to me that the funding structure of Truckee-Tahoe Airport is uncommon due to its status as a pre-Proposition 13 bi-county district. This unique funding, which combines property taxes and FAA support, provides excess income that enables the airport to contribute to various local non-profit organizations and government programs (e.g., Open Space), enhancing the community's well-being. I support this funding arrangement as it sets Truckee apart and contributes to its exceptional character.

While I am supportive of these community-oriented funding efforts, I believe that Airport Safety should take precedence. Therefore, I advocate for utilizing cutting-edge, top-of-the-line technology for both ATC controllers and pilots to enhance safety measures around the Airport. Striving for the highest level of safety standards is paramount. This approach could distinguish Truckee-Tahoe Airport as a Non-Federal Control Tower facility renowned for its commitment to safety. This is important given the aircraft accidents that have occurred in the control area of the airport over the past few years. Although the NTSB Final Report of the July 26, 2021, fatal crash is clear that it was the fault of the cockpit crew, one wonders what the outcome could have been if the controllers could have provided altitude or other alerts.

I believe that installing state-of-the-art systems for the ATC Controllers fits with the TTAD Strategic Plan and the Airport's Core Values of "Safety for all", "Responsible" and "Innovative". The first two Guiding Principles are also supportive of these Tower equipment upgrades. The improved Tower equipment is supported by the plan's Goal 1.B.; I believe the this goal should be expanded with an additional strategy 1.B.4 that specifically requires the new expanded Tower equipment. Since the Airport has excess funding and "Safety for all" is paramount, I would like the Airport to immediately fund the equipment safety upgrades without waiting for

any possible FAA grants or other funding.

I am eager to hear your insights on the prospect of upgrading the Tower's equipment to strengthen safety for the Truckee-Tahoe Airport.

Thank you for taking the time to review my observations and perspectives.

Best regards,
Barney

From: [Mike Mayo](#)
To: [Comments](#)
Subject: comment about the comment process
Date: Tuesday, August 22, 2023 9:17:31 AM

Hello, this comment is about the comment process.

Perhaps I am missing something.

The feeling I get when making comments to the TTAD board, especially by email, is the feeling of talking to a blank wall.

Is there some feedback process of which I am unaware? Is there a mechanism by which we should be getting informed of the board's reaction to each comment?

Sincerely,

Mike Mayo.

Plymouth Lane, Truckee.

From: [Nick Pappas](#)
To: [Comments](#)
Subject: 8/23/2023 Public Comment - Nick Pappas
Date: Tuesday, August 22, 2023 11:46:45 AM

Hello Airport District Staff,

Please see below for my written public comment submission for the 8/23/2023 Board Meeting.

- Thank you to the Board and Staff for the opportunity to comment on the Airport's Strategic Plan and long-term trajectory today. My name is Nick Pappas and I'm a member of the airport's non-user tax base living here in Truckee.
- I would like to speak to three airport concerns which I believe run deep through the community: the airport's tax subsidy, noise impacts, and sustainability.
 - Tax Subsidy:
 - The Truckee Airport is unique among public airports in the level of public subsidy offered to operations – each year, district residents pay \$8 million in property tax to support a hobby and service used by a tiny fraction of the community. Netting out grants and partnerships, \$6.8 million of community funds go directly to the airport, while users themselves pay only \$6.5 million after fuel costs.
 - This is a remarkably regressive policy framework – allocating \$8 million in scarce local resource at a time when we have massive local needs. Fire risk mitigation, improved road infrastructure and transit, housing, and so many other urgent needs – it is a great injustice that these funds instead go to subsidize private jet traffic for the wealthiest of the wealthy.
 - While the airport may generate some general economic activity, it's unreasonable to assume that building and selling \$40 million homes – a key input to the airport's economic cost-benefit analysis – equates to community benefits for the average community member.
 - I appreciate the board and staff's on-going efforts to review the current fee structures and strongly encourage the board to explore durable, long-term commitments to reallocate these public funds towards public benefits, as well as centering equity in any subsequent regional economic cost-benefit analysis.
 - Noise:
 - I imagine others here will speak to this – but we've all noticed that Truckee on a weekend sounds less like a quiet forest and more like an air force base.
 - Looking forward, the board should explore opportunities to return local control to the community – rather than the FAA – giving the board significantly more authority to manage noise pollution and other impacts.
 - Sustainability:
 - Flying a private plane is an undeniably fun and unique experience – it is also one of the most environmentally damaging hobbies and luxuries in our society.
 - The armada of jets arriving each weekend is a remarkable indulgence – a single private jet weekend trip from SF or LA releases as much carbon dioxide as most people on earth do in an entire year.
 - Every time we hear a jet flying overhead, it's the sound of drier forests, bigger heat waves, shorter winters, and all the increasingly apparent impacts of a changing climate.

- Beyond climate impacts, I want to elevate the urgency of removing leaded fuel from the airport – I'm including a recent study conducted in San Jose which concluded children living near their general aviation airport had lead levels exceeding those of children in Flint, MI during the Flint water crisis.
- Thank you for the opportunity to speak today – I look forward to continued discussions with the staff and board on these issues.

Nick Pappas
Sierra Meadows

From: [Nick Pappas](#)
To: [Comments](#)
Subject: RE: 8/23/2023 Public Comment - Nick Pappas
Date: Tuesday, August 22, 2023 12:09:31 PM
Attachments: [Zahran et al.pdf](#)

Updated to include a link to the referenced study (also attached here).

<https://academic.oup.com/pnasnexus/article/2/1/pgac285/6979725>

Nick Pappas

nick@npenergyca.com

925-262-3111

From: Nick Pappas
Sent: Tuesday, August 22, 2023 11:47 AM
To: Comments@truckeetahoeairport.com
Subject: 8/23/2023 Public Comment - Nick Pappas

Hello Airport District Staff,

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- Thank you for the opportunity to speak today – I look forward to continued discussions with the staff and board on these issues.

Nick Pappas
Sierra Meadows

From: [Sven Pole](#)
To: [Comments](#); [Robb Etnyre](#)
Subject: TTAD BOD - Please Distribute Toady before Board Meeting
Date: Wednesday, August 23, 2023 9:08:34 AM
Attachments: [Jet A Fuel Prices KTRK Are Too Expensive.pdf](#)

Please see attached comments.

Robb, I would appreciate it if you would ask staff to distribute this to Board Members morning before the afternoon Board meeting.

Blue Skies and Tail WInds!



Sven Pole
M 415-505-1301