



**TRUCKEE TAHOE AIRPORT DISTRICT
BOARD OF DIRECTORS STAFF REPORT**

AGENDA TITLE: Incentive Program Recommendations
MEETING DATE: Wednesday, September 27, 2023
PREPARED BY: Jeff Menasco, Director of Aviation

RECOMMENDED ACTION: Board provide feedback on a new incentive program to address aviation safety development for pilots and noise emission reduction.

STRATEGIC PLAN:

2.D.1: Update the Fly Quiet and Pilot Safety Programs to increase participation and engagement.

BACKGROUND: This proposal aligns current incentive programs with the newly adopted TTAD Strategic Plan. There are currently two incentive programs offered by TTAD to Hangar Tenants. The Fly Quiet (FQ) program has been successful to incentivize 214 of 216 Hangar Tenants to abide by voluntary curfew hours, with only one violation in the past 2 years. The Home Basing program does not incentivize behavior, rather it provides discounted rent for aircraft owners that register their aircraft with Nevada or Placer County for tax purposes.

1) Home Basing.

- A. Tenants who register their aircraft locally receive a discount of **.04 cents** a sqft on rent.
- B. Average discount per month for a T-hangar is ~ \$50, for an Exec. ~ \$160.
- C. Annual cost of this program is \$97,000.

2) Fly Quiet (FQ).

- A. There are two voluntary curfew options available to hangar tenants: FQ1 and FQ2.
- B. FQ1 (11pm-6am) discounts hangar rent **.02 cents** per sqft (214 tenants receive).
- C. FQ2 (10:30pm – 6:30am) discounts hangar rent **.02 cents** per sqft (202 tenants receive).
- D. If a tenant signs up for both FQ1 & FQ2 the collective discount is .04 cents per sqft.
- E. Average discount per month for a T-hangar is ~ \$50, and ~ for an Exec. \$160.
- F. Annual cost of this program is \$148,000.

PROPOSAL: Create an incentive program that encourages both positive noise emission behaviors and aviation safety development for pilots interested in participating. This would expand the Fly Quiet program, introduce a “Fly Safe” program in conjunction with the FAA, and eliminate the current Home Basing program. These programs would begin in January 2024 when the Hangar Revitalization program rolls out and rents are adjusted for CPI.

- 1) **Home-Basing**. Discontinue; does not incentivize behavior regarding noise or safety.
- 2) **“Fly Safe” (FS)**. This proposal partners with the FAA WINGS program which is a free continuing education program targeted towards general aviation pilots. Pilots must complete 3 continuing education courses every 12 months and fly with a Certified Flight Instructor annually to complete FAA WINGS Flight Activities. This program can substitute for the pilot’s Flight Review that is required every 24 months (aka, ‘checkride’). The FAA is willing to make KTRK a test-bed location with a tailored program to address the inherent hazards of flying at KTRK. This program would extend beyond hangar tenants and seek to attract pilots who are local, or frequently fly in/out of KTRK.
 - A. FS Hangar pilots eligible to receive rent discount of **\$780 annually (\$65 per month)**.
 - B. FS non-hangar pilots eligible to receive **\$150** credit for FAA WINGS Flight Activity flight.
 - C. Annual requirements:
 - i. Minimum of one FAA WINGS Flight Activity flight with a CFI.
 - ii. 3 Knowledge Credit (classes) per year of the FAA WINGS program.
 - iii. 1 Knowledge Credit must be from the KTRK specific courses (ie, Density Altitude)
 - iv. All FAA WINGS Flight Activity flights must take place at KTRK.
 - D. Benefits of Fly Safe:
 - i. Completion of 3 Knowledge Credits + 1 Flight Activities = a “Phase Credit.”
 - ii. Phase Credit results in the completion of a Bi-annual Flight Review (checkride).
 - iii. FAA WINGS pilots are always current (and proficient) by completing a Phase.

Example of a Fly Safe / FAA WINGS good “Phase” which takes place over a year long period.

1 st Quarter	2 nd Quarter	3 rd Quarter	4 th Quarter	= Phase Credit results in Flight Review Completion
KTRK specific Knowledge Credit 1	Knowledge Credit 2	Knowledge Credit 3	Flight Activity with a CFI	

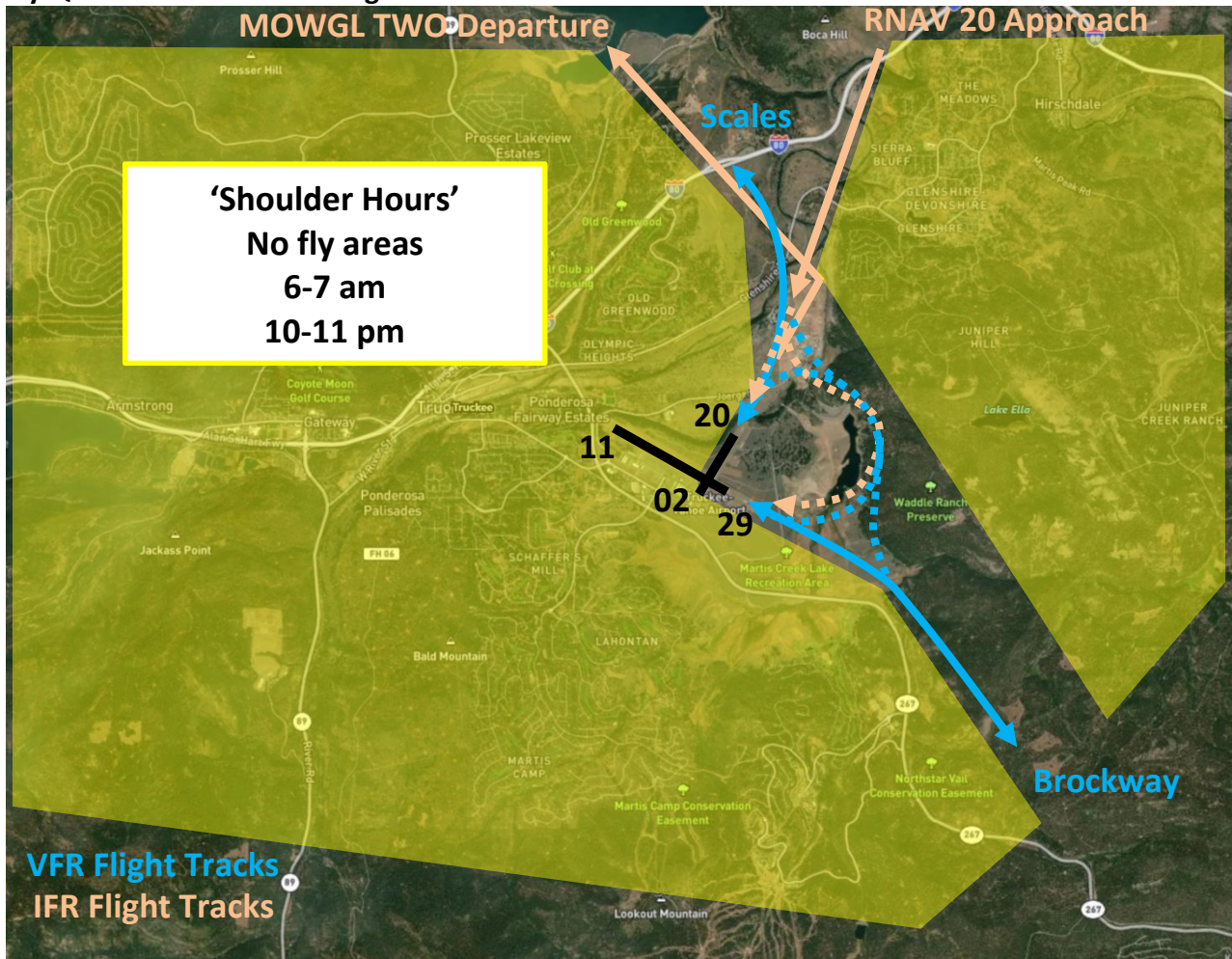
Note 1: The order of events is flexible by quarter.

Note 2: Flight Activity credit can be done in one flight, but the FAA recommends they are done on multiple flights.

3) **Fly Quiet (FQ).** This proposal creates a ‘flat rate’ hangar rent discount of \$360 annually (\$30 per month) to all tenants as opposed to the current sqft discount. It matches the Town of Truckee noise ordinance hours (10pm – 7am) but offers a ‘Shoulder Hour’ one hour left (6-7 am) and one hour right (10-11 pm) with specific low noise emission protocols that enhance safety and eliminate repeated touch-and-goes.

- A. General Manager has the authority to review & adjudicate special circumstances.
- B. FQ hangar tenants eligible to receive a rent discount of **\$360 annually (\$30 per month)**.
- C. Adopts one FQ window to match Town of Truckee noise ordinance (10 pm – 7 am).
- D. Continues to offer waivers when requested for safety of flight issues (i.e., weather).
- E. Limit touch-and-goes to 3 consecutive, switch runways, or temporarily depart pattern.
- F. Commercial Operating Permit holders FQ programs will closely match this proposal.
- G. Violation of FQ program; tenant will be removed from the program for 9 months.
- H. Re-admittance to FQ program; requires 9 months of following FQ protocols successfully.
- I. New ‘Shoulder Hour’ protocols allow arrivals/departures during the 1-hour left (6 am) and right (11 pm) of the FQ window without a waiver.
- J. Violation of ‘Shoulder Hour’ protocols constitute a breach of the FQ program.

Fly Quiet ‘Shoulder Hour’ Flight Tracks.



K. Shoulder Hour' protocols:

- i. Only use when necessary, not for convenience.
- ii. Not authorized:
 1. Overflight of neighborhoods and Town of Truckee (see Figure 1).
 2. Training (can depart with a student to exit area, not return before 7 am).
 3. Touch-and-goes.
 4. Jet aircraft.
- II. Departures:
 1. RWY 02 & 11 – takeoff with climb out over airfield / Martis Creek Lake.
 2. VFR South departures use Brockway Summit.
 3. VFR North departures use Truck Scales.
 4. MOWGL TWO authorized off RWY 02 – not RWY 29.
 5. RWY 20 & 29 – takeoffs not authorized.
 6. TRUCK FIVE – not authorized.
- III. Arrivals:
 1. RWY 20 & 29 – landings authorized.
 2. VFR South arrivals use Brockway Summit (or Visual-29).
 3. VFR North arrivals use Truck Scales.
 4. RNAV 20 – only land RWY 20 & 29, no circling over Glenshire
 5. RNAV (GPS) 11 – not authorized.
 6. RNAV (GPS)-A – not authorized.
 7. RWY 02 & 11 – not authorized.

***** Shoulder Hour bottom-line: no jets, no touch-n-goes, don't fly in the yellow *****

FISCAL IMPACT: Current incentive programs cost TTAD \$245,000 annually, the estimated cost of the new incentive programs would decrease to approximately \$175,000, with an estimated cost savings of \$70,000 per year. The cost savings come from three variables. First is the flat rate discount for FQ vs. a sqft discount. Second is the decrease in the FQ discount from 50% to 33% of the new discount. Last is the likely decrease in the number of pilots willing to participate in the FS program, which is most of the new discount being offered. This proposal invests in safety, expands FQ, and comes in at a cost savings to TTAD. The proposed incentives result in the same rent savings (~ \$1,140) to most hangar tenants and offers new incentives (\$150) that are inclusive to non-hangar KTRK pilots.

Current 2023 Incentives Program Structure.

Hangar Type	# of Hangars	Rent by sqft	Avg. Annual Rent	Avg. Annual Discount (FQ + Home Basing)	Total Annual Cost
T-Hangar	187	0.45	\$6,000	\$1,080	\$245,000
Exec Hangar	19	0.54	\$25,200	\$3,780	
N/P Hanger	10	flat rate	\$38,400	\$3,840	

Recommended 2024 Incentives Program Structure.

Program	Assumed	Incentive	Estimate Annual Cost
Fly Safe	Hangar Tenants (~120)	\$780 annual discount (\$65 per month)	\$94,000
	Non-hangar pilots (~20)	\$150 annual CFI phase flight credit	\$3,000
Fly Quiet	Hangar Tenants (~ 214)	\$360 annual discount (\$30 per month)	\$78,000
		Estimated program cost annually =	\$175,000

PUBLIC COMMUNICATIONS: Proactive messaging with local pilots to seek feedback on specifics of how this policy could be crafted.

SAMPLE MOTION(S): None, only feedback and guidance is sought at this time prior to engagement with airport community.

ATTACHMENT(S):

- A. Tab 07a: Sully’s Take on WINGS
- B. Tab 08b: FAA WINGS Program Overview
- C. Tab 08c: WINGS Pilot Proficiency Program