

MEMO:

To: Community Members, Board of Directors, ACAT and Staff
From: Hardy Bullock, Environment & Technology Specialist
Subject: Community Comments & Operations Report- 2nd Quarter 2013
Date: July 25, 2013

There was no system downtime in Q2 2013 and all unknown type operations were manually identified and integrated into the operational numbers. The only flights not captured with the use of WASP or MLAT flight tracking data are touch and go operations and itinerant helicopters.

Staff processed no cancellations of voluntary Fly Quiet Incentives due to out of hours operations. Three operations after 11 PM and before 6 AM were captured in Q2 of 2013. One flight at 1:45 AM awoke a neighboring resident and created one comment. This flight was an active air medical transport flight that departed off runway 02. The second flight was a Mooney departing off runway 29 at 5:48 AM. The third flight departed runway 29 at 5:30 AM. It was not picked up by the WASP camera system but it did generate one comment from the Wintercreek neighborhood. Neither of the two identified out of hours operations were from home based aircraft. One warning letter was sent to a hangar tenant for a questionably timed, early morning departure.

Beyond the comments

26 comments were received from 21 households; this represents primarily single event annoyance. Only one operation created more than one comment, a Cessna Citation 510 arrival for runway 29 generated two comments from households in the Alder Hill area. 75% of the comments for Q2 2013 were from households in the Prosser, Tahoe Donner, or Northstar neighborhoods. Arrivals generated 10 comments primarily from Tahoe Donner and Northstar. Departures generated 9 comments primarily from the Prosser/Alder Hill area.

11 new households commented in Q2 2013. 5 households were in CLUP zone D, 2 households were in CLUP zone E, and 4 households are located outside the airport influence area. 8 out of the 11 new households commented on jet operations.

Operations per comment are down to 148 from 547 in the same period last year, Q2 of 2012. This means that on average 148 operations occurred for every comment made. Possible drivers of this decline may be the increased public awareness of the airport, its increase in jet operations, and the outreach process used in the master planning process during the 2nd quarter of 2013. Relatively warm temperatures had a compounding effect on reported annoyance; degradation of aircraft performance coupled with outdoor activity and open doors and windows may drive comments higher and thus reduce the number of operation per comments.

Comments by Operation Q2 2013

- ✓ Departures generated 9 comments (35%)
- ✓ Arrivals generated 10 comments (38%)
- ✓ Touch and Go operations generated 4 comments (15%)
- ✓ Unknown operations generated 3 comments (12%)

Comments by Runway Q2 2013

- ✓ Runway 29 operations generated 16 comments (62%)
- ✓ Runway 11 operations generated 5 comments (19%)

Comments by Aircraft Type Q2 2013

- ✓ Jet aircraft 17 comments (65%)
- ✓ Piston aircraft 4 comments (15%)
- ✓ Unknown aircraft type 3 comments (12%)
- ✓ Helicopter 1 comment (4%)
- ✓ Turbo prop aircraft 1 comment (4%)

Flight Tracking Data Q2 2013

17 flight tracks were correlated out of 26 comments. Of these 26 comments, two had no detail and seven were non-correlated. 24% of correlated operations that generated a comment received a not-compliant assessment. 76% of the correlated tracks that generated a comment were compliant/ordinary.

1	Turboprop departure runway 29	Compliant/Ordinary
2	Jet arrival runway 29	Compliant/Ordinary
3	Piston touch and go runway 29	Not Compliant
4	Piston departure runway 29	Compliant/Ordinary
5	Non-correlated	No data
6	Helicopter	N/A
7	Non-correlated	No data
8	Jet arrival runway 29	Compliant/Ordinary
9	Piston departure runway 29	Not Compliant
10	Non-correlated	No data
11	Jet arrival runway 29	Compliant/Ordinary
12	Jet departure runway 29	Compliant/Ordinary
13	Non-correlated	No data
14	Jet arrival runway 11	Compliant/Ordinary
15	Jet departure runway 29	Compliant/Ordinary
16	Non-Correlated	No data
17	Jet arrival runway 29	Compliant/Ordinary
18-20	Non-correlated	No data
21	Jet arrival runway 29	Compliant/Ordinary
22	Jet arrival runway 29	Compliant/Ordinary
23	Jet arrival runway 11	Compliant/Ordinary
24	Jet arrival runway 29	Not Compliant
25	Jet arrival runway 29	Not Compliant
26	Non-correlated	No data

This section illustrates the quality of compliance with our local noise abatement procedures and commonly accepted practices outlined in the Federal Aviation Regulation and the Aeronautical Information Manual. Some opinion is required to complete this assessment. Many factors contribute to the selected flight path and altitude of an aircraft while arriving and departing the airfield. It is not the intention of staff to place judgment on the condition or quality of the pilotage rather to quantify the quality of compliance to local noise abatement procedures.

	Apr-12	Apr-13	% Change	May-12	May-13	% Change	Jun-12	Jun-13	% Change	2Q 2012	2Q 2013	% Change	LYTD	YTD	% Change
Comments- Location															
Alder	0	0	0%	0	0	0%	0	1	100%	0	1	100%	0	1	100%
Donner Lake	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%
Downtown	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%
Gateway	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%
Glenshire	0	0	0%	0	0	0%	2	1	-50%	2	1	-50%	2	3	50%
Martis Valley Estates	1	0	-100%	1	1	0%	2	0	-100%	4	1	-75%	12	6	-50%
Northstar/ Martis	0	0	0%	0	1	100%	1	4	300%	1	5	400%	1	5	400%
Olympic Heights	0	0	0%	1	1	0%	1	0	-100%	2	1	-50%	2	4	100%
Ponderosa	0	0	0%	0	1	100%	0	0	0%	0	1	100%	0	1	100%
Prosser	0	1	100%	0	1	100%	0	5	100%	0	7	100%	1	8	700%
Tahoe Donner	0	1	100%	0	0	0%	0	6	100%	0	7	100%	0	13	100%
Unknown/Other	0	0	0%	0	1	100%	0	1	100%	0	2	100%	0	2	100%
TOTAL	1	2	100%	2	6	200%	6	18	200%	9	26	189%	18	43	139%
Operations- Type															
Piston Single	498	400	-20%	718	468	-35%	650	502	-23%	2581	1370	-47%	3413	3477	2%
Piston Twin	88	60	-32%	62	50	-19%	76	94	24%	226	204	-10%	359	496	38%
Turbo Prop	172	158	-8%	208	164	-21%	294	266	-10%	674	588	-13%	1088	1470	35%
Jet <12,499 lbs	30	50	67%	22	62	182%	54	84	56%	106	196	85%	206	432	110%
Jet 12,499-19,999 lbs	16	38	138%	30	24	-20%	86	94	9%	132	156	18%	216	360	67%
Jet > 20,000 lbs	16	16	0%	30	54	80%	86	102	19%	132	172	30%	232	410	77%
Helicopter	160	160	0%	110	103	-6%	90	90	0%	360	353	-2%	578	689	19%
Powered Aircraft	980	882	-10%	1180	925	-22%	1336	1232	-8%	4211	3039	-28%	6092	7334	20%
Gliders	0	0	0%	55	165	200%	660	658	0%	715	823	15%	715	823	15%
TOTAL	980	882	-10%	1235	1090	-12%	1996	1890	-5%	4926	3862	-22%	6807	8157	20%
Comments- Type															
Piston	1	0	-100%	2	3	50%	4	1	-75%	7	4	-43%	7	12	71%
Turbine	0	1	100%	0	0	0%	1	0	-100%	1	1	0%	1	3	200%
Jet	0	1	100%	0	2	-100%	1	14	1300%	1	17	1600%	9	23	156%
Helo	0	0	0%	0	1	100%	0	0	0%	0	1	100%	0	1	100%
Unknown	0	0	0%	0	0	0%	0	3	100%	0	3	100%	1	4	300%
TOTAL	1	2	100%	2	6	200%	6	18	200%	9	26	189%	18	43	139%
Ops/Comment															
Helicopter April 2013 & June 2013 are estimates, no data available at time of publication															

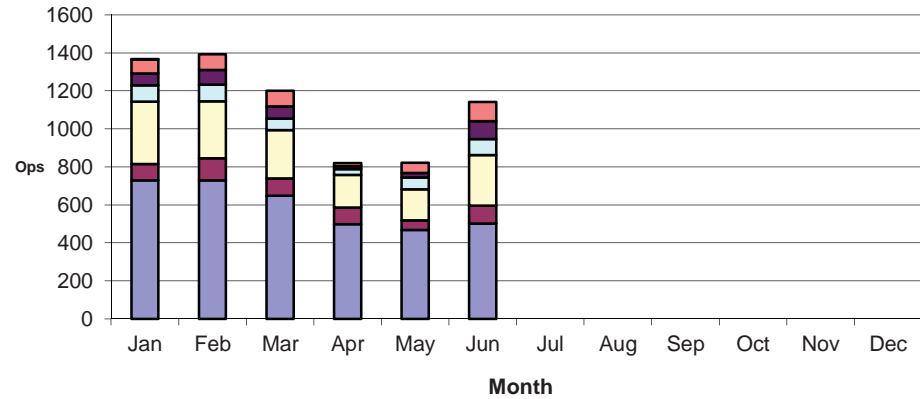
	Q2 2012	Q2 2013	% Change	2012	2013	% Change
Total Operations	4926	3862	-22%	6807	8157	20%
Total Comments	9	26	189%	18	43	139%
Ops/Comments	547	148	-73%	378	189	-50%

Operations & Community Comment Report

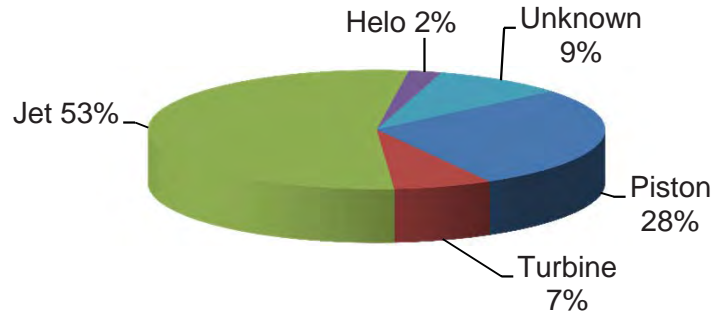
Second Quarter 2013

Truckee Tahoe Airport District

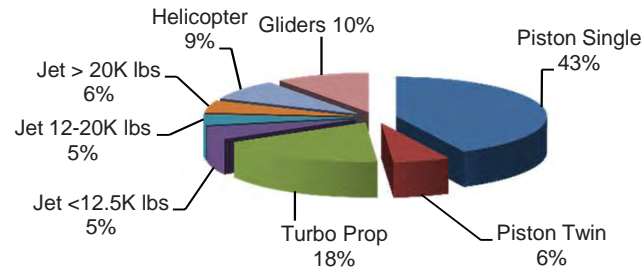
Operations by Type of Aircraft



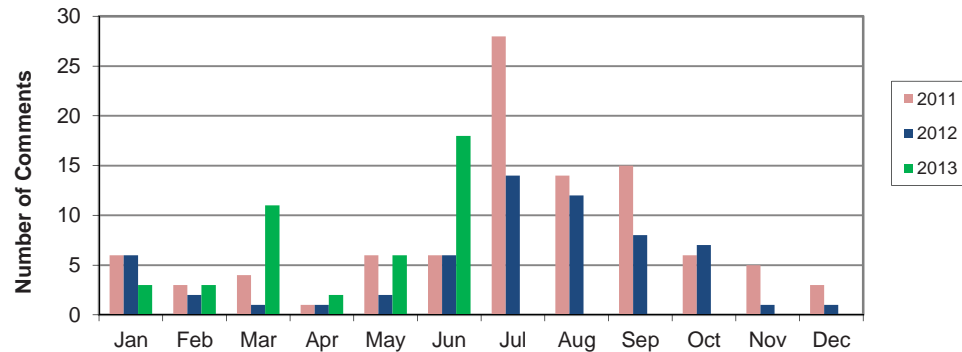
YTD Comments by Operation



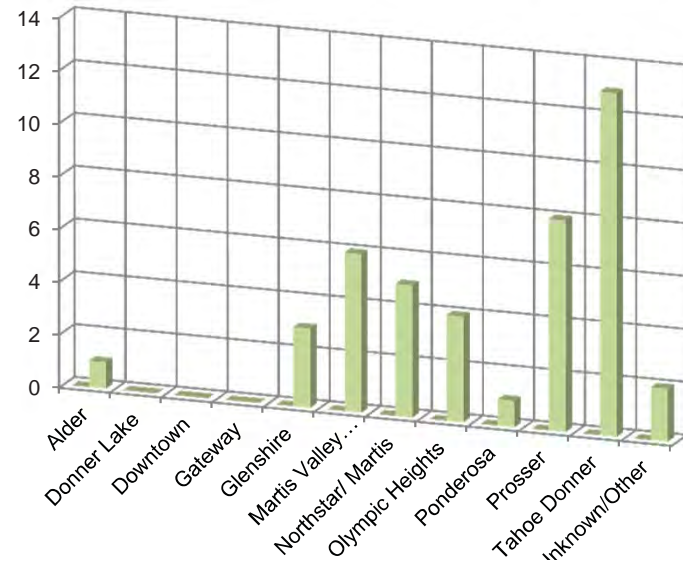
YTD Operations by Aircraft Type



Comments by Year



YTD Comments by Location







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03_29_TG_P_OFF_756.jpg





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04_29_D_P_LOUD_592.jpg

39°20'

39°19'

39°18'

-120°12'

-120°11'

-120°10'

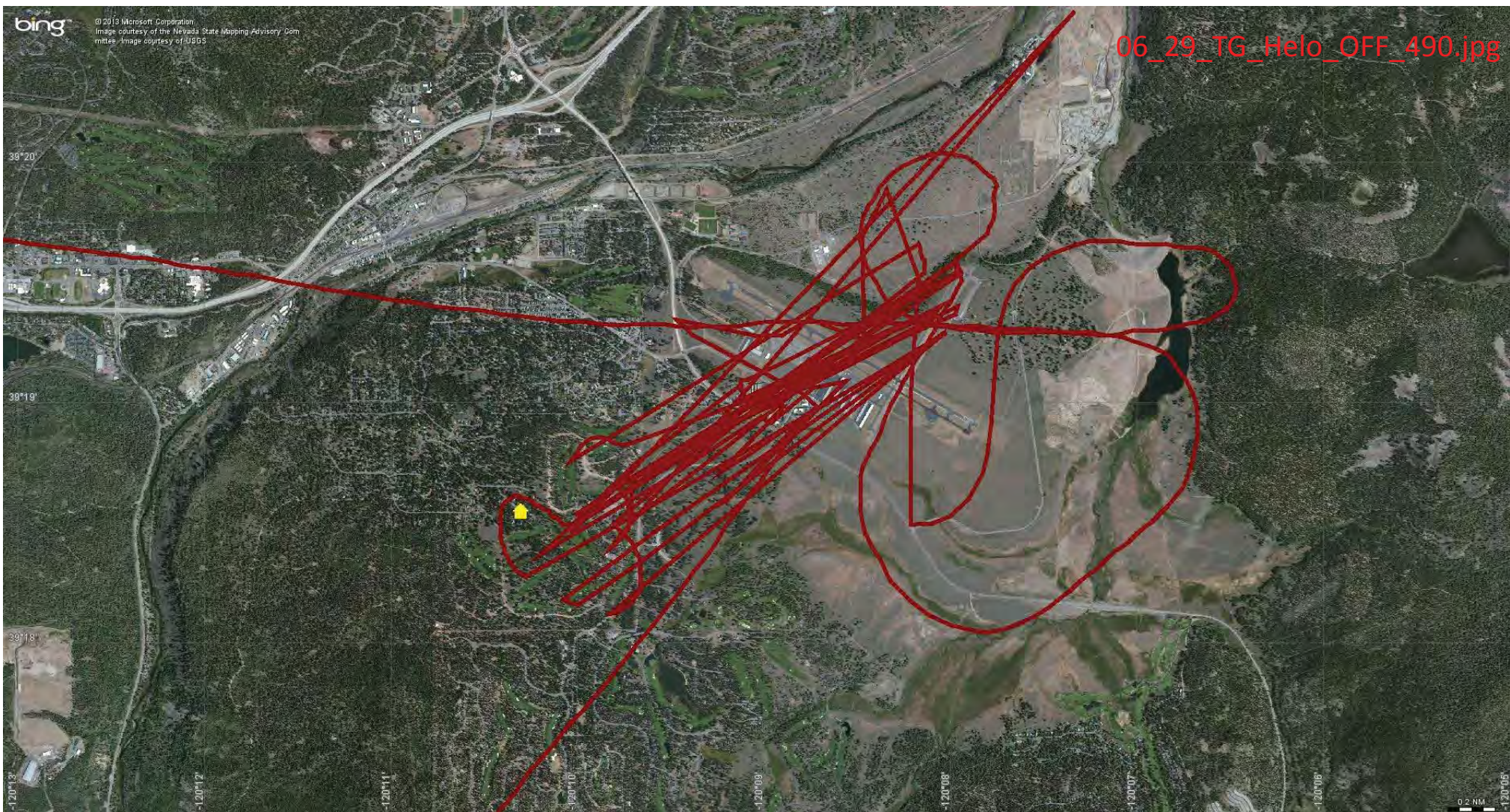
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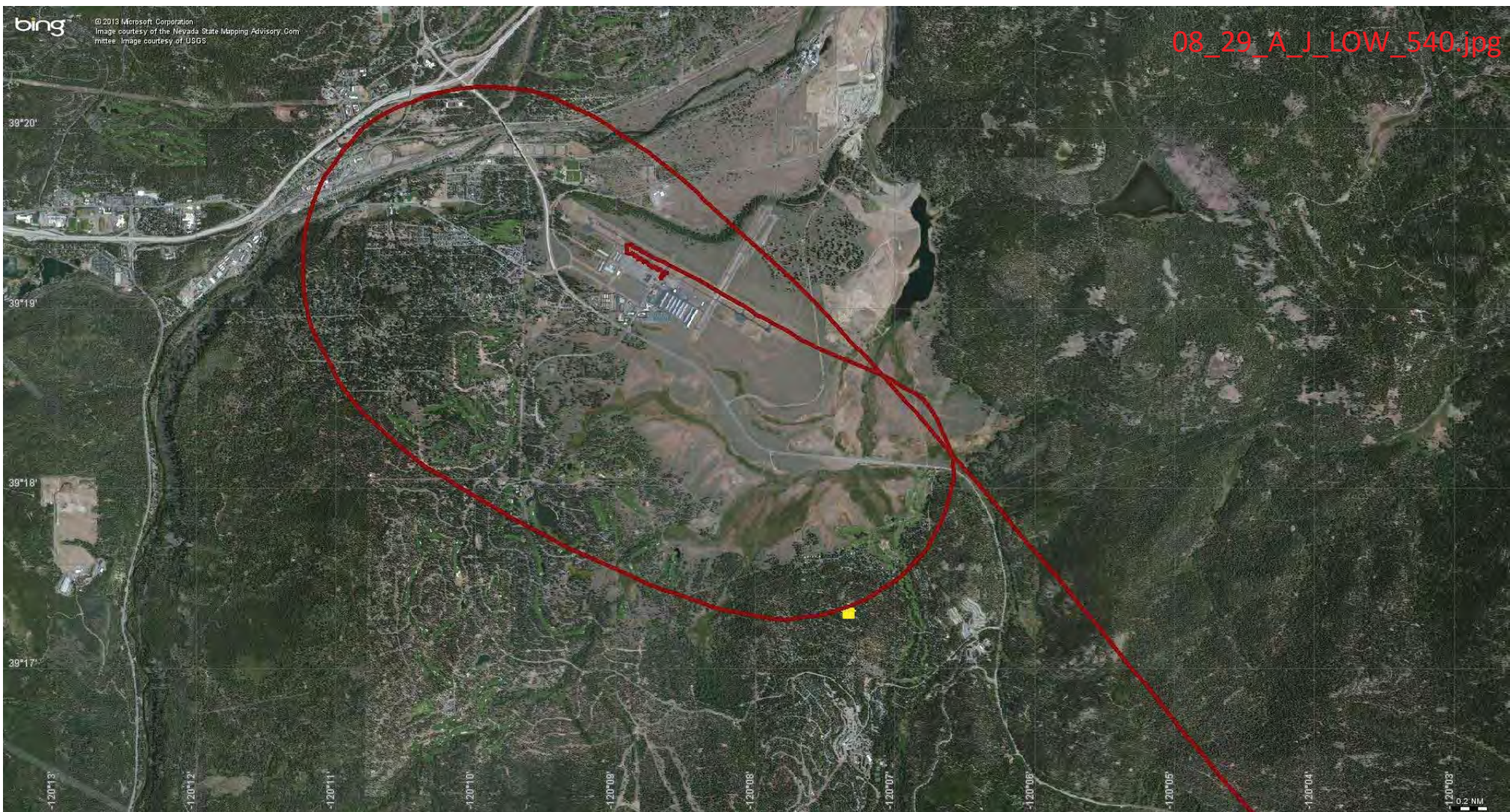
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-120°07'

-120°06'

0.2 NM







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39°21'

39°20'

39°19'

39°18'

-120°16'

-120°14'

-120°13'

-120°12'

-120°11'

-120°10'

-120°09'

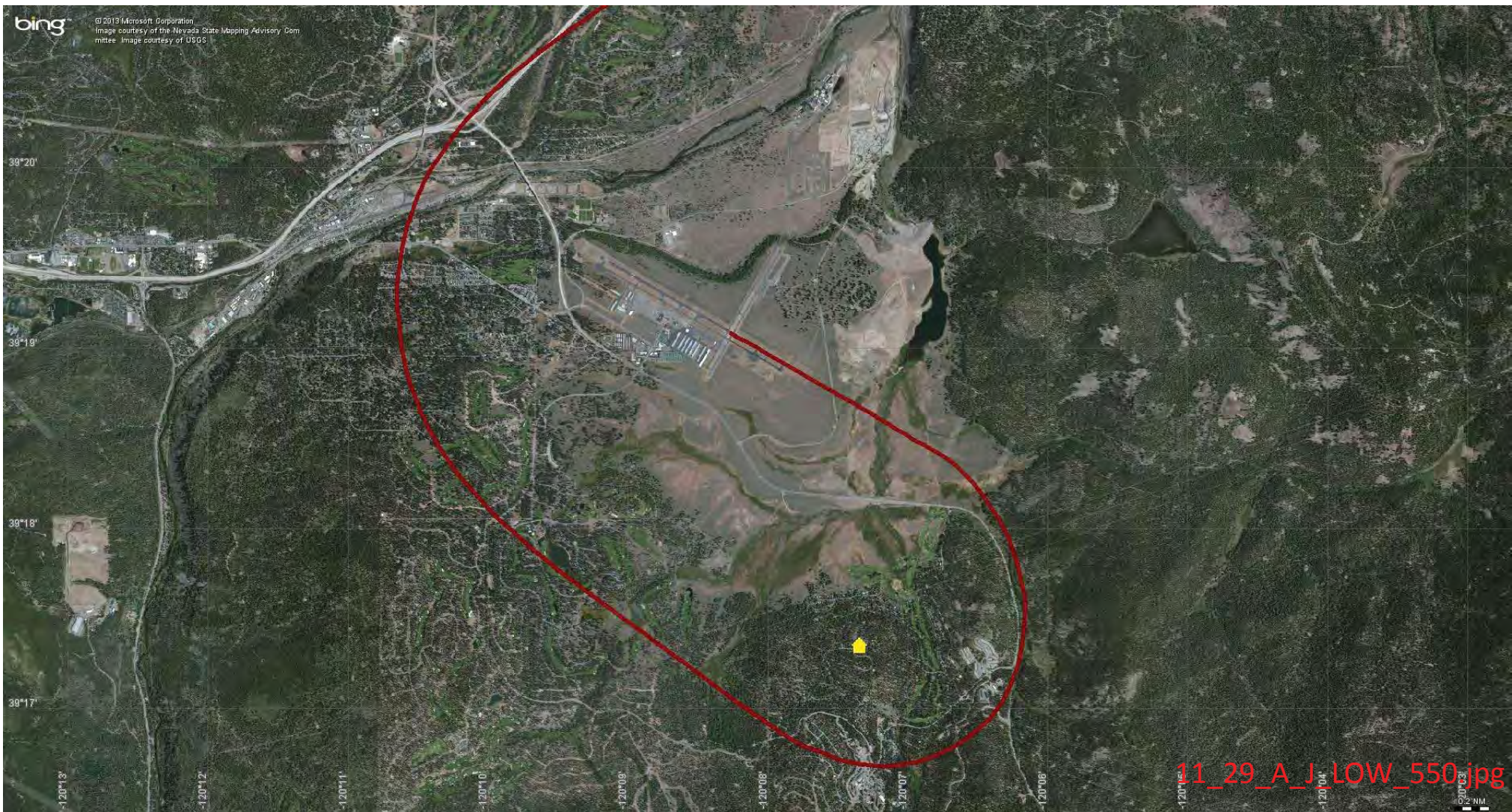
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09_29_D_P_LOW_859.jpg

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38°20'

38°19'

38°18'

38°17'

-120°13'

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-120°11'

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-120°09'

-120°08'

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-120°06'

11_29_A_J LOW_550.jpg

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39°22'

39°21'

39°20'

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-120°12'

-120°11'

-120°10'

-120°09'

-120°08'

-120°07'

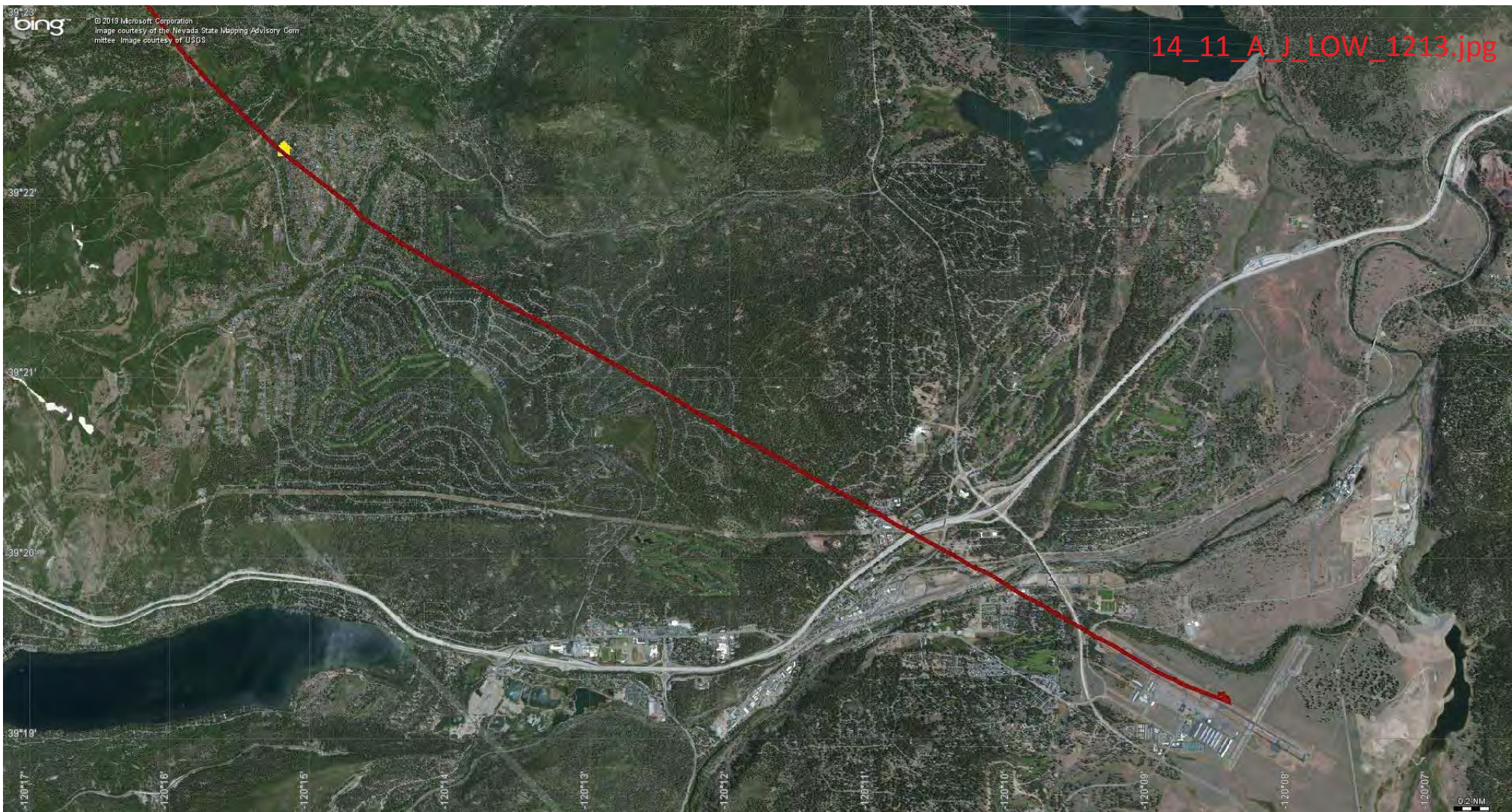
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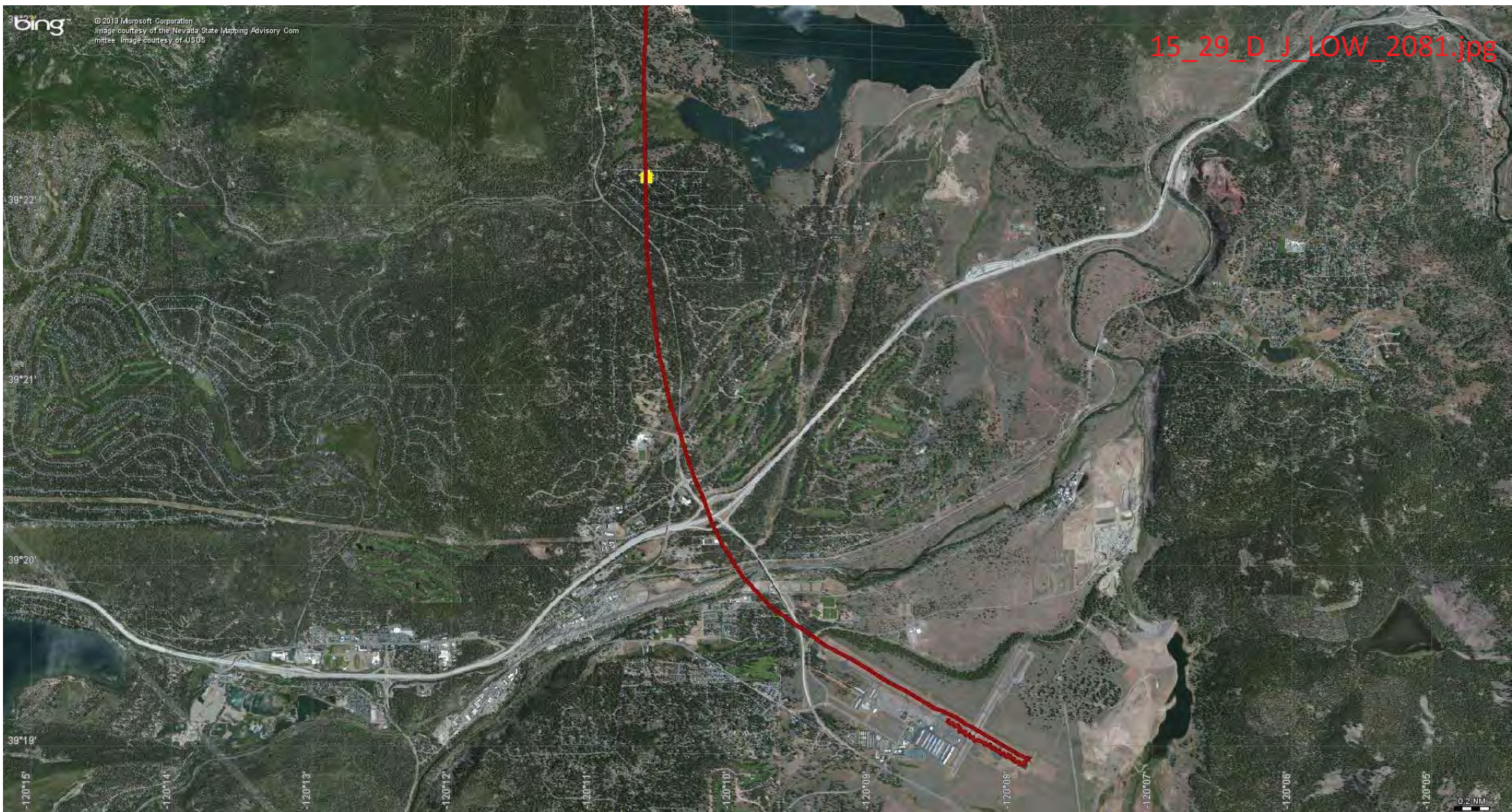
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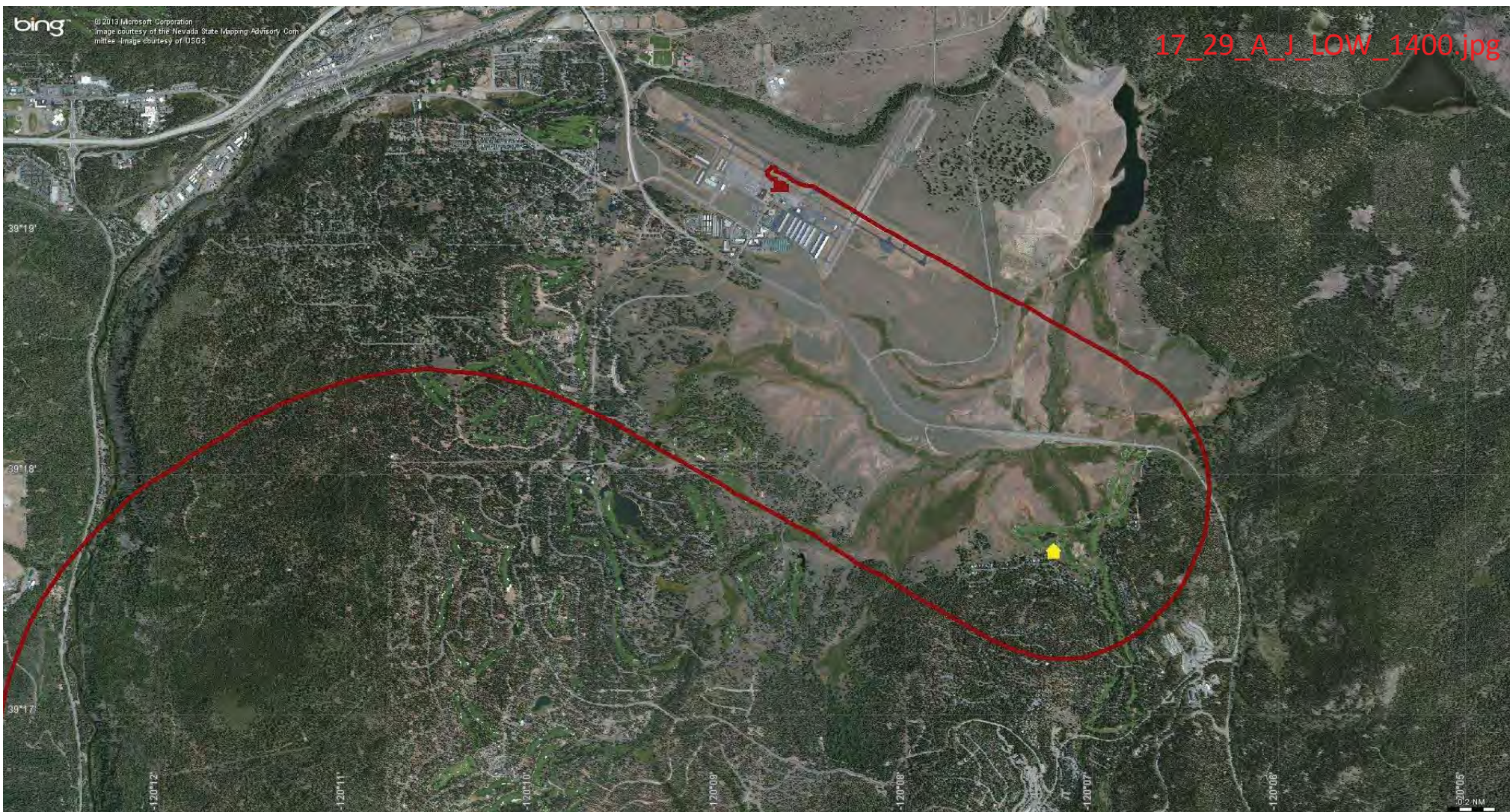
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12_29_D_J_LOUD_2214.jpg

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39°20'

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39°17'

-120°13'

-120°12'

-120°11'

-120°10'

-120°09'

-120°08'

-120°07'

-120°06'

-120°05'

-120°04'

21_29_A_J_LOW_817.jpg

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