

MEMO:

To: Community Members, Board of Directors, ACAT and Staff
From: Hardy Bullock, Environment & Technology Specialist
Subject: Community Comments & Operations Report- 1st Quarter 2013
Date: April 25, 2013

When viewing this report please take note that totals in the 'Operations-Type' column are not a true sum of each type for Q1 2012. In the Q1 2012 report staff created estimations of operations based on WASP system uptime. There was significant data loss in Q1 2012 due to the administration building move. There was no system downtime in Q1 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.

With respect to touch and go operations, it has come to the attention of staff that it may be appropriate to create an accepted numerical multiplier for estimation purposes. An example of possible outcomes is listed below.

Period	Quarterly Reported Operations without touch & go	Multiplier	Final quarterly reported operations
Q1 2012	3031	.15	3486
Q2 2012	4925	.20	5910
Q3 2012	7778	.20	9334
Q4 2012	2647	.15	3044

The multiplier is estimation from reported rental aircraft hours from aircraft located on the field. One hour of rental time averaged 3 touch and go operations which are 6 operations for reporting purposes. The average annual hours flown for the aircraft were 563 for the past six years. There are no itinerant touch and go operations or itinerant helicopter operations included in this multiplier equation.

Basis: 563 hours X 6 operations = 3378 annual touch & go operations. Multiplier basis by operations tempo within the season. (Opinion)

Staff processed no cancellations of voluntary Fly Quiet Incentives due to out of hours operations. One operation after 11 PM and before 6 AM was captured in Q1 of 2013.

Beyond the comments

In Q1 2013 comments were spread fairly evenly among households in or near the B1 zone with 5 of the 6 commenting households having two or more comments. Only one household in Q1 2013 had a single event comment. Comments were split evenly between piston powered and jet/turbine powered aircraft with one unknown aircraft type creating annoyance.

Glenshire, Tahoe Donner, and Olympic Heights reported an increase in annoyance from the same period last year. The only neighborhood that had a reduction in community annoyance was Martis

Valley Estates. Possible explanations may include improved weather and annoyance threshold(s) related to the 42% increase in operations year over year. The operations per comment ratio are a way we measure the amount of flights or operations we can conduct before we receive a comment from the community. January and February were fairly good with nearly 500 operations for every comment received. The District received 65% of the Q1 2013 comments in March driving the operations per comment ratio to 117, the lowest since Q3 2011.

Comments by Operation Q1 2013

- ✓ Departures generated 4 comments (24%)
- ✓ Arrivals generated 8 comments (47%)
- ✓ Touch and Go operations generated 4 comments (24%)
- ✓ Unknown operations generated 1 comment (5%)

A Few Items of Note for Q1 2013

- 14 flight tracks were correlated to 17 comments.

1	Jet performs straight in arrival for runway 11	Compliant/Ordinary
2	Twin engine departure runway 29	No data
3	Jet performs straight in arrival for runway 11	Compliant/Ordinary
4	Jet performs straight in arrival for runway 11	Compliant/Ordinary
5	Jet performs straight in arrival for runway 11	Compliant/Ordinary
6	Piston performs touch and go runway 29	No data
7	Jet performs straight in arrival for runway 11	Compliant/Ordinary
8	Piston performs touch and go runway 29	Not Compliant
9	Piston performs touch and go runway 29	Not Compliant
10	Piston performs touch and go runway 29	Not Compliant
11	Jet performs straight in arrival for runway 20	Compliant/Ordinary
12	Piston performs touch and go runway 29	Not Compliant
13	Jet performs straight in arrival for runway 11	Compliant/Ordinary
14	Twin engine departure runway 29	Not Compliant
15	Twin engine departure runway 29	No data
16	Turbo Prop arrival runway 20	Compliant/Ordinary
17	Jet performs left base arrival for runway 11	Compliant/Ordinary

Staff has added this section to illustrate 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 loosely quantify the quality of compliance to local noise abatement procedures.