

TRUCKEE TAHOE AIRPORT DISTRICT
BOARD OF DIRECTORS AGENDA ITEM SUMMARY

Topic: Flight Tracking System Update and Review of Analysis of WAM for ATC Purposes

Purpose Information: **X** Guidance: **X** Decision:

Objective Provide the Board and public detailed information on the benefits and potential impacts on local airspace using the flight tracking system for control of aircraft. Pending Board guidance, staff intends to continue work with the FAA, Oakland Center and other aviation stakeholders to maintain the operational status of the District's flight tracking system and explore options for future air traffic control services in the region.

Last Action Upon final acceptance of the flight tracking system in 2012, the Board directed staff to work with the FAA and industry to maintain the District's ability to use the interrogator (provided by the FAA) beyond our current transmit authorization period of December 21, 2014.

Staff has been working with the Surveillance and Broadcast Services (SBS) Program Office of the FAA to define a path forward for the flight tracking system. The two key issues are the interrogator (to enable tracking of Mode C aircraft) and discussions about the system's potential use for Air Traffic control or advisory services. Staff has also been working with the Airspace & Procedures Support Groups at Oakland Center (ZOA) and Northern California TRACON (NCT) to understand the needs and roles of these stakeholders in this process.

Staff began the engagement process with the FAA by discussing the capabilities and data provided by the District's Wide Area Multilateration (WAM) Flight Tracking System. Meetings with ZOA revealed that work had begun in 2011 to analyze gaps in the volumes of airspace covered by current RADARS. The report identified areas to potentially be addressed with ADS-B installations in the region. ZOA staff was impressed with the District's commitment to the flight tracking system. ZOA is currently preparing a business and safety case for the addition of a service volume (a unit of airspace with air traffic control services) to include the airspace above TRK. If the business case supports the additional service volume and reviews by various offices within the FAA concur, service could eventually be provided by ZOA or NCT to aircraft arriving and departing TRK.

The implications of this potential increased level of service to our customers and our constituents are outlined in the attached report. Few, if any negative outcomes from this potential change were found in the analysis developed by staff and Bridgenet. Staff has also engaged with other stakeholder groups to discuss the current situation at the District. These groups include:

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- Cal Trans Division of Aeronautics
- National Business Aviation Association
- Colorado Division of Aeronautics
- Aircraft Owners and Pilots Association
- National Air Traffic Controllers Association
- CA Sen. Ted Gaines (Staff)
- Rep Tom McClintock (Staff)

Feedback from these meetings has been positive of the Districts efforts to maintain our WAM system and supportive of the potential future for an Air Traffic Control Services volume.

The attached analysis presumes WAM would be the technology to provide surveillance in the region surrounding TRK. Initial conversations with FAA have indicated that decision would be made later in the process, if the business case supports surveillance at TRK. While there may be a chance the District's WAM system would be an option for this service, it is unlikely in its current configuration that it could meet all requirements for use by the FAA. Factors such as redundancy, availability and certification of hardware would have to be addressed before the system could be commissioned.

Staff meet with FAA SBS staff, led by Bobby Nichols, to discuss the situation at regarding the interrogator and work with ZOA on potential future service volumes. The outcomes of the meetings are as follows:

FAA Meeting February 7, 2012

- FAA will Review the Memorandum of Agreement (MOA) language and modify as required for the intended use of the 1030 Interrogator
- In accordance with MOA, FAA requested TRK to generate and deliver the Monthly Reports starting July 2012 to present
- FAA indicated that they would support an extension to the FTA through Dec 2019
- FAA would like TRK to evaluate interrogator power output settings to determine if the same coverage can be achieved with a lower power setting
- FAA requested TRK reach out to AIR-130 (an FAA program office) in reference to Low Power Transponder for Gliders project

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Fiscal Impact	<p>The immediate fiscal impact is the costs to sustain the engagement process. This includes travel time and some consulting costs. Staff has budgeted for this in the current fiscal year. Longer term implications are still being reviewed and could range from minor to more moderate costs, depending on the District's level of involvement. The fiscal impact can also be looked at from the operator's perspective. The cost implications to operators are closely tied to efficiency and capacity in the air space, as outlined in the analysis.</p> <p>The long range cost implications of surveillance services through an FAA system are still being reviewed. One potential benefit would be the District would have the option to purchase flight track data from commercial sources, if it met our needs. This data could be purchased at a lower cost than the District is currently spending to own and operate the WAM system.</p>
Communication Strategy	<p>Staff will continue to work with stakeholder groups in this process to provide updates in the process and seek input, when necessary.</p>
Attachments	<p>Bridgenet Document: <i>Truckee Tahoe Airport Wide Area Multilateralation (WAM) Analysis</i></p>
