

MEMO:

To: Community Members, Board of Directors, ACAT and Staff
From: Hardy Bullock, Environment & Technology Specialist
Subject: Community Comments & Operations Report- 4th Quarter 2012
Date: January 24, 2013

This report serves as the 4th quarter 2012 summary and the annual community comments and operations master report. All data in this annual master is considered accurate and final. Estimates and assumptions made in previous quarters are verified and placed in the annual master. As data collection and utilization standards change so does the structure of this report. Previous annual reports had unknown operations in the operations-type portion of the report. Staff manually audits out this operation type in 2012. You will notice that totals in 2011 are not a sum of each operation; unknowns are totaled but not reflected for parity in reporting figures against 2012 data. Another change in 2012 includes the separation of powered operations. The operational totals are now depicted with and without gliders.

There was a minor amount of operational data lost in 2012. January 2012 had significant wireless airport surveillance platform, (WASP) downtime due to the building move. An estimation of those operations was provided in Q1. Both February and March both had minor data loss due to building and infrastructure configuration and completion. The total data loss and subsequent estimation are not considered material to this report.

Table 1: New Commenters

Operations were down in Q4 2012 from the same period in 2011 but annual operations are up 4% from strong 3rd quarter airport activity. Comments are following a downward trend in the fourth quarter setting the all-time annual low. Jet aircraft over 20K lbs. continue to be a stable cross section of our operational fleet mix. Other operations by type in this 4th quarter of 2012 are unremarkable and follow natural fluctuations driven by demand and weather.

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 Q4 of 2012.

Beyond the comments

In Q4 2012 77% of all comments were from one household in the B1 zone and referenced touch and go operations between the hours of 8:00 AM and 10:00 AM. No jet aircraft created reported annoyance this quarter, all comments referenced piston powered aircraft.

| Year | New Commenters |
|------|--|
| 2003 | 111 |
| 2004 | 84 |
| 2005 | 48 |
| 2006 | 28 |
| 2007 | 29 |
| 2008 | 20 |
| 2009 | 12 |
| 2011 | 20 |
| 2012 | 1 out of CLUP 3 E 2 D 1 B1 TOTAL 7 |

Comments by Operation Q4 2012

- ✓ Departures generated 2 comments (22%)
- ✓ Touch and Go operations generated 7 comments (78%)

A Few Items of Note for 2012

- 61 comments were received from 27 households. One household in the B1 zone accounted for 21% of the comments.
- 63% of households reported annoyance once, 22% of households reported annoyance twice, 15% of households reported annoyance 3 or more times.
- All comments referenced operations between the hours of 7:45 AM and 9:00 PM.
- 2012 was the best year for community annoyance reduction as measured by operations per comment.
- Staff used flight tracking data to respond to comments made by our neighbors. Most commenters responded favorably to discussion that utilized specific operational data such as altitude, speed, direction of flight and relative position.

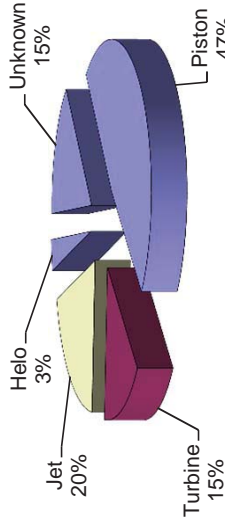
Operations & Community Comment Report

Fourth Quarter 2012

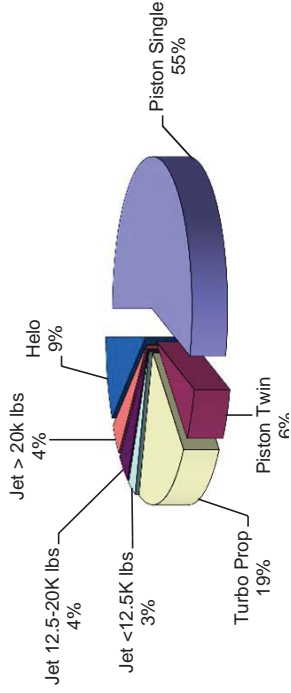
Truckee Tahoe Airport District

| *** | Q4 2011 | Q4 2012 | % Change | 2011 | 2012 | % Change |
|------------------|---------|---------|----------|-------|-------|----------|
| Total Operations | 3937 | 2647 | -33% | 19392 | 20082 | 4% |
| Total Comments | 14 | 9 | -36% | 97 | 61 | -37% |
| Comments/Ops | 281 | 294 | 5% | 200 | 329 | 65% |

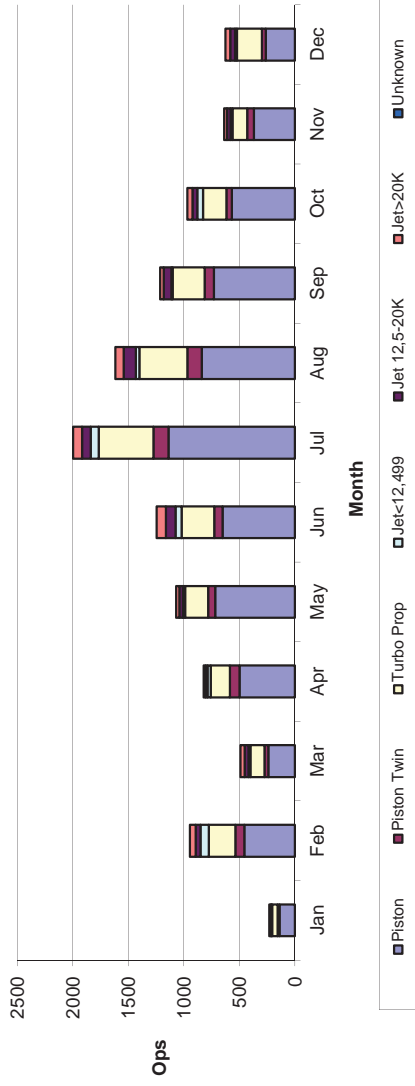
2012 Comments by Aircraft Type



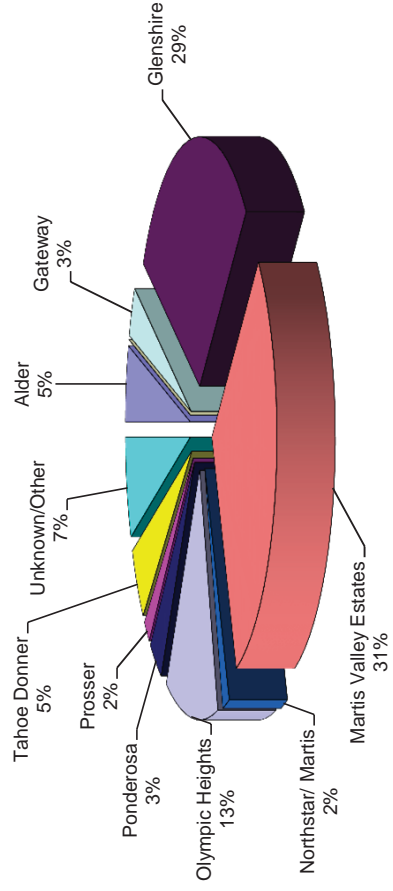
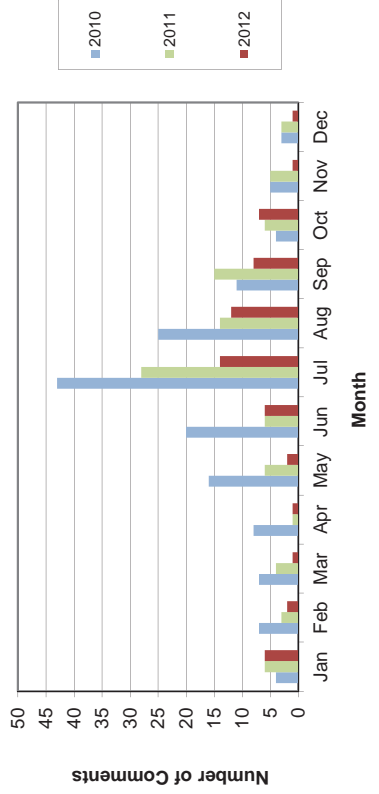
2012 Operations by Aircraft Type



2012 Operations by Type of Aircraft



Comments by Year

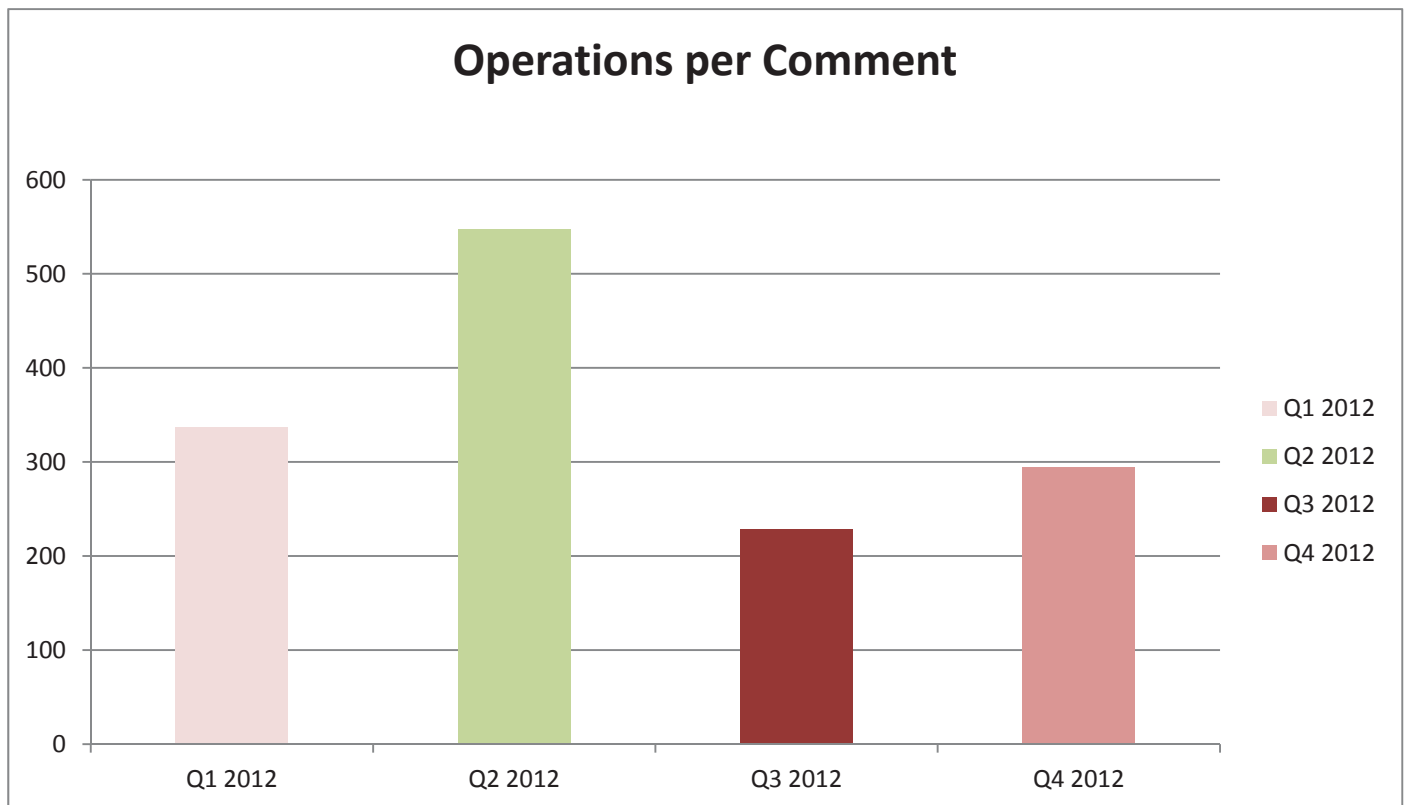
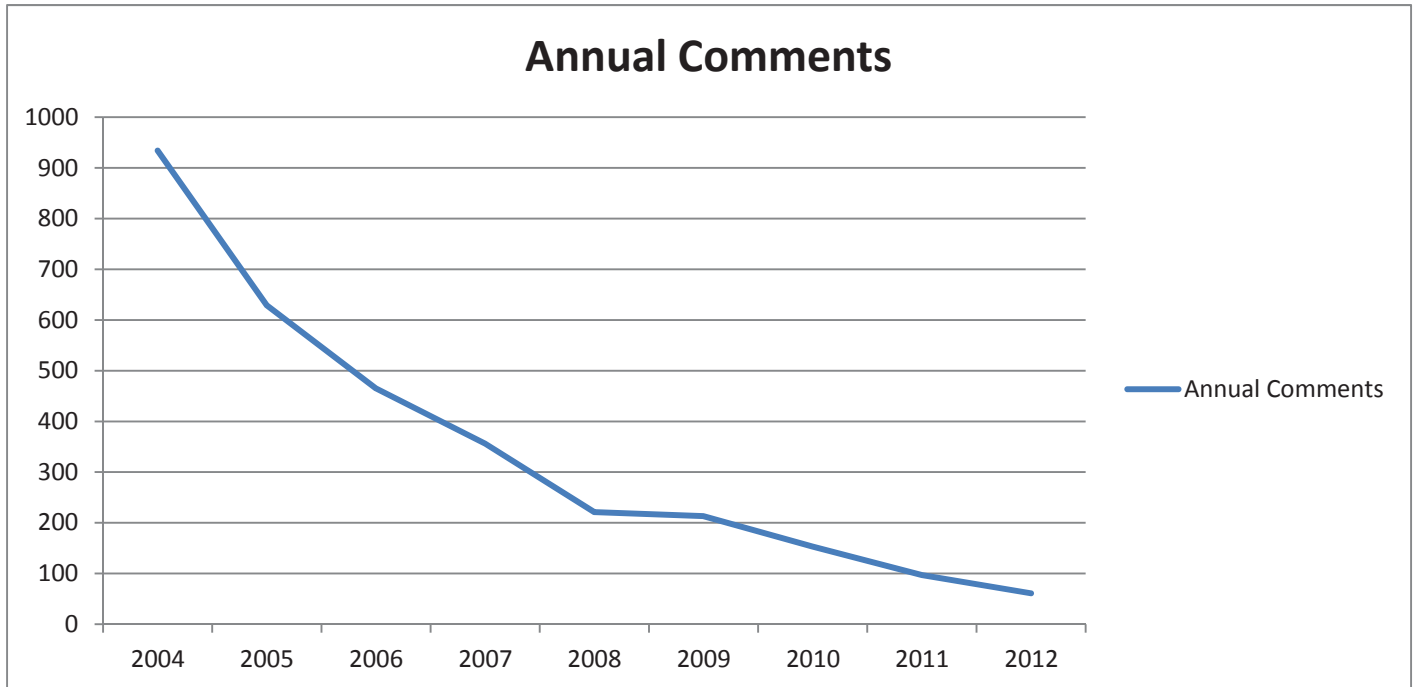


YTD Comments by Location

Truckee Tahoe Airport Q4 2012 Operations and Comments Report

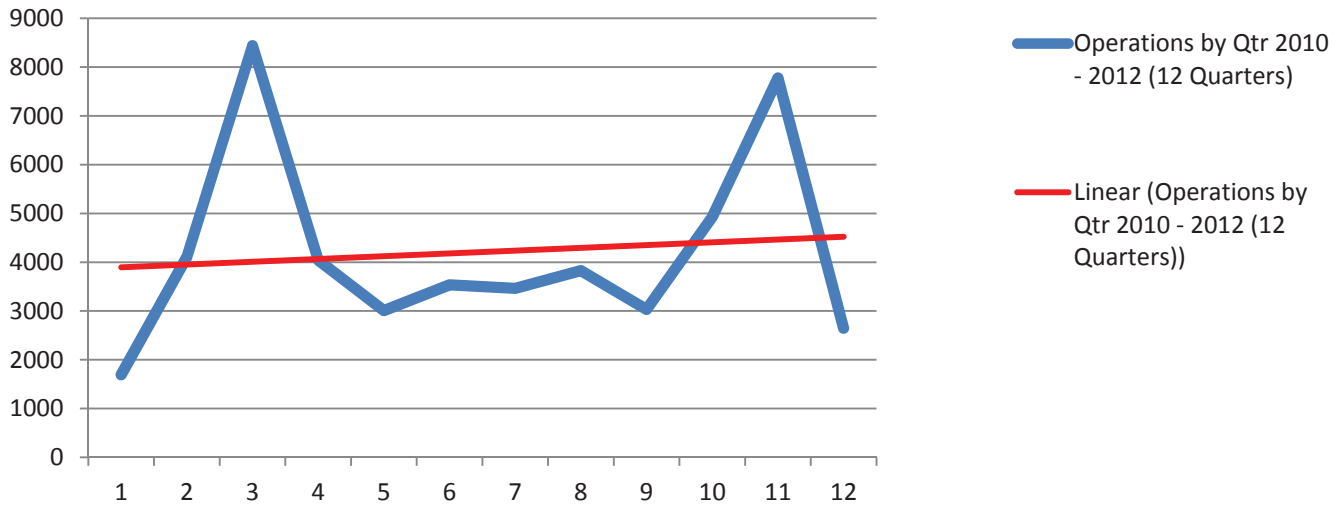
| Comments- Location | Oct-11 | Oct-12 | % Change | Nov-11 | Nov-12 | % Change | Dec-11 | Dec-12 | % Change | 4Q 2011 | 4Q 2012 | % Change | 2011 | 2012 | % Change |
|--|-------------|-------------|-------------|-------------|------------|-------------|-------------|------------|-------------|-------------|-------------|-------------|--------------|--------------|-------------|
| Alder | 0 | 0 | 0% | 0 | 1 | 100% | 1 | 0 | -100% | 1 | 1 | 0% | 3 | 3 | 0% |
| 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 | 2 | 100% |
| Glenshire | 1 | 1 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 1 | 1 | 0% | 5 | 18 | 260% |
| Martis Valley Estates | 2 | 6 | 200% | 3 | 0 | -100% | 0 | 1 | 100% | 5 | 7 | 40% | 28 | 19 | -32% |
| Northstar/ Martis | 1 | 0 | -100% | 1 | 0 | -100% | 0 | 0 | 0% | 2 | 0 | -100% | 5 | 1 | -80% |
| Olympic Heights | 0 | 0 | 0% | 1 | 0 | -100% | 1 | 0 | -100% | 2 | 0 | -100% | 16 | 8 | -50% |
| Ponderosa | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 16 | 2 | -88% |
| Prosser | 2 | 0 | -100% | 0 | 0 | 0% | 0 | 0 | 0% | 2 | 0 | -100% | 13 | 1 | -92% |
| Tahoe Donner | 0 | 0 | 0% | 0 | 0 | 0% | 1 | 0 | -100% | 1 | 0 | -100% | 10 | 3 | -70% |
| Unknown/Other | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 1 | 4 | 300% |
| TOTAL | 6 | 7 | 17% | 5 | 1 | -80% | 3 | 1 | -67% | 14 | 9 | -36% | 97 | 61 | -37% |
| Operations- Type | | | | | | | | | | | | | | | |
| Operations Single | 810 | 568 | -30% | 740 | 368 | -50% | 660 | 262 | -60% | 2210 | 1198 | -46% | 7231 | 8031 | 11% |
| Piston Twin | 98 | 50 | -49% | 124 | 62 | -50% | 78 | 36 | -54% | 300 | 148 | -51% | 1166 | 857 | -27% |
| Turbo Prop | 232 | 210 | -9% | 260 | 132 | -49% | 240 | 224 | -7% | 724 | 566 | -22% | 2566 | 2866 | 12% |
| Jet <12,499 lbs | 38 | 50 | 32% | 20 | 18 | -10% | 28 | 18 | -36% | 86 | 86 | 0% | 493 | 406 | -18% |
| Jet 12,499-19,999 lbs | 38 | 44 | 16% | 48 | 30 | -38% | 50 | 42 | -16% | 136 | 116 | -15% | 582 | 590 | 1% |
| Jet > 20,000 lbs | 42 | 46 | 10% | 32 | 28 | -13% | 44 | 44 | 0% | 118 | 118 | 0% | 440 | 536 | 22% |
| Helo | 50 | 80 | 60% | 68 | 70 | 3% | 72 | 156 | 117% | 190 | 306 | 61% | 1230 | 1300 | 6% |
| TOTAL POWERED AC | 1318 | 1048 | -20% | 1308 | 708 | -46% | 1202 | 782 | -35% | 3828 | 2538 | -34% | 13896 | 14586 | 5% |
| TOTAL WITH GLIDERS | 1427 | 1157 | -19% | 1308 | 708 | -46% | 1202 | 782 | -35% | 3937 | 2647 | -33% | 19392 | 20082 | 4% |
| 2011 Totals include unknown operations so total is not sum of types | | | | | | | | | | | | | | | |
| Comments- Type | | | | | | | | | | | | | | | |
| Piston | 1 | 7 | 600% | 3 | 1 | -67% | 1 | 1 | 0% | 5 | 9 | 80% | 32 | 29 | -9% |
| Turbine | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 0 | 0 | 0% | 11 | 9 | -18% |
| Jet | 3 | 0 | -100% | 1 | 0 | -100% | 2 | 0 | -100% | 6 | 0 | -100% | 34 | 12 | -65% |
| Helo | 1 | 0 | -100% | 1 | 0 | -100% | 0 | 0 | 0% | 2 | 0 | -100% | 7 | 2 | -71% |
| Unknown | 1 | 0 | -100% | 0 | 0 | 0% | 0 | 0 | 0% | 1 | 0 | -100% | 13 | 9 | -31% |
| TOTAL | 6 | 7 | 17% | 5 | 1 | -80% | 3 | 1 | -67% | 14 | 9 | -36% | 97 | 61 | -37% |
| Ops/Comment | 238 | 165 | -31% | 262 | 708 | 171% | 401 | 782 | 95% | 281 | 294 | 5% | 200 | 329 | 65% |
| Average Annual Operational Composition 67.6% Transient 32.4% Home based | | | | | | | | | | | | | | | |

Truckee Tahoe Airport 2012 Operations and Comment Report

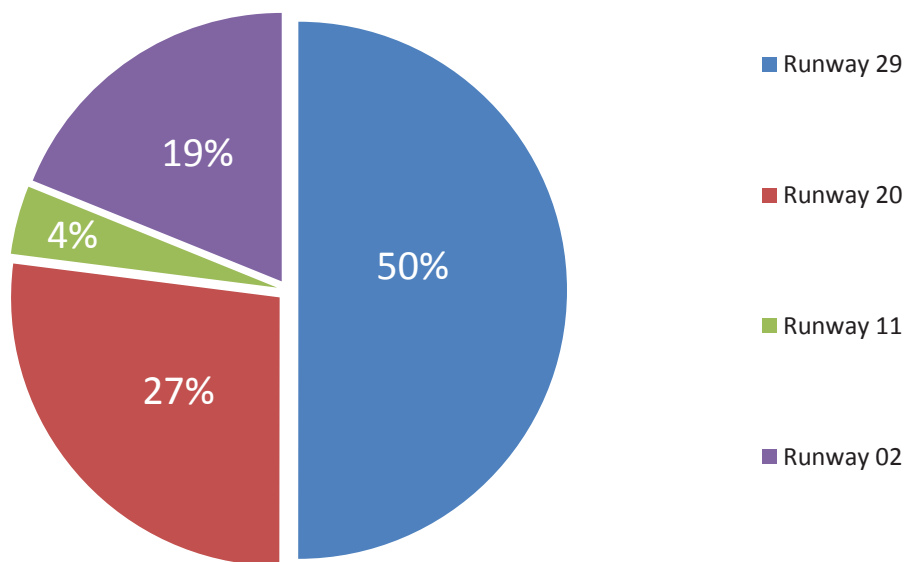


Truckee Tahoe Airport 2012 Operations and Comment Report

Operations by Qtr 2010 - 2012 (12 Quarters)



Runway Utilization 2012



01_29_TG_P_OFF_6325

Legend

- Area of Interest
- Flight Track Segments
- UNKNOWN
- Flight Tracks
- Arrivals
- Departures
- Overflights
- Touch & Go
- Complainants
- Complainants
- PCAs
- Gates
- Complaint Info
- BingMaps Aerial
- World

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ITT EXELIS



02_29_TG_P_OFF_6372

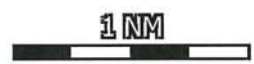
Legend

- Area of Interest
- Flight Track Segments
- UNKNOWN
- Flight Tracks
- Arrivals
- Departures
- Overflights
- Touch & Go
- Complainants
- Complainants
- PCAs
- Gates
- Complaint Info
- BingMaps Aerial
- World



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ITT EXELIS



03_29_TG_P_OFF_6275

Legend

-  Area of Interest
-  Flight Track Segments
-  UNKNOWN
-  Flight Tracks
-  Arrivals
-  Departures
-  Overflights
-  Touch & Go
-  Complainants
-  Complainants
-  PCAs
-  Gates
-  Complaint Info
-  BingMaps Aerial
-  World



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ITT **EXELIS**



04_29_TG_P_OFF_6000

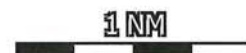
Legend

-  Area of Interest
-  Flight Track Segments
-  UNKNOWN
-  Flight Tracks
-  Arrivals
-  Departures
-  Overflights
-  Touch & Go
-  Complainants
-  Complainants
-  PCAs
-  Gates
-  Complaint Info
-  BingMaps Aerial
-  World



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04_29_D_TP_LOW_7025

Legend

- Area of Interest
- Flight Track Segments
- UNKNOWN
- Flight Tracks
- Arrivals
- Departures
- Overflights
- Touch & Go
- Complainants
- Complainants
- PCAs
- Gates
- Complaint Info
- BingMaps Aerial
- World



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05_29_D_TP_LOW_7025

Legend

- Area of Interest
- Flight Track Segments
- UNKNOWN
- Flight Tracks
- Arrivals
- Departures
- Overflights
- Touch & Go
- Complainants
- Complainants
- PCAs
- Gates
- Complaint Info
- BingMaps Aerial
- World



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06_29_TG_P_OFF_6316

Legend

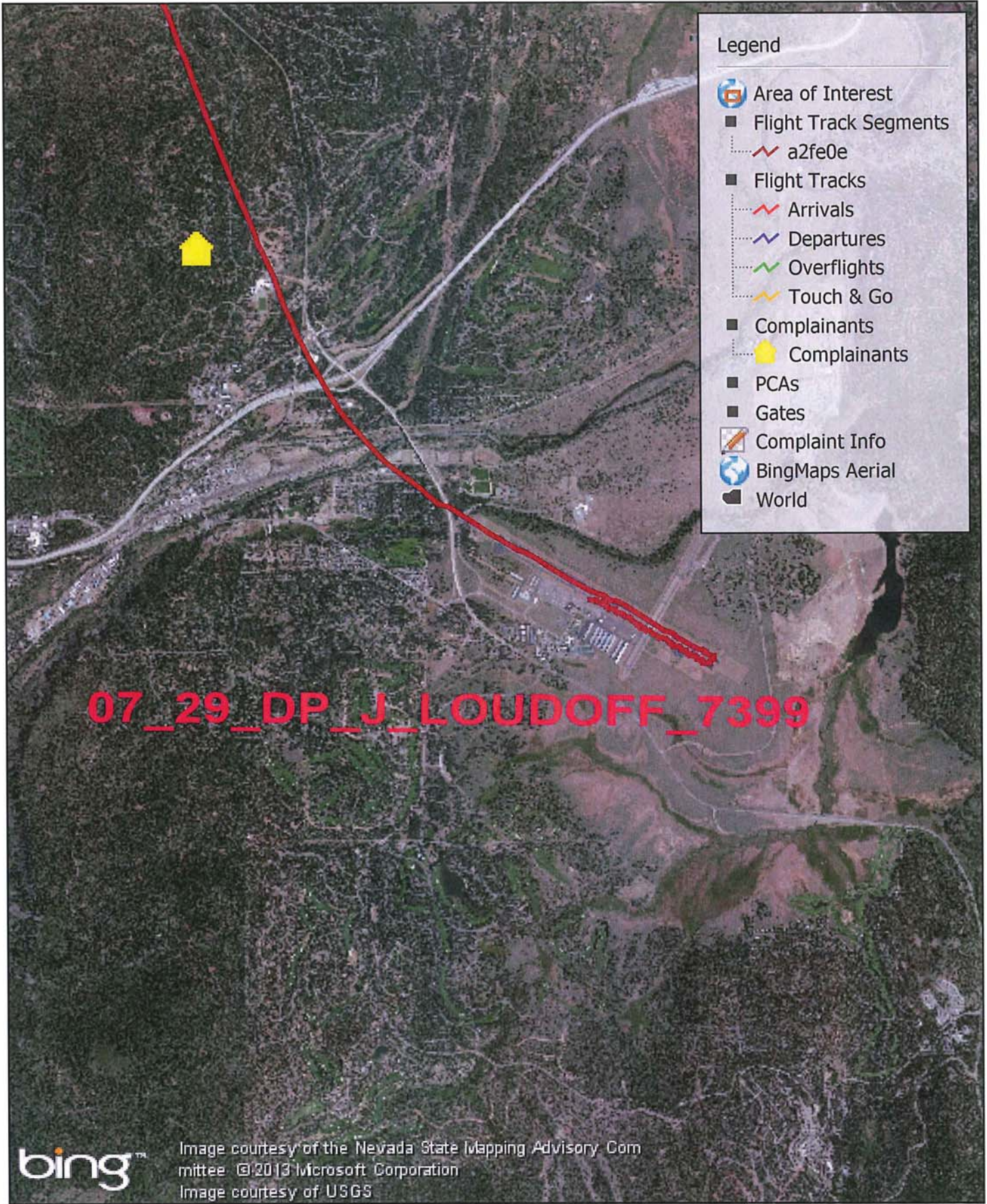
-  Area of Interest
-  Flight Track Segments
-  UNKNOWN
-  Flight Tracks
-  Arrivals
-  Departures
-  Overflights
-  Touch & Go
-  Complainants
-  Complainants
-  PCAs
-  Gates
-  Complaint Info
-  BingMaps Aerial
-  World



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Legend

- Area of Interest
- Flight Track Segments
- a2fe0e
- Flight Tracks
- Arrivals
- Departures
- Overflights
- Touch & Go
- Complainants
- Complainants
- PCAs
- Gates
- Complaint Info
- BingMaps Aerial
- World

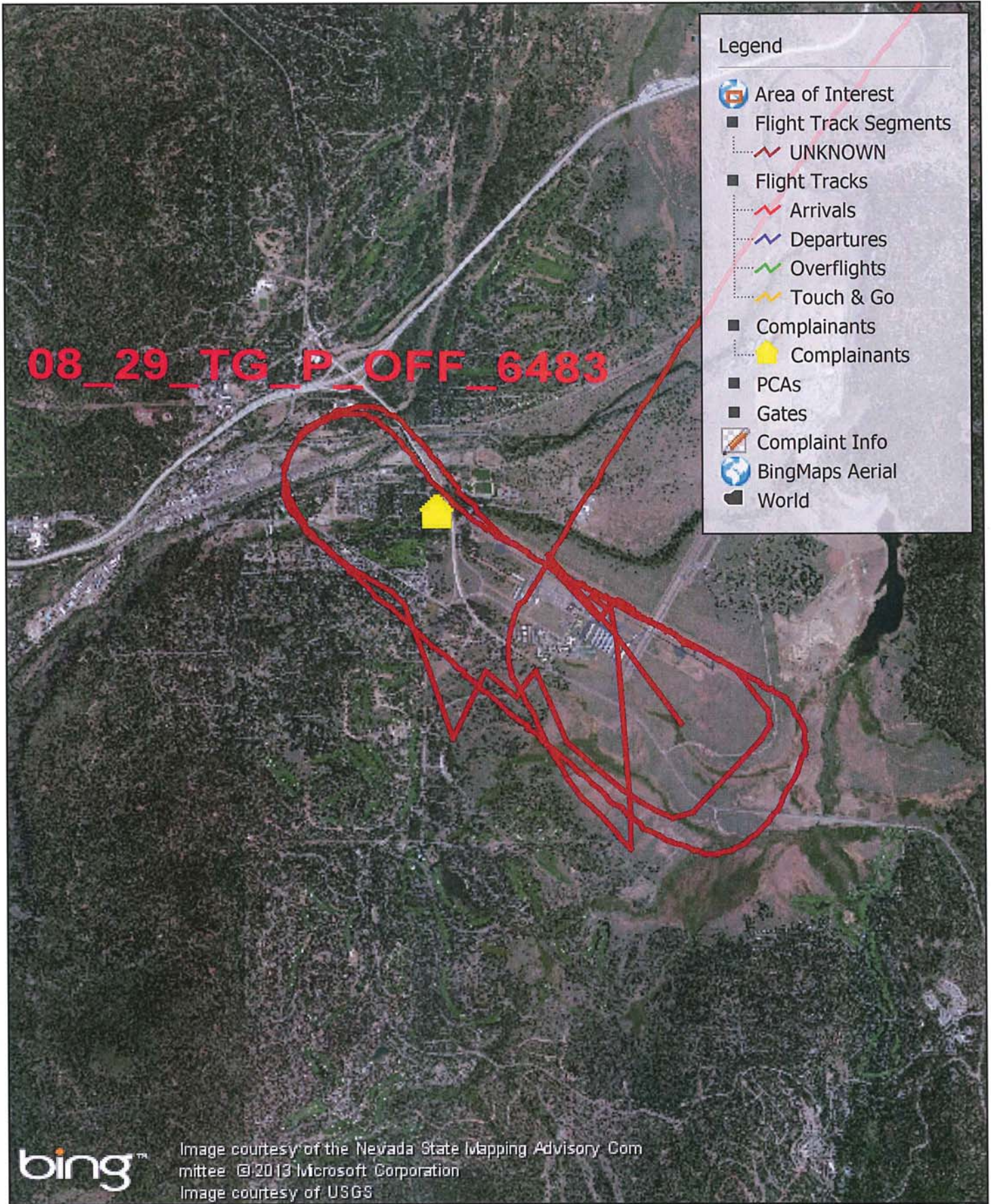
07_29_DP_J_LOUDOFF_7399

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