

TRUCKEE TAHOE AIRPORT DISTRICT  
BOARD OF DIRECTORS AGENDA ITEM SUMMARY

Topic: Project Completion: Flight Tracking System

Purpose	Information: <b>X</b> Guidance: Decision:
Objective	Review and close-out flight tracking system installation.
Last Action	Staff has updated the Board throughout the acquisition, design implementation and testing process.
Discussion	<p><b>System Performance and Final Acceptance</b></p> <p>The multilateration flight tracking system was tested after installation in 2011 to verify contracted performance metrics. Airport flight tracking systems typically are not validated to any contracted performance specifications for accuracy. The District's system achieved all contracted performance requirements. Staff has been very pleased with the overall accuracy and stability of the system. It has exceeded expectations in many areas.</p> <p>Staff issued operational acceptance on the flight tracking system in June 2011. The most significant item identified in the testing was the need for barometric correction in the post-processing of the flight track data. The change was implemented and tested over the winter of 2011-12 and the system was issued final acceptance in February of 2012.</p> <p>The warranty period for the system hardware went into effect upon operational acceptance in June 2011. The 1-year warranty has since expired.</p> <p><b>Contracts</b></p> <p>The Prime contract for the system, held by SRA was mutually cancelled in the June 2012. This created opportunities for the District to seek more cost effective options for operating and maintaining the system. Also, the District was able to negotiate contract novation for certain subcontracts that offered favorable pricing. The District now holds three primary contracts.</p> <p><i>ITT/Excelis:</i> Data processing, hosting and archive of flight track data.</p> <p><i>NavAid Technical Services:</i> Operation, maintenance and support of the system.</p> <p><i>Bridgenet:</i> Real time display, replay and simulation software services.</p> <p><b>Interrogation</b></p> <p>The Frequency Transmit Authorization (FTA) enabled by the MOA that was held by SRA was transferred to the District by notification to the FAA. The FTA is valid until January 1, 2015. This District is</p>

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working with NavAid and the FAA for long term resolution to this issue.

## **Air Traffic Control Certification**

Staff has begun working on certification of the system for air traffic control with Oakland Center. While still in the preliminary stages the discussions have been positive and prospective outcomes look favorable. The relevant examples of this process are a system in Juneau, Alaska and another in Colorado serving the areas around Steam Boat Springs and Rifle.

The District would like to achieve the following in the certification process:

1. Stage 4 FTA for active interrogation of aircraft
2. Certification of the multilateration system for ATC purposes. Data would be directly linked to Oakland center.
3. Cost sharing for the maintenance and operation of the system with the FAA.

While the outcome is still uncertain, the initial review of the Wide Area Multilateration Handbook, provided by the FAA, shows the District's system has a high potential to be compliant. Staff will update the Board as more information becomes known in this process.

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## **Fiscal Impact**

While the vendors and contractors have changed in name, roles, and responsibilities over the life of the project, staff has managed to keep cost closely in-line with original projections. Original budget projects were based on contracted costs and reasonable estimates for site leases and other support costs. The FY 2012-13 Budget is \$187,775. This includes \$20,500 for Bridgenet VOLANS software and \$23,725 for work on the Frequency Transmit Authorization process related to the interrogator. Also, \$32,000 is included in this amount for WASP camera system operations. The budget net of these items is \$111,550, which is very close to the District's original estimates.

Staff has found cost control though effective contracting with vendors to encompass minimum required services levels. For example, upon expiration of the warranty, by not contracting directly with the hardware manufacturer for system and hardware support, nearly \$100,000 in additional annual costs was avoided. Staff has found other cost-effective ways to achieve desired levels of maintenance and operation of the system such as training airport staff for routine maintenance and troubleshooting processes to avoid higher cost options. We expect as our experience with the system continues to grow we will further be able to achieve cost-control though intelligent operations and maintenance.

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## **Communication**

- Continue to analyze and understand flight path utilization and

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Strategy

related community response and impacts.

- Utilize data and visualizations in the Master Plan process to help with community understanding of airport operations.
- Develop website link for Web Scene (flight track viewer)
- Understand and share benefits of potential ATC integration with airport users and the community.

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Attachments

None