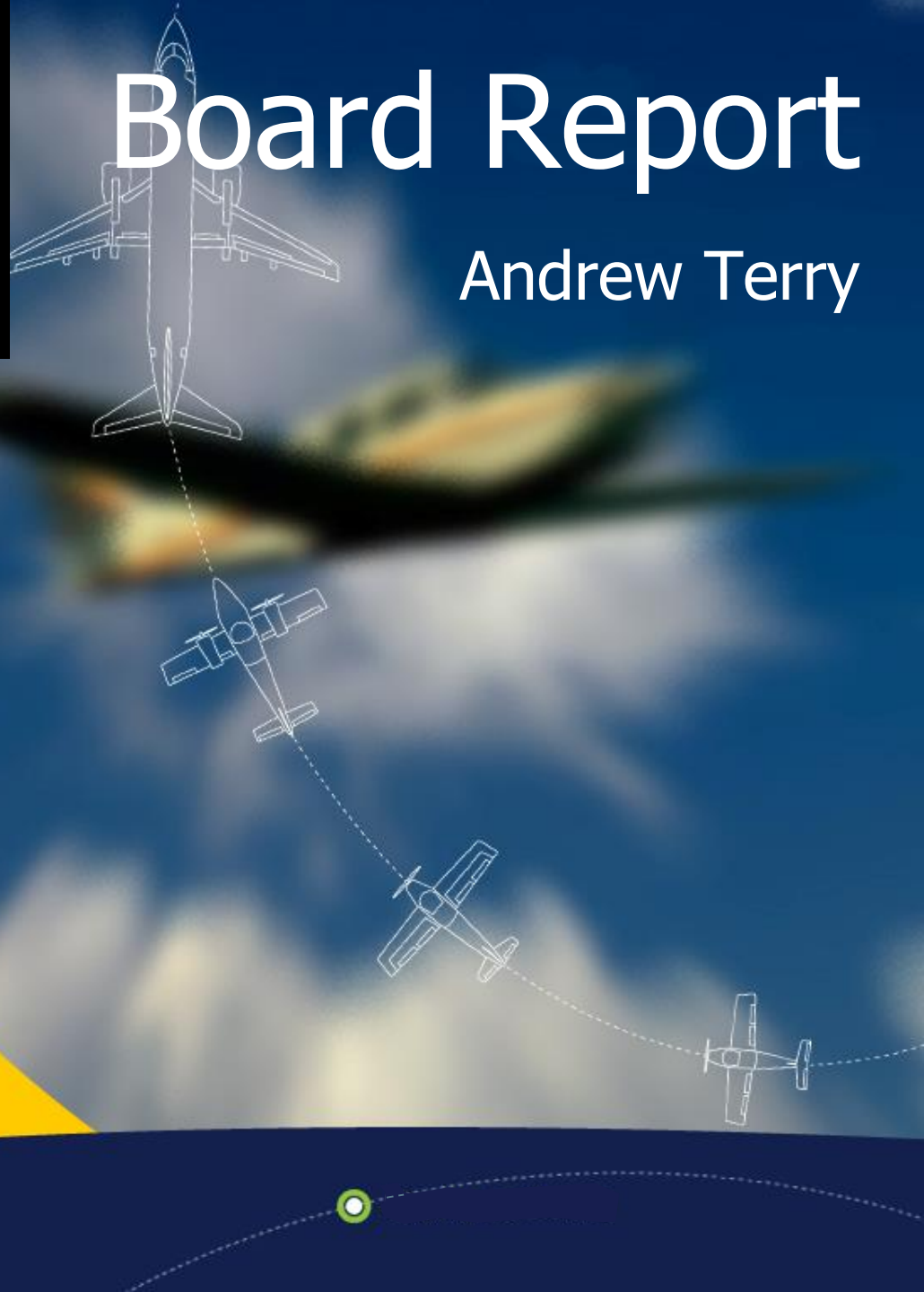




ACAT

Board Report

Andrew Terry



- Outreach
 - Created a new sub-team for Pilot Outreach
 - Abandoned attempts at homeowners meetings
- Roadshow
 - Creating presentation for fractionals
- Will review quarterly noise report
- Investigate conference opportunities
- Set budget request at just less than \$100k
- All attended the AirFair, discussed event

Runway Utilization

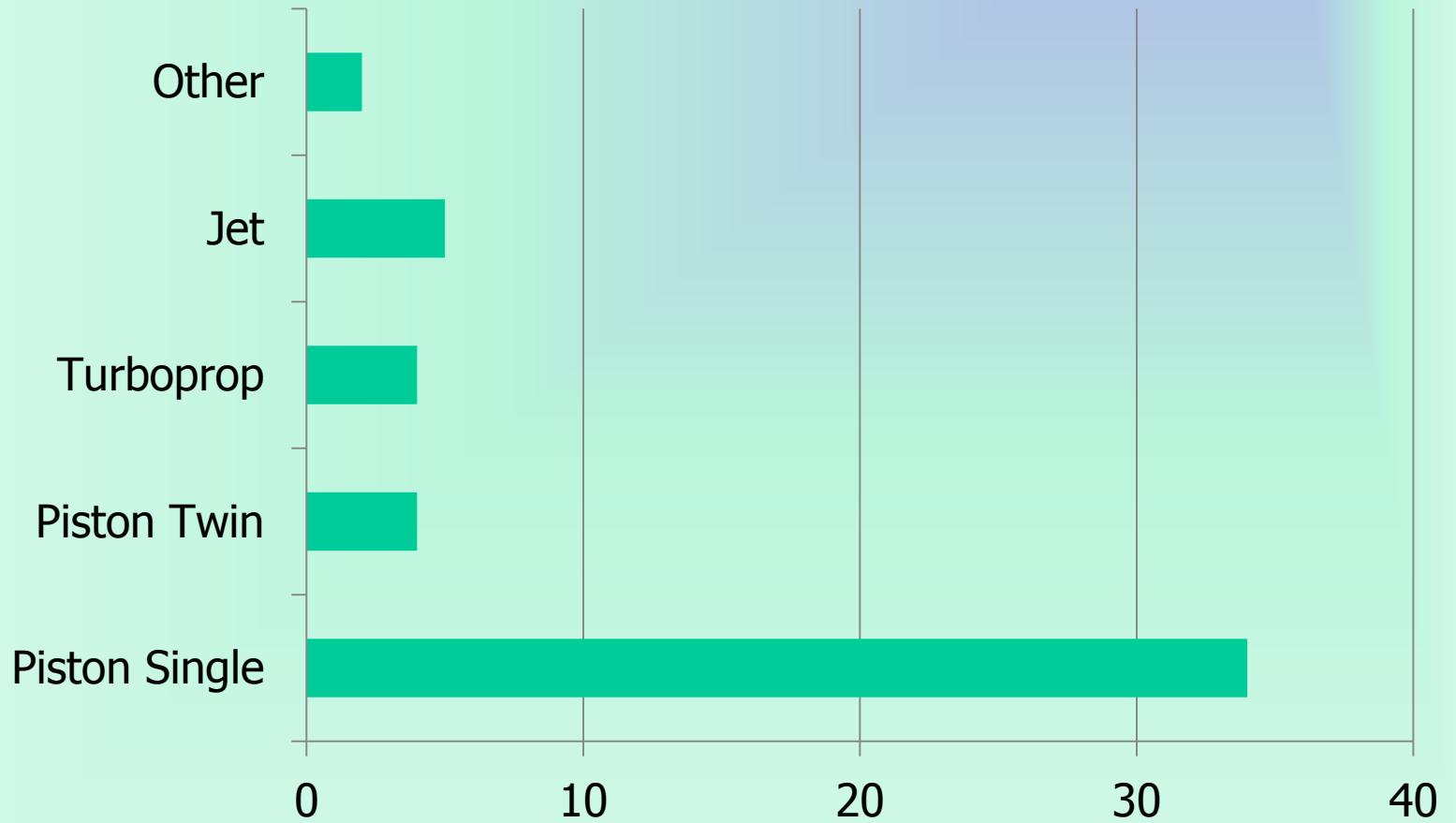
Truckee-Tahoe Airport

July, 2012 Runway Use Survey

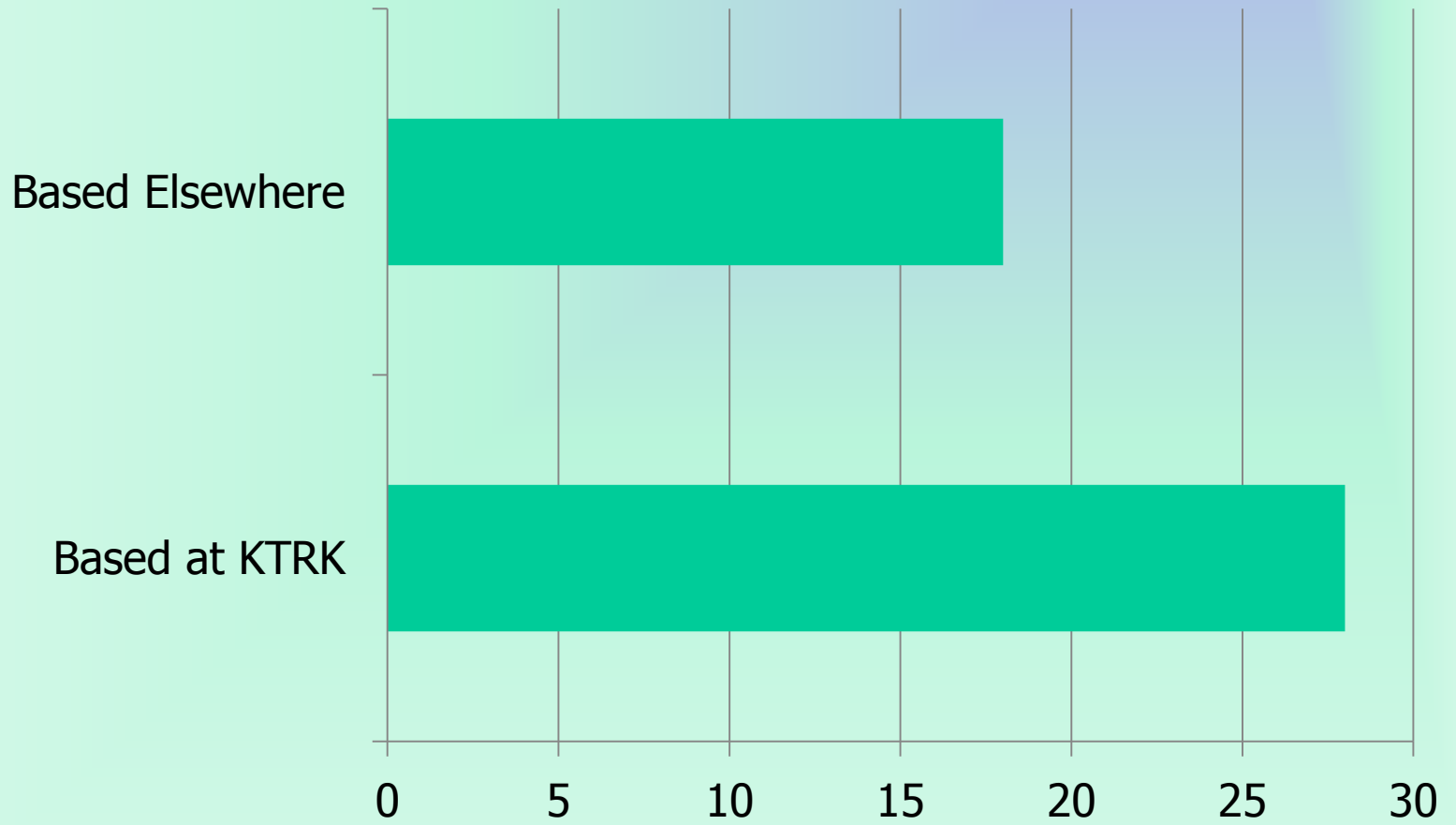
Background

- Board tasked ACAT with looking at measures to reduce noise and annoyance from jet departures
- ACAT analysis suggests winds would permit departures on Runway 1 about half the time
- Purpose of this survey is to solicit feedback on the merits of using Runway 1 for departures
- Survey yielded some other insights as well

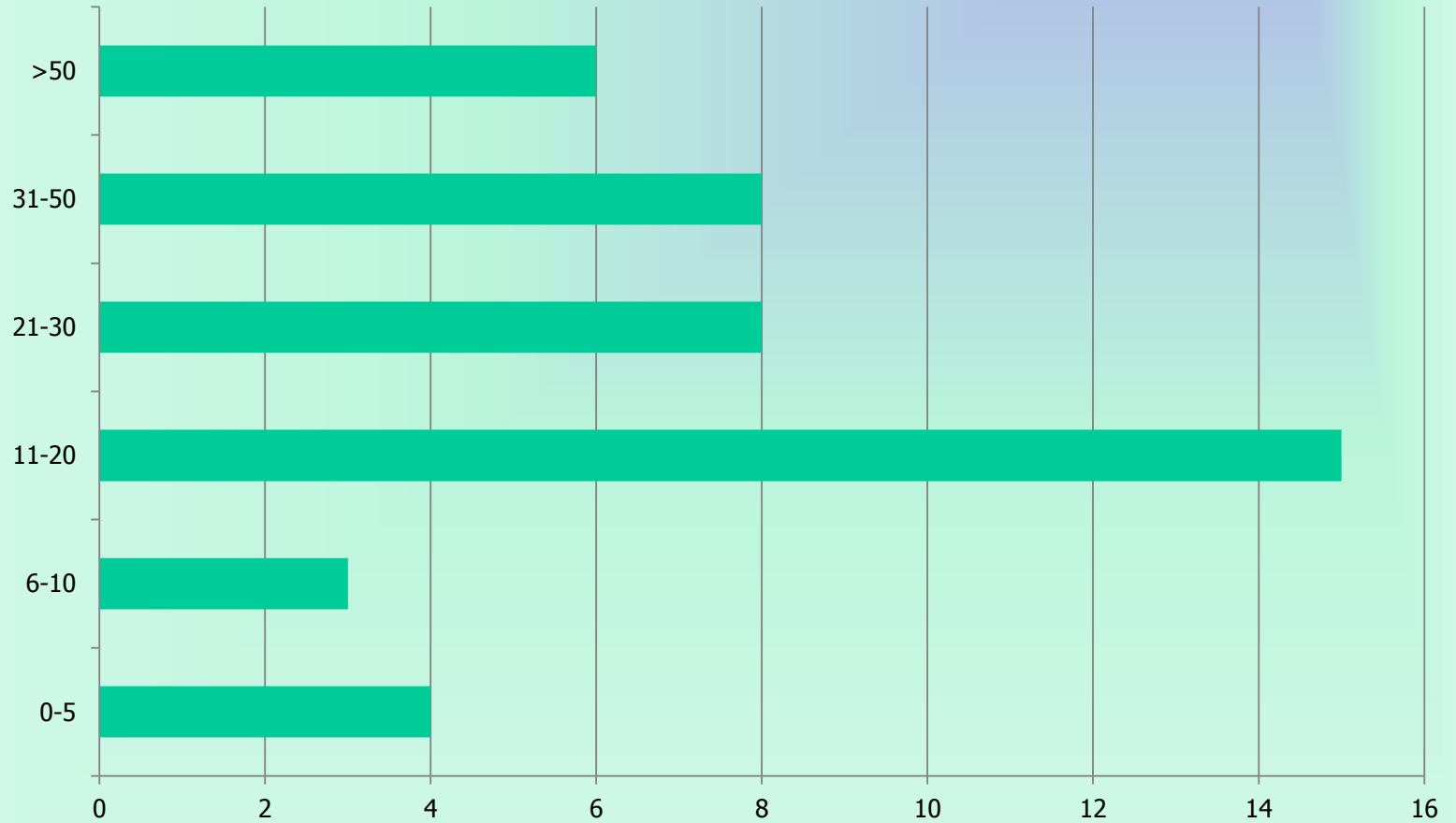
Respondents by Aircraft Type



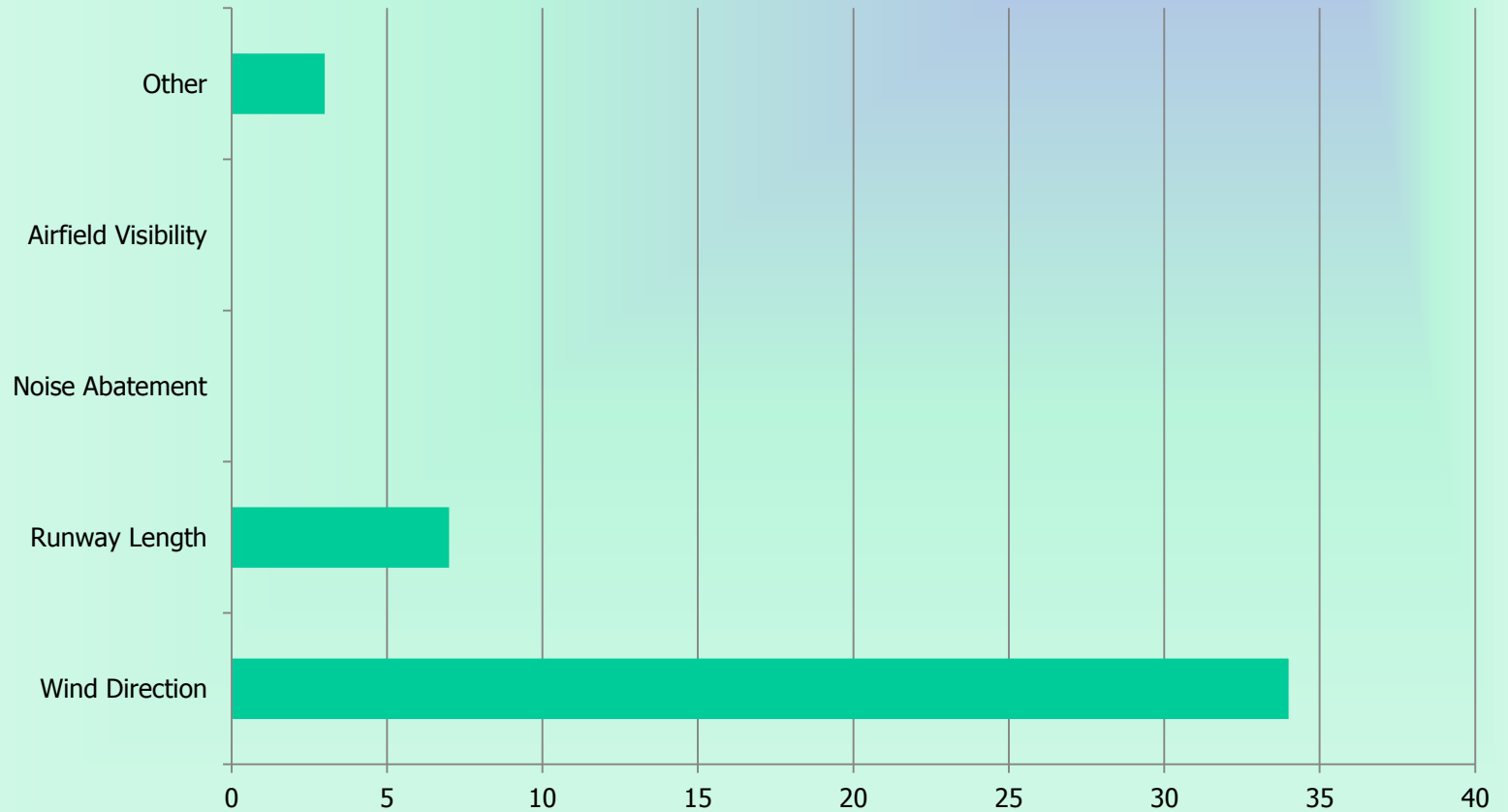
Is KTRK Your Home Base?



Annual Departures



Single Most Important Factor When Selecting a Departure Runway



Do You Use Runway 1 When Winds Permit?

- Just over half responded no
 - Too short/narrow
 - Fewer track miles departing 28
 - Not as safe
 - Opposite direction glider traffic
- Several appreciated the reminder

What Improvements Would Encourage More Usage

- Make it longer
- Make the pavement smoother
- Lower the pattern altitude to 6,700
- Bigger wind sock (or other indicator)
- Rwy 19 wind shear information
- Better field visibility

Would a Summer Tower Be Helpful?

No, by a 3 to 1 margin

- Waste of money
- Not enough traffic
- Cause delays and increase annoyance
- Might attract more traffic

Other Thoughts From Respondents

- Fix the pavement
- Better signage for transient users
- Fix web cams
- Heated hangar, power for engine heaters
- Lower fuel price from the truck
- Lengthen rwy 28 to the east for noise
- Device to pull acft into hangars in winter
- Move glider area away from Brockway

Takeaways

- Pilot education could move some piston operations to runway 1 with no other changes
- Moving jet operations to runway 1 requires that it be lengthened and widened
- Most pilots prefer not having a temporary summer tower
- We need to get more information into the hands of airport users

Next Steps

- Board presentation (statistics only)
- Get results back to pilots (and manage expectations)
- Monitor temporary tower experiment at East Hampton airport
- Follow up on suggestions where practical

END

END