

TRUCKEE TAHOE AIRPORT DISTRICT
BOARD OF DIRECTORS AGENDA ITEM SUMMARY

Topic: Brockway Summit Area Overflight Review

Purpose	Information: X Guidance: Decision:
Objective	<ol style="list-style-type: none"> 1. To begin the process to define the District's position regarding the development proposal and the potential transfer of development rights on Brockway Summit. 2. Review and understand the impact of flight operations over affected areas both on the North and South sides of Highway 267 in the Brockway Summit Area.
Last Action	The Board reviewed the potential exchange of residential development rights in the Brockway Summit Area by land owners at the May 3, 2012 meeting.
Discussion	<p>Staff has reviewed overflight activity in the Brockway Summit area using flight track data. The data evaluated includes July 2011 and the period October 2011-March 2012. The periods represent peak season, single month and shoulder seasons multi-month. During periods of lower traffic it is important to expand the timeframe to include enough data to show trends.</p> <p>Four exhibits have been created showing tracks and flight track densities.</p> <p>Exhibit D.1 Density was evaluated for July showing 4 flights and a doubling for each color change toward the airport. The density analysis was done to show an average of 1 flight per week and the lowest intensity during the study period.</p> <p>Exhibit D.2 The October-March Density Map shows 24 flights at the lowest intensity level and doubling for each color change as it moves toward the airport.</p> <p>Exhibit T.1 Track data from July 2011 was imported from Flight Graph to Arc Map. The data is present with partial transparency to enable viewing of underlying parcel data and District lands (in blue)</p> <p>Exhibit T.2 Track data from October 2011- March 2012 was imported from Flight Graph to Arc Map. This data is also presented with partial transparency.</p> <p>Density grids represent an area of 500'x 500' to provide greater resolution in the data. Review of the density analysis indicates an average overflight intensity of 1-2 aircraft per week in the areas of interest.</p> <p>Both periods indicate three distinct areas of track density in the Brockway Summit area; however they are most apparent on Exhibit D.2. The areas are defined by topography. The southernmost area is in the vicinity of Sawmill Lake and a saddle in the terrain. The center fork follows Highway 267 and the associated saddle at the</p>

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summit. The northern area is on the extended runway centerline. This area also shows greater intensity further from the airport, due to aircraft maneuvering from a base leg to join the final approach for Runway 28.

To assist in our understanding, East West Partners and Sierra Pacific Industries have agreed to make a brief presentation to the Board and Staff at the June 2012 Board meeting.

Staff anticipates a 3rd discussion at the July 2012 Board meeting to work towards a final Airport District position on this development proposal.

Fiscal Impact

N/A

Communication Strategy

To be determined depending on the final Airport District position.

Attachments

Exhibit D.1

Exhibit D.2

Exhibit T.1

Exhibit T.2

Land Use Diagram: Martis Valley Community Plan 2003