

# Annoyance Abatement Policy Options

# Background

- Motivated by complaints from Rwy 28 jet departures
- ACAT and staff discussions regarding possibilities for Rwy 28 RNAV departure
- Board asked ACAT to “be creative”
- Broader discussion than just “RNAV Departure”

## 3.3

# Annoyance Mitigation

### Strategic Directive:

Work proactively to minimize annoyance from aircraft and airport operations including considering non-traditional solutions and the latest technology in aircraft annoyance mitigation. We will also mitigate annoyance through property acquisition and conservation easements. Safety will be a primary goal in consideration of any mitigation efforts.

### Objective 1

Work closely with the airport users, pilot community, and the residents of the District to improve on Fly Quiet program. Use specified programs and non-traditional approaches to encourage observance of annoyance mitigation programs.

### Objective 2

The District will research and implement, where feasible and practical, the latest technology in aircraft noise and annoyance mitigation.

### Objective 3

The District will work with pilots and community to implement effective and useful education and safety programs.

The screenshot displays the WhisperTrack website interface for the Truckee Tahoe Airport. At the top, there is a navigation bar with links for 'Airport Administrator', 'LOGIN', and 'Need an account? Airport administrators: Learn More'. A search bar labeled 'Find an Airport' is also present. The main header features the 'whispertrack' logo and the tagline 'FLY THE QUIET ROUTE™'. Below this, the page is titled 'KTRK Truckee Tahoe Airport' with the location 'Truckee, CA'. The primary content area is 'Noise Abatement Information - Last update 10/10/2010', which includes a 'Print WhisperPlate' button and a 'Noise Sensitivity HIGH' indicator. It shows a 'Runway' section with a slider for 'A1' (01, 10, 19, 28) and an 'Aircraft Category' section with buttons for 'A1', 'A', 'B', 'C', 'D', 'E', and 'HELICOPTER'. An 'Overview' section contains a welcome message and a disclaimer: 'AS ALWAYS, FLIGHT SAFETY MUST SUPERSEDE RECOMMENDED NOISE ABATEMENT PROCEDURES.' On the right side, there is an 'Airport Contact' box with the name 'Hardy Bullock, Environment & Technology Specialist', phone number '530-687-4119 x106', fax '530-687-2984', and address '10356 Truckee Tahoe Airport Rd, Truckee, CA 96161'. It includes 'Send Email' and 'Go to Web Site' buttons. At the bottom right, there is a 'Weather Data' section.

## 3.5

# Flight Tracking

### Strategic Directive:

Utilize the Flight Tracking system to communicate with District residents, visitors and airport users about real time and historical flight path data. The District will strive for a shared operational view of the airport to foster cooperation and understanding.



### Objective 1

Provide online interface for pilots and community members to review and understand aviation operations over the District.

### Objective 2

Develop policies, as needed, related to the appropriate level of reporting, response, retention and release of flight tracking data.

### Objective 3

Use the flight tracking system to utilize and collect real time flight operations data to assist with education, outreach, safety, and decision analysis where practical.

# Challenges

- Communities surround the airport
- Unfavorable topography
  - High terrain E, S and W
  - Surface water near existing runways
  - Quarry N
- Summer sailplane activity
- No local traffic control (control tower)

# Policy Options

Method	Metric	Pro	Con	Example
Disperse operations	F, I, T, D	Limits impact on any one neighborhood; naturally occurs as distance from runway end increases.	May create or increase impacts where none existed before	Encourage Rwy1-19 departures when conditions permit
Concentrate operations	F, I, T, D	Potentially reduces number of affected residents	Increases impact on neighborhoods under flight track; RNAV corridor .6NM wide	RNAV procedures or temporary control tower
Increase aircraft/ground separation	I, D	Diminishes measured ground noise	Requires moving runway(s) – potentially expensive	Move Rwy 28 threshold
Voluntary departure window(s)	F, T	Concentrates operations into predictable time windows	Unenforceable	One hour departure windows at 8, noon 4 PM, 8 PM
Prohibit jet operations	F	Eliminates major source of complaints	Unenforceable and contradicts grant assurances	Naples Airport

**Annoyance Metrics:**

- F= Frequency (How often)
- I= Intensity (How loud)
- T= Time of day/night
- D= Duration (How long)

# General Observations

- Dispersion is cheap, simple and doesn't convey the appearance of shifting the burden
- Concentration is likely to have little impact on noise footprint
  - Modeling results
  - Moves annoyance from one neighborhood to another
  - Minimum climb rate dictated by terrain, not noise
- Increasing air/ground separation will be expensive and could create a perception that the airport wants to expand
- Voluntary departure windows and other limitations on jet operations are unlikely to be acceptable to users or the FAA