

MEMO:

To: Board of Directors, ACAT and Staff
From: Hardy Bullock, Environment & Technology Specialist
Subject: Community Comments & Operations Report- 3rd Quarter 2011
Date: October 27, 2011

The wireless airfield surveillance camera system has been operational 100% of the time in the third quarter of 2011. This is the primary method of measurement for our airfield operations. The only operations that are not represented accurately in this period are helicopter operations, touch and go operations and glider operations. The system was unable to identify 36 aircraft due to their high speed taxi characteristics. These aircraft were manually correlated by staff and included in the operational figures for Q3. The operational totals used in this report to calculate comments per operation and total annoyance are an estimate and noted by italics and red shading on the spreadsheet and labeled, "Adjusted". The actual operational count is depicted above that line in bold and labeled, "Total". This estimation incorporates glider operations that will be verified in the fourth quarter and included in the Q4 2011 master report. The airport measured a 23% decrease in operations in Q3 2011 as compared to Q3 2010 using adjusted operational totals. Comments decreased by 28% in the Q3 2011 as compared to 2010.

Eleven new households reported annoyance this quarter. Of the 57 comments received this quarter, 37 were from 10 households. The remaining 20 comments were received from individual households and represent reported single event annoyance. Half of all comments were received from six households.

Staff did not process any voluntary cancellations of Fly Quiet Incentives due to out of hour's operations. No warning letters were issued for questionable operations during a curfew period.

Beyond the comments

Operations are down slightly in 2011 as compared to 2010. This trend began in Q2 2011 and continues through this quarter. Final glider operations counts may affect this trend but I suspect only slightly. In my subjective opinion, the quality of annoyance has changed this quarter. Less repetitive operations were noted by commenters and more single event and unique annoyance was described. Two events that generated several comments involved jet aircraft departures during high density altitude conditions. Both crews were aware of the noise abatement procedures. Annoyance was reported for the Soar Truckee tow plane. I had a great discussion with Soar Truckee regarding our local community and the nature of their operations.

Table 1: New Commenters

Year	New Commenters
2003	111
2004	84
2005	48
2006	28
2007	29
2008	20
2009	12
2010	6
2011	13 Total 2 in B1 4 in D 1 in E/S 4 OUT

Staff has begun using the flight tracking system to verify, support, and resolve community annoyance. In future reports this data may be available in either tabular or graphical format. Staff is pleased with the system's ability to resolve relevant targets and associate them with accurately reported annoyance. All flight track/annoyance correlation is predicated on the time accuracy of the reported annoyance. Staff is currently educating commenters on reporting attributes that will assist the District in the productive use of the flight tracking system such as time of over flight and direction of travel.

Comments by Operation

- ✓ Departures generated 26 comments (46%)
- ✓ Arrivals generated 9 comments (16%)
- ✓ Touch and Go operations generated 10 comments (18%)
- ✓ Unknown operations accounted for (20%) of all reported annoyance

A Few Items of Note

- 57 comments were received from 30 households.
- All comments referenced operations between the hours of 6:00 AM and 8:30 PM.
- Jets generated 23 comments on operations in Q3 (1:21 comments to operations ratio).
- Pistons generated 22 comments on operations in Q3 (1:88 comments to operations ratio).
- 9 comments referenced unknown aircraft types.

Q3 2011 Community Impact and Operations Report

	Jul-10	Jul-11	% Change	Aug-10	Aug-11	% Change	Sep-10	Sep-11	% Change	3Q 2010	3Q 2011	% Change	LYTD	YTD	% Change
Comments- Location															
Alder	3	0	-100%	2	0	-100%	0	0	0%	5	0	-100%	5	2	-60%
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	1	0	-100%	0	0	0%	0	0	0%	1	0	-100%	1	0	-100%
Glenshire	1	0	-100%	0	2	100%	1	0	-100%	2	2	0%	3	4	33%
Martis Valley Estates	18	6	-67%	7	4	-43%	5	3	-40%	30	13	-57%	68	23	-66%
Northstar/ Martis	2	2	0%	0	0	0%	0	0	0%	2	2	0%	3	3	0%
Olympic Heights	5	4	-20%	8	2	-75%	2	6	200%	15	12	-20%	18	14	-22%
Ponderosa	3	9	200%	0	4	100%	1	2	100%	4	15	275%	16	16	0%
Prosser	8	3	-63%	5	2	-60%	0	2	100%	13	7	-46%	16	11	-31%
Tahoe Donner	0	3	100%	2	0	-100%	2	2	0%	4	5	25%	8	9	13%
Unknown/Other	2	1	-50%	1	0	-100%	0	0	0%	3	1	-67%	3	1	-67%
TOTAL	43	28	-35%	25	14	-44%	11	15	36%	79	57	-28%	141	83	-41%
Operations- Type															
Piston Single	1700	574	-66%	1600	572	-64%	1326	489	-63%	4626	1635	-65%	7798	5021	-36%
Piston Twin	250	112	-55%	236	91	-61%	184	99	-46%	670	302	-55%	1112	866	-22%
Turbo Prop	586	257	-56%	482	243	-50%	372	196	-47%	1440	696	-52%	2308	1842	-20%
Jet <12,499 lbs	116	78	-33%	138	34	-75%	98	49	-50%	352	161	-54%	516	407	-21%
Jet 12,499-19,999 lbs	148	70	-53%	142	61	-57%	112	57	-49%	402	188	-53%	644	446	-31%
Jet > 20,000 lbs	114	51	-55%	110	51	-54%	32	46	44%	256	148	-42%	396	322	-19%
Helo	87	119	37%	57	122	114%	49	94	92%	193	335	74%	215	1040	384%
Unknown	238	0	-100%	84	0	-100%	178	0	-100%	500	0	-100%	1480	124	-92%
TOTAL	3239	1261	-61%	2849	1174	-59%	2351	1030	-56%	8439	3465	-59%	14469	10068	-30%
<i>ADJUSTED</i>	<i>3239</i>	<i>2261</i>	<i>-30%</i>	<i>2849</i>	<i>2174</i>	<i>-24%</i>	<i>2351</i>	<i>2030</i>	<i>-14%</i>	<i>8439</i>	<i>6465</i>	<i>-23%</i>	<i>14469</i>	<i>15068</i>	<i>4%</i>
Comments- Type															
Piston	20	10	-50%	10	8	-20%	5	4	-20%	35	22	-37%	77	33	-57%
Turbine	5	2	-60%	1	0	-100%	1	0	-100%	7	2	-71%	10	4	-60%
Jet	11	13	18%	9	3	-67%	4	7	75%	24	23	-4%	33	32	-3%
Helo	1	0	-100%	5	0	-100%	1	1	0%	7	1	-86%	5	2	-60%
Unknown	6	3	-50%	0	3	100%		3	100%	6	9	50%	16	12	-25%
TOTAL	43	28	-35%	25	14	-44%	11	15	36%	79	57	-28%	141	83	-41%
Comments/Ops	75	80	7%	113	155	37%	213	135	-37%	106	113	7% better	102	121	19% better
Average Annual Operational Composition 70% Transient 30% Home based															

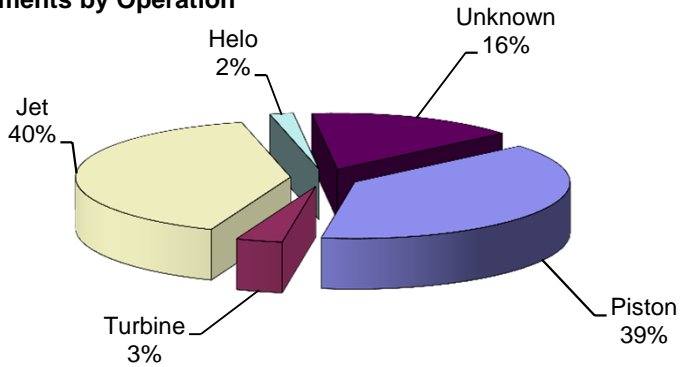
	Q3 2010	Q3 2011	% Change	2010 YTD	2011 YTD	% Change
Total Operations	8439	6465	-23%	14469	13068	-10%
Total Comments	79	57	-28%	141	83	-41%
Comments/Ops	106	113	7% better	102	157	54% better

Operations & Community Comment Report

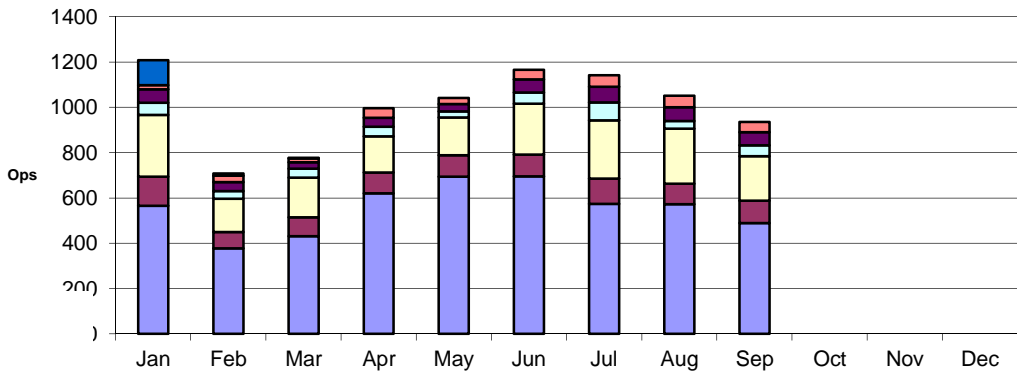
Third Quarter 2011

Truckee Tahoe Airport District

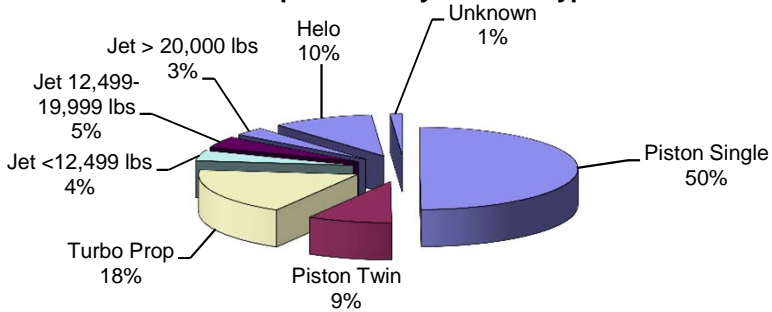
Comments by Operation



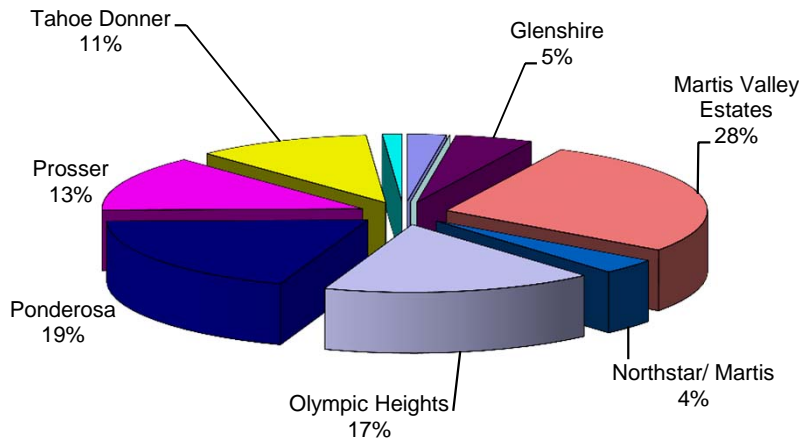
Operations by Type of Aircraft



YTD Operations by Aircraft Type



YTD Comments by Location



Comments 2009 to 2011

