

# MEMO:

---

**To: Board of Directors, ACAT and Staff**  
**From: Hardy Bullock, Environment & Technology Specialist**  
**Subject: Community Comments & Operations Report- 1st Quarter 2011**  
**Date: April 28, 2011**

This is the tenth quarter to use operational data from the airfield camera system. The airfield camera system upgrade was completed by TTI Wireless on February 10th. Mid to late February produced extremely inclement weather. A condition of final acceptance testing required the system to withstand five days of continuous inclement weather. Late February and early March produced continuous precipitation, cloud cover, and cold temperatures. To date the system as a whole has a measured uptime of 99.9%. The installation quality, timeliness of the work, resolution of the cameras, operation and reliability of the system, and the user experience with the new wireless airfield surveillance platform has been outstanding. During Q1 2011 a 32% increase in total operations was recorded by the cameras. January and February of 2010 had significant data loss resulting in a lack of baseline data for this period. You will notice that no percent of change figures are published for this period. January and February of 2011 had minor data losses related to weather and installation of the new system.

Staff did not process any voluntary cancellations of Fly Quiet Incentives due to out of hours operations.

## Beyond the Comments:

Comments for Q1 2011 are down year over year by 28%. 46% of all comments are from one household near the departure end of runway 28 in the B1 zone. Almost all of the comments from this household referenced repetitive piston operations and cited "off flight path" as the root cause of the annoyance.

30% of all comments in Q1 2011 referenced a Gulfstream G3 that departed runway 28 at approximately 9:30 PM. The crew stated that weather conditions prevented them from executing the recommended Gulfstream noise abatement procedure that specifies a reduction of thrust, but reported that they did attempt to follow the noise abatement procedure while complying with the Truck Three obstacle departure procedure.

The only operations that are not reported here are helicopter flights from operators that were either unwilling or unable to release operational data.

**Table 1: New Commenters**

Year	New Commenters
2003	111
2004	84
2005	48
2006	28
2007	29
2008	20
2009	12
2010	20
2011	1 in CLUP zone E Glenshire 1 in CLUP Zone D Grays Crossing

## A Few Items of Note

- The number of unknown operations is drastically reduced from previous reporting periods in February and March due to the image quality from the new camera system.
- 13 comments were received from 8 households. 2 of the households were new this quarter.
- 1 household generated 6 (46%) of the comments. This household is located in the B1 Zone.
- All other households reported annoyance once.
- All comments referenced operations between the hours of 10:30 AM and 9:30 PM.
- Jets generated 4 comments on operations in Q1 (1:80 comments to operations ratio).
- Pistons generated 7 comments on operations in Q1 (1:236 comments to operations ratio).
- A commercial helicopter operator generated 1 comment in Q1 (1:374 comments to operations)
- Staff made direct contact with all pilots who precipitated comments that were identified by a tail number. 2 of 13 comments were unable to be matched to a specific tail number.

Noise Ops Report Q1 2011

	Jan-10	Jan-11	% Change	Feb-10	Feb-11	% Change	Mar-10	Mar-11	% Change	1Q 2010	1Q 2011	% Change	LYTD	YTD	% Change
<b>Comments- Location</b>															
Alder	0	1	100%	0	0	0%	0	0	0%	0	1	100%	0	1	100%
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	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%
Glenshire	0	0	0%	0	0	0%	0	1	100%	0	1	-100%	0	1	100%
Martis Valley Estates	4	1	-75%	5	2	-60%	5	3	-40%	14	6	-57%	14	6	-57%
Northstar/ Martis	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%
Olympic Heights	0	2	100%	0	0	0%	0	0	0%	0	2	100%	0	2	100%
Ponderosa	0	0	0%	1	0	-100%	1	0	-100%	2	0	-100%	2	0	-100%
Prosser	0	2	100%	0	1	-100%	0	0	0%	0	3	100%	0	3	100%
Tahoe Donner	0	0	0%	1	0	100%	1	0	-100%	2	0	-100%	2	0	-100%
Unknown/Other	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%
<b>TOTAL</b>	<b>4</b>	<b>6</b>	<b>50%</b>	<b>7</b>	<b>3</b>	<b>-57%</b>	<b>7</b>	<b>4</b>	<b>-43%</b>	<b>18</b>	<b>13</b>	<b>-28%</b>	<b>18</b>	<b>13</b>	<b>-28%</b>

<b>Operations- Type</b>															
Piston Single	94	566	N/A	224	378	N/A	684	432	-37%	1002	1376	37%	1002	1376	37%
Piston Twin	10	128	N/A	38	72	N/A	92	82	-11%	140	282	101%	140	282	101%
Turbo Prop	8	272	N/A	72	146	N/A	238	176	-26%	318	594	87%	318	594	87%
Jet <12,499 lbs	0	54	N/A	8	34	N/A	56	40	100%	64	128	100%	64	128	100%
Jet 12,499-19,999 lbs	2	60	N/A	22	40	N/A	60	28	-53%	84	128	52%	84	128	52%
Jet > 20,000 lbs	2	18	N/A	8	28	N/A	52	16	-69%	62	62	0%	62	62	0%
Helo	114	142	N/A	120	102	N/A	128	130	2%	362	374	3%	362	374	100%
Unknown	0	110	N/A	86	10	N/A	158	4	-97%	244	124	-49%	244	124	-49%
<b>TOTAL</b>	<b>230</b>	<b>1350</b>	<b>N/A</b>	<b>578</b>	<b>810</b>	<b>N/A</b>	<b>1468</b>	<b>908</b>	<b>-38%</b>	<b>2276</b>	<b>3068</b>	<b>35%</b>	<b>2276</b>	<b>3068</b>	<b>35%</b>

<b>*Indicates Data Loss</b>			Significant			Moderate			Minor						
-----------------------------	--	--	-------------	--	--	----------	--	--	-------	--	--	--	--	--	--

<b>Comments- Type</b>															
Piston	4	2	-50%	5	2	-60%	4	3	-25%	13	7	-46%	13	7	-46%
Turbine	0	0	0%	0	0	0%	1	0	-100%	1	0	100%	1	0	100%
Jet	0	4	100%	1	0	-100%	1	0	-100%	2	4	100%	2	4	100%
Helo	0	0	0%	0	1	100%	0	0	0%	0	1	100%	0	1	100%
Unknown	0	0	0%	1	0	-100%	1	1	0%	2	1	-50%	2	1	-50%
<b>TOTAL</b>	<b>4</b>	<b>6</b>	<b>50%</b>	<b>7</b>	<b>3</b>	<b>-57%</b>	<b>7</b>	<b>4</b>	<b>-43%</b>	<b>18</b>	<b>13</b>	<b>-28%</b>	<b>18</b>	<b>13</b>	<b>-28%</b>

<b>Comments/Ops</b>	<b>1.74%</b>	<b>0.44%</b>	<b>-74%</b>	<b>1.21%</b>	<b>0.37%</b>	<b>-69%</b>	<b>0.48%</b>	<b>0.44%</b>	<b>-8%</b>	<b>0.79%</b>	<b>0.42%</b>	<b>-46%</b>	<b>0.8%</b>	<b>0.42%</b>	<b>-46%</b>
---------------------	--------------	--------------	-------------	--------------	--------------	-------------	--------------	--------------	------------	--------------	--------------	-------------	-------------	--------------	-------------

<b>Operations- Based Applicable only to Q1 2011</b>																
	Jan-11		Feb-11		Mar-11		3Q 2011		YTD							
Unknown	8.0%	108	1.2%	10	0.1%	1	3.9%	119	3.9%	119	3.9%	119	3.9%	119	3.9%	119
Homebased	24.4%	330	42.5%	344	45.2%	410	35.3%	1084	35.3%	1084	35.3%	1084	35.3%	1084	35.3%	1084
Transient	67.6%	912	56.3%	456	54.7%	497	60.7%	1865	60.7%	1865	60.7%	1865	60.7%	1865	60.7%	1865
<b>Total</b>	<b>100.0%</b>	<b>1350</b>	<b>100.0%</b>	<b>810</b>	<b>100%</b>	<b>908</b>	<b>100%</b>	<b>3068</b>	<b>100%</b>	<b>3068</b>	<b>100%</b>	<b>3068</b>	<b>100%</b>	<b>3068</b>	<b>100%</b>	<b>3068</b>

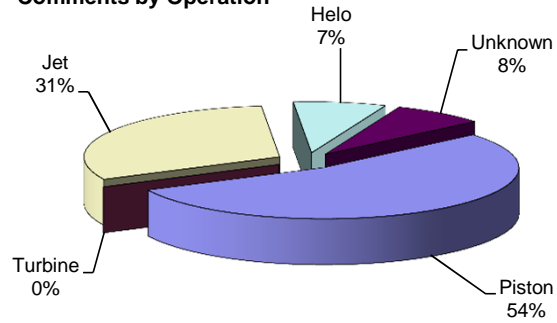
	Q1 2010	Q1 2011	% Change	2010	2011	% Change
Total Operations	2276	3008	32%	2276	3008	32%
Total Comments	18	13	-28%	18	13	-28%
Comments/Ops	0.79%	0.43%	-45%	0.79%	0.43%	-45%

## Operations & Community Comment Report

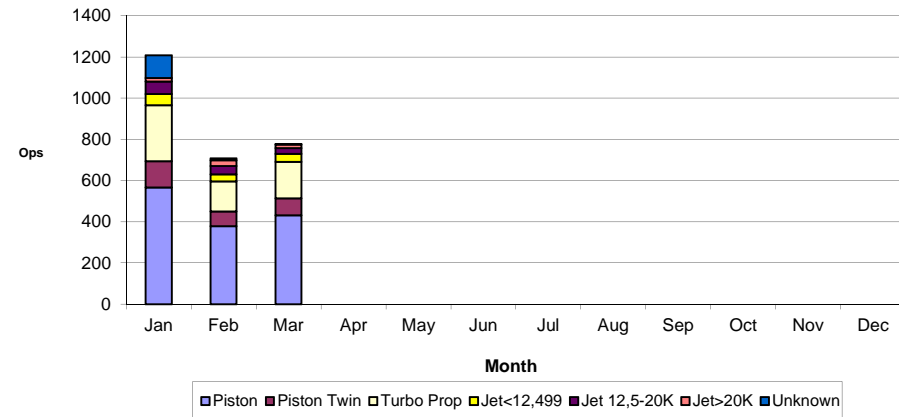
First Quarter 2011

Truckee Tahoe Airport District

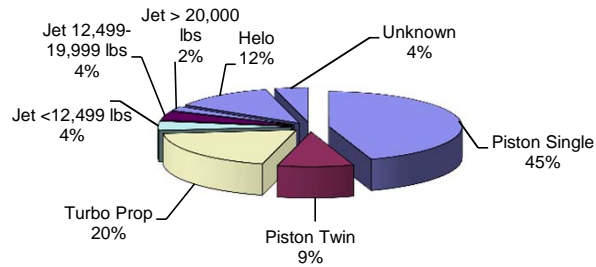
Comments by Operation



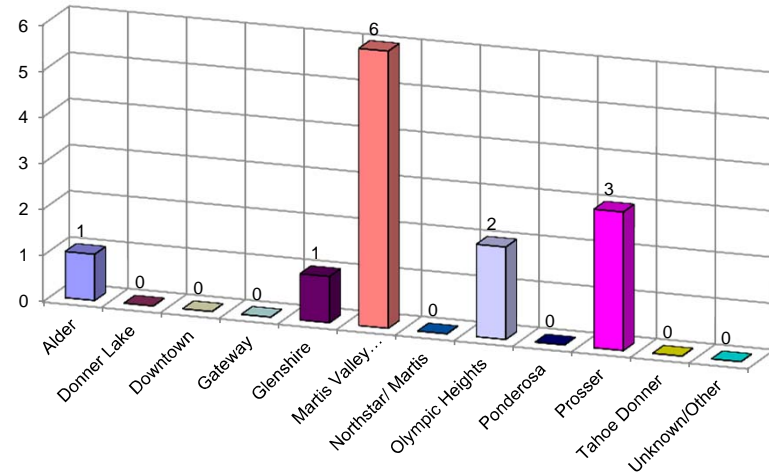
Operations by Type of Aircraft



YTD Operations by Aircraft Type



YTD Comments by Location



Comments by Year

