MEMO:

To: **Community Members, Board of Directors, ACAT and Staff**
From: **Michael Cooke, Manager of Aviation & Community Services**
Subject: **Community Comments & Operations Report- 4th Quarter 2014**
Date: **January 28, 2015**

This report serves as the 4th quarter 2014 summary and the annual community comments and operations master report. All data in this annual master is considered accurate and final. Estimates and assumptions made in previous quarters are verified and placed in the annual master. As data collection and utilization standards change so does the structure of this report.

About the data

The basis for Q4 2014 operations data is the Vector VNOMS system, new in Q3. This system uses departure cameras and MLAT (flight tracking system) data to count arrivals and departures. Camera data offers physical proof of operations and has been the traditional basis of operations captures. Staff used the same methodology to produce Q4 operations data. Departure data was analyzed for errors and, as in prior quarters, doubled to produce the reported totals.

Formerly, estimations for missing data due to camera downtime have been a significant factor to operations reporting. Since the cameras now have a redundant capture mechanism via the MLAT system, camera downtime would have little or no impact on data capture. For Q4 there was no loss of data due to system downtime.

Unlike the former system which either had a photo or did not, the VNOMs system captures operations both with and without photo proof. Hundreds of “unknowns” were captured for Q4 2014, generally Mode C equipped aircraft whose tail numbers could not be verified. Those operations were distributed based on percentage of type into the *operations by type* summary in order to remove the need for an “Unknown” category and row heading.

Touch and go operations

Touch and go operations are often captured as single events in the VNOMs system. The rental aircraft on the field, a Cessna 172 Skyhawk, showed 194 total operations in Q4. Other local and transient aircraft are observed doing touch and go operations regularly. Historically, adding a 15% multiplier of piston single operations has been the reporting metric for Q4 ops (20% for Q2&3).

For Q4, since Touch & Go’s are now captured, modifiers were subtracted out by percentage of operations by type to maintain consistency for the annual report. In Q1 2015 modifiers will be included in the operations by type and will be reflected in the historical reports from 2011 and on.

Night Operations

During the 4th quarter there were 22 verified operations within the curfew hours. Of those, 21 were medevac helicopter activities which generated one annoyance comment. One transient piston aircraft arrived in the curfew period during Q4. A letter has been sent to the registry address. No Fly Quiet incentives were cancelled during the quarter, leaving the total incentive revocations for 2014 at 1.

Beyond local medevac helicopter activities, 8 operations in 2014 were at least 10 minutes into the curfew period, one of which was a medical jet flight which generated community annoyance. Another 10 operations hovered between 6 am and 6:30 am, none violated Fly Quiet incentives. When rounded to the nearest hour, the majority of "night" operations clustered around 6 am, which does suggest that most operators chose to comply with the curfew.

Operations and Fleet Mix

Operations and comments have both increased for 2014 for Q4 and for the year. According to the most recent NPIAS (National Plan of Integrated Airport Systems) forecast for General Aviation, the sector saw moderate to modest growth for 2014, which in general supports the operations numbers at KTRK, however Turboprops and Jets<12,500lbs were each up 21% over 2013. A demographic shift in the region is a significant consideration when discussing changes in the fleet mix at KTRK. Clients who can afford to fly or charter turboprop and business jets are making more use of the facility. Development and real estate sales are excellent indicators for determining the customer base of nearby airports.

Area home sales for 2014 have had a significant growth at higher price points. According to local real estate agent Christy Curtis' Year End Market Statistics, "Luxury sales for properties priced above $1,000,000 went up an astounding 34% from last year. For 2014, there were 234 luxury properties sold as compared to 175 sold in 2013. The median sales price for luxury properties in 2014 ended at $1,775,000 as compared to a median sales price of $1,675,000 in 2013 which is an overall increase of 6%. The average sales price of luxury homes in 2014 ended at $2,328,340 as compared to $2,124,564 in 2013 which is an overall increase of 9%."

Table 1: New Commenters

Year	New Commenters
2003	111
2004	84
2005	48
2006	28
2007	29
2008	20
2009	12
2011	20
2012	7
2013	13
2014	9

Since 2011 operations have seen mostly linear growth or stability. The Piston fleet in 2014 is down from 8,511 in 2011 to 8,170, but has been static over the past 3 years at around 8,000. Turboprop operations have gained almost 1,100 annual operations since 2011, with the largest year over year jump at 655 between 2013 and 2014. Jets operations growth outpaced other categories over the past 4 years averaging about 30% annually. As example, Jets>20,000lbs rose from 447 in 2011 to 1,145 in 2014. The Beyond the Comments section below seeks to illuminate some possible reasons driving operations, however an RFP for Demand Drivers is in evaluation at the time of this report which should bring consultant expertise to the subject.

Comments by Operation 2014

In 2014, 22,764 operations generated 272 comments, or 1.2%. Jets operations comprised 39% of overall comment volume for 2014 (27% for Q4). Piston and Turboprop operations generated 33% and 15% of comment respectively. 11% (31 of 272) of comments did not indicate type of aircraft.

The type of operation generating comments is largely driven by neighborhood. Proximity to and direction from a runway are the underlying factors which determine whether the comment relates to arrival, departure, or touch and go operations. 70% of all reported annoyance where a runway assignment was known, was from runway 29 operations for 2014. 24% of 2014 comments with known runway assignments are attributed to Runway 20.

There were 9 new commenters for 2014.

One commenter in Q3 of 2014 was put into a special report based on the overall comment volume, over 1,260 for the quarter. In review of the unique character and volume of the comments staff has chosen to continue to remove them from the main body of the quarterly report. Review of associated comments and tracks are available upon request.

Beyond the comments

Most of the annoyance comments for 2014 came from repeat commenters. 55 households made 272 comments during 2014. 30 households made single event comments while the remaining 25 commented on multiple occasions. The most comments from a single household was 28, representing annoyance in Glenshire by arrivals to Runway 20. The bulk of repeat commenters were from Olympic Heights with several residents sending in 14 – 27 comments largely focused on 29 departures, often Piston or Turboprop. Olympics Heights had 75 more comments in 2014 versus 2013.

Annual comments peak in Q3, which generally comprise about 60% of annual comment volume. There was an anomaly in 2012 during 29 reconstruction where comment volume dropped from the previous year. Annual operations also peak in Q3 and can be as much as 3 times the traffic volume of other quarters. This is also a time period where people tend to be outside more and keep their homes open to the out of doors.

While growth in operations, up 5%, and a changing fleet mix are integral to comment volume, the large jump in comment volume, both single event and repeat callers, can be attributed to the fact that since April 2014, community members may air their concerns via the District website. Comments grew among all types of aircraft and among all but 3 reporting neighborhoods. Community awareness of the airport is significant. Never before in history has the Truckee Tahoe Airport District been as marketed, discussed, debated or considered by local and national standards.

The District has been actively engaged in myriad community outreach venues such as Truckee Thursdays, STEAM Fair, Big Truck Day, Donner Block Party and even walking neighborhoods to engage with citizens. We sponsor weather reports on the local radio station, offer our community rooms and facilities to non-profits and regularly host events with large volumes of people like Good Morning Truckee. Nationally we do outreach at industry events like NBAA and Schedulers and Dispatch conferences. We recently emailed thousands of operators nation-wide in a campaign to

ensure safety and community awareness. So as it relates to awareness of the District, we are more popular now than ever.

Outreach

Staff invests significant time and effort acting as an intermediary between aircraft operators, community members and airport stakeholders. Those efforts include direct pilot outreach at the field, letters, phone calls, emails, tracking down and correlating aircraft to complaint data, processing data requests, and engaging with the community. After review of flight data, staff determines the necessity of pilot outreach. Outreach to non-compliant or marginally compliant operations include mailed letters, phone calls, emails or direct interaction with flight crews.

Tables and Data

- 667 unique verified Tail Numbers visited the airport in Q4 2014.
- 108 unique models visited during Q4 2014.
- 380 aircraft visited only once (56% of the identified aircraft for the quarter)
- 287 aircraft visited at least 2 times.
- The average # of visits per aircraft for Q4 was 16.

Q4 2014 Identified Aircraft Departures by Day and Runway								
Runway	**Sun**	**Mon**	**Tue**	**Wed**	**Thu**	**Fri**	**Sat**	**Total**
2	30	21	28	32	17	28	27	183
11	5	5	8	14	3	7	6	48
20	28	23	12	23	32	48	11	177
29	331	197	157	166	130	164	184	1329
Unk	1	1	1			2	2	7
Total	395	247	206	235	182	249	230	1744

Q4 2014 Comments by Type		
Q4	**Qty**	**Perc**
Piston	15	37%
TP	14	34%
Jet	11	27%
Helo	1	2%
Unk	0	0%
Total	**41**	

2014 Comments by Type		
2014	**Qty**	**Perc**
Piston	89	33%
TP	41	15%
Jet	106	39%
Helo	5	2%
Unk	31	11%
Total	**272**	

In Q4, 7% or 40 of 586 known jet operations were made by aircraft over 50,000lbs. 24% are attributed to jets 20,000 to 49,999lbs. 11 of 41 comments were attributed to Jets in Q4. Comments associated with a Jet operations by weight are as follows: Jets under 12,499lbs, 3 comments; Jets 12,500 – 19,999lbs, 2 comments; Jets 20,000 to 49,999lbs, 3 comments, Jets over 50,000lbs, 1 comment. 1 comment was associated with a military operation and 1 was unknown.

2014 Comments by Runway					
Runway	**Q1**	**Q2**	**Q3**	**Q4**	**Total**
2	0	0	0	0	0
20	0	5	20	8	33
11	0	0	5	4	9
29	19	19	33	27	98
Unk	3	14	113	2	132
Total	**22**	**38**	**171**	**41**	**272**

2014 Operations per Comment by Type with T&G Modifications			
2014	**Comments**	**Operations**	**Ops/Comment**
Piston	89	9406*	106
Turboprop	41	3691	90
Jet (all)	106	3448	33
Helo	5	1330	266
Unk	31	0	NA
Total	**272**	**17875**	

The operations per comment figures are a summation of operation by type divided by the number of comments by type. For piston aircraft, the touch and go modifier was added to Piston Single operations then combined with Piston Twins to arrive at the 9,406 value. 7,060 annual Piston Single operations x 1.175, the average annual T&G modifier (= 8,295.5), plus the annual total of Piston Twins, 1,110 equals 9,406. The same applies to Helicopters.

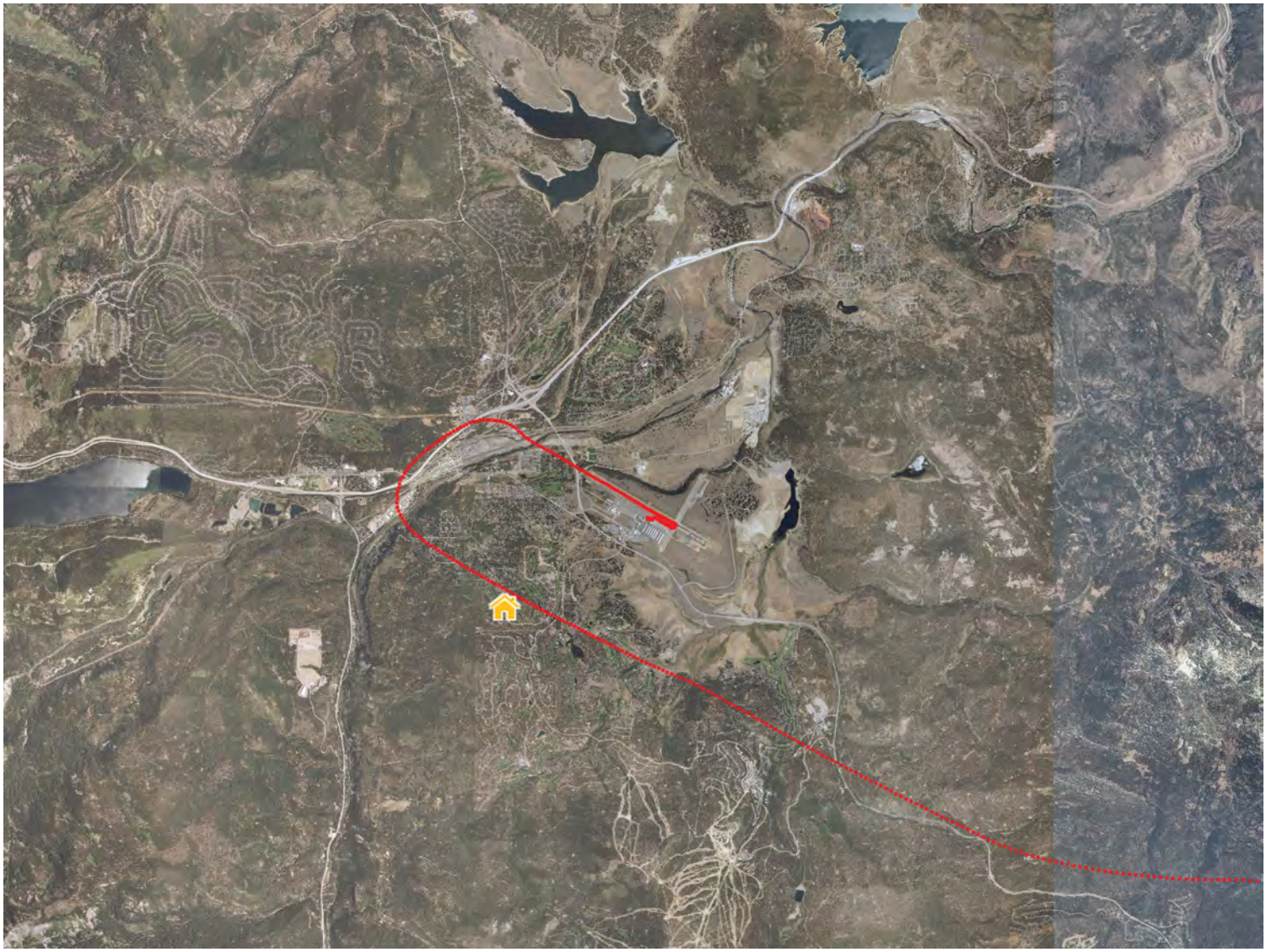
2014 4th Quarter Flight Track Correlations to Complaints

32 Tracks were correlated to 41 Comments in Q4 2014. Reports with images follow. For comments emailed or received via the website, commenter input has been included with each report. Staff comment on the report is intended to clarify the operation where data from the system report is missing.

NOISE COMPLAINT REPORT

COMPLAINT ID: 4581
COMPLAINT TYPE: Off Course
OPERATION TYPE: Arrival
RUNWAY: 11
A/C TYPE: E50P

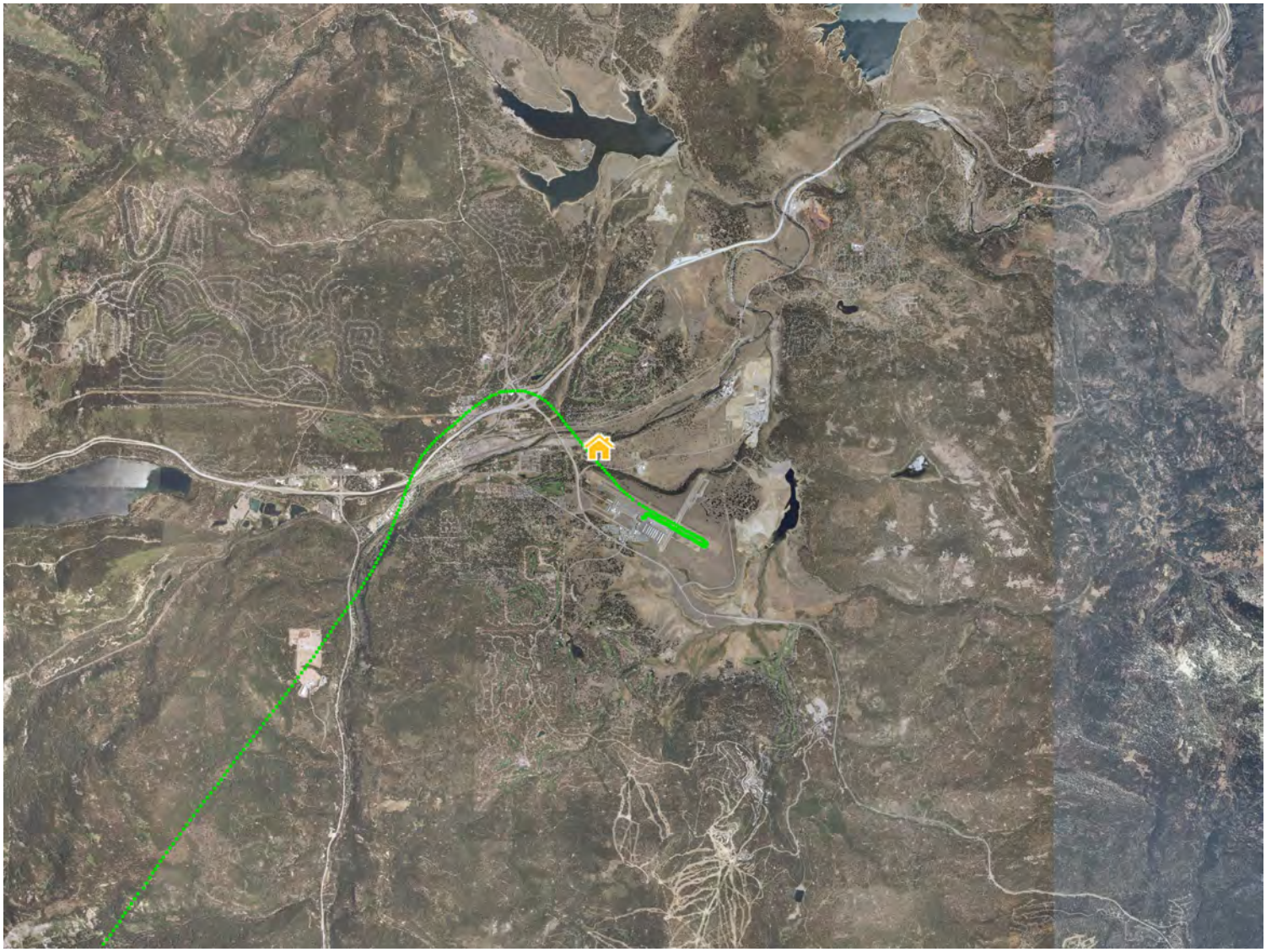
DATE AND TIME: Oct 01 2014, 03:53 PM
POINT OF CLOSEST APPROACH(PCA): 0.03 nm
ALTITUDE AT PCA: 6900 ft



NOISE COMPLAINT REPORT

COMPLAINT ID: 4631
COMPLAINT TYPE: Low And Loud
OPERATION TYPE: Departure
RUNWAY: 29
A/C TYPE: PC12

DATE AND TIME: Oct 02 2014, 10:20 AM
POINT OF CLOSEST APPROACH(PCA): 0.11 nm
ALTITUDE AT PCA: 0 ft

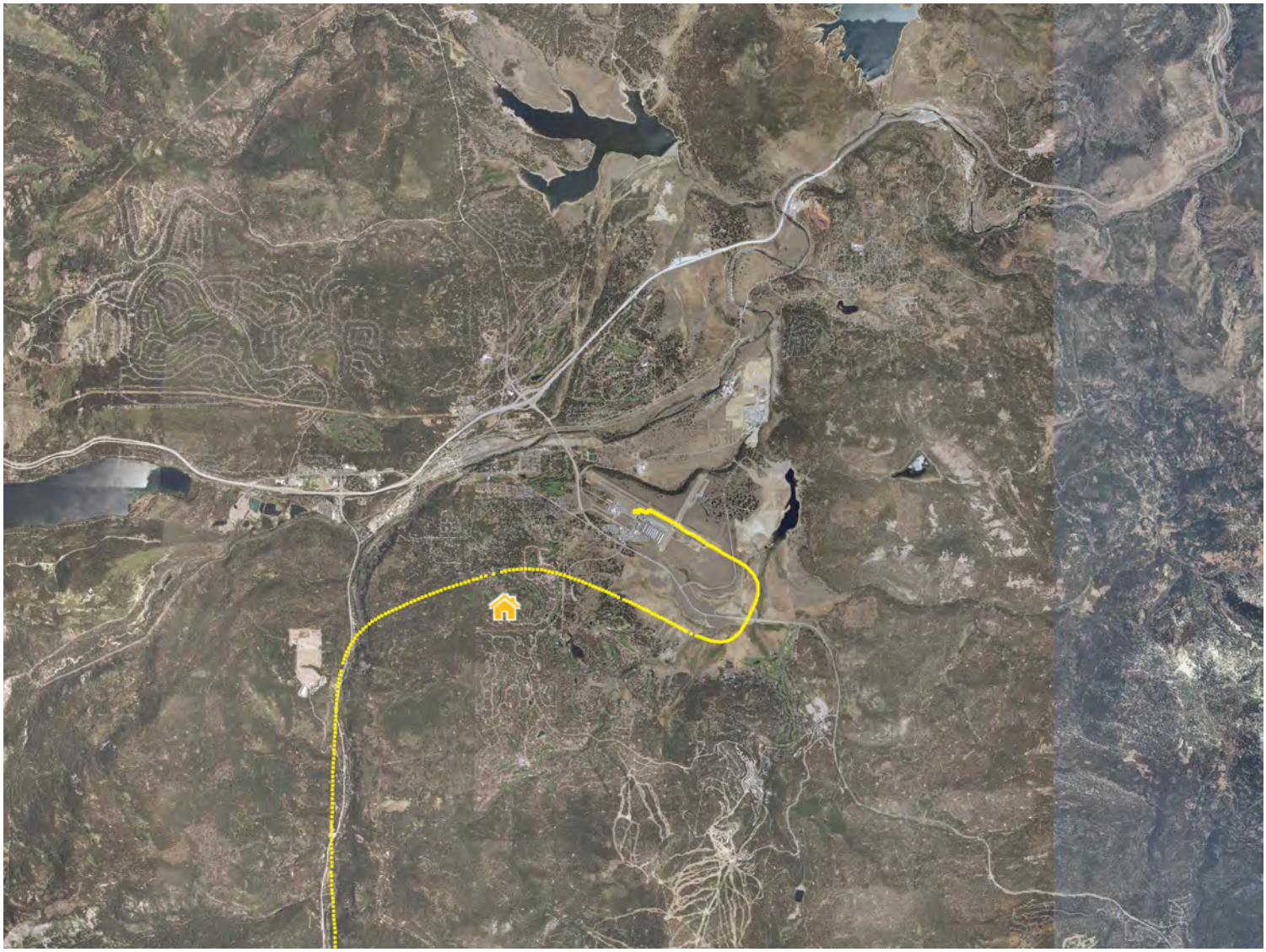


Commenter Input: flying low over top of community
Staff Correction: PCA: 1007' AGL

NOISE COMPLAINT REPORT

COMPLAINT ID: 4632
COMPLAINT TYPE: Off Course
OPERATION TYPE: UNKNOWN
RUNWAY: 29
A/C TYPE: UNK

DATE AND TIME: Oct 06 2014, 10:06 AM
POINT OF CLOSEST APPROACH(PCA): 0.01 nm
ALTITUDE AT PCA: 7100 ft

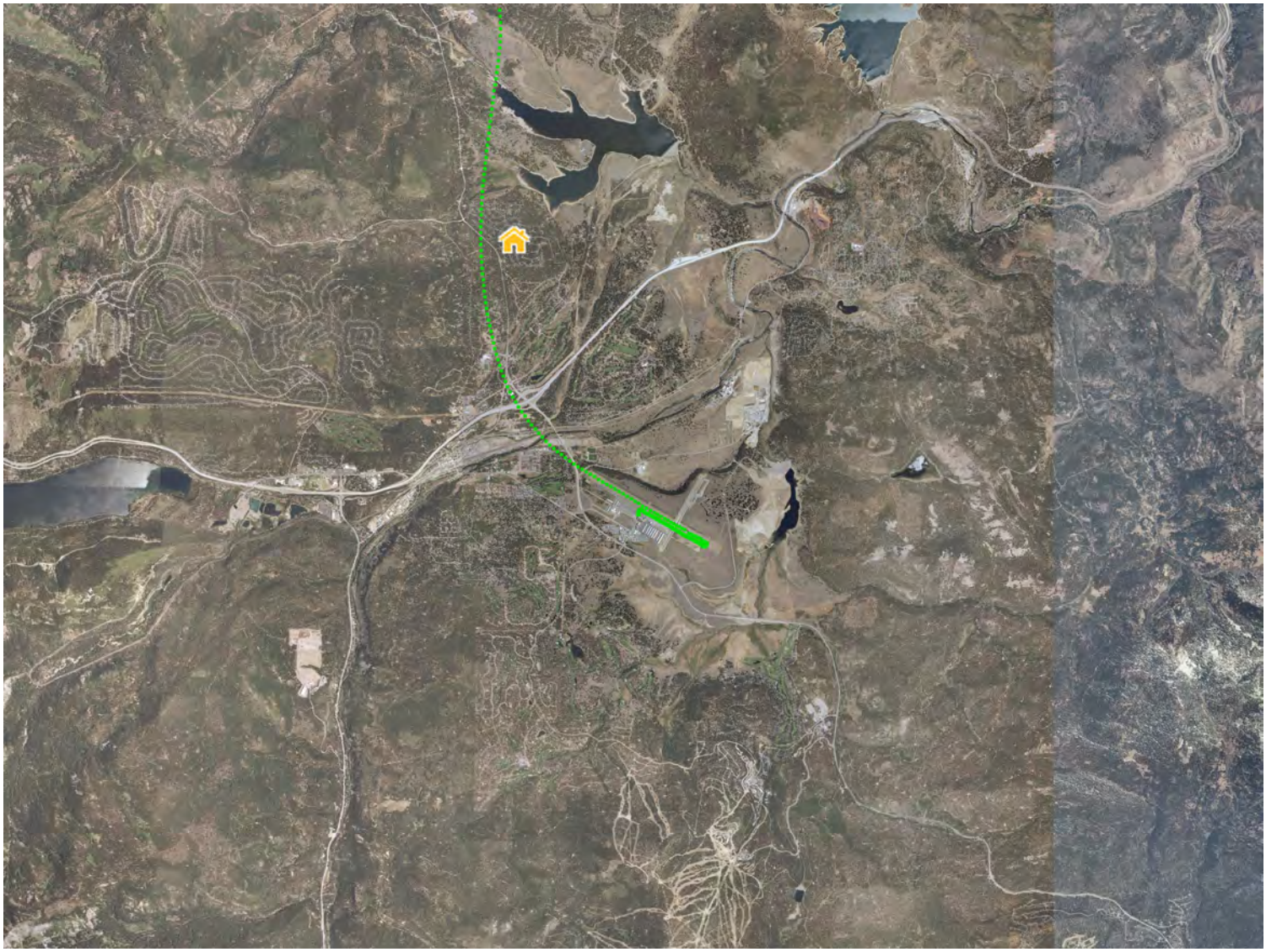


Satff Correction: AC Type: Piston Twin; Operation Type: Arrival

NOISE COMPLAINT REPORT

COMPLAINT ID: 4633
COMPLAINT TYPE: Low
OPERATION TYPE: Departure
RUNWAY: 29
A/C TYPE: GALX

DATE AND TIME: Oct 06 2014, 05:00 PM
POINT OF CLOSEST APPROACH(PCA): 0.1 nm
ALTITUDE AT PCA: 9200 ft

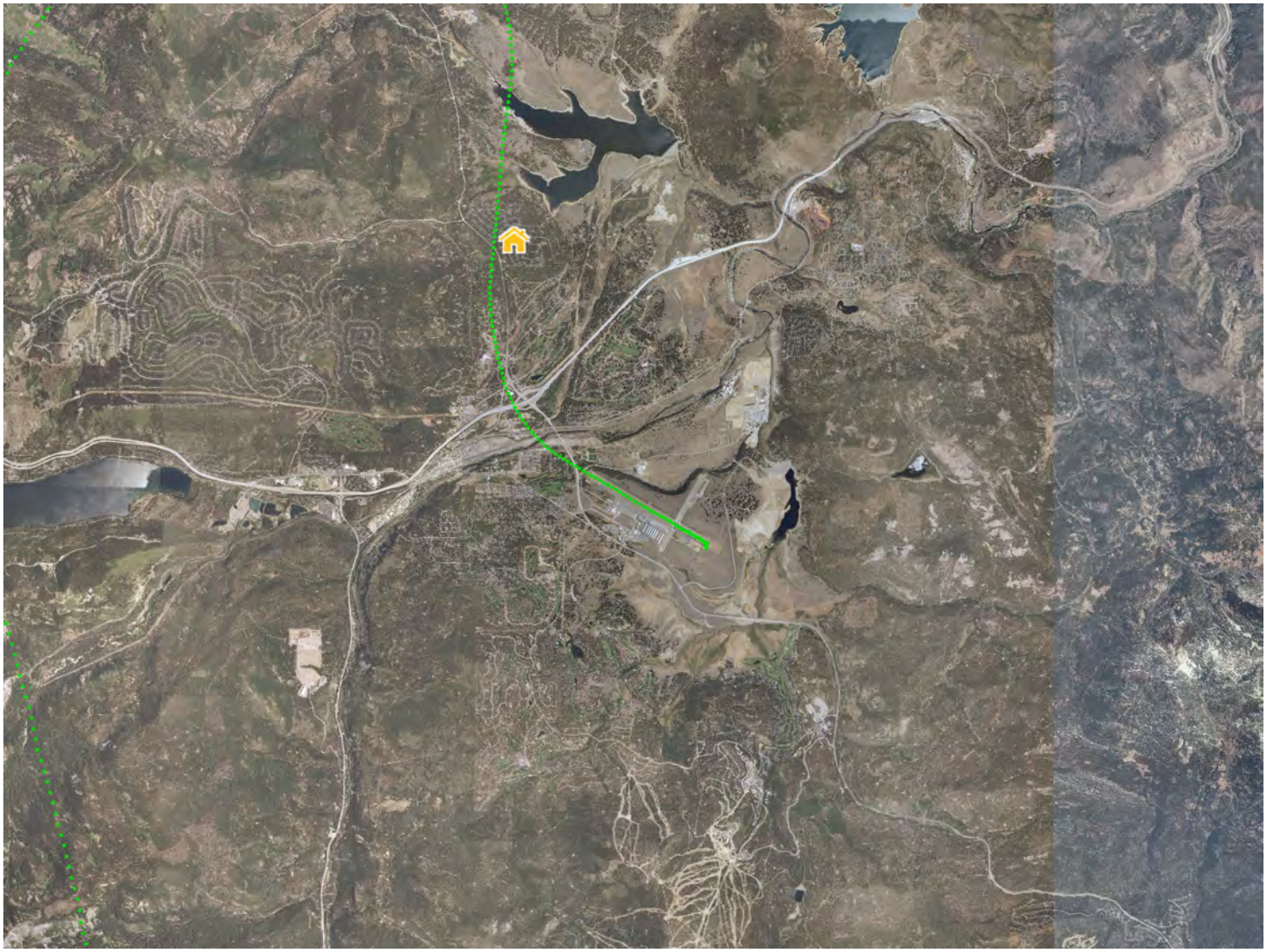


Commenter Input: Business jet flying low directly over our house and the neighborhood, far to the right of 89, which in itself is not a quiet departure route because of numerous houses in Prosser. Please request the Board of Directors to change the designation of CA 89 as a quiet departure route and remove signs with this designation. Please request the Board not to approve the construction of any new hangers that can be used for business jets. Also, please request the Board of Directors to take action to alert the community to the greatly increased business jet traffic over the past year and develop and announce plans to reduce jet noise and pollution. Please share my report with Board Members in full. Thank you. Ted Lipien
Staff Input: Truck Three Departure, 3,367' agl at PCA

NOISE COMPLAINT REPORT

COMPLAINT ID: 4634
COMPLAINT TYPE:
OPERATION TYPE: Departure
RUNWAY: 29
A/C TYPE: CL30

DATE AND TIME: Oct 06 2014, 05:10 PM
POINT OF CLOSEST APPROACH(PCA): 0.06 nm
ALTITUDE AT PCA: 8900 ft



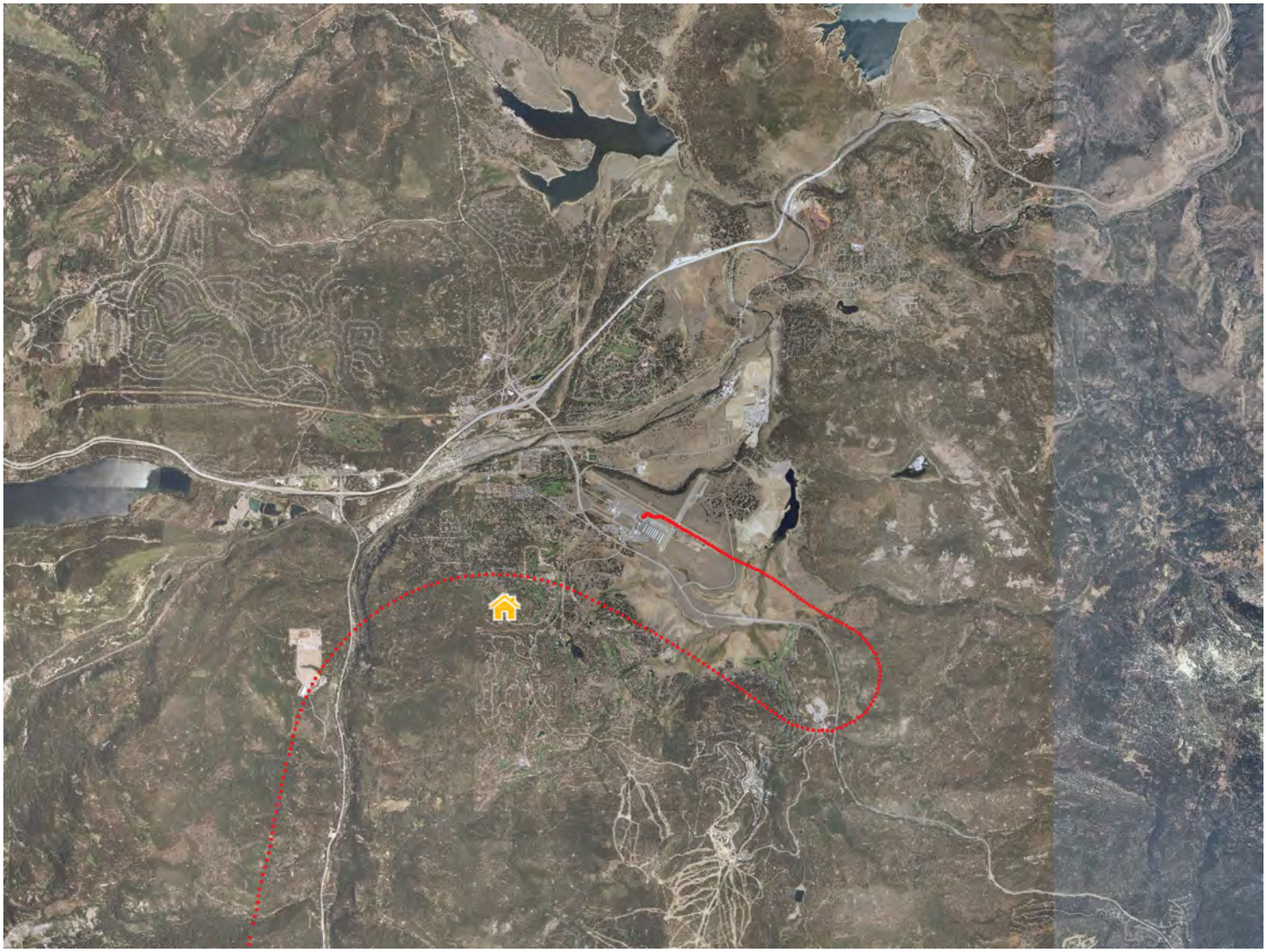
Commenter Input: Second jet within 10 minutes, flying even lower than the first one. Please share this report with the Board of Directors as well. Thank you.

Staff Correction: Complaint Type: Off Course

NOISE COMPLAINT REPORT

COMPLAINT ID: 4635
COMPLAINT TYPE: Off Course
OPERATION TYPE: Arrival
RUNWAY: 29
A/C TYPE: PC12

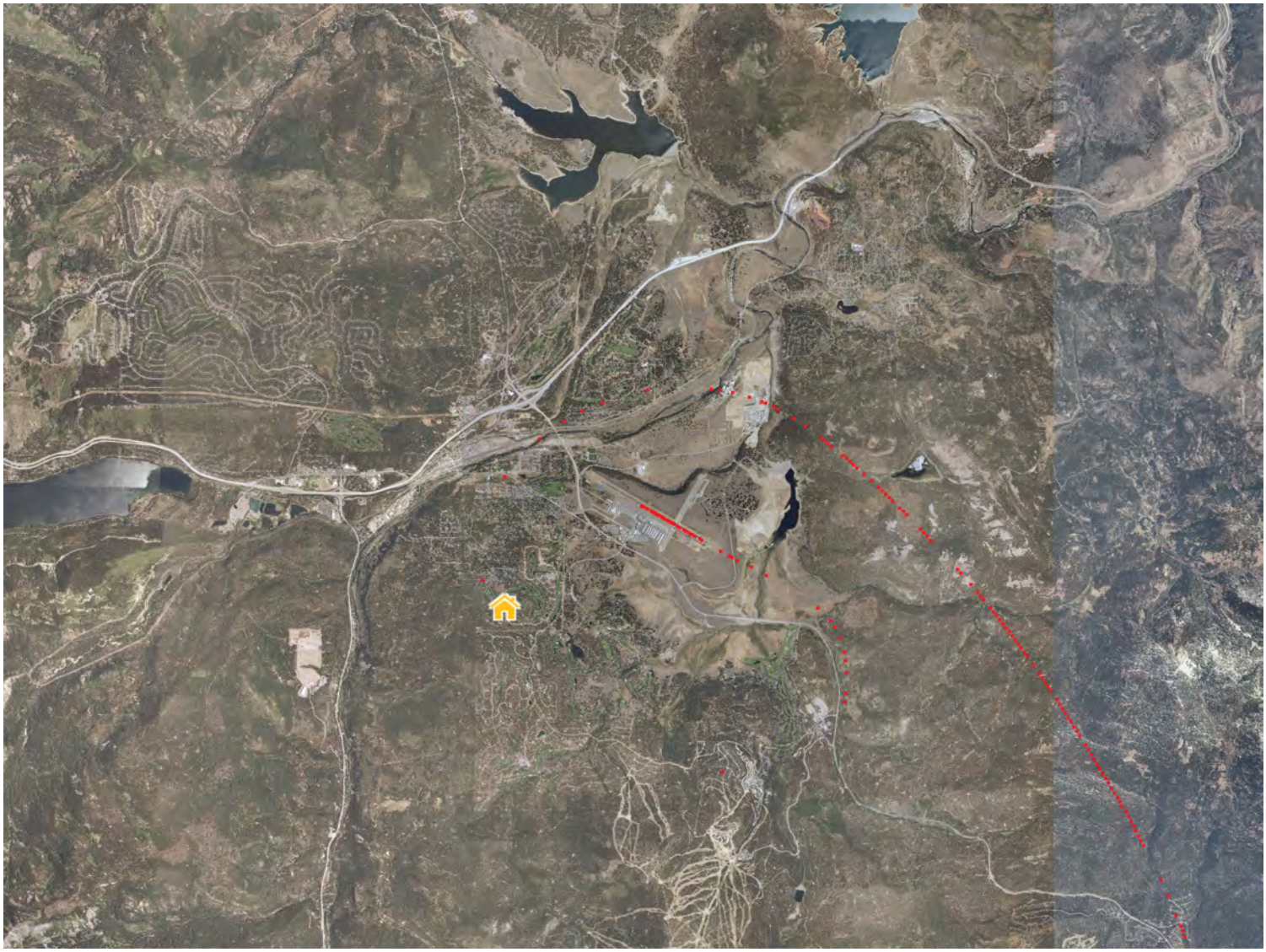
DATE AND TIME: Oct 09 2014, 04:37 PM
POINT OF CLOSEST APPROACH(PCA): 0.04 nm
ALTITUDE AT PCA: 8700 ft



NOISE COMPLAINT REPORT

COMPLAINT ID: 4636
COMPLAINT TYPE: Off Course
OPERATION TYPE: Arrival
RUNWAY: 29
A/C TYPE: BE9T

DATE AND TIME: Oct 10 2014, 11:25 AM
POINT OF CLOSEST APPROACH(PCA): 0.01 nm
ALTITUDE AT PCA: 8600 ft

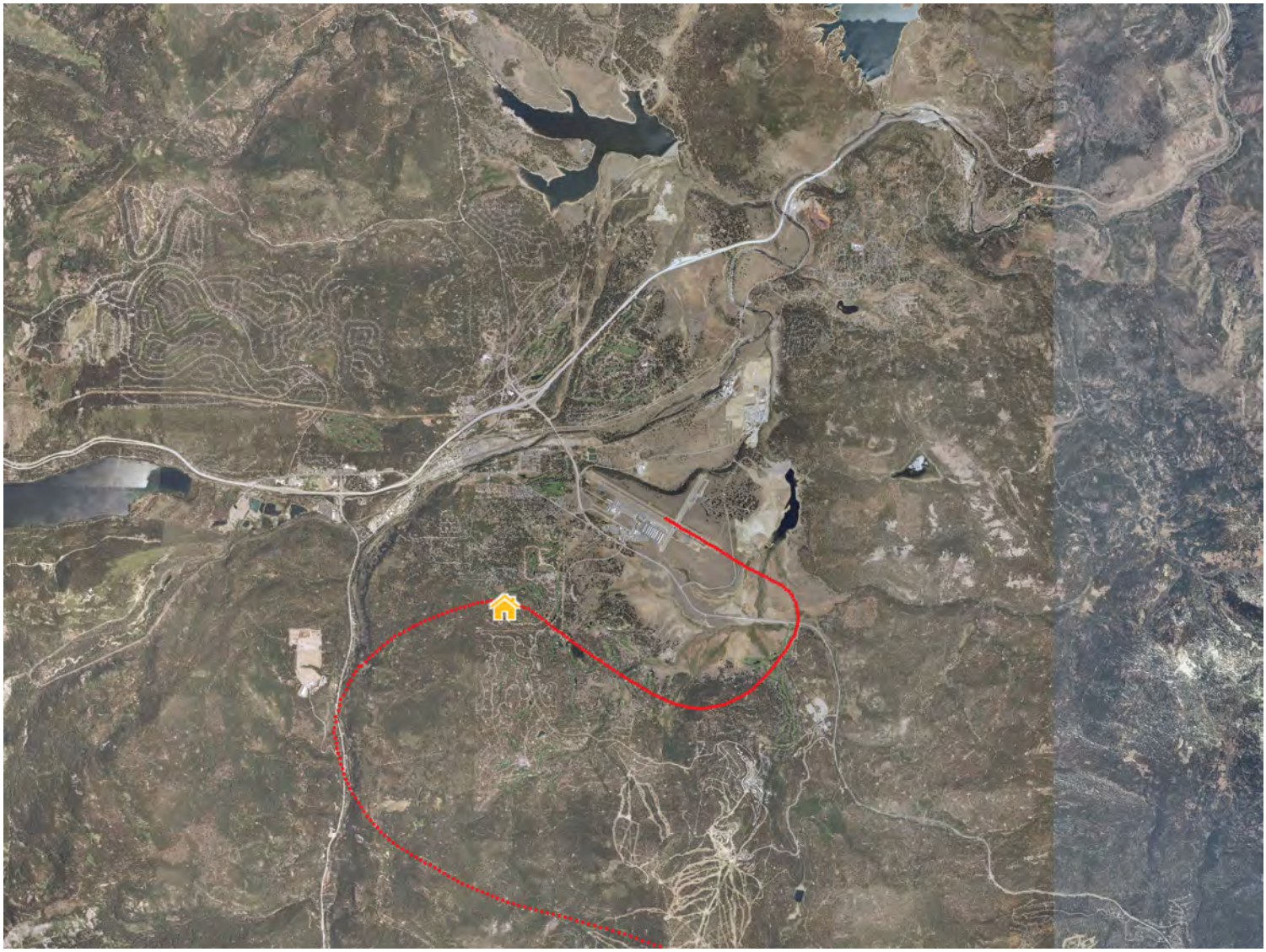


Staff Comment: Track Data Points faint - overhead circling arrival entering high crosswind to left downwind for Runway 29. Overflight of commenter location was at 8,600' or 2,418' agl at PCA

NOISE COMPLAINT REPORT

COMPLAINT ID: 4637
COMPLAINT TYPE: Off Course
OPERATION TYPE: Arrival
RUNWAY: 29
A/C TYPE: C510

DATE AND TIME: Oct 12 2014, 09:38 AM
POINT OF CLOSEST APPROACH(PCA): 0.23 nm
ALTITUDE AT PCA: 0 ft

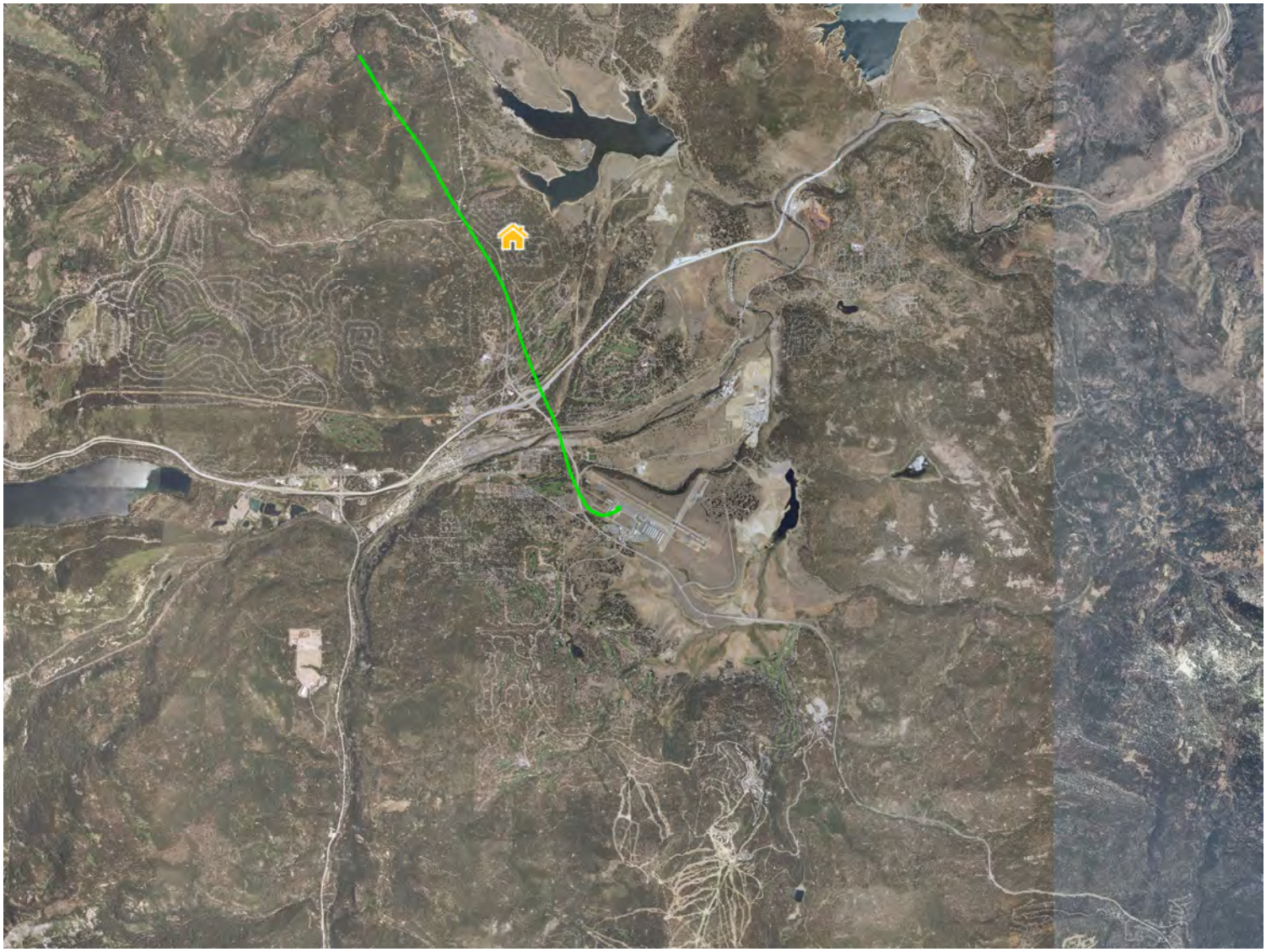


Staff Correction: Altitude at PCA, 1,500' AGL

NOISE COMPLAINT REPORT

COMPLAINT ID: 4706
COMPLAINT TYPE: Loud Disturbance
OPERATION TYPE: Departure
RUNWAY: 29
A/C TYPE: AS50

DATE AND TIME: Oct 14 2014, 03:00 AM
POINT OF CLOSEST APPROACH(PCA): 0.27 nm
ALTITUDE AT PCA: 7000 ft

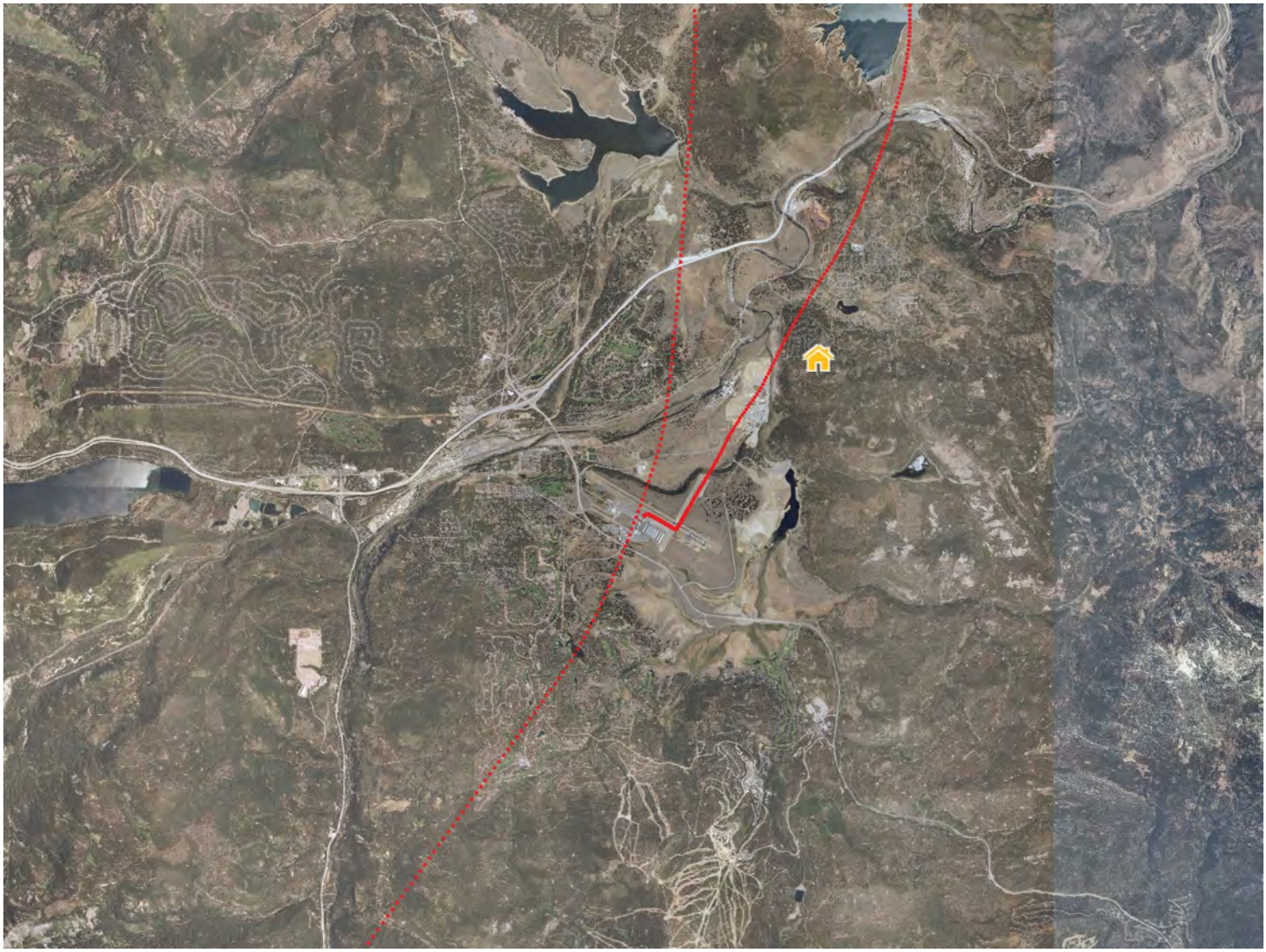


Commenter Input: Woke me up at 3:00 in the morning
Staff Comment: Medical Helicopter Departure

NOISE COMPLAINT REPORT

COMPLAINT ID: 4707
COMPLAINT TYPE: Low
OPERATION TYPE: Arrival
RUNWAY: 20
A/C TYPE: PC12

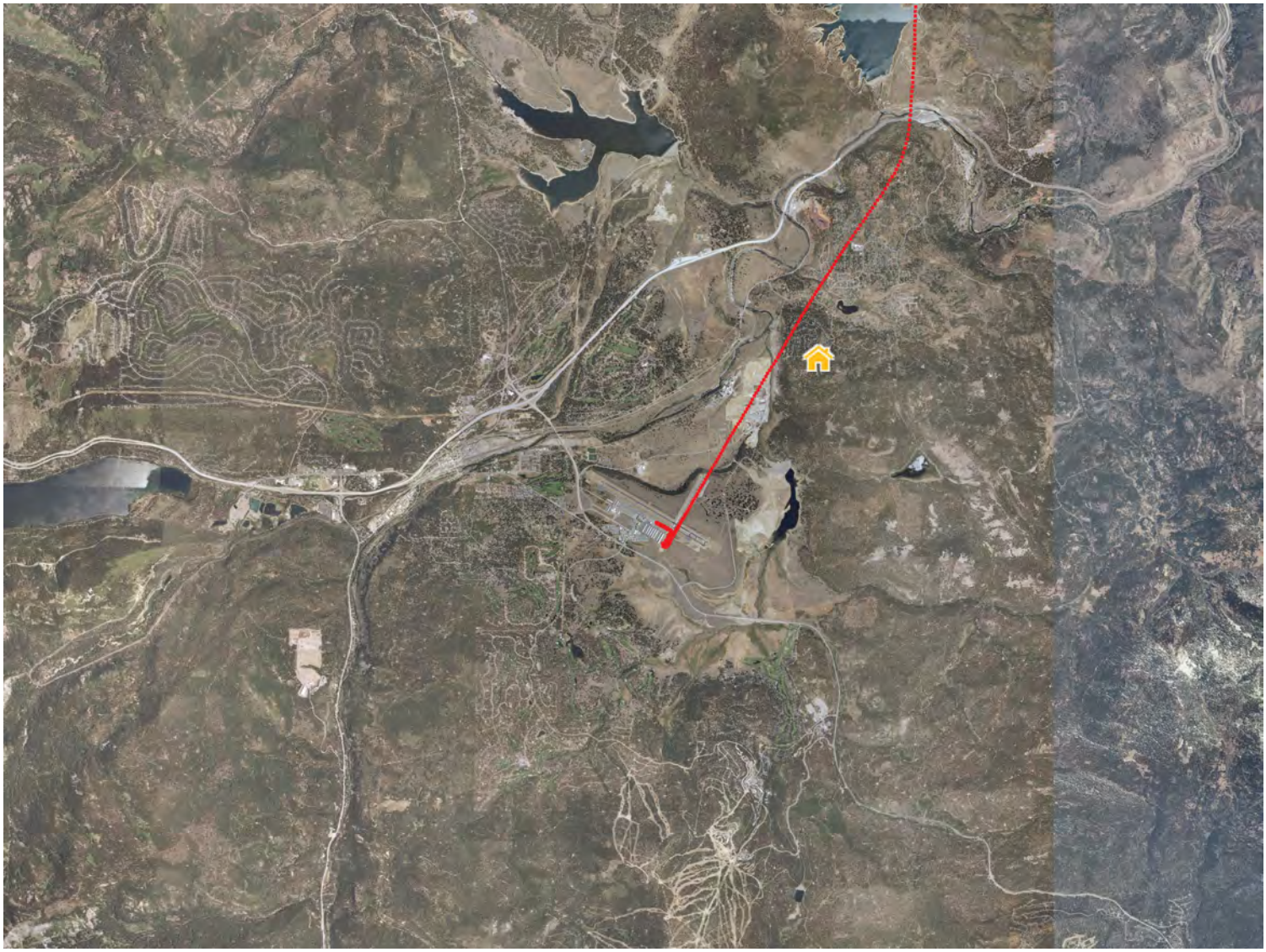
DATE AND TIME: Oct 15 2014, 04:29 PM
POINT OF CLOSEST APPROACH(PCA): 0.04 nm
ALTITUDE AT PCA: 6600 ft



NOISE COMPLAINT REPORT

COMPLAINT ID: 4708
COMPLAINT TYPE: Off Course
OPERATION TYPE: Arrival
RUNWAY: 20
A/C TYPE: C525

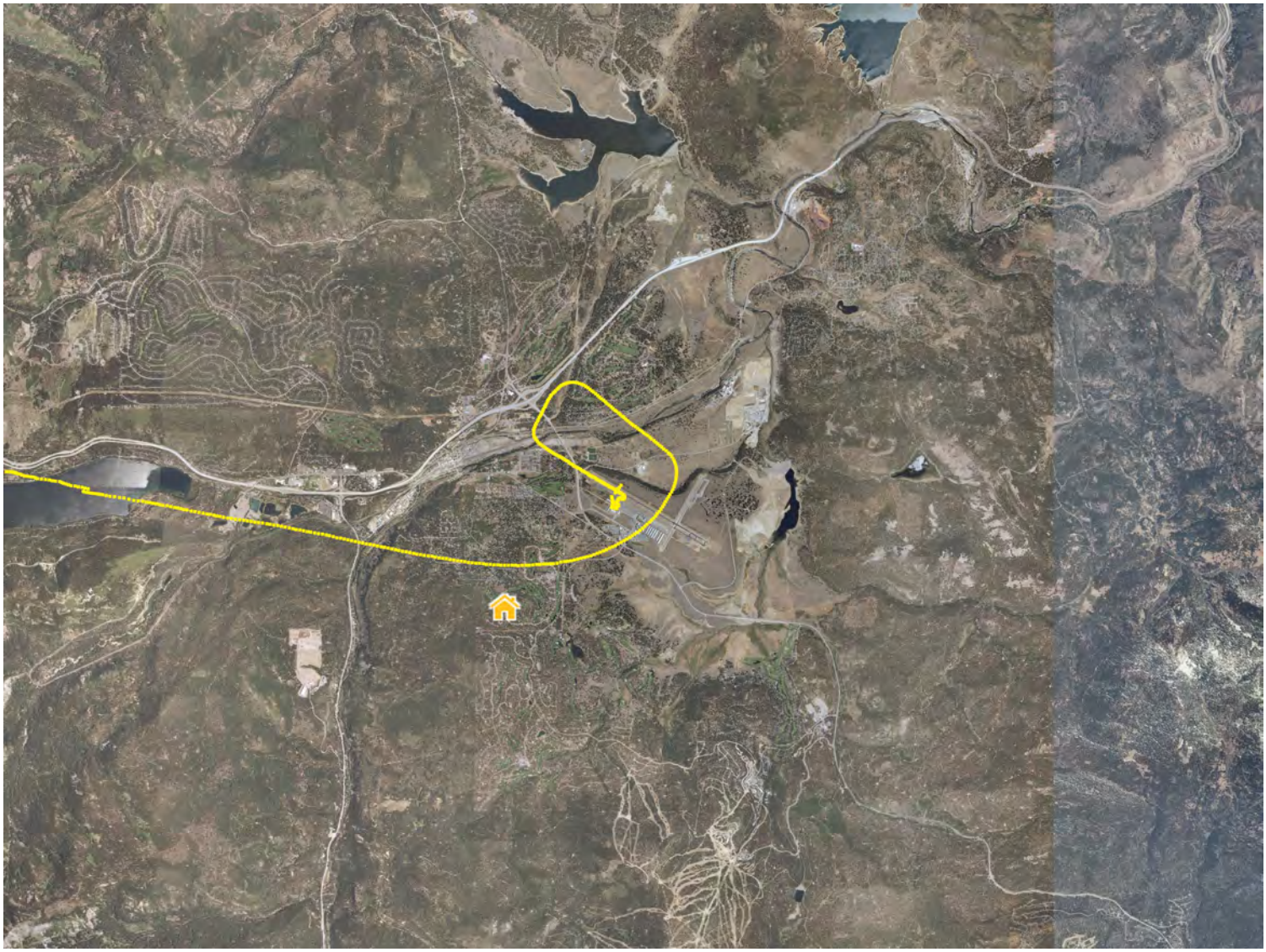
DATE AND TIME: Oct 15 2014, 06:00 PM
POINT OF CLOSEST APPROACH(PCA): 0.02 nm
ALTITUDE AT PCA: 6600 ft



NOISE COMPLAINT REPORT

COMPLAINT ID: 4709
COMPLAINT TYPE: Off Course
OPERATION TYPE: UNKNOWN
RUNWAY: 11
A/C TYPE: UNK

DATE AND TIME: Oct 18 2014, 04:44 PM
POINT OF CLOSEST APPROACH(PCA): 0.15 nm
ALTITUDE AT PCA: 7100 ft

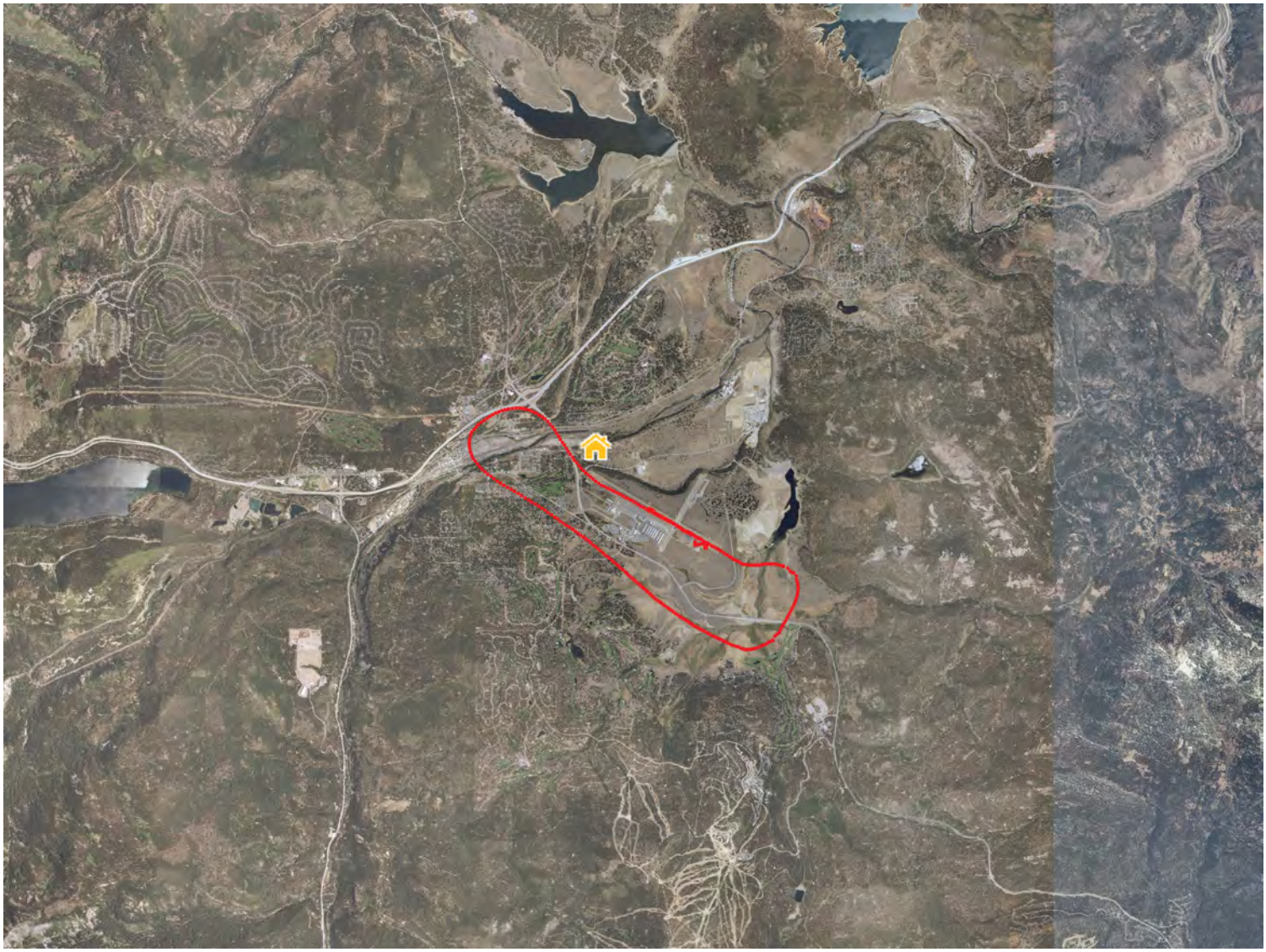


Staff Input: Piston Arrival Runway 11

NOISE COMPLAINT REPORT

COMPLAINT ID: 4712
COMPLAINT TYPE: Off Course
OPERATION TYPE: Arrival
RUNWAY: 29
A/C TYPE:

DATE AND TIME: Oct 19 2014, 11:22 AM
POINT OF CLOSEST APPROACH(PCA): 0.21 nm
ALTITUDE AT PCA: 6500 ft

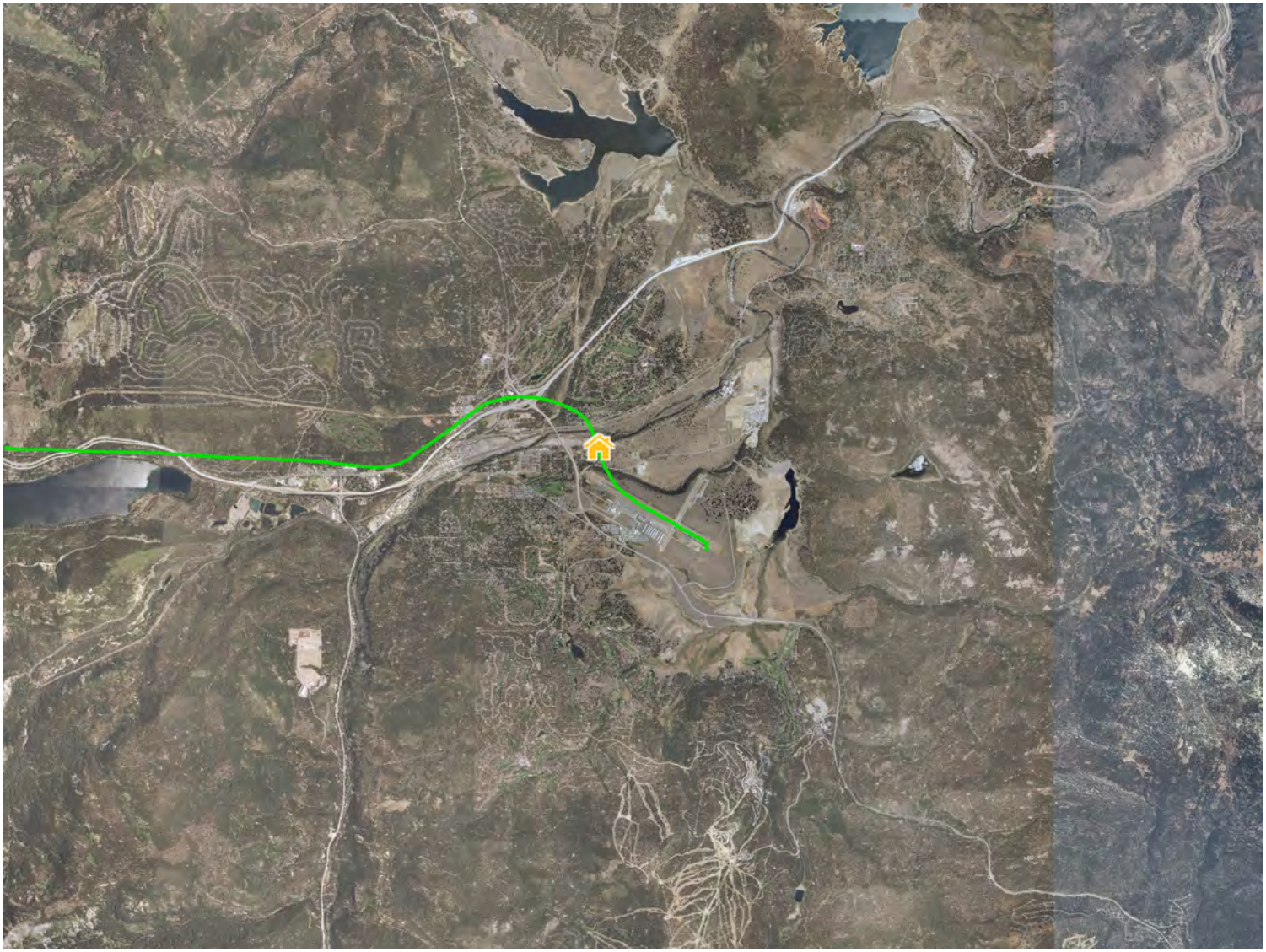


Staff Comment: A/C Type Piston

NOISE COMPLAINT REPORT

COMPLAINT ID: 4711
COMPLAINT TYPE: Low And Loud
OPERATION TYPE: Departure
RUNWAY: 29
A/C TYPE: P28R

DATE AND TIME: Oct 19 2014, 12:40 PM
POINT OF CLOSEST APPROACH(PCA): 0.06 nm
ALTITUDE AT PCA: 0 ft

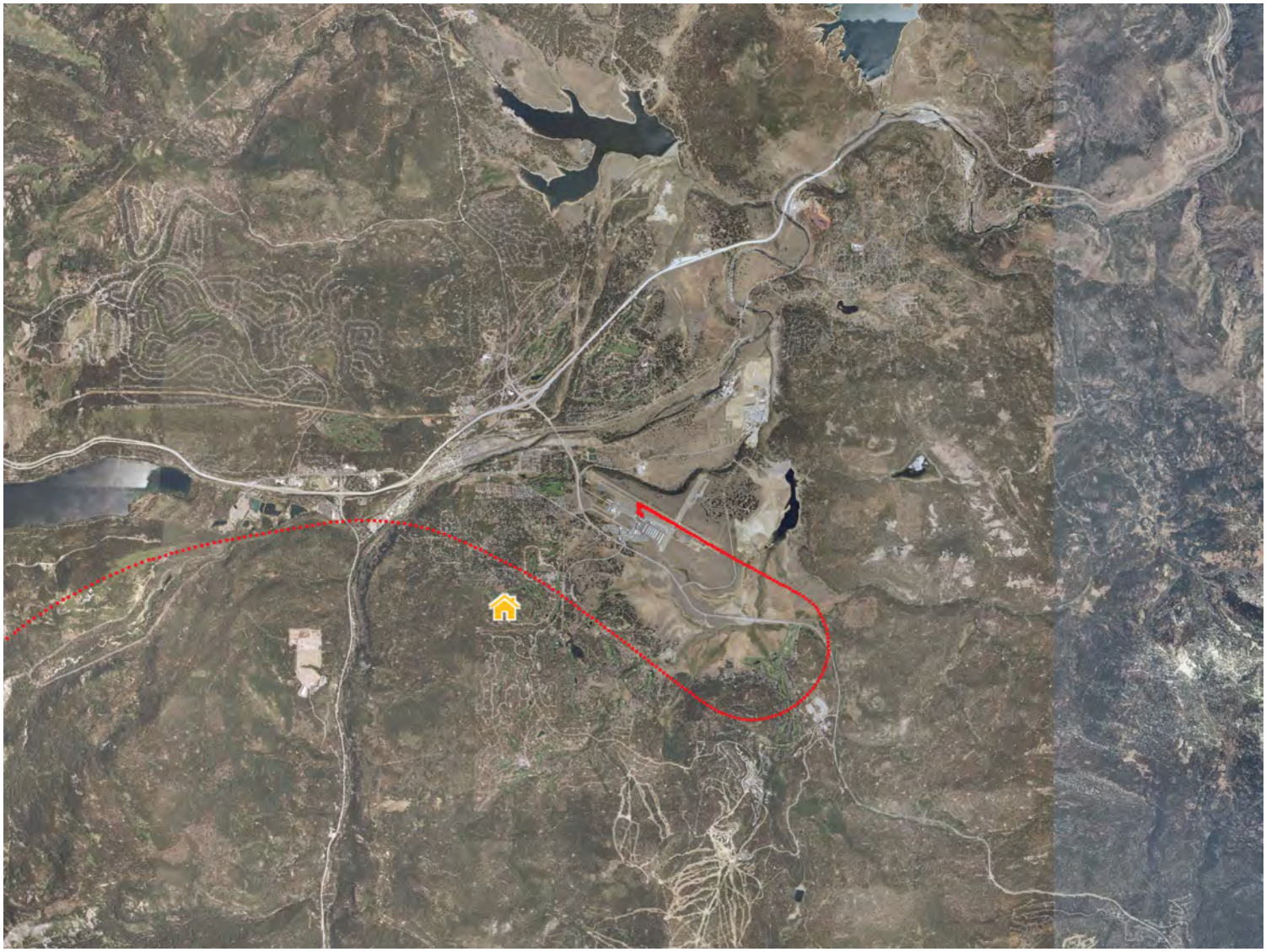


Staff Correction: Altitude at PCA, 500' AGL

NOISE COMPLAINT REPORT

COMPLAINT ID: 4710
COMPLAINT TYPE: Off Course
OPERATION TYPE: Arrival
RUNWAY: 29
A/C TYPE: BE9L

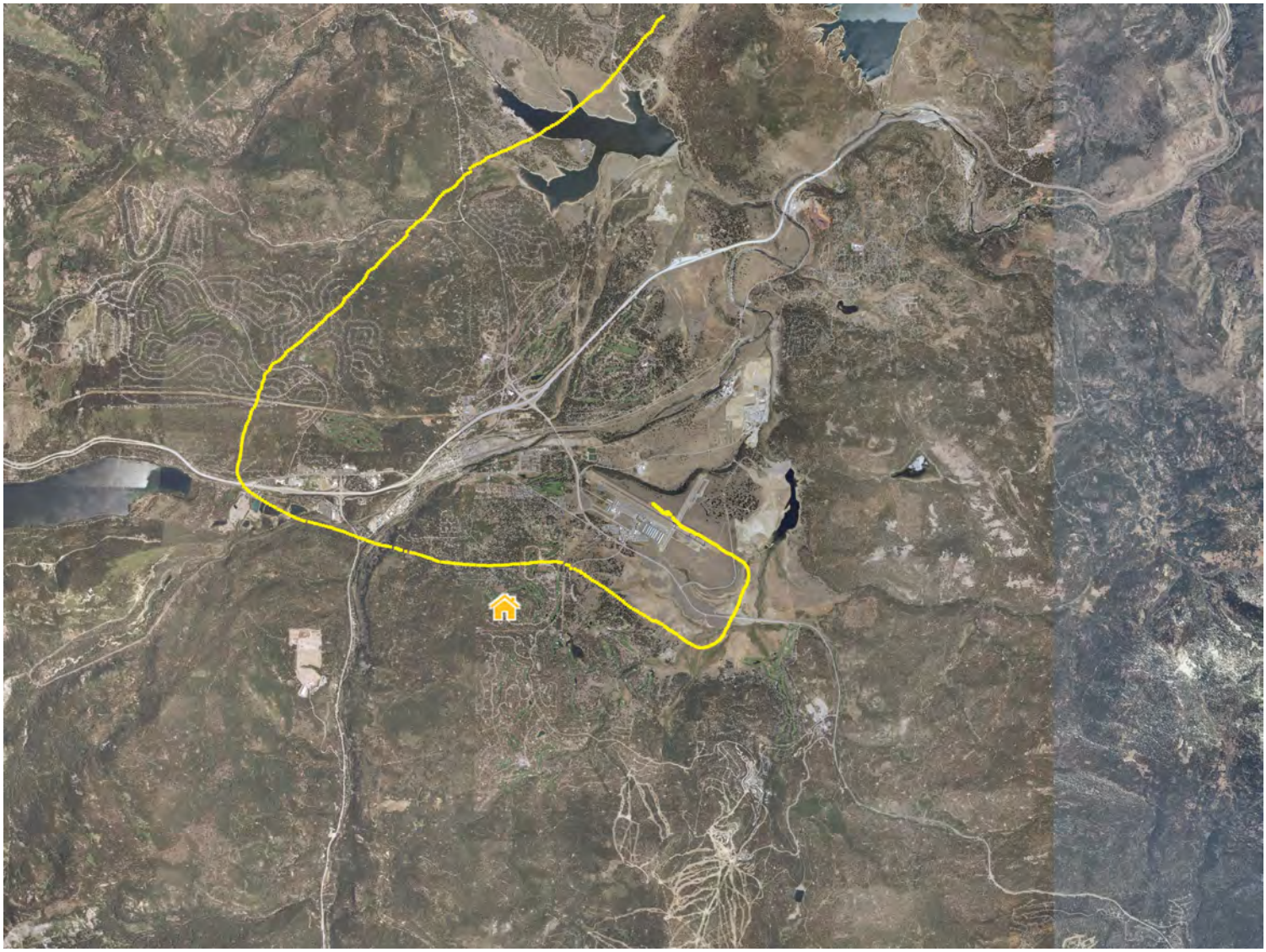
DATE AND TIME: Oct 19 2014, 05:40 PM
POINT OF CLOSEST APPROACH(PCA): 0.25 nm
ALTITUDE AT PCA: 7300 ft



NOISE COMPLAINT REPORT

COMPLAINT ID: 4720
COMPLAINT TYPE: Off Course
OPERATION TYPE: UNKNOWN
RUNWAY: 29
A/C TYPE: UNK

DATE AND TIME: Oct 26 2014, 09:52 AM
POINT OF CLOSEST APPROACH(PCA): 0.13 nm
ALTITUDE AT PCA: 6900 ft

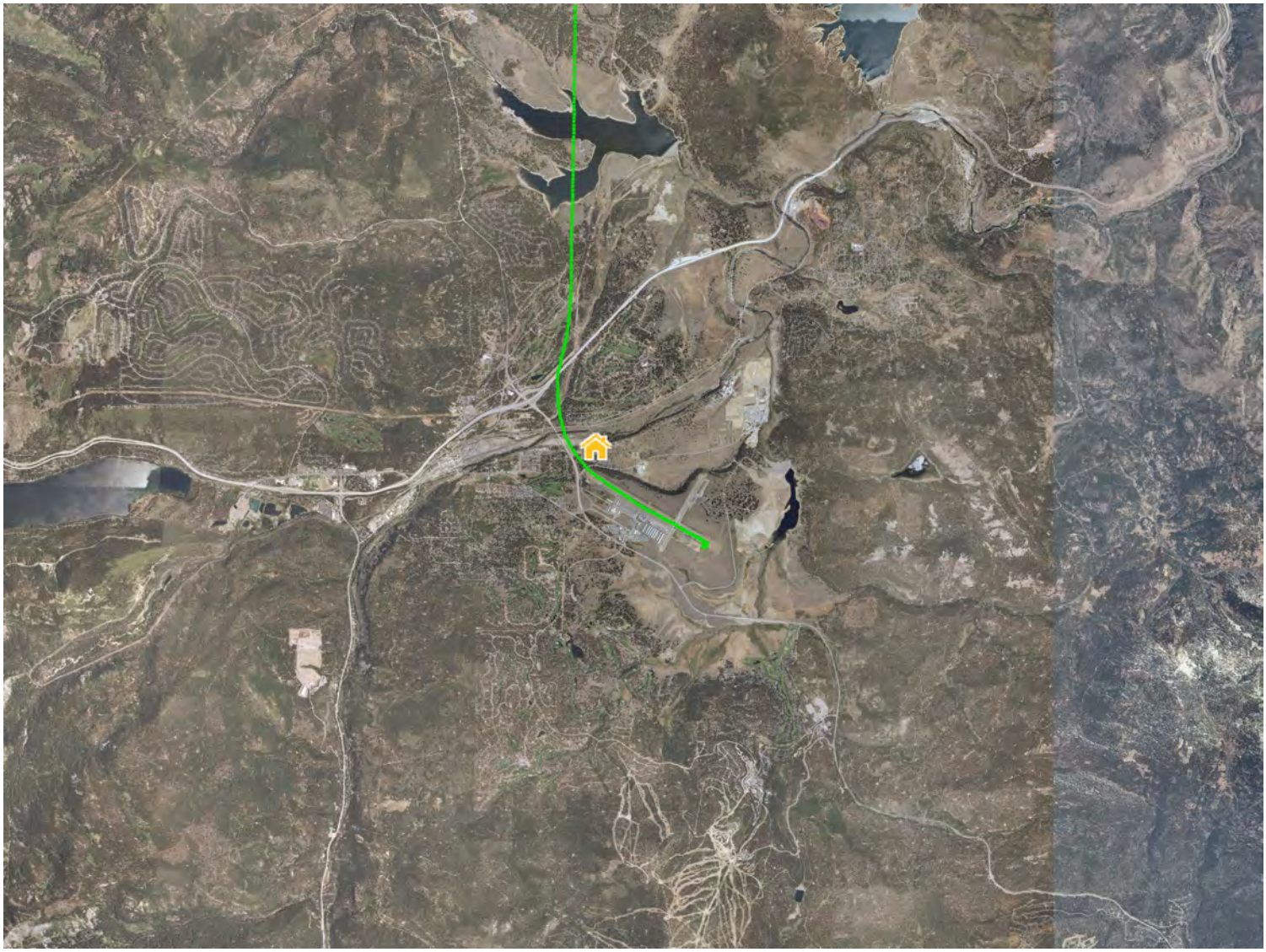


Staff Corrections: Operation Type, Arrival

NOISE COMPLAINT REPORT

COMPLAINT ID: 4640
COMPLAINT TYPE: Loud Disturbance
OPERATION TYPE: Departure
RUNWAY: 29
A/C TYPE: BE36

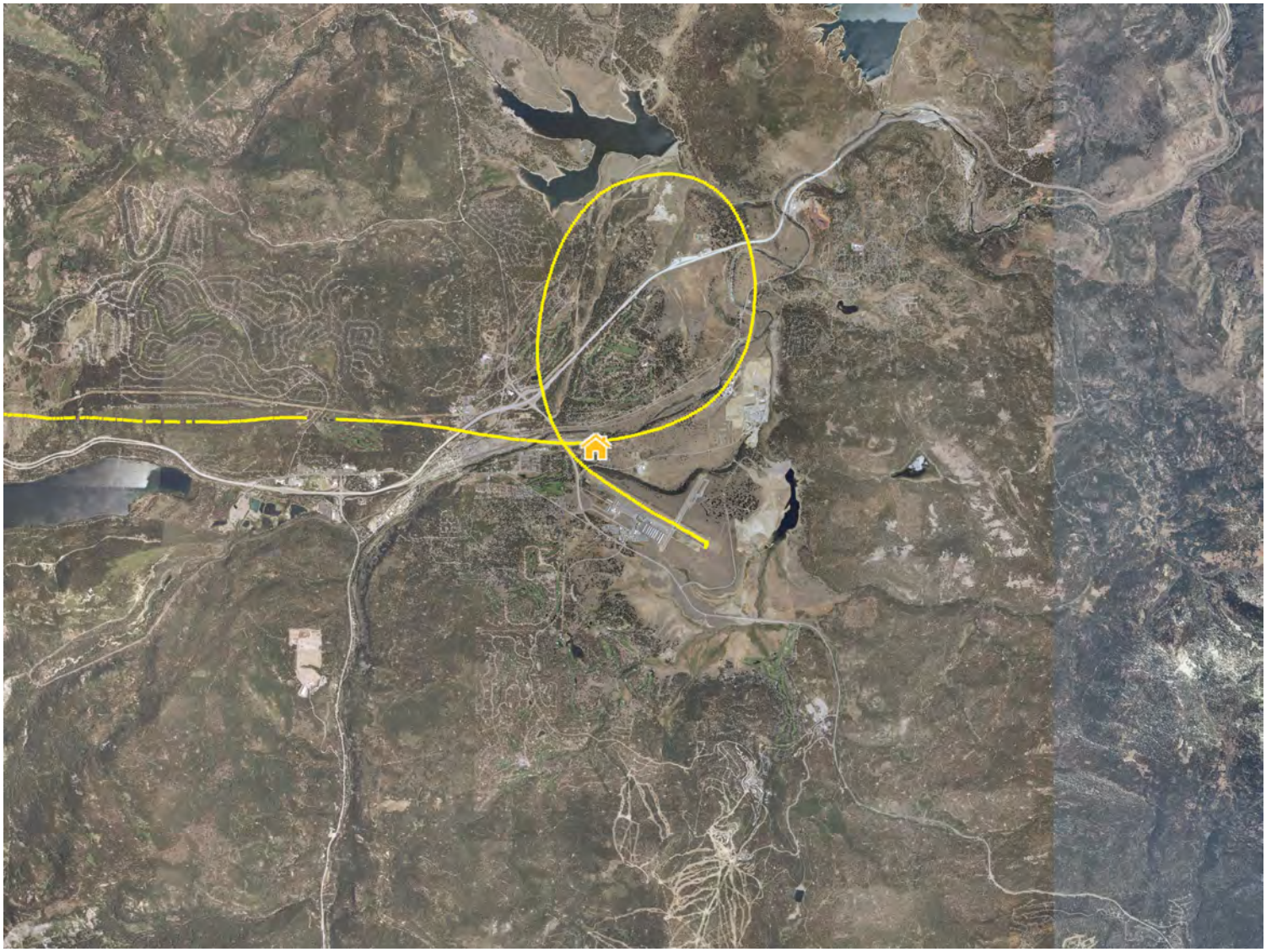
DATE AND TIME: Oct 29 2014, 01:43 PM
POINT OF CLOSEST APPROACH(PCA): 0.11 nm
ALTITUDE AT PCA: 6500 ft



NOISE COMPLAINT REPORT

COMPLAINT ID: 4641
COMPLAINT TYPE: Loud Disturbance
OPERATION TYPE: UNKNOWN
RUNWAY:
A/C TYPE:

DATE AND TIME: Oct 29 2014, 02:58 PM
POINT OF CLOSEST APPROACH(PCA): 0.2 nm
ALTITUDE AT PCA: 6200 ft

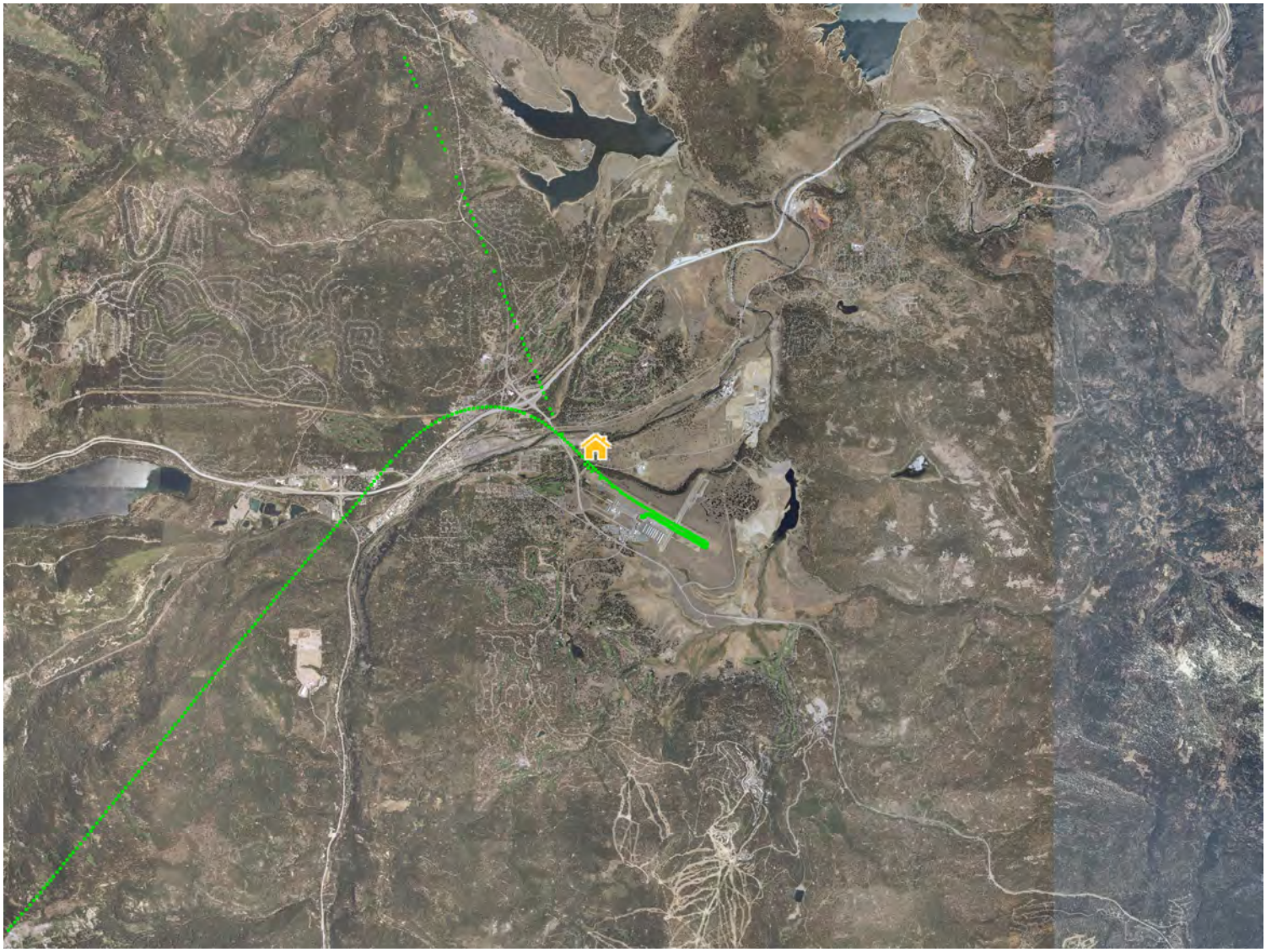


Staff Input: Piston Twin BE58, Departure Runway 29

NOISE COMPLAINT REPORT

COMPLAINT ID: 4643
COMPLAINT TYPE: Off Course
OPERATION TYPE: Departure
RUNWAY: 29
A/C TYPE: PC12

DATE AND TIME: Nov 02 2014, 02:20 PM
POINT OF CLOSEST APPROACH(PCA): 0.21 nm
ALTITUDE AT PCA: 6600 ft



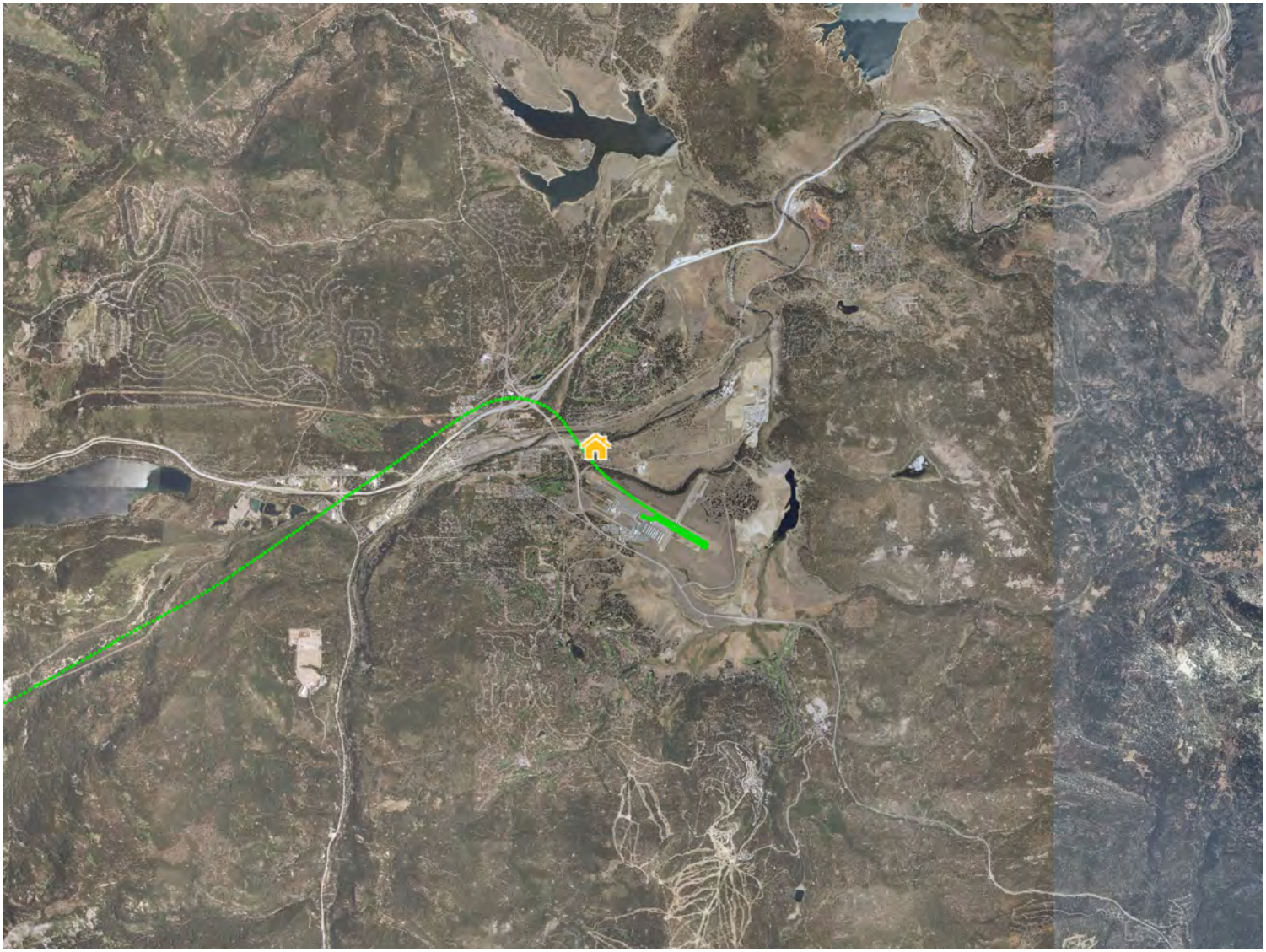
Commenter Input: same single engine plane flying off the pattern

Staff Input: Multiple tracks captured in image. Track in question turns south.

NOISE COMPLAINT REPORT

COMPLAINT ID: 4642
COMPLAINT TYPE: Loud Disturbance
OPERATION TYPE: Departure
RUNWAY: 29
A/C TYPE: C680

DATE AND TIME: Nov 02 2014, 04:05 PM
POINT OF CLOSEST APPROACH(PCA): 0.09 nm
ALTITUDE AT PCA: 0 ft

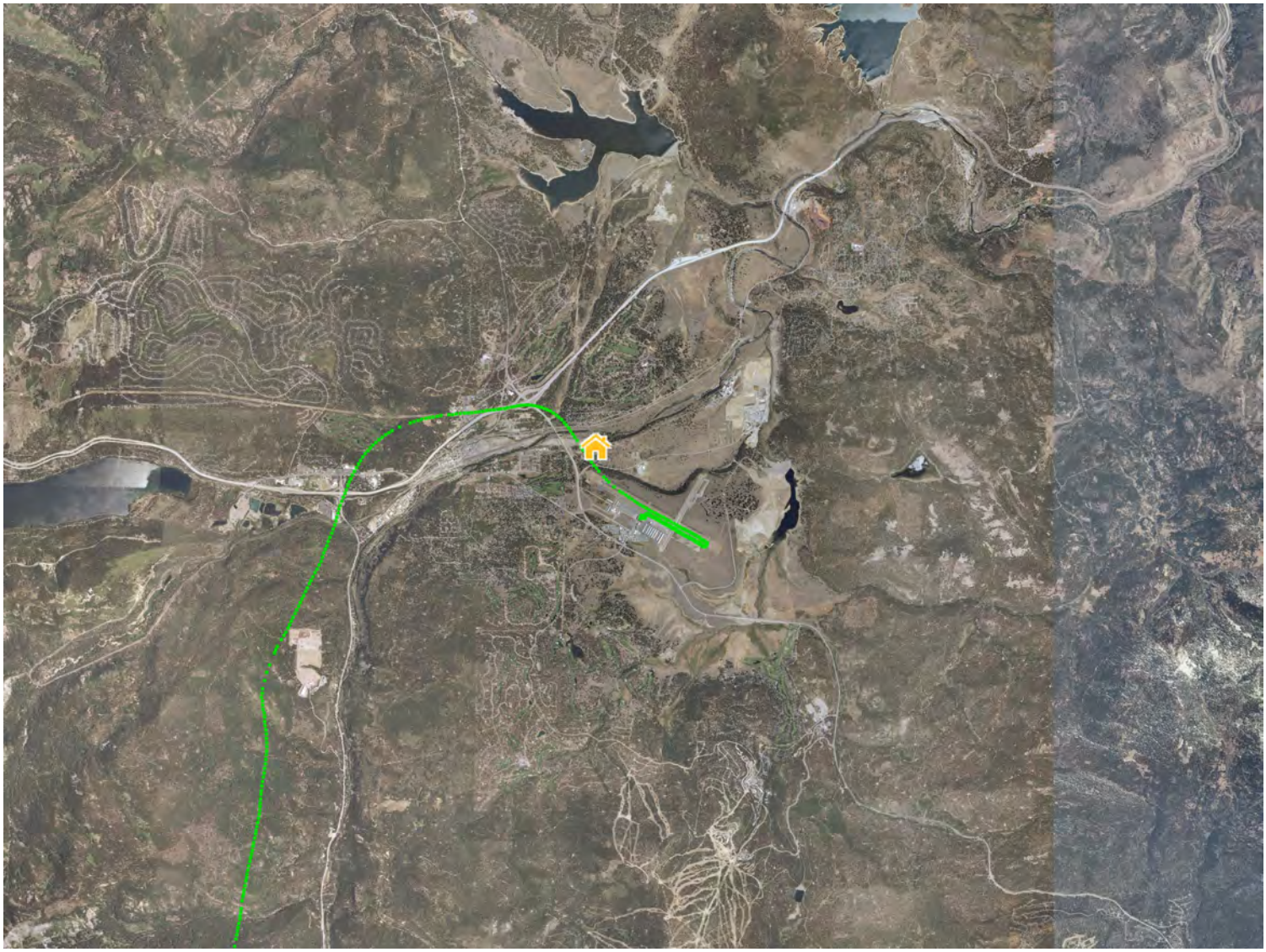


Staff Input: AC type correction: PC12 Turboprop Departure Runway 29, PCA 7,100' msl or 1,194 agl

NOISE COMPLAINT REPORT

COMPLAINT ID: 4721
COMPLAINT TYPE: Off Course
OPERATION TYPE: Departure
RUNWAY: 29
A/C TYPE: PC12

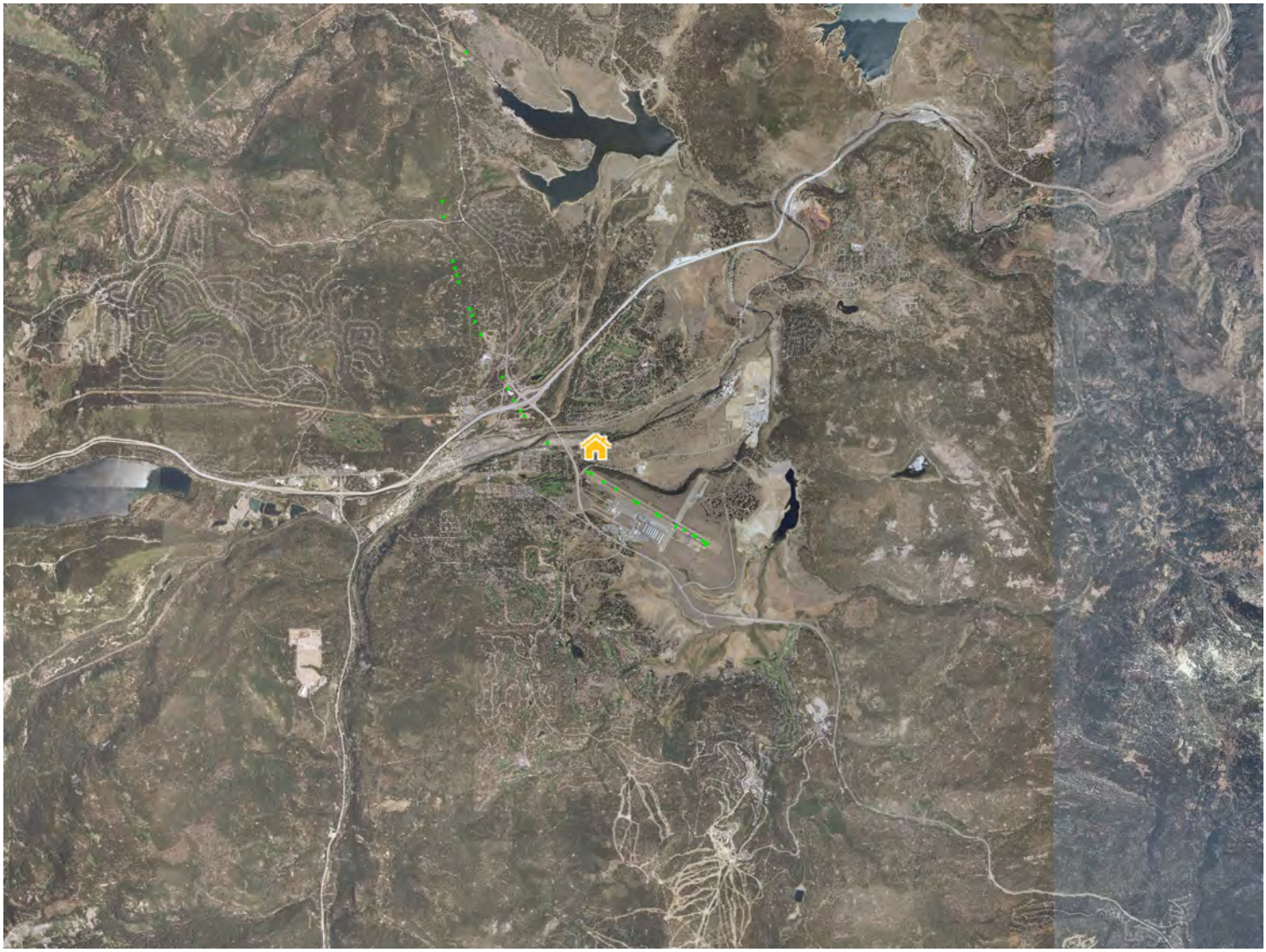
DATE AND TIME: Nov 06 2014, 01:25 PM
POINT OF CLOSEST APPROACH(PCA): 0.09 nm
ALTITUDE AT PCA: 6800 ft



NOISE COMPLAINT REPORT

COMPLAINT ID: 4722
COMPLAINT TYPE: Off Course
OPERATION TYPE: Departure
RUNWAY: 29
A/C TYPE: E55P

DATE AND TIME: Nov 06 2014, 04:51 PM
POINT OF CLOSEST APPROACH(PCA): 0.34 nm
ALTITUDE AT PCA: 6900 ft

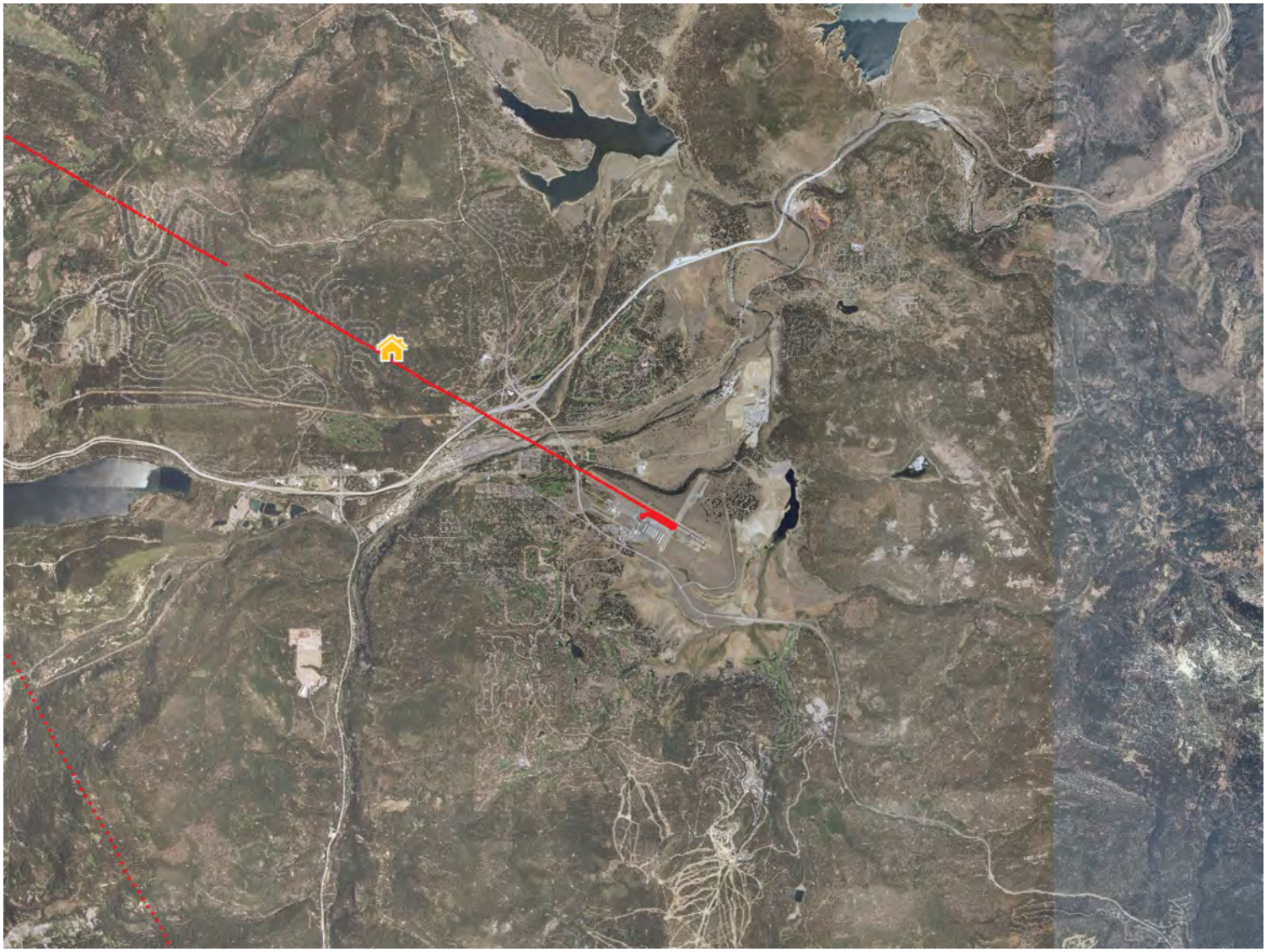


Staff Input: Track imagery faint - Truck Three SID follows track points

NOISE COMPLAINT REPORT

COMPLAINT ID: 4736
COMPLAINT TYPE: Low
OPERATION TYPE: Arrival
RUNWAY: 11
A/C TYPE: E50P

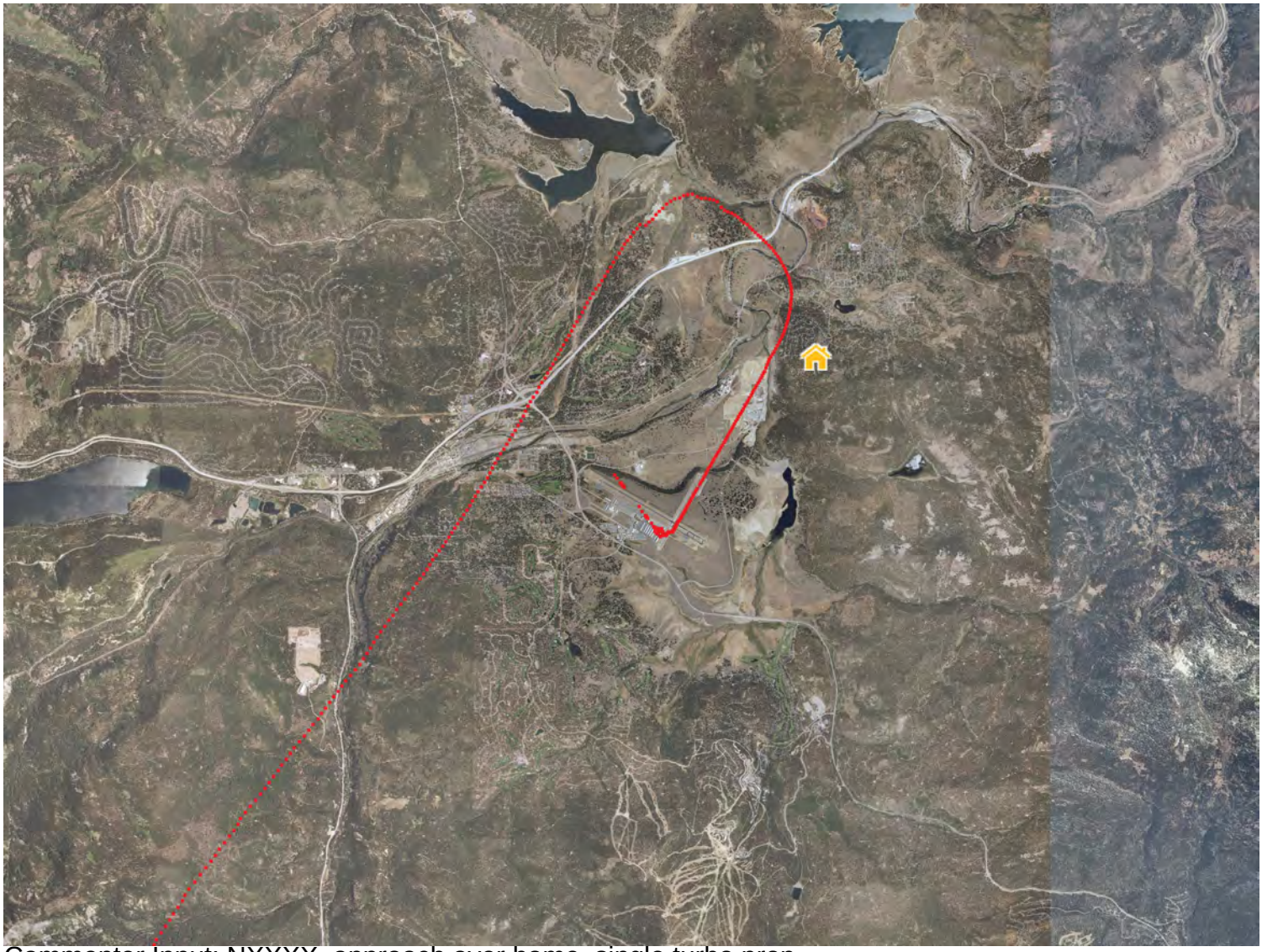
DATE AND TIME: Dec 05 2014, 11:29 AM
POINT OF CLOSEST APPROACH(PCA): 0.22 nm
ALTITUDE AT PCA: 7200 ft



NOISE COMPLAINT REPORT

COMPLAINT ID: 4719
COMPLAINT TYPE: Off Course
OPERATION TYPE: Arrival
RUNWAY: 20
A/C TYPE: PC12

DATE AND TIME: Dec 10 2014, 03:28 PM
POINT OF CLOSEST APPROACH(PCA): 0.07 nm
ALTITUDE AT PCA: 6800 ft

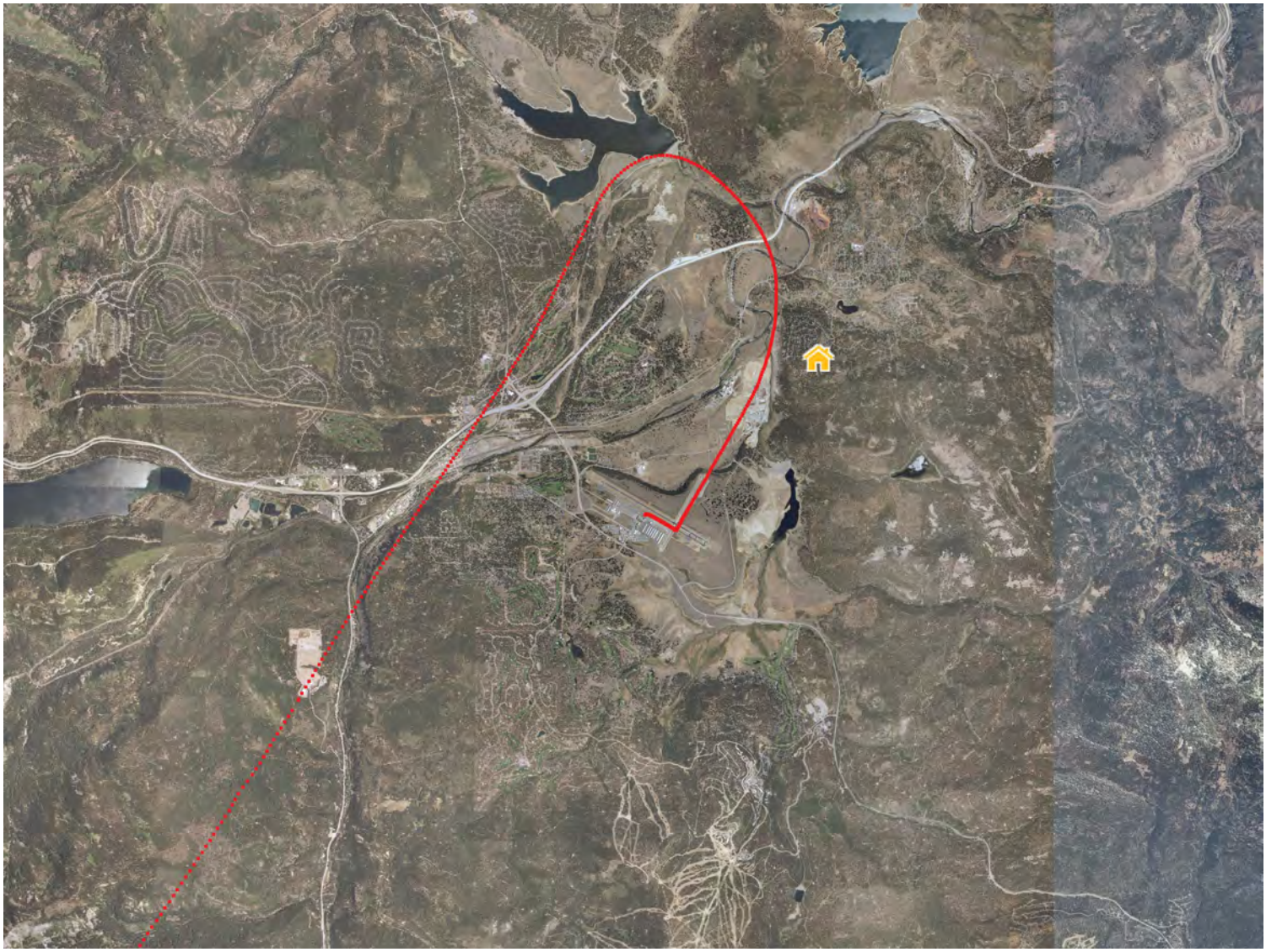


Commenter Input: NXXXX, approach over home, single turbo prop

NOISE COMPLAINT REPORT

COMPLAINT ID: 4718
COMPLAINT TYPE: Off Course
OPERATION TYPE: Arrival
RUNWAY: 20
A/C TYPE: PC12

DATE AND TIME: Dec 10 2014, 04:46 PM
POINT OF CLOSEST APPROACH(PCA): 0.21 nm
ALTITUDE AT PCA: 6900 ft

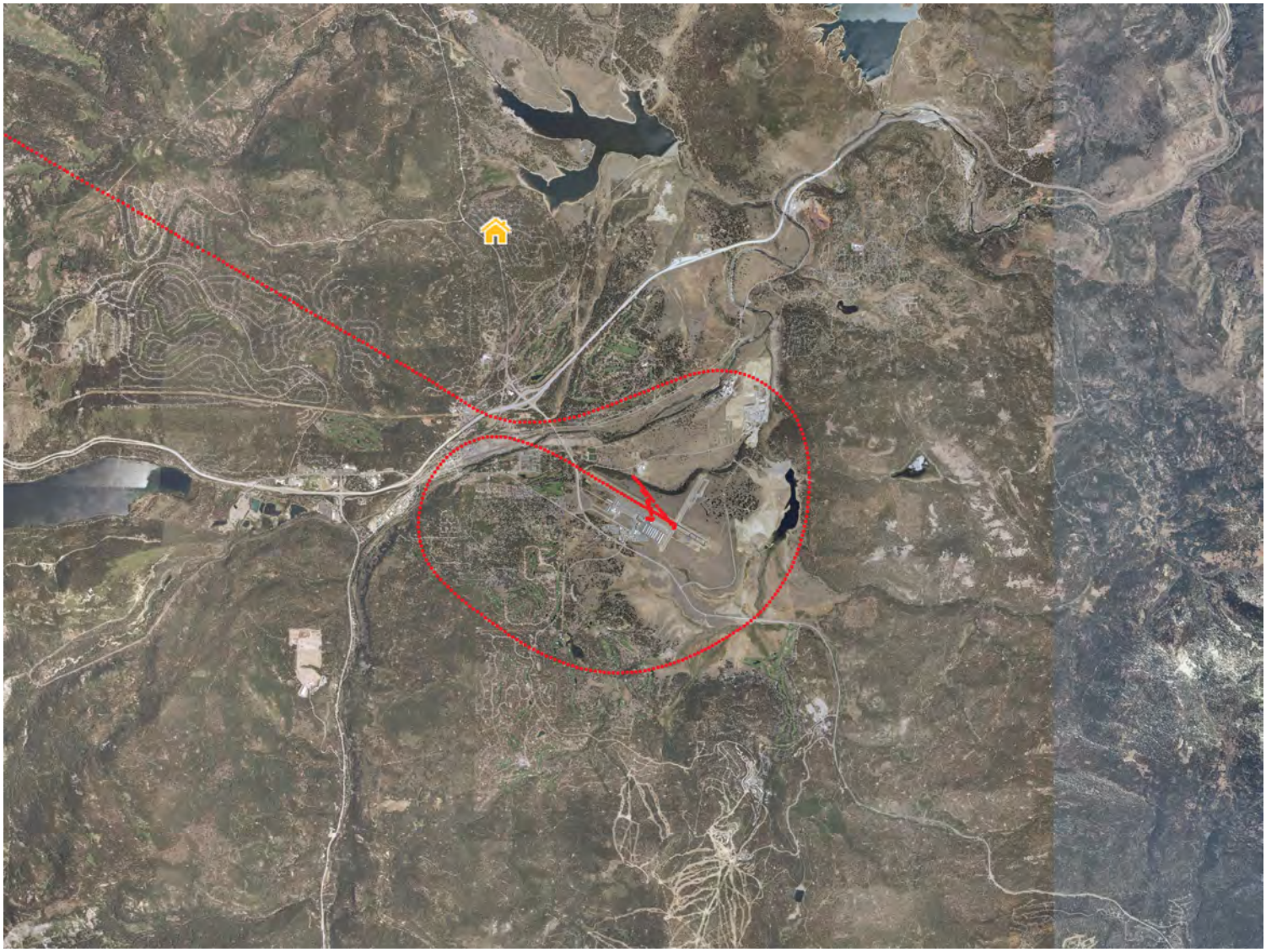


Commenter Input: XXXXX, approach, single turbo prop

NOISE COMPLAINT REPORT

COMPLAINT ID: 4714
COMPLAINT TYPE: Low
OPERATION TYPE: Arrival
RUNWAY: 11
A/C TYPE: LJ60

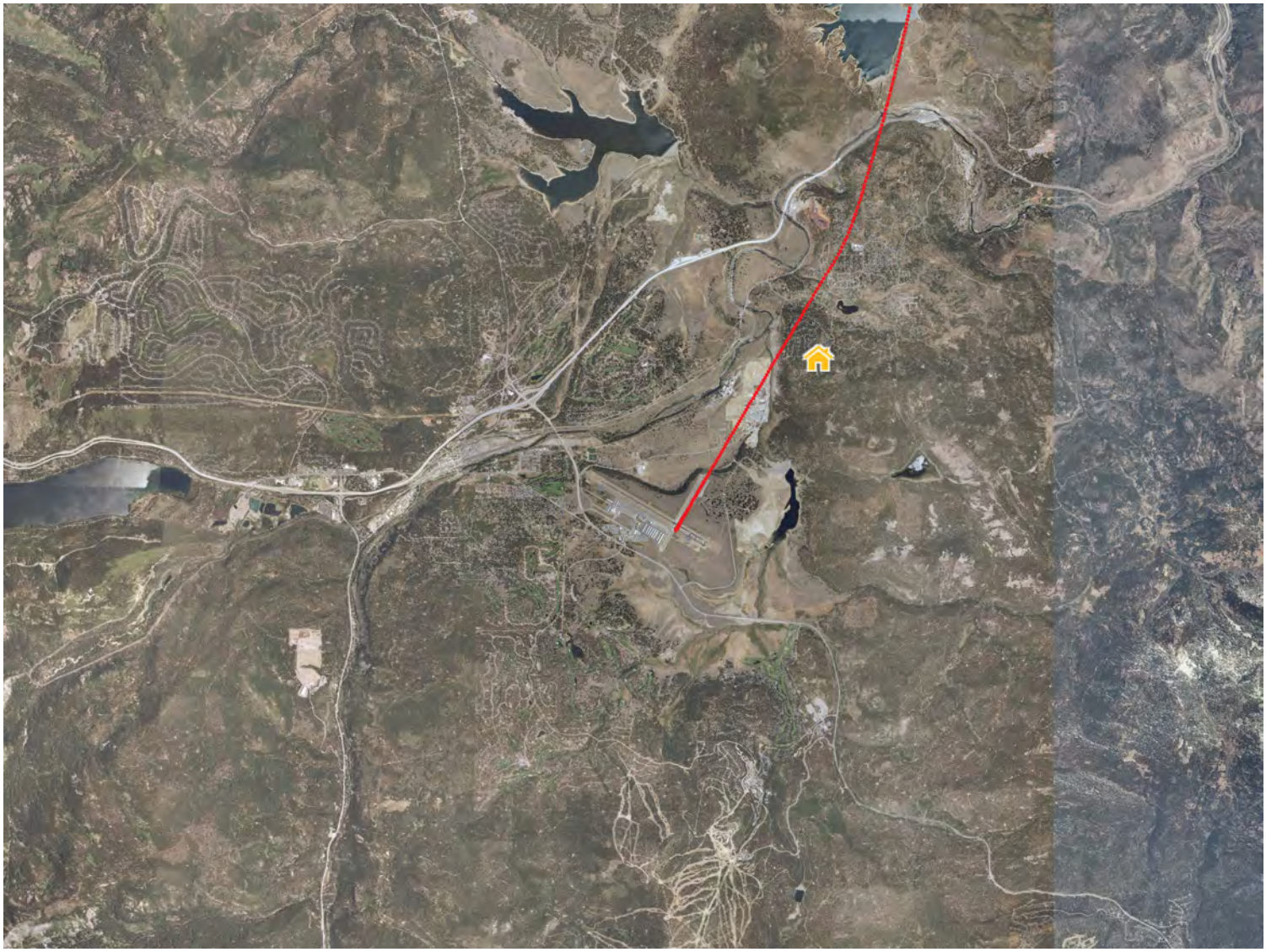
DATE AND TIME: Dec 19 2014, 04:00 PM
POINT OF CLOSEST APPROACH(PCA): 1.71 nm
ALTITUDE AT PCA: 8200 ft



NOISE COMPLAINT REPORT

COMPLAINT ID: 4715
COMPLAINT TYPE: Low
OPERATION TYPE: Arrival
RUNWAY: 20
A/C TYPE: PC12

DATE AND TIME: Dec 20 2014, 10:00 AM
POINT OF CLOSEST APPROACH(PCA): 0.02 nm
ALTITUDE AT PCA: 6700 ft

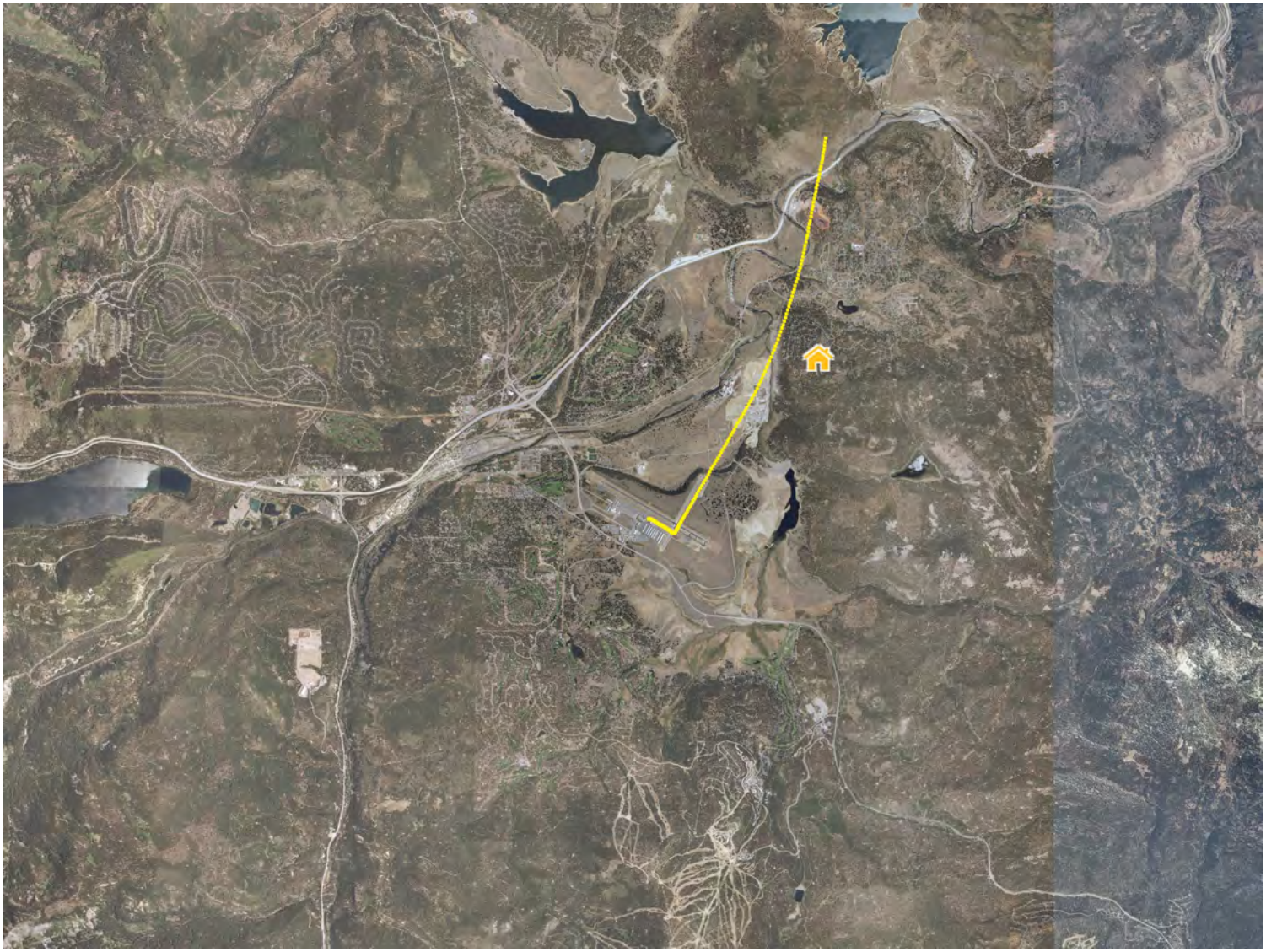


Commenter Input: Approach, single turbo prop, blue belly aircraft flying directly over my home

NOISE COMPLAINT REPORT

COMPLAINT ID: 4716
COMPLAINT TYPE: Off Course
OPERATION TYPE: UNKNOWN
RUNWAY: 20
A/C TYPE: UNK

DATE AND TIME: Dec 20 2014, 10:24 AM
POINT OF CLOSEST APPROACH(PCA): 0.13 nm
ALTITUDE AT PCA: 6600 ft

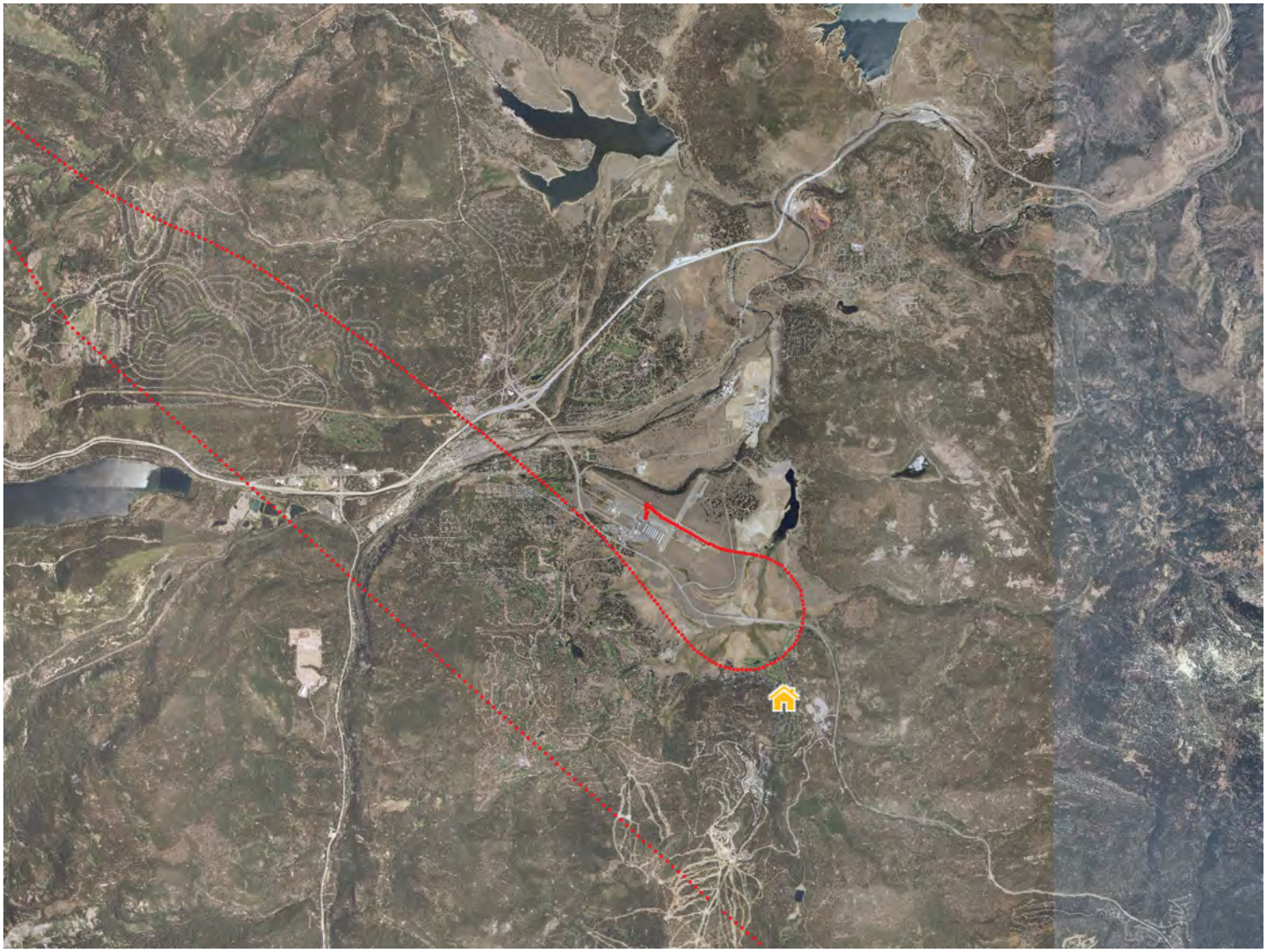


Commenter Input: TWIN PROP, APPROACH, FLYING OVER HOME
Staff Input: Piston Twin Arrival Runway 20

NOISE COMPLAINT REPORT

COMPLAINT ID: 4713
COMPLAINT TYPE: Low And Loud
OPERATION TYPE: Arrival
RUNWAY: 29
A/C TYPE: BE30

DATE AND TIME: Dec 21 2014, 12:21 PM
POINT OF CLOSEST APPROACH(PCA): 0.02 nm
ALTITUDE AT PCA: 6800 ft



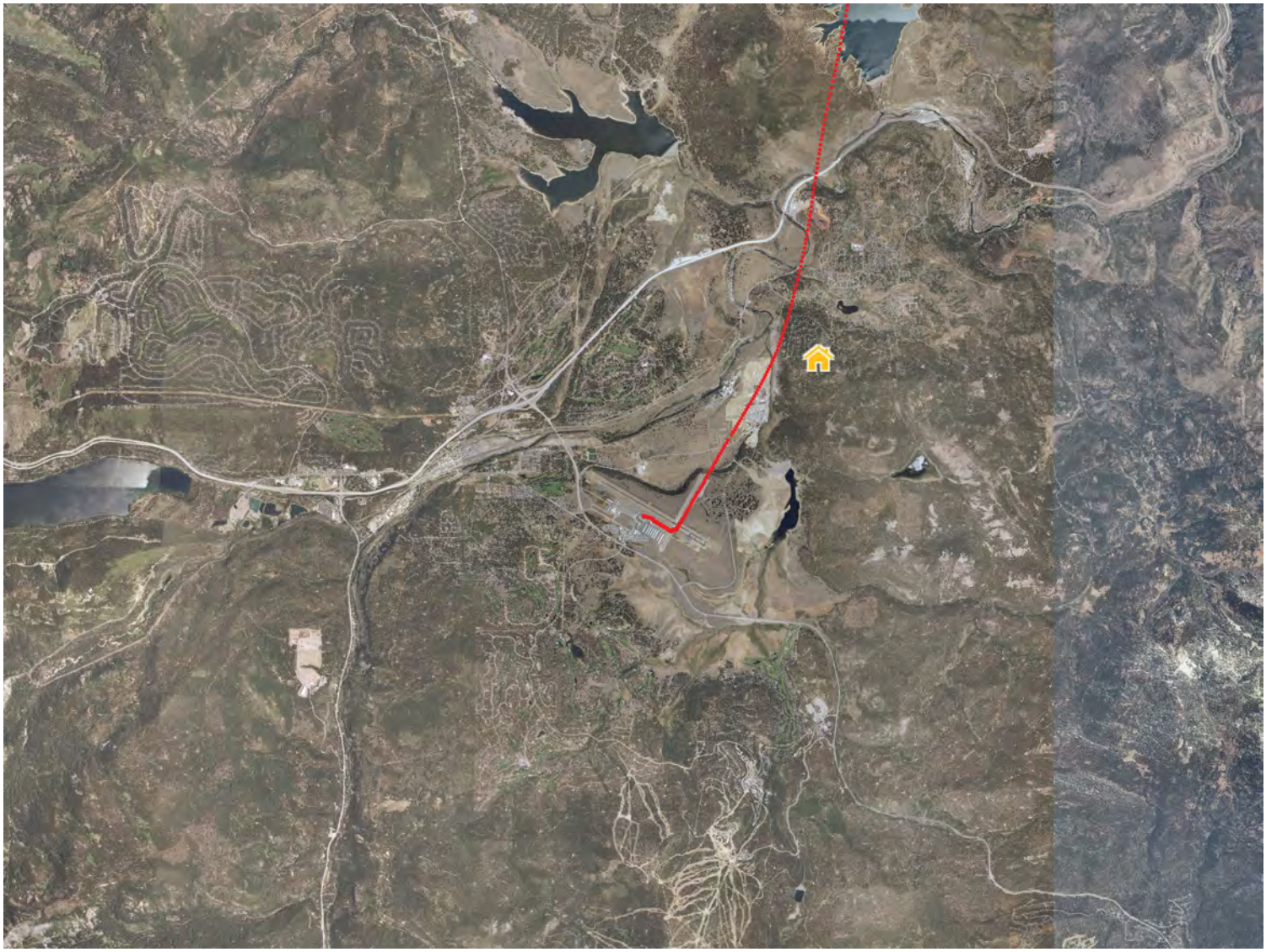
Commenter Input: Thanks for the tracking, a twin engine at 900 feet is quite obnoxious and completely unnecessary, flying conditions were ideal and the aircraft was in no distress. I guess I don't see the value in merely reporting the incident to the Board. What I'd rather hear is that you're going to report to the board that when notified (by the public) of someone ignoring the "quiet approach" pattern so ardently promoted by the Airport, that airport personnel took the opportunity to approach the pilot and advise them of their mistake and asked them to please comply with the suggested approach in their future landings into Truckee. Seems like such a simple way to educate those pilots who are apparently unaware of the preferred approach pattern.

Staff Input: Aircraft turning left base in compliance with Federal guidelines

NOISE COMPLAINT REPORT

COMPLAINT ID: 4717
COMPLAINT TYPE: Low
OPERATION TYPE: Arrival
RUNWAY: 20
A/C TYPE: PC12

DATE AND TIME: Dec 21 2014, 03:05 PM
POINT OF CLOSEST APPROACH(PCA): 0.11 nm
ALTITUDE AT PCA: 6800 ft

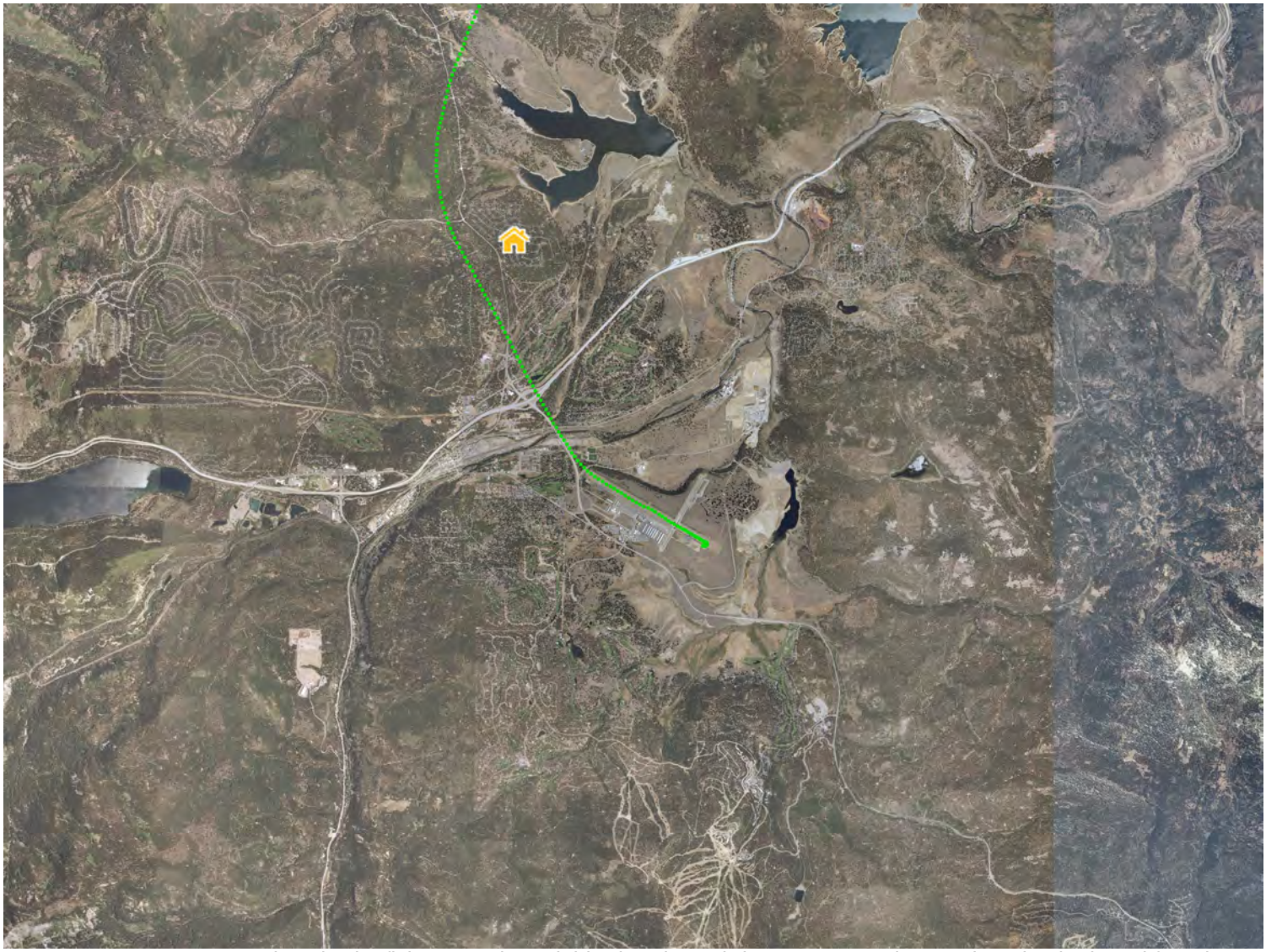


Commenter Input: single turbo prop, bluebelly aircraft flying directly over home on approach.

NOISE COMPLAINT REPORT

COMPLAINT ID: 4728
COMPLAINT TYPE: Loud Disturbance
OPERATION TYPE: Departure
RUNWAY: 29
A/C TYPE: GLF3

DATE AND TIME: Dec 25 2014, 01:00 PM
POINT OF CLOSEST APPROACH(PCA): 0.43 nm
ALTITUDE AT PCA: 9800 ft

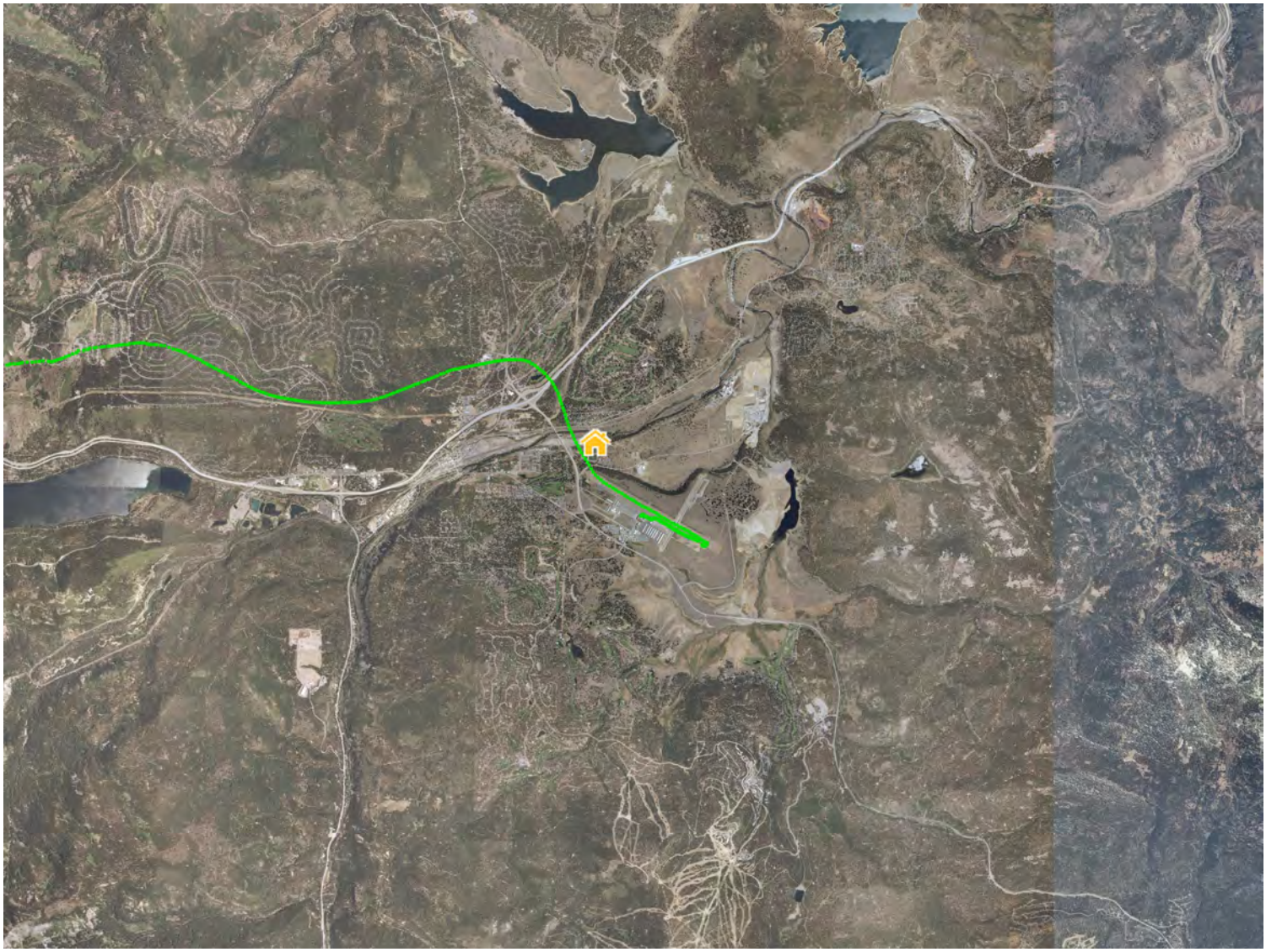


Commenter Input: Extremely noisy jet flying over the neighborhood on Christmas Day. Noise continued to be heard for a long time. I also observed a significant increase in jet/other plane traffic and noise over the last few days. In this instance, I could not see the plane from inside the house, but it had to be flying low. While I assume that it was probably flying at a normal altitude for takeoff at this distance from the airport, I already know that according to airport officials, we have to expect such noise and tolerate more of it in the future. The local community supposedly approves of this long-term development. I was informed by airport officials that the growth of jet traffic and noise had been forecasted and clearly and adequately communicated to local residents. I was also told that after getting this information, the community is in favor of the growth in jet traffic and other plane noise and pollution as long as it is consistent with local population growth and economic growth. Yet, the poll that was conducted in 2013 also showed that about 60% of respondents were highly concerned about jet traffic and jet noise. I personally do not agree with any of the claims that the local community has been fully informed on this issue. I respectfully ask the Airport Board of Directors to take actions to mitigate jet traffic and jet noise by encouraging use of nearby commercial airports and not providing additional airport facilities and services at local taxpayers' expense that would encourage more jet use of the Truckee Airport. Please communicate my comment and request to members of the Airport District Board of Directors. Thank you.

NOISE COMPLAINT REPORT

COMPLAINT ID: 4727
COMPLAINT TYPE: Off Course
OPERATION TYPE: Departure
RUNWAY: 29
A/C TYPE: COL4

DATE AND TIME: Dec 28 2014, 04:10 PM
POINT OF CLOSEST APPROACH(PCA): 0.07 nm
ALTITUDE AT PCA: 0 ft



Staff Input: Altitude at PCA 503' agl