

MEMO:

To: Community Members, Board of Directors, ACAT and Staff
From: Michael Cooke, Manager of Aviation & Community Services
Subject: Resolution 2004-03 Update
Date: January 28, 2015

The objective of this memo is to offer Board Member guidance regarding Resolution 2004-03.

In 2004 the Truckee Tahoe Airport Board of Directors developed Resolution 2004-03 in response to a Town of Truckee legal counsel memo from May 20, 2004, *Airport and Airport Land Use Issues*. In summary, the resolution agreed to support efforts to phase out all Stage I & II business jets, engage in a joint committee with the Town on the issues of Airport Operations and Noise, Land Use on the Airport, and Surrounding Land Uses. It also resolved to implement operations counting with better than 95% accuracy and engage in mitigation efforts when certain operational criteria were met. The criteria which would trigger mitigations are when:

- operations exceed 61,600 annually
- complaints related to 28 (now Runway 29) downwind traffic exceed 49% of annual complaints
- either a 12 month period of 60,000 operations or the portion of jets exceeds 15% of the total

There are some inherent dilemmas when interpreting this resolution. The reported operations estimates in 2004 were 35,000 to 48,000. There was no precise system of gathering operations data at the time. For perspective and as a reality check on those figures, the 2014 annual count will be in the range of 23,000 and the past 4 years have reported numbers in the low 20 thousands. This is not intended to decrease the potency of the resolution but rather to enhance the interpretation some 10 years later.

A critical component to understanding the intent of the resolution is to consider what the trigger values for mitigation are since reported operations estimations in 2004 are triple that of today. For example, if an action threshold to mitigate jet traffic was 15% of operations, and that expected annual number was 60,000, then one could argue mitigation would begin when jet operations reached 9,000 annually. There is no debate that Jet operations in 2014 are at or above 15%. Of 22,764 operations, 3,448 were jets, or 15.1%. And to be fair, jets are generally quieter today than in 2004. But regardless of the intended triggering values or even aircraft type, subsequent Airport Boards, Staff, and ACAT members have worked over the years on mitigation tactics well beyond the scope of the Resolution.

In fact, many of the action processes per the Resolution have already occurred. Whether these are result of the Resolution is open to interpretation: The Airport Master Plan started in 2012 and wrapped up in 2014. Stage I & II aircraft are mostly a thing of the past with a formal FAA ban at the end of 2015 on all Stage 2 jets under 75,000lbs. The Airport utilizes sophisticated monitoring equipment to capture operations. The Master Plan studied alternatives for runway replacements and reconfigurations. A Demand Drivers RFP is out right now to study what brings visitors to the airport, and ACAT has taken on Growth Management as a primary work objective for this calendar year.

Further, since 2004 the hours of services and fueling have been reduced significantly. Incentives are offered to hangar tenants for participation in a voluntary night curfew. Expert legal counsel has been

sought on multiple occasions to offer advice on noise mitigation measures. Attempts have been made to create and get published procedures which would reduce operations impact to the community. Noise abatement signage and procedure documentation can be found all around the Administration Building as well as signage on taxiways to departing aircraft. The District website offers immense resources for flight planning and noise abatement and allows the community to make noise complaints easily. In short, there is a continuous and vigorous effort by concerned and dedicated people to meet the intent of the 2004-03 Resolution.

Airport Staff and Management have taken into account the diversity of airfield customers and have crafted programs to reach our broad variety of users. For example in Q4 2014, 667 unique tail numbers visited the field. 380 were single visits, so the strategy to reach these operators is markedly different than the 287 repeat customers. A summary of direct pilot outreach special programs that are *currently* underway follows

1. Monthly E-Newsletter: This is a monthly outreach e-news letter to approximately 15,000 people. We contracted with Amstat to furnish verified contact information for aircraft owners, pilots, operators, and dispatchers. Our e-newsletter is designed to give a “hook” and related safety and community annoyance reduction information. As you can see the design highlights all of our Fly Aware components including our use of video, webcam, website, etc. Right now we are reaching all domestic turbine and turbo prop operators. A video showing the diverse locations where the newsletter was opened is at:
https://www.dropbox.com/s/bunkr3uc74f3nek/Eblast_Video.swf?dl=0
2. Rack Card: The rack card is a direct, hand to hand collateral piece that for distribution in the terminal, at UNICOM, airport events, pilot outreach events, the ramp etc. It will be punched to fit into a Jeppesen binder as well. The cards can be viewed at
<https://www.dropbox.com/s/nxyzt4lrcel6pgk/Rack%20Card%207.pdf?dl=0>
3. 2015 Scheduler & Dispatchers Conference San Jose CA.: Mike and Hardy are attending the conference to find better ways to connect to the people that launch aircraft and brief air crews. Prior information regarding our NAP, procedures, curfews, and specific safety info is the goal. Also we hope to create a “Hot List” of e-mails for dispatchers so we can e-mail them critical operational information and routine reminders regarding our community.
4. Jeppesen Qualification Page: Hardy is working with Jeppesen to create a KTRK Qualification Page. This page outlines detailed information about our airfield far beyond the standard plates in a way that gives our airport flexibility to highlight local community and safety concerns. This is a new product, highly specialized, and often times created for the benefit of the aircraft operators; a company like Net Jets will develop these for their crews to outline hazards specific to extremely challenging airports. Our goal is to find another published avenue for KTRK specific info. Quas Page information:
<https://www.dropbox.com/s/rd31t2yqsj6hd6l/Jeppesen.pdf?dl=0>
5. Airspace Audit: Many previous projects and programs made assumptions regarding the airports ability to use visual RNAV or VFR procedures to direct aircraft away from residential areas in an effort to reduce annoyance. This Airspace Design Services Projects goals are:
 - a. Identifying the current condition
 - b. Identify potential inaccuracies in TERPS restrictions and airspace boundaries.
 - c. Identify potential corridors for procedure development based on RNAV/RNP and ADSB.
 - d. Use our GIS system to provide procedure guidance of affected households both existing and potential.
 - e. Create an ongoing relationship with a trusted consultant to annually review potential changes to our procedures and help the District navigate the regulatory landscape with our best interest in mind.

6. Community Annoyance Mitigation Plan: Mike Cooke is working on a “plan” that will act as a Board approved guiding document so that future discussions regarding community noise and annoyance will have a framework. The goal is to define our metrics for success. In the absence of this we intend to design a plan and use its approval as a rough framework for guidance and measurement for the staff and the Fly Aware programs in general.

This list above summarizes active and current programs. Since 2005 there has been a long list of programs which also address components of Resolution 2004-03. A summary of those efforts by year is available for review upon request. Further efforts will continue on projects currently underway and staff anticipates development of new programs to meet and go beyond the intent of Resolution 2004-03.