



**AGENDA ITEM:** \_\_\_\_\_

MEETING DATE: March 25, 2015  
TO: Board of Directors  
FROM: Michael Cooke, Manager of Aviation and Community Services  
SUBJECT: February 2015 Comments Report & Outreach Memo

This report summarizes community annoyance comments and outreach efforts for February, 2015. The intent of this report is to add visibility to the process of community and operator outreach and provide insight to those efforts. This monthly report supplements the standard Quarterly Operations and Comments report.

Aside from 2 short-lived events of wind and mixed precipitation, warm and dry weather made for Spring-like conditions during the month of February, 2015. Air travel to the area during the Presidents Day weekend and following school breaks were generally not impacted with adverse weather, and field conditions were exceptionally good for operations. Draft *Operations* numbers have been used for reporting purposes and will be reviewed and finalized for the Quarterly and Annual Reports.

**Community Annoyance Comments Summary:**

During the month of February 2015, 19 comments were generated from 11 households representing 7 residential areas near the airport. A detail of neighborhoods and the type of aircraft associated with the annoyance comment is below:

				Olympic		Sierra	Tahoe	
Type	Glenshire	Martis	Northstar	Heights	Prosser	Meadows	Donner	Total
Helo								
Jet	1		2	1	4	2	1	11
Piston	1	1						2
P Twin								
Turboprop	3		1	2				6
<b>Total</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>19</b>

There was 1 new commenter for February of 2015 from the Martis Valley Estates neighborhood. The resulting follow up with the pilot yielded positive results and education to the individual. He expressed his appreciation of the new NAP videos made by the Lipperts and usefulness of information through the TTAD website. Two households made 8 of 19 comments. The highest number of comments per

household for February was 4. Staff reached out to commenters via email and telephone calls. Several commenters indicated they were more curious with the operation in question rather than annoyed.

9 of the 19 comments were attributed to operations departing from Runway 29. Olympic Heights typically leads in comment volume based on departures from Runway 29, however for February there were only 3 comments originating there. Runway 29 made up of over 60% of runway utilization. So for the month of February at least, comments from the neighborhood are down significantly. There were no repeat offending tail numbers during the month. There were no complaints related to touch and go operations. One complaint was associated with an operation at 8:15 pm, but none for operations during curfew hours.

#### Compliance:

Staff made efforts to reach out to operators on all non-compliant and some compliant operations, 7 in total. Of 19 operations which generated comments, 5 were non-compliant. Those track images are attached with summaries. 4 successful engagements for noncompliant operations have been made with these operators via telephone and in person and the fifth has not replied after a letter was mailed.

2 operators were engaged on the airfield at the event time or during later visits. All interactions were well-received and each crew or individual pilot exhibited concern for following noise abatement procedures designed to reduce community annoyance. There were several operations during curfew hours by medical aircraft operators but none generated annoyance comments from the community. The operator of a rental aircraft was contacted about a student overflying her home in a nearby community which generated annoyance and promised to speak to the renter.

#### Operations Information:

The matrix below exhibits values based on preliminary data for operations and comments in February. Although confidence is good, operations data has not been finalized for this report. The table contains data with known as well as unknown identifications. Analysis of non-identified aircraft conclude they represent VFR, non-Mode S equipped aircraft arrivals. Non-identified operations have been distributed to Piston Single and Twin categories but further analysis is needed to ensure non-identified aircraft totals are accurate.

Type	ID	no ID	Total	% of Total	Comments	Ops/Comment
Helo	53	21	74	3%	0	
Jet	172	0	172	7%	11	16
Piston	449	695	1144	49%		
Single*	400	619	1019	89%	2	510
Twin*	49	76	125	11%		
Turboprop	348	0	348	15%	6	58
<b>Total</b>	<b>1022</b>	<b>695</b>	<b>1738</b>		<b>19</b>	<b>91</b>

*\*Piston subcategory values are percentages of Piston category only. T&G ops are included*

Non-Compliant Track Images Follow:

# NOISE COMPLAINT REPORT

**COMPLAINT ID:** 4753

**COMPLAINT TYPE:**

**OPERATION TYPE:** DEPARTURE

**RUNWAY:** 29

**A/C TYPE:** TURBOPROP BE9L

**DATE AND TIME:** Feb 04 2015, 03:22 PM

**POINT OF CLOSEST APPROACH(PCA):** 0.01 nm

**ALTITUDE AT PCA:** 6800 ft



Staff Input: Outreach to PIC was made via telephone on 2/5/2015 at 2:10pm. Semi-regular visitor and thought he was actually closer to bypass.

# NOISE COMPLAINT REPORT

COMPLAINT ID: 4757

COMPLAINT TYPE: Off Course

OPERATION TYPE: Arrival

RUNWAY: 20

A/C TYPE: BE9L

DATE AND TIME: Feb 05 2015, 04:24 PM

POINT OF CLOSEST APPROACH(PCA): 0.08 nm

ALTITUDE AT PCA: 6800 ft



Commenter Input: twin prop, arrival, flying over home

Staff Comments: Engaged PIC at field. Not familiar with area. Counseled on NAP, area hazards, etc.

# NOISE COMPLAINT REPORT

**COMPLAINT ID:** 4760

**COMPLAINT TYPE:** Loud Disturbance

**OPERATION TYPE:** Departure

**RUNWAY:** 2

**A/C TYPE:** C172

**DATE AND TIME:** Feb 11 2015, 04:45 PM

**POINT OF CLOSEST APPROACH(PCA):** 0.21 nm

**ALTITUDE AT PCA:** 6700 ft



Commenter Input: aircraft took off of 02, turned right and hammered the throttle over Glenshire  
Staff Input: Reached out to operator, student pilot over-flying home.

# NOISE COMPLAINT REPORT

COMPLAINT ID: 4765  
COMPLAINT TYPE: Low  
OPERATION TYPE: Departure  
RUNWAY: 29  
A/C TYPE: TBM7

DATE AND TIME: Feb 19 2015, 08:15 PM  
POINT OF CLOSEST APPROACH(PCA): 0.08 nm  
ALTITUDE AT PCA: 6800 ft



Commenter Input: Plane flying low over Olympic Heights at night

Staff Input: Looks to be attempted compliance that drifted NE. No phone or email information available.  
Mailed letters to all addresses associated with operator. No replies as of time of this report.

# NOISE COMPLAINT REPORT

COMPLAINT ID: 4766

COMPLAINT TYPE: Loud Disturbance

OPERATION TYPE: Departure

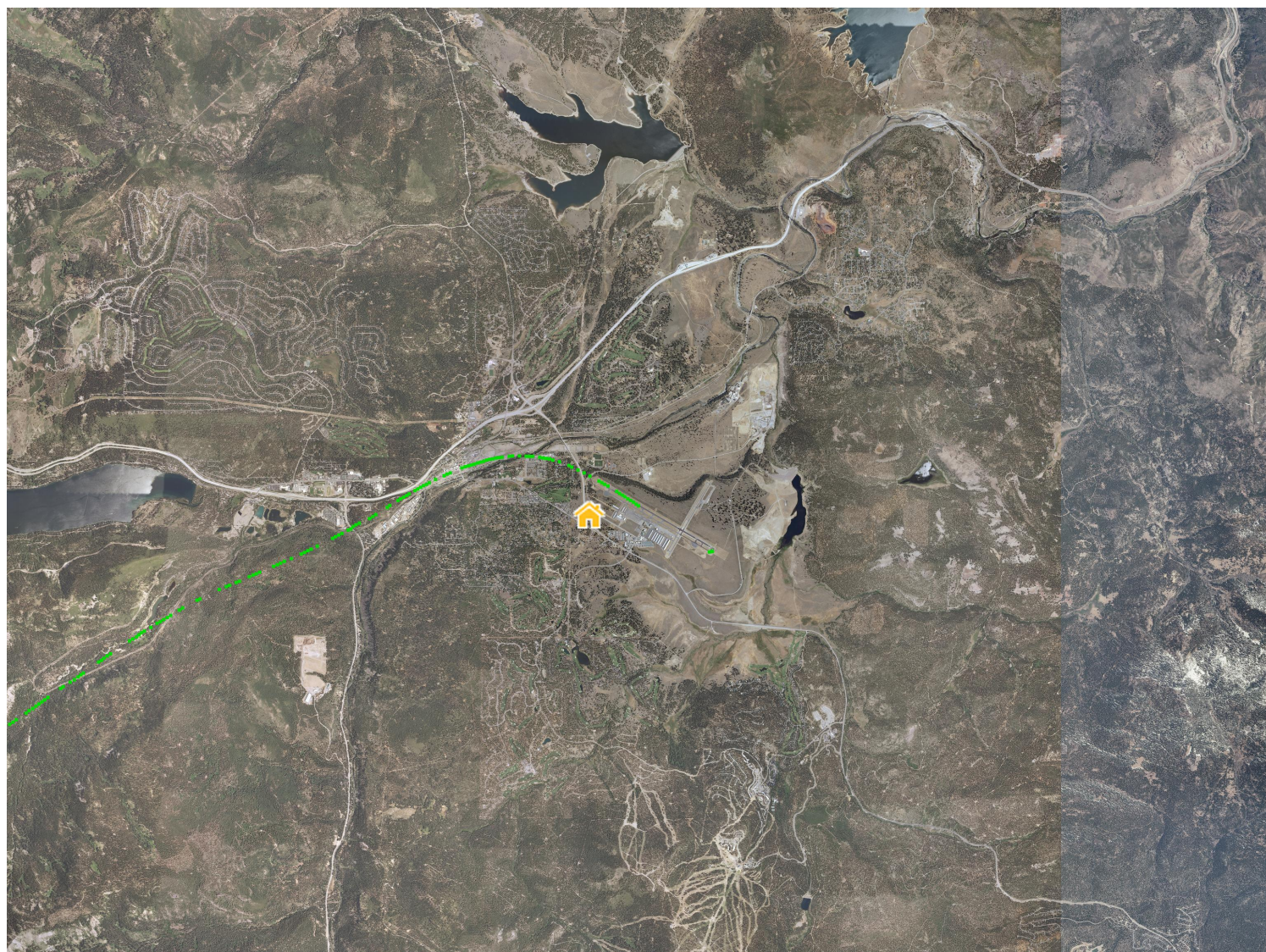
RUNWAY: 29

A/C TYPE: M20T

DATE AND TIME: Feb 26 2015, 02:15 PM

POINT OF CLOSEST APPROACH(PCA): 0.2 nm

ALTITUDE AT PCA: 6400 ft



Staff Input: Local pilot not aware of right turn out for 29 departure NAP. Emails and phone calls to counsel: pilot reviewed NAP information and even watched NAP videos and was very impressed with the presentation and agreed to follow NAP.