



TRUCKEE TAHOE AIRPORT DISTRICT INTEROFFICE MEMORANDUM

TO: BOARD OF DIRECTORS AND STAFF
FROM: HARDY S. BULLOCK, DIRECTOR OF AVIATION & BUSINESS SERVICES
SUBJECT: UC DAVIS NOISE & AIR QUALITY SYMPOSIUM
DATE: MARCH 25, 2015
ATTACHMENT: AIRPORTS ROLE IN A GRASS ROOTS ENVIRONMENT

The 2015 UC Davis Noise & Air Quality Symposium took place March 1-4 in Palm Spring CA. The District had three staff members, one Board member, and one Airport Community Advisory Team (ACAT) member. Hardy Bullock, Mike Cooke, and Marc Lamb attended representing staff. John Jones, Board President attended on behalf of the Board of Directors. Tom Combs represented ACAT.

This conference is dedicated to understanding how airports affect the community from a noise and air quality standpoint. This year's participants came from all over Europe and North America. Attendees represented community advisory groups primarily with industry consultants and airports following closely behind. Most of the community advisory group attendees were involved with groups from large airports that service metropolitan areas such as New York, Boston, Minneapolis St. Paul, San Diego, San Francisco, Portland, Seattle, Vancouver, and Dallas Fort Worth.

Many of the consultants in attendance are performing work for the Truckee Tahoe Airport District or have provided responses to previous proposals. Staff uses this time to consolidate meetings with vendors and prospective technology providers; some examples of these meetings with vendors include NavAid Technical Services our flight tracking engineering firm, Vector Airport Solutions, our runway surveillance provider, and prospective vendors providing technology to analyze flight track data.

I was invited this year to present on a panel discussion regarding topics specific to general aviation. I presented, "Airports Role in a Grass Roots Environment". The presentation summarized two years of visits and discussions I have had with community advisory groups in the Western United States. The presentation focused on the airports connection to the community, what stakeholders comprise the "community" what pitfalls are common to community advisory teams and how teams respond to these pitfalls and threats to the process. The point I found most interesting is that the collective group at the symposium functioned much like a large community advisory team meeting; consultants with technical experience, airports with their charters, regulatory officials representing the government, and community advocates all discussing noise, annoyance, mitigation tactics, and sharing success and failure stories.

"The Take Away"

The Truckee Tahoe Airport District **differs** from other airports in a few ways related to our current noise and annoyance issues:

1. We have not undertaken a part 150 study or developed a noise compatibility plan (NCP) or implemented part 161 restrictions.
2. Our annoyance issues are not substantiated by noise monitors only noise contours drawn on a map based on operational counts.
3. We are not proposing initiating new air service or adding arrivals or departures over new, previously unaffected neighborhoods.

4. We have less staff dedicated to a traditional noise office role within the organization.

The Truckee Tahoe Airport District is **similar** to other airports in many ways related to our current noise and annoyance issues:

1. We leverage technology to produce data associated with operations and annoyance.
2. We develop monthly and quarterly annoyance reports.
3. We work within voluntary guidelines to promote a curfew.
4. We use pilot incentives to influence pilot behavior in an effort to reduce annoyance.
5. We offer operators incentives to modify aircraft to make them quieter, (Other airports use air service development credit and leases etc.)
6. We have a 100% response policy when people call to complain about aircraft overflight and annoyance.
7. We develop routes (noise abatement procedures) to put aircraft where they annoy people less.
8. We comment and act within the scope of our authority authorized by the Truckee Tahoe Airport Land Use commission to reduce conflictual land use.
9. We acquire open space in an effort to reduce future annoyance and overflight.

Enhancements to our noise office:

1. Hire additional staff members to assist in outreach.
2. Attend more outreach to NBAA etc.
3. Develop an annoyance mitigation plan.
4. Create a pilot reward system to track flight and incentivize pilots toward open space that does not have residential development.
5. Enhance visibility of those who violate our recommended procedures and those who submit complaints.
6. Provide counseling to pilots regarding noise abatement procedures.

Possible enhancements to our Airport Advisory Team:

1. Have participants sign a letter of agreement outlining their stated mission as a Community Advisory Team Member.
2. Have Community Advisory Team Members take an oath of office.
3. Clarify rules of conduct, attendance expectations and revocation process.
4. Hire a professional facilitator who manages the Community Advisory Team.
5. Handle orientation in a more formal way.