



**AGENDA ITEM:** 8

MEETING DATE: May 20, 2015

TO: Board of Directors

FROM: Michael Cooke, Manager of Aviation and Community Services

SUBJECT: April 2015 Comments Report & Outreach Memo

This report summarizes community annoyance comments and outreach efforts for April, 2015. While the comments information and track data is accurate, the operations numbers for the month have not been fully vetted. Full analysis of operations numbers is done for the Quarterly Operations and Comment Report and at the end of the calendar year.

**Operations Tempo and Weather:**

There were 18 days in April with periods of Fog, Rain, Thunderstorms, or Snow, however very few of those events produced significant amounts of precipitation. The 23<sup>rd</sup> to 25<sup>th</sup> were the only days to produce any real, measurable precipitation, but air travel was largely not encumbered. Preliminary reports show operations are up substantially.

**Community Annoyance Comments Summary:**

During the month of April 2015, 9 comments were generated from 5 households representing 5 residential areas near the airport. A detail of neighborhood and the type of aircraft associated with the annoyance comment is below:

			Olympic		Sierra	
	Glenshire	Martis	Heights	Prosser	Meadows	Total
Jet		1	1	2		4
Piston				1	1	2
Turboprop	3					3
<b>Total</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>9</b>

There were no new commenters for the month. Three of the 5 commenters are regular callers and the remaining two call occasionally. All commenters either received email confirmations or telephone calls, and staff makes itself available for further details and follow up to all commenters. Two households made 6 of the 9 comments. The highest number of comments per household for April was 3.

#### Outreach Summary:

A lengthy email dialogue with a Glenshire resident to illustrate where aircraft can be expected when on final for 20 will continue as will the comments generated from the household. Staff has reached out to the individual several times before and has not found the ideal solution. The resident made 3 of 9 comments for April. The household is 1.9 miles almost directly on the extended centerline of 20. When winds favor 20, aircraft line up to runway heading a couple of miles out to maintain a stabilized approach. The instrument arrivals are offset by 14.51° but align with the runway for the last 2 miles – see track image. Staff will continue to seek solutions for the community member and keep the discussion open.

Staff made efforts to reach out to operators on all non-compliant and several compliant operations. Of 9 operations which generated comments, 2 were non-compliant. Those track images are attached with summaries. The point person for a large fractional operator was willing to make efforts on our behalf to better educate their crews as well as add notes to the schedulers and dispatchers for the organization. A piston operator with no phone or email contact information was mailed a letter with track data, synopsis of the complaint and NAP information.

There were no Fly Quiet incentive violations for the month. 7 operations during the voluntary curfew period were medevac helicopter movements. Comment times for the month of April were between 8:15 am and 6:49 pm.

#### Operations Information:

The matrix below exhibits values based on preliminary data for operations and comments in April. 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
HELICOPTER	83	0	83	6%		
JET	95	0	95	7%	4	24
PISTON	638	275	913	66%	2	457
Single*	555	794	794	87%		
Twin*	81	119	119	13%		
TURBOPROP	283	0	283	21%	3	94
<b>Total</b>	<b>1099</b>		<b>1374</b>		<b>9</b>	

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

Track Images Follow:



# NOISE COMPLAINT REPORT

COMPLAINT ID: 4809  
COMPLAINT TYPE: Low  
OPERATION TYPE: Arrival  
RUNWAY: 20  
A/C TYPE: B350

DATE AND TIME: Apr 24 2015, 10:24 AM  
POINT OF CLOSEST APPROACH(PCA): 0.03 nm  
ALTITUDE AT PCA: 6600 ft



King Air 350 flying the RNAV Arrival to Runway 20. Compliant Arrival.  
Discussions with commenter about 20 arrivals. Staff and resident looking for viable solutions.  
Discussions with pilots at time of event. Crew submit that they followed the IAP exactly.



# NOISE COMPLAINT REPORT

COMPLAINT ID: 4820  
COMPLAINT TYPE: Frequent  
OPERATION TYPE: Arrival  
RUNWAY: 20  
A/C TYPE: SR22

DATE AND TIME: Apr 13 2015, 03:20 PM  
POINT OF CLOSEST APPROACH(PCA): 0.1 nm  
ALTITUDE AT PCA: 7100 ft



Single piston flying patterns for 20. No phone or email info. Staff mailed NAP information. Awaiting reply.



# NOISE COMPLAINT REPORT

COMPLAINT ID: 4791

COMPLAINT TYPE: Off Course

OPERATION TYPE: Departure

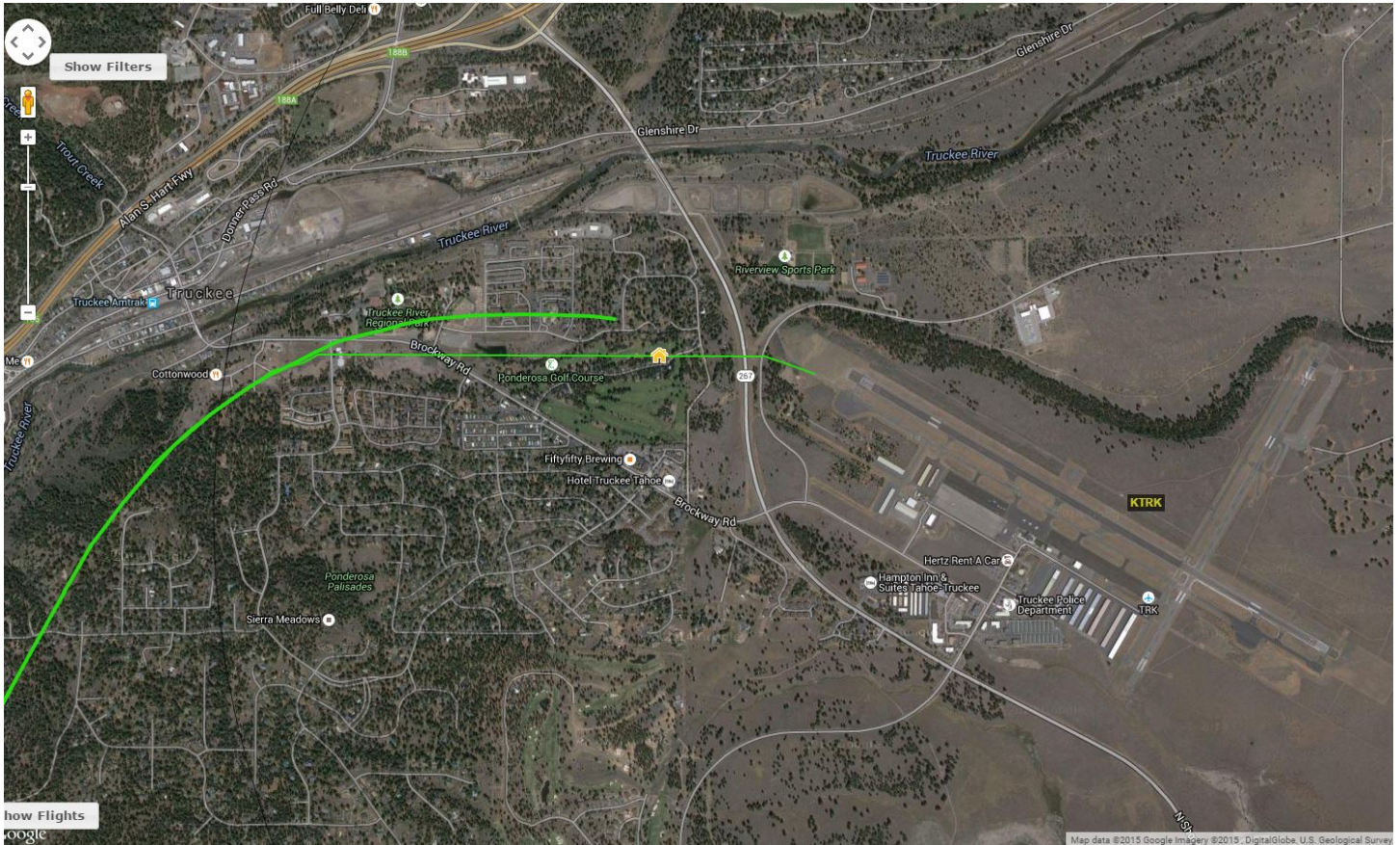
RUNWAY: 29

A/C TYPE: C56X

DATE AND TIME: Apr 21 2015, 12:10 PM

POINT OF CLOSEST APPROACH(PCA): 0.23 nm

ALTITUDE AT PCA: 6800 ft



Green departure track shows multipath, so the non-arcing portion is not accurate. Citation 560 departed 29 with a left turnout. Email and requests for crew contact info was sent to operator. Request for crew of aircraft to review Bypass Departure and KTRK NAPs. Staff is awaiting reply. UPDATE: 5/21 spoke to corporate noise relations manager. Sent track data, NAPs, etc via email.