



AGENDA ITEM: 7

MEETING DATE: June 24, 2015  
TO: Board of Directors  
FROM: Hardy Bullock, Director of Aviation and Community Services  
SUBJECT: Skydive Truckee Lake Tahoe

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**RECOMMENDATION:**

Accept interim guidance.

**DISCUSSION:**

At the regular May 27, 2015 Board meeting Staff presented information on a commercial skydiving application. That information is located here:

[https://truckeetahoeairport.com/board\\_meetings/94/view\\_file?file=TAB+9+-+Skydive+TLT+Staff+Report+May+27%2C+2015WEB.pdf](https://truckeetahoeairport.com/board_meetings/94/view_file?file=TAB+9+-+Skydive+TLT+Staff+Report+May+27%2C+2015WEB.pdf)

Direction given to Staff from the Board of Directors:

1. Discuss our specific situation with the FAA and gain an understanding of the process for a formal or informal safety assessment.
2. Get Soar Truckee and Skydive Truckee Lake Tahoe to sit down at the table and discuss the operational specifications and behavior of the two operations.
3. Understand acceptable insurance criteria for the skydiving activity.
4. Understand air traffic control procedures.

**ACTION FOR ITEM #1**

I had a conference call with the FAA including the following personnel, Loraine Herson-Jones: Deputy Director of Airports for Western Pacific Region, Robert Lee: Director of Safety Compliance for Airports Western Pacific Region, Holly Dickson: Assistant to Loraine Jones.

- I described our application process and the current concerns raised by Soar Truckee Inc.
- We discussed the two competing aeronautical activities, skydiving and soaring.
- The group reviewed our unique fleet mix including gliders relative to our Airport Layout Plan.
- Safety concerns with the location of the DZ was a lengthy discussion.
- The lack of alternative DZ locations that do not impact other aeronautical activities was discussed.

- I summarized our third party safety assessment and the methods used by Convergent Performances LLC to DE-CONFLICT the airspace.
- We discussed the role we (airport sponsor) play here at KTRK without a tower or center controller and only a UNICOM facility.
- I articulated our anticipated role as an arbiter/supporter for procedures that work for all airport users, operators, the skydivers and the gliders, and all other aircraft within the airport area.
- We discussed our need to mitigate noise and annoyance.
- I reiterated our desire to comply with our grant assurances.

FAA guidance I received in summary:

1. Our biggest challenge is to comply with all parts of Grant Assurances #22
2. KTRK acknowledging Skydive Truckee Lake Tahoe as an aeronautical activity is correct, the airport would be subject to a part 13 complaint and possible action if the airport did not support this activity under Grant Assurance #22.
3. Most airports, in their opinion have not gone to the lengths described by me to safely accommodate a skydiving operation.
4. If Reno FSDO has not voiced opposition to our plan then the FAA does not get involved unless a part 13 action is brought about.
5. A formal response to safety concerns is only valid when and if the FAA receives a formal complaint.
6. Keep doing what you are doing. You have done the right things up to this point. Work with all parties involved to find solutions to accommodate both activities. If the parties cannot comply or get along and a formal complaint is lodged then the FAA will intervene. The complaint would need to be fairly substantiated by fact not supposition. There is no safety threat yet because we haven't done any skydiving.

**ACTION FOR ITEM #2:**

A meeting is being held with Doug Downey, Convergent Performances, Mike Swanson, Skydive Truckee Lake Tahoe, Richard Pearl, Soar Truckee Inc., and airport staff on June 30 at 9:30 AM.

**ACTION FOR ITEM #3: DISTRICT SPECIAL COUNSEL PETER KIRSCH**

The operator has to maintain a \$1 million policy in liability insurance. While the Minimum Standards do not call out specific insurance coverage requirements, the Minimum Standards do state that the District “reserves the right to make reasonable adjustments” to the coverage, limits and exclusions when “deemed necessary and prudent.” While insurance for risk as to third parties would be costly, it would seem reasonable for the District to require such insurance.

**ACTION FOR ITEM #4:**

FAA federal aviation regulation part 105 section 13 outlines the requirement for the skydiving operator to integrate with air traffic control. This section of regulation further defines the use of two-way radio communication between the controlling authority of the airspace and the skydiving jump plane. Staff has a request for information pending with Oakland Center and NorCal approach regarding the use of a memorandum of agreement with respect to skydiving at KTRK. It is not anticipated that a memorandum

of agreement will be required, rather the skydiving operator will integrate directly with Oakland Center and NorCal approach.

**NEXT STEPS:**

Complete the operational specification meeting June 30<sup>th</sup>. Work with the applicant to understand facility requirements. Develop draft lease documents, develop draft commercial operating permit documents, and develop draft operational specification documents.

**ATTACHMENTS: BACKGROUND**

[https://truckeeatahoeairport.com/board\\_meetings/94/view\\_file?file=TAB+9+-+Skydive+TLT+Staff+Report+May+27%2C+2015WEB.pdf](https://truckeeatahoeairport.com/board_meetings/94/view_file?file=TAB+9+-+Skydive+TLT+Staff+Report+May+27%2C+2015WEB.pdf)