



AGENDA ITEM: _____

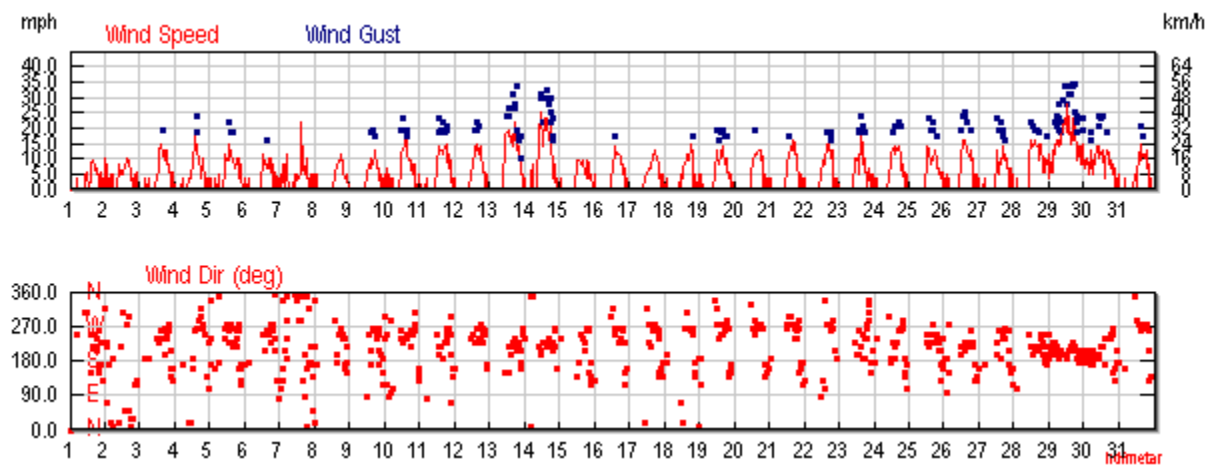
MEETING DATE: September 30, 2015
TO: Board of Directors
FROM: Michael Cooke, Manager of Aviation and Community Services
SUBJECT: August 2015 Comments Report & Outreach Memo

This report summarizes community annoyance comments and outreach efforts for August, 2015. While the comments information and track data is accurate, operations numbers are preliminary. Full analysis of operations numbers is done for the Quarterly Operations and Comment Report and at year end.

Operations and Weather:

August was hot and dry with just .06" of precipitation, 5 days with thunderstorm activity and 3 mornings with fog. Predominant WSW winds dominated the month with gusts into the 30s. 23 comments could be attributed to aircraft operating during gusty conditions or strong southerly winds.

August 2015 Wind Speeds and Directions Graphs



Although the numbers are preliminary, operations look to be up by about 15%: 3,945 total for 2015 vs. 3,411 in 2014. August is consistently the second busiest month, in 2015 it trailed July by 493 operation.

Community Annoyance Comments Summary:

Comments grew disproportionately to operations; they doubled from 2014. 137 comments for the month versus 64 in 2014. 2004 to 2006 were the most recent years with similar comment volumes. 32 households representing 8 residential areas near the airport made comments. One household in Prosser generated 37% of

the total comments. With 50 for the month, they centered mostly on 29 departures. The neighborhoods and aircraft type associated with the annoyance for August is below:

					Olympic		Sierra	Tahoe	
	Alder	Glenshire	Martis	Northstar	Heights	Prosser	Meadows	Donner	Total
Helo					1	1			2
Jet	3	7	2	8	7	42	1	7	77
Piston		1		1	19	7		1	29
Turboprop		5		2	6	7		1	21
Unk		1	1		2	1	3		8
Total	3	14	3	11	35	58	4	9	137

There were 10 new commenters: 4 in Glenshire, 2 in Sierra Meadows, and 1 each in Tahoe Donner, Northstar, Olympic Heights, and Martis Estates. The spike in new commenters from Glenshire is associated to 2 larger business jets arriving to 20 on afternoons with strong southerly winds. Outreach was made to both aircraft. 5 of the new commenters cited frequency of operations as being a source of annoyance.

Comments by Type, Operation, Runway and Day:

August did not have a holiday weekend like July, but analysis shows Sundays captured 22% of the total operations for the month. 46 comments came on Sundays, twice the amount of next nearest day of the week.

77 or 56% of comments were attributed to Jet operations. 13 jets received multiple comments. Any aircraft with multiple comments received outreach. 21% of comments were associated to Piston aircraft, 15% to Turboprops. 8 unknown aircraft types reflect overflying aircraft not associated to KTRK or comments based solely on the frequency of operations where no single aircraft or type was associated.

100 of 137 or 73% of comments were linked to Runway 29 operations. These comments typically, especially this month, focus on departures from Runway 29 and breed calls from Prosser Lakeview and Olympic Heights, which together represent 93 of 137 comments. 14 of 24 non-compliant tracks were departures from 29. The Truck Four departure generated at least half of the comments in the Prosser Lakeview area for the month. The FAA procedure, utilized by many operators, allows an ARTCC controller to anticipate the location of the aircraft when coming up from an area with no radar coverage. A Truck Four SID track and procedure instructions are included in the track images section.

Night Operations:

During the August Regular Board Meeting staff was directed to report operations during the night curfews currently in play at KTRK, the Fly Quiet incentives curfew and the voluntary 10 pm to 7 am curfew. The following tables illustrate the number of operations for both time frames excluding EMS flights. 3 annoyance comments were received with regard to night operations: 2 at or just before 7 am and one from Olympic Heights regarding an EMS helicopter operation at 10:40 pm.

There were no Fly Quiet incentives revoked during August, and the clustering of operations to curfew end times suggests the incentive program is effective.

Operations during the voluntary curfew and Fly Quiet incentivized periods are captured in the tables below:

August '15 Night Ops (non EMS) 10 PM - 7 AM				
Time	Jet	Piston	TP	Total
4:54			1	1
5:42		1		1
5:45		1		1
5:50		1		1
6:07			1	1
6:21		1		1
6:29	1		2	3
6:32			1	1
6:38		1		1
6:44			1	1
6:46	1			1
6:48		1		1
6:49			1	1
6:50			2	2
6:52	1			1
6:53			1	1
6:54		1		1
6:56		2		2
6:57		1	1	2
6:59		3		3
22:16		2		2
22:18			1	1
23:44	1			1
Total	4	15	12	31

August '15 Night Ops (non EMS) 10:30 PM - 6:30 AM				
DATE	Jet	Piston	TP	Total
4:54			1	1
5:42		1		1
5:45		1		1
5:50		1		1
6:07			1	1
6:21		1		1
6:29	1		2	3
23:44	1			1
Total	2	4	4	10

Outreach Summary:

Efforts were made via email or phone calls to reach out to all 32 commenters who made 137 comments. At times lengthy email or phone discussions with residents concerned over the tempo and frequency of operations ensued. The theme amongst most of the conversations focused on area growth, fleet mix, and the role the airport plays.

24 comments were associated with non-compliant operations, thus about 18% of the comments received in August were determined non-compliant to the NAPs. Outreach for 27 comments, as well as all non-incentivized operations between 10 pm and 7 am, and any concerns over safety of flight or unusual activity that occurred in August of 2015. 3 operations were associated with Touch and Go operations, none were attributed to the local training aircraft.

Preliminary Operations and Comment for August 2015:

Type	Total	% of Total	Comments	Ops/Comment
HELICOPTER	146	4%	2	73
JET	585	15%	77	8
PISTON	1744	44%	29	60
Single*	1541			
Twin*	203			
TURBOPROP	791	20%	21	38
UNKNOWN	679	17%	8	85
Total	3945		137	29