



TRUCKEE TAHOE AIRPORT DISTRICT

10356 Truckee Airport Rd.

Truckee, CA 96161

(530) 587-4119 tel

WWW.TRUCKEETAHOEAIRPORT.COM

DIRECTORS

KAT ROHLF

TERESA O'DETTE

MARY HETHERINGTON

DAVID DIAMOND

GREG HORVATH

TRUCKEE TAHOE AIRPORT DISTRICT REQUEST FOR PROPOSALS August 2026 ATC SITUATIONAL DISPLAY

Services Requested

The Truckee Tahoe Airport District (TTAD or District) invites interested firms and individuals with experience providing real-time aviation operations monitoring systems to design and provide KTRK Air Traffic Controllers and staff with a situational awareness display tool to show real-time aviation and equipped ground vehicles targets. As a non-Federal, VFR tower, controllers must visually manage air and ground traffic. While the desired display may not be used for ATC separation purposes, the standards of accuracy and functionality should be comparable to modern Federal ATC displays such as STARS. The selected firm or individual will be expected to provide display services to ATC 24/7/365 via a browser-based system or locally installed app to TTAD-owned workstations or mobile devices.

History

The Truckee Tahoe Airport District has employed myriad flight tracking technologies since the early 2000's for purposes of counting operations, real-time flight tracking, noise abatement procedure development, forensic investigations, planning and reporting. In 2017 TTAD built a tower and contracted an Air Traffic Control services provider to add safety and efficiency to the region and help positively influence the route of aircraft into and out of the area on behalf of District constituents. Display technologies have improved considerably over the years to include vehicle tracking in movement areas. TTAD will leverage technological innovations to further advance the overall mission of the District.

Submittal Guidelines

Proposals may be delivered in person, mailed, or emailed by the submission deadline of 09/15/26 at 5 PM PDT.

Mail or delivery:
ATC Situational Display Proposal 2026
ATT: Mike Cooke
Truckee Tahoe Airport District
10356 Truckee Airport Road
Truckee, CA 96161

Email: ATCDISPLAYRFP@truckeetahoeairport.com

Late proposals will not be considered. All proposals are considered confidential and will be retained by TTAD, however any inquiries regarding this Request deemed germane to all proposers may be shared with all interested parties to ensure bidders have equal information. Email ATCDISPLAYRFP@truckeeatahoeairport.com or call 530.587.4119 x108 with any RFP questions.

The General Manager and Staff reserve the right to reject any or all proposals, to request additional information concerning any proposal for the purpose of clarification, to accept or negotiate any modification to any proposal following the deadline for receipt of all proposals, and to waive any irregularities if such would serve the best interests of the District as determined by the General Manager.

Background

The Truckee Tahoe Airport is owned by the Truckee Tahoe Airport District and serves as the primary airport for eastern Placer and Nevada Counties, Truckee, and north Lake Tahoe communities. The Airport is in the Martis Valley, an environmentally and noise sensitive area, 7 miles north of Lake Tahoe. The airport is situated among residential neighborhoods on three sides. Currently the Airport has no scheduled air carrier services and no apparent community interest in pursuing commercial service and Part 139 Certification. The Airport District desires to maintain its General Aviation status and continue to serve and provide resources to the General Aviation community. The District's mission is to provide high-quality aviation facilities and services while balancing community needs, quality of life, and safeguarding the authenticity of Truckee and the North Lake Tahoe communities.

Proposal and Scope of Work

The proposal must clearly detail all features and functions of the display. Include overall platform information, all local system requirements, and any required equipment needed to make the system operate.

Describe any specific data speed or bandwidth requirements if beyond typical small business service norms. Update rates must be 1 second or less. Smooth target acquisition, display, and track fidelity are required. Typical deployment will be to a Windows-based PC with mid-tier memory and graphics capabilities. Describe any hardware if required beyond typical small business norms.

System functionality:

- System uptime during ATC hours is critical. Recurring or extended periods of downtime shall be considered breach of contract and may be cause for termination with 30-day notice. Support must be available 6am-9pm daily PST.
- System access is expected through a credential-based platform with privileges based on user roles. Site security and all applicable regulations for privacy, cyber-security, and ADA requirements will be the responsibility of the vendor.

Display functionality:

- A minimum of one dark and one light theme is required to accommodate changing light conditions in the ATC environment.
- Basemaps may be tied to light themes but should offer clear visual reference to terrain, landmarks, and geographical features to easily identify a location at most zoom levels.
- Layers required are range rings and runways, but additional items like instrument and visual procedures, noise sensitive areas, extended centerlines, NavAids, weather or other integrations are desirable. The willingness of any vendor to develop additional layers is desired.

Geographical components and surveillance area:

- Core surveillance shall encompass the greater North Lake Tahoe region up to class A airspace with priority to the TRK Class D airspace down to ground surfaces.
- Geo-fencing shall be used to reduce target clutter in the situational display. Selectable altitude filters and lateral distance range options are strongly desirable.
- Vehicle targets shall only appear when in or near movement areas.

Target management:

- Data tags should be able to display tail number, altitude, airspeed and call sign. Origin, ETA, ETD, AC Type and any other relevant data will be considered so long as the tags can be modified to reduce display clutter. Leader lines or a system to reduce tag overlap may be employed.
- Color coding of targets based on operation and type (eg VMAT vs aircraft) is desired.
- Tabular data for arrivals and departures is desired

Additional considerations:

- TTAD has 2 years remaining for VMAT support with Passur. Daily operations and maintenance and seasonal snow removal benefit from tracking. Continued functionality is imperative with potential to upgrade at the end of current VMAT support contract.
- A replay tool for recent activity is desired but does not require more than 30 days of flight data for replay/review purposes. Additional enhancements for integration of radio call transcriptions, AI summaries or alerting are welcomed.

Compensation

TTAD desires an annual billing cycle with a 3-year initial contract term and 2 option years. Enhancements or integrations outside of the standard functions defined in the initial scope may be reimbursed upon completion. Any additional improvements or modifications to the system will be approved by TTAD before commencement. A table defining the entire 5-year billing period should be included in the proposal.

Professional References

Please provide three professional references or any relevant past performance with TTAD that may be applicable for consideration in the proposal.

Evaluation and Selection Process

All proposals must be received by 5:00 pm on September 15th, 2026. Proposals will be screened and evaluated by TTAD administrative staff. The qualifications for the top candidates will be verified and references may be checked. The final selection will be based on system features and functionality and overall cost and benefit to the Truckee Tahoe Airport District.

Thank you for your interest and consideration of this opportunity.