

# Bringing a Love of Aviation and a Competitive Spirit to Truckee Tahoe Airport

By Laurel Lippert; Photo Tom Lippert

If you see Mark Covey running toward you or your airplane at the airport, don't be alarmed. He's there to help, and he's also training for his second marathon, so doing his job and running are what he loves to do.

Mark's role managing operations on the airfield and ramp and attending to the needs of airport users is a perfect fit for someone who's working life began by serving others at a dire time in their lives.

Born and raised in Bennington, Vermont, he first attended Johnson State College before joining the family mortuary business. Ten years later, he was ready for a change and moved to Utah, then the Bay Area where he worked as a technical support engineer for a software company.

At the time, his reply to girlfriend Andrea, now his wife, when she asked, "What are we going to do this weekend?" was always "We're going to Tahoe, aren't we?" The answer became predictable and seemed to be a sign, so they moved to Truckee in 2013.

Mark's interest in aviation began early, as his father, a private pilot, had taken him flying on many short cross-country flights in New England. But, it wasn't until he heard about the availability of a flight simulator at Truckee Tahoe Airport that Mark put his hands on the controls. While spending time on the sim, he learned that a seasonal part-time job helping with general labor and maintenance was available.

Mark joined the airport team in 2014 and, soon after, had a full-time job that includes managing operations on the airfield and ramp, operating the UNICOM and customer service desk, providing airport line and fuel services, operating heavy equipment, helping with airport and community events, performing inspection on equipment and runways, and guaranteeing airport and operations safety.

What does he do for fun? In the winter he skis, which he did growing up in southern Vermont. His dad was a ski patrolman at Mt. Snow, and his grandfather helped create nearby Haystack Ski Area.

Oh, and he runs—and runs. Mark ran in high school and dreamed of running a marathon. His first was set to be the New York City Marathon in November 2012, the year of Hurricane Sandy. Mark was excited but apprehensive when he saw a darkened city on approach to the airport. It wasn't until race day that Mayor Bloomberg cancelled the marathon due to flooding and hurricane damage. Five years later in 2017 Mark, again, entered his name in the



Mark Covey brings his passion for running and flying to KTRK.

drawing for the New York City Marathon, and this time he ran and finished.

"It was harder than I thought," he said, "and I figured that training at our altitude of 6,000 feet was the golden ticket." But no, he learned, it wasn't. Undeterred, Mark is now training for his second marathon in Burlington, Vt., in May, and enjoying the support and encouragement of other airport staff who also compete in extreme sports.

When not on the clock or training for a marathon, Mark can often be found at the airport adding more hours to his logbook which currently shows 165 hours of flight experience. He earned his private pilot certificate in 2016 and is currently working on his instrument rating and will then pursue his commercial rating. His passion for aviation extends beyond the sky with an interest in airport management and operations.

Even at age 44, Mark believes he has many years ahead to enjoy flying and running. "My great grandmother lived to be 94 and walked to the grocery store by herself until she was 92. I asked her, 'What's the key to success?' and she said, 'Three things—bacon, butter and popcorn,' So, I guess that's the winning formula."

Truckee Tahoe Airport

# PILOT NEWS

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## Class D Airspace Designation for KTRK

Now that KTRK has a seasonal Tower, airport staff have been in a year-long process of petitioning the FAA for a Class D airspace designation. This change, expected at 9:01 UTC the morning of March 29, 2018, would supersede the previous KTRK Class E2 Non-Towered airspace designation. Pilots may ask, what will the new Class D airspace mean to me at KTRK?



A breakdown of FAA airspace classifications.

1. Class D airspace at KTRK will be controlled airspace from the surface to 2,500' above the airport elevation, extending 4.2 NM from the center of the airport. When instrument procedures are published, as they are at KTRK, the airspace containing the approach paths are usually designated as Class E2.

2. Aircraft must be equipped with an operable two-way radio to operate in Class D airspace. Two-way radio communication must be established with Truckee Tower prior to entry and be maintained while in Class D airspace. Pilots of arriving aircraft shall contact Truckee Tower on the publicized Tower/CTAF frequency of 120.575 MHz and give their position, altitude, destination, and any request(s). Radio contact should be initiated far enough from the Class D airspace boundary to preclude entering Class D airspace before two-way radio communications are established. If the controller responds to a radio call with "(aircraft call sign), standby," radio communications have been established and the pilot can enter Class D airspace. If workload or traffic conditions prevent immediate entry into Class D airspace, the controller will inform the pilot to remain outside Class D airspace until conditions permit entry. It should be noted that no separation services are provided to VFR aircraft within Class D airspace.

3. For IFR traffic, the controlling authority, most likely Oakland Center ZOA, or Northern California TRACON, will effect a "hand-off" directly to Truckee Tower. This hand-off may occur as far out as 10 NM or more. In this environment, it is advised that pilots pay close attention when approaching the airport.

*\*CFIs and students are requested to notify Truckee Tower when flight training within 10 NM of the airport.*

*\*A published MOU requires gliders to contact Truckee Tower within 10,000' AGL and 10 NM of the airport.*

*\*Airspace reverts to Class E2 when tower is not operational, i.e., after hours at night.*

It is the responsibility of all pilots to be aware of airspace requirements. For additional information on the pending airspace designation at Truckee Tahoe Airport, please contact Hardy Bullock, Director of Aviation & Community Services, at (530) 587-7940 or email [hardy.bullock@truckee-tahoeairport.com](mailto:hardy.bullock@truckee-tahoeairport.com).

### KTRK RADIO FREQUENCIES

TOWER/CTAF: 120.575 / GROUND: 118.3 (during tower operations) / AWOS: 118.0

UNICOM/FBO SERVICES: 122.95 / OAKLAND CTR: 127.95

## THE BUSINESS OF THE AIRPORT IS YOUR BUSINESS



The Truckee Tahoe Airport District continually strives to improve safety, service and efficiency for users, and reduce annoyance for local residents. Following is an overview of initiatives the Airport is currently working on to further these goals.

### Enhanced Aircraft Flight Tracking at KTRK

KTRK has upgraded its MLAT (multilateration) flight tracking display screens for enhanced air traffic controller situational awareness. The upgrades include a richer data set, which captures all transponder variations the FAA will require with the upcoming 2020 ADS-B mandate. Upgrades include: visual reporting points, residential noise-sensitive areas, IFR procedures and range rings. Stop by UNICOM next time you're in the main terminal building and check out the same monitor displays that Truckee Tower controllers are using to keep our pilots and community safe.

### Executive Hangar Update

A total of 10 new Executive Hangars are slated for construction this spring, with occupancy of eight of the pre-leased hangars scheduled for the end of the year. The District will keep two hangars for short-term rentals, one equipped with radiant heat for de-icing. The project will create two new hangar rows named "November" and "Papa," which will be parallel to the current Mike row of hangars, located on the far west side of the airfield. The 4,030-square-foot units will have clamshell doors with November's facing east, and Papa's facing west. The hangars will be plumbed with utilities including water, sewer, gas, cable and electricity available for tenant upgrades. Trees in the construction area were felled last fall to prevent wildlife nesting in them this spring/summer. The new hangars will alleviate some pressure on the 10-year wait list for hangars at KTRK.

### AIRPORT HOURS OF OPERATION

Airport Operations: 7 a.m. – 9 p.m., 7 days a week  
 Fuel: 7 a.m. – 7 p.m.; Self Serve 100LL: 7 a.m. – 9 p.m.  
 ACAT Meetings: 2nd Tuesday of the month, 9:15 a.m.  
 Board Meetings: 4th Wednesday of the month, 4:30 p.m.  
 General Info: (530) 587-4119  
 Red Truck Cafe: 9 a.m. – 3 p.m., Monday – Saturday

## THE ACAT CORNER

Truckee Tahoe Airport District's Airport Community Advisory Team (ACAT) has set goals for 2018, including work on the District's Trails Master Plan and new ways to work with pilots to reduce noise and annoyance.

Working with Pilot & Passenger Outreach Coordinator Katie Greenwood, the team is exploring ways to incentivize pilots to follow Fly Quiet voluntary procedures, where pilots might earn points and rewards by following flight paths designed to minimize the noise and annoyance impact on the community.

Using existing flight tracking, points could potentially be assigned by flight paths and elevation, which could then be applied to different rewards possibly including discounts, recognition and other options.

"This type of program is common at commercial airports and it's really popular," said Hardy Bullock, Director of Aviation & Community Services.

Currently, the Airport incentivizes hangar tenants for following voluntary curfew. In 2018 ACAT plans to research residential sound insulation programs.

Phase Two of the District's Trails Master Plan is also scheduled for 2018, with the team looking to create new connections between the Legacy Trail, the Martis Valley Trail and Waddle Ranch in and around Airport property.

To find out more about ACAT's work and to stay up-to-date on meetings and more, go to [truckeetahoearport.com](http://truckeetahoearport.com), or attend an ACAT meeting in the main terminal building boardroom at 9:15 a.m. on the second Tuesday of the month.

ACAT currently has one "Community Member" seat open until filled. For information about this public service volunteer opportunity contact Hardy Bullock at (530) 587-7940, or email [hardy.bullock@truckeetahoearport.com](mailto:hardy.bullock@truckeetahoearport.com).

*ACAT meets on the second Tuesday of the month at 9:15 a.m.*

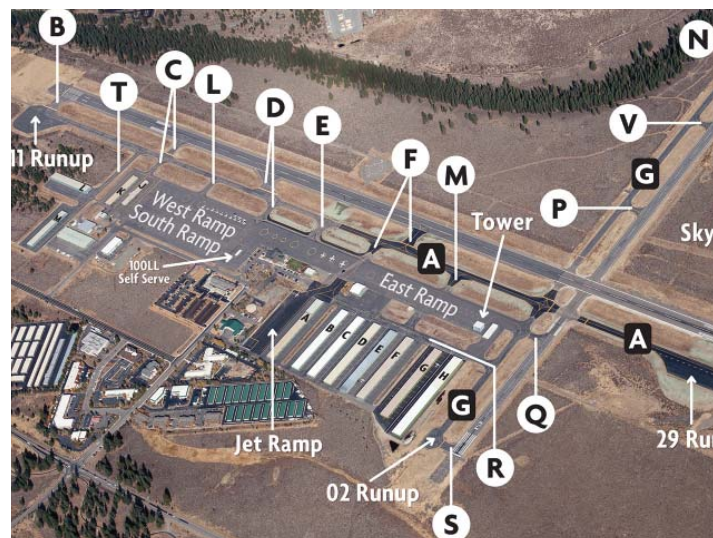
*Meetings are held in the Main Terminal Building, Boardroom A and are open to the public.*

The KTRK Tower will be open continuously through summer 2018. The Airport Board of Directors will be considering annual funding contracts with Midwest ATC at the March 26, 2018 Board meeting.

## KTRK Summer 2018 Airport Improvement Project: Taxiway Romeo

A joint KTRK and FAA-sponsored Airport Improvement Project (AIP) will be taking place this summer on Taxiway Romeo. The re-pavement project is anticipated to take 60 days and will impact ALL tenants in Alpha – Hotel hangar rows. Romeo is the perpendicular taxiway on the immediate north side of hangar rows A – H and connects to the Golf parallel taxiway. The work will include asphalt removal, grading, base and re-pavement.

All tenants in hangar rows A – H will have restricted access to their hangars during the construction phase. Staff will keep tenants updated as soon as FAA funding is confirmed and airport engineers, contractors and material suppliers set specific construction dates. Airport engineers are considering alternate hangar access options. There are currently no relocation hangars available at KTRK. The project would not begin until after the Air Show and Family Festival scheduled for Saturday, July 14, 2018.



Taxiway Romeo is the perpendicular taxiway immediately north of hangars A – H.

## Truckee Tahoe Airport Working to Bring ADS-B Coverage To Local Airspace

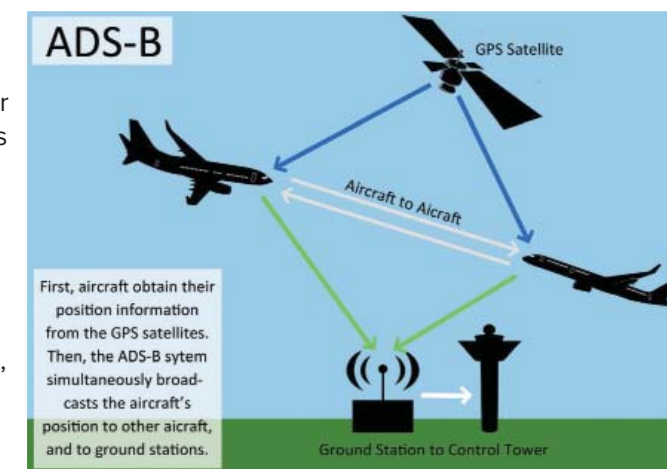
As the Federal Aviation Administration's mandate for Automatic Dependent Surveillance Broadcasting (ADS-B) approaches in 2020, the Truckee Tahoe Airport District is working to get Congressional assistance for building a receiver site on its grounds.

The new surveillance type, which would allow the Airport to see all aircraft within its airspace with more accuracy than today's systems, promises better safety and reduced noise and annoyance for the community.

The Airport needs FAA approval and is seeking assistance with funding through Congressional support in order to build the receiver by 2020.

Pilots will also need to equip their aircraft with the corresponding minimum ADS-B (Out) equipment by January 1, 2020. To find out how, go to: [faa.gov/nextgen/equipadsb](http://faa.gov/nextgen/equipadsb).

Pilots who also upgrade their aircraft to ADS-B (In), will be able to see the location of other aircraft with collision avoidance and real-time weather information in the cockpit.



KTRK is working on building an ADS-B receiver site on its grounds.