



ACT NOW!

Airport Community Team Meetings

Airport Community Team (ACT): Meeting Summary Report

Topic:	Why do local planes fly where they do? Air Traffic Control (ATC), Airspace, and ADS-B
Video Link:	https://vimeo.com/575541504
Date:	July 14, 2021

Attendance
<ul style="list-style-type: none">• 14 ACT Members• 6 Staff• 2 Board Members• 1 Guest Speaker

Total Members
<ul style="list-style-type: none">• 41 ACT Members

Summary

- Kevin Smith, General Manager, welcomed members to ACT and gave an overview of the group's mission and goals.
- Hardy Bullock, Director of Aviation and Community Services, presented an overview of the national airspace system, the different classifications for airspace, and showed geographical data describing the interconnected airspace system and regional terrain restrictions. He described a problematic radar dead zone without visibility in the Northern Sierras that Air Traffic Controllers had labeled "the wedge", and how the Truckee Tahoe Airport (TRK) solved this visibility and safety issue by installing and integrating an Automatic Dependent Surveillance -Broadcast (ADS-B) system. He outlined how TRK is leveraging both the ADS-B system and the ATC tower to develop proposed flight procedures that avoid residential overflight and reduce greenhouse gas emissions, and the process for FAA approval. Mr. Bullock also presented depictions of the paths in and out of TRK available for aircraft, the criteria those paths must meet for safety and instrument flight rules, and the ways TRK works to try to influence aircraft paths that align with existing ambient noise corridors. He also illustrated the recommended flight paths for the glider-tow and skydive aircrafts, and the special conditions associated with those operations.

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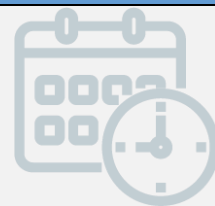
- Larry Finney, Air Traffic Control Manager for Midwest ATC at TRK presented an overview of the role Air Traffic Control (ATC) plays in runway and approach selection. He also detailed the responsibilities of the ATC tower at TRK as mainly runway separation and traffic advisories, and further detailed how the tower provides these services. He explained that the ATC tower does not vector or provide in flight separation and further described the responsibilities of the FAA and Oakland Center in respect to air traffic. He also spoke to the ATC tower's promotion and utilization of the noise abatement procedures, and their commitment to safety as the top priority.

Member Comments and Questions – (See Video Link for Detailed Responses)

- Are there user waypoints that could be standardized and published for reference?
- Do all aircraft have to have two-way radios?
- Are there app's available to the layperson that provide access to GIS flight data?
- What is the process to determine the new flight paths and what is the public input process?
- What airplanes are required to follow these procedures and what are they required to do once in the air to avoid flyover of Truckee?
- When did jet traffic become allowed at KTRK?
- Why are do jets sit on the ground running their engines for long periods of time?
- A pilot member commented on the Instrument Flight Rules (IFR) procedures and the FAA control.
- Can you give an update on the skydive operator's aircraft issues that were discussed at the last meeting?
- There is an operator that consistently breaks the curfew at 4:00am. How often do you review flight logs for curfew violations?
- What is the source of the increase in helicopter operations this summer?
- There are additional arrivals over the top of Alder Hill.

Scheduled Future Meetings

- Why are planes over my house? – 8/11/2021
- Why are airplanes noisy and technology to make them quieter – 9/8/2021
- A discussion about airport hangars – 10/13/2021



Bike Rack – Topics Racked for Future Meetings

- A meeting with Commercial Operators
- Quiet Aircraft Technology (Propellers)



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