

Hangar Revitalization and Incentive Programs Outreach #3



Truckee Tahoe
Airport District

Connected By
More Than A Runway





Purpose



In alignment with the Airport's new Strategic Plan, TTAD is seeking your collaboration on new proposals that address Safety, Hangars, and Noise.

Proposals:

- Fly Safe incentive program – Implement
- Hangar Revitalization – Implement
- Fly Quiet incentive program – Simplify
- Home Base incentive program – Terminate



Fly Safe



Why:

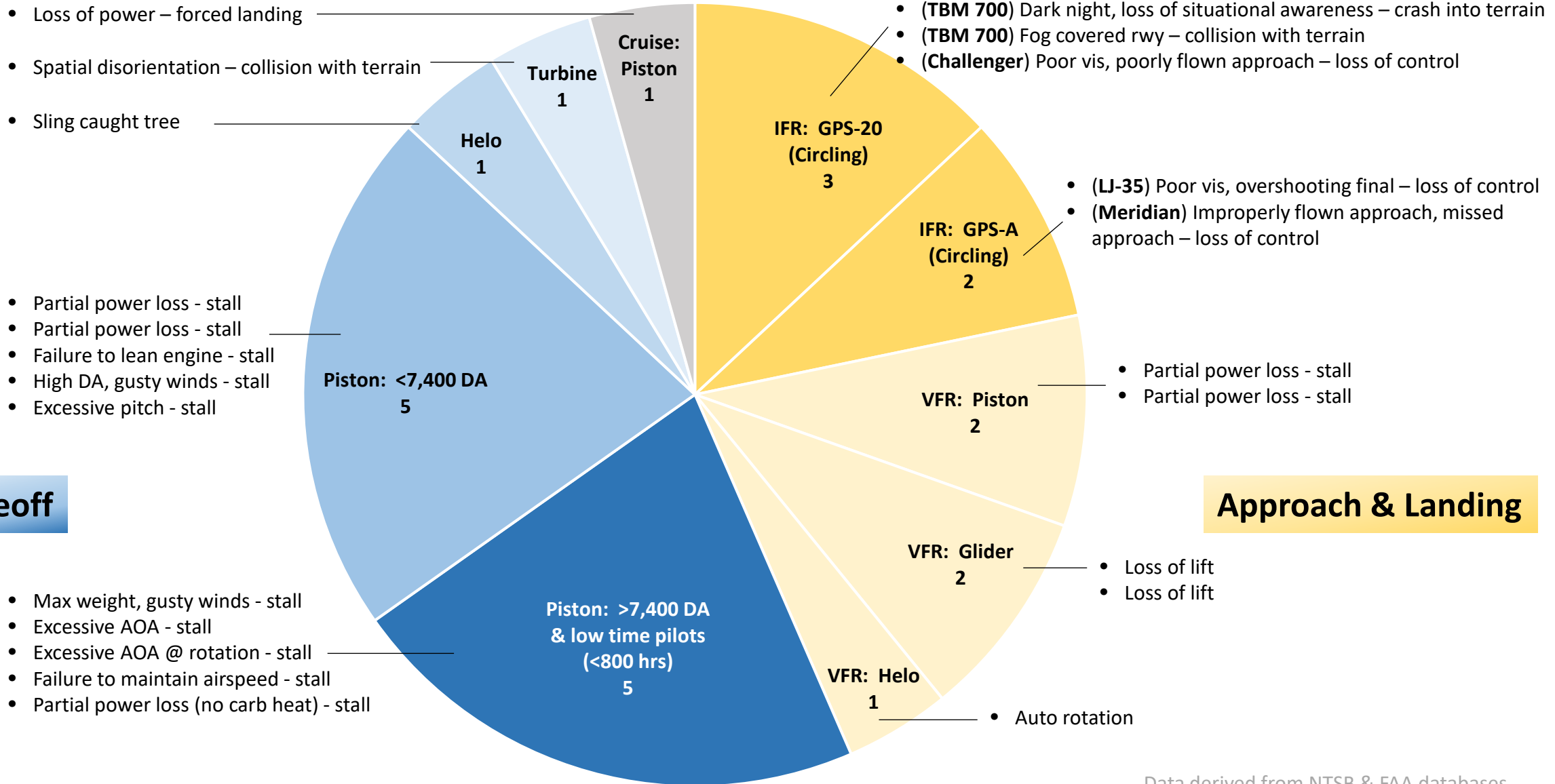
- GA (Part 91) accident rate has declined slightly over past 30 years, but is still magnitudes more hazardous than Part 135 & 121 operations. The FAA WINGS program seeks to lower the GA accident rate with continuing education and an emphasis on pilot proficiency.

KTRK Accident History (1996-2023)

- 23 accidents resulting in 17 major injuries and 21 fatalities
- Mishap pilots are a mix of locally based, familiar transients, and unfamiliar transients
- Key takeaways:
 - Takeoffs – disproportionately higher accident rate at KTRK (52%)
 - Circling Approaches – account for all 5 IFR accidents (22%)
 - Density Altitude – major factor for KTRK accidents (22%)



KTRK Accidents 1996-2023 (resulting major injury or fatality)



Takeoff

Approach & Landing

Data derived from NTSB & FAA databases

Fly Safe



What:

- Create KTRK Fly Safe incentive program to encourage continuing education & proficiency
- Tailor programs to pilot FAA requirements and skill sets:
 - Piston: partner with FAA WINGS to create a KTRK specific program
 - Turbine: 61.58 simulator & check ride could meet
 - Type Rating: simulator and check ride could meet

How:

- Hangar Pilot flat rate discount (**\$780 - \$1,000?**) annually (~\$65 per month)
- Non-Tenant pilot reimbursement of (**\$150 - \$300?**) annually for CFI flight
- Some knowledge & flight activities would be KTRK specific (inherent hazards)
- FAA WINGS Annual Flight Activity would take place at KTRK (exceptions could be granted)
- Explore quarterly fly-ins/clinics targeted towards Fly Safe programs
- Reach out to insurance companies to consider offering KTRK Fly Safe pilots' a discount

When:

- Start of 2024



Fly Safe – Inputs to Date



- Consider insurance req's, ATP, Type Ratings to count for Fly Safe
- Include 61.58 sim/check ride requirements
- How does a partnership work with multiple owners
- Quarterly Fly Safe fly-ins / clinics
- Increase the reimbursement to better cover costs of programs
- Consider lack of CFIs, grant waivers if unable to fly at KTRK



Hangar Revitalization



Why: Maintain a safe environment for tenants and employees, maintain/improve existing infrastructure, and comply with FAA Grant Assurances (hangars are for aeronautical use only).

What:

- Safety
 - Zones marked for entry/exit
 - Work areas clear for TTAD personnel (fire, hangar doors, ladders)
 - No unpermitted shelving/lofts attached to walls; shelving height limits
- Infrastructure
 - Standardized periodic inspections
 - Improve lighting, seal majority of hangar floors (next 5 years)
- FAA Grant Assurances
 - Aeronautical use only
 - No vehicles inside hangar unless aircraft is out
 - No household goods storage
 - No Long-term storage of derelict aircraft
 - No impediment to movement of aircraft out of hangar

The KTRK hangar wait list is 129, and the list has been frozen since May of 2023. Depending on the size of the hangar, it could be 5-7 years before a hangar becomes available. FAA Grant Assurances are to encourage aeronautical use of hangars and the rules are built to facilitate this.

Non-aeronautical uses can be authorized...if there is no wait list, but then FULL fair market value of local storage rates must be charged.

Hangar Revitalization



Not Acceptable



No aircraft (boat) / furniture storage



Camper / Storage height / forklift

Vision





Hangar Revitalization



How:

- Implement “Civics” software program – communication with tenants
- Update Minimum Standards (Primary Management Compliance Document, PMCD)
- Update Leases
- Periodic inspections with standardized checklists
- Noncompliance with PMCD = significant airport violation fee or lease termination? (Ex: Non-aeronautic storage like boats in hangars, campers, etc.)

When:

- 1st Quarter 2024 TTAD staff inspects all hangars, notifying tenants out of compliance with policy and establish cure period of 30-60 days
- January 2024 Leases updated with CPI adjustment to rents
- Spring/Summer of 2024 have additional dumpsters available for tenants
- Periodic inspections quarterly
- Summer 2024
 - Epoxy more floors
 - Install more LED lights



Fly Quiet



Why:

- Provide a simpler & more flexible program for local pilots that is quieter

What:

- One FQ window 10 pm to 7 am
- Provide a 'Shoulder Hour' 6-7 am and 10-11 pm – no permissions required
- Shoulder Hour has low noise emission protocols
- Limits touch-n-goes to **5 consecutive**, switch runways, or temporarily depart pattern
- Waivers can always be requested for unique circumstances

How:

- Hangar Pilot flat rate discount **\$360 annually (\$30 per month)**
- Violation of FQ requires 9 months before readmittance to program

When:

- Start of 2024



Fly Quiet – Time Visualization



Shoulder Hour
Protocols

Shoulder Hour
Protocols



No Fly
w/out
waiver

← Limit to 5 consecutive touch-and-goes
switch runways
or temporarily depart pattern →

No Fly
w/out
waiver

3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 00 1 2

Waivers can always be requested

Shoulder Hour Protocols



Bottom-line → no jets, no touch-n-goes, don't fly in the yellow

Waivers can be requested to these protocols & FQ hours

Not authorized

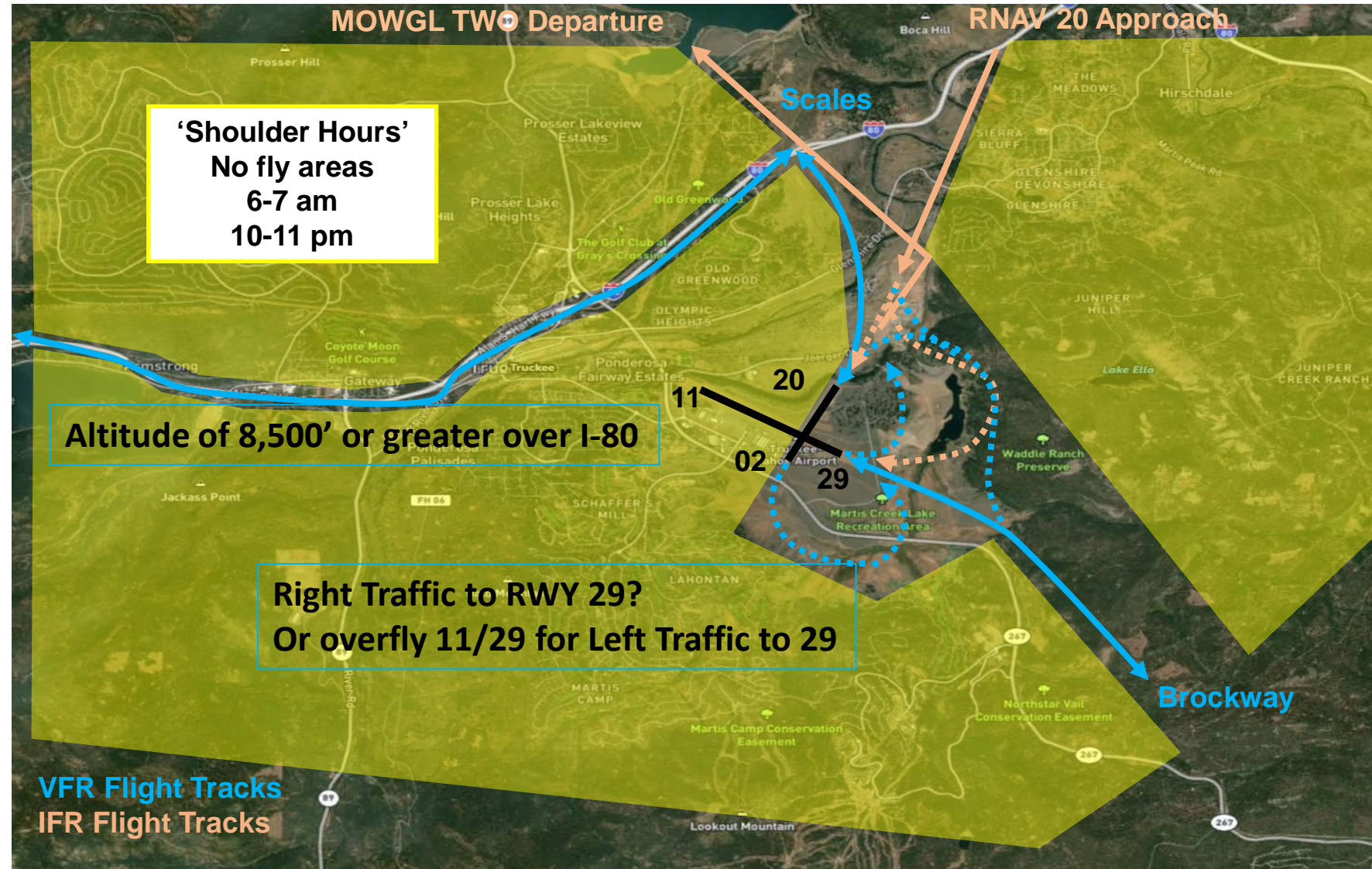
- Overflight of neighborhoods (yellow shading).
- Training (can depart with a student, no return before 7 am).
- Touch-and-goes.
- Jet aircraft.

Departures

- RWY 02 & 11 – climb out over KTRK/ Martis Creek Lake.
- VFR South use Brockway Summit.
- VFR North use Truck Scales.
- MOWGL TWO authorized off RWY 02 – not RWY 29.
- RWY 20 & 29 – takeoffs not authorized.
- TRUCK FIVE – not authorized.

Arrivals

- RWY 20 & 29 – landings authorized.
- VFR South use Brockway Summit (or Visual-29).
- VFR North use Truck Scales.
- RNAV 20 – only land RWY 20 & 29, no circling Glenshire
- RNAV (GPS) 11 – not authorized.
- RNAV (GPS)-A – not authorized.
- RWY 02 & 11 – not authorized.





Fly Quiet – Inputs to Date



- Note: waivers are still authorized outside of these protocols
- Add a Shoulder Hour westerly entry/exit over the Donner summit
- Left or Right traffic to RWY 29
- Explore real estate disclosures
- Changed consecutive touch-and-goes from 3 to 5



Home Base Program



Why:

- Terminate program, does not incentivize behavior regarding safety or noise.

What:

- End Home Base as Fly Safe and Fly Quiet incentives come on-line
- Same monetary incentives would be available for the T-Hangar tenant

How:

- Notify tenants once Board decision is made

When:

- On or after 1 Jan 2024



What's Next



Timeline

- **11 Oct** (Wed PM) – ACT meeting
- **23 Oct** (Mon PM) – Hangar Tenant / Local Pilots meeting – Board room, followed by new Hangar tour
- **25 Oct** – Board meeting, feedback on these topics
- **29 Oct** (Sun AM) – Hangar Tenant / Local Pilots meeting – Board room, followed by new Hangar tour
- **8 Nov** (Weds PM) – ACT meeting in person community outreach to discuss Fly Quiet
- **29 Nov** – Board meeting ([decisional](#))
- **1 Dec** – Notify Tenants
- **1 Jan 2024** – Implement policies, likely over the first quarter of the year