

Truckee Tahoe Airport District

COMMUNITY OUTREACH

Neighborhood Meetings



Community Partner



November 2016 Draft

Acknowledgements



We wish to thank our supportive community who provided their insight and thoughtful feedback.

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Introduction and Program Design



INTRODUCTION

Purpose

The Truckee Tahoe Airport District (TTAD) understands that community input is incredibly valuable in developing good policies and making sound decisions about Truckee Tahoe Airport (TRK). In July and August 2016, TTAD hosted six neighborhood meetings. The purpose of the meetings was **LEARN** from the public their views on the Airport and how they regard its role in the community. The meetings also provided a comfortable forum to **SHARE** feedback on airport operations and community-based programs. The meetings were designed in a manner that allowed Airport staff and the Airport Community Advisory Team (ACAT) to **LISTEN** to the specific needs and concerns of each neighborhood. The meetings also provided a venue for Airport staff and ACAT members to **DISCUSS** and get input from neighbors on two pending Airport programs—the Airspace Study and a Temporary Seasonal Tower—aimed at finding ways to reduce environmental impact from aircraft operations and enhance safety.

This document describes the design for the neighborhood meetings, the widespread advertising undertaken to reach out to the community and the various strategies used to obtain community input on TTAD programs. The report also summarizes important feedback received at each of the neighborhood meetings. The **key themes** that came out of the meetings are summarized in three ways:

1. **By Neighborhood** – Highlights shared views of a particular neighborhood.
2. **By Topic Area** – Emphasizes community reactions to specific Airport programs.
3. **From Online Survey** – Summarizes comments submitted online.

Purpose of the Meetings

1

SHARE

2

LEARN

3

LISTEN

4

DISCUSS

TTAD's Noise and Annoyance Mitigation Plan identifies various programs to reduce noise and enhance safety, including:

- Fly Quiet Program
- Monitoring Program
- Pilot Outreach Program
- On-going investigations (seed projects, such as the Airspace Study and the Temporary Seasonal Tower)

(See **Appendix D**, Section IV. Outreach and Education, for more information on this Program, as it relates to outreach efforts.)



HOW YOUR FEEDBACK WILL BE USED

The community's feedback will influence the TTAD Board's decisions related to the development of notional routes from the Airspace Study, establishment of a Temporary Seasonal Tower and future community outreach efforts. The concerns and preferences voiced by Airport neighbors will also drive the work priorities for ACAT's existing and future Airport and community programs related to minimizing annoyance from aircraft overflight.

The results of the neighborhood outreach efforts, which are summarized herein, will be presented to the TTAD Board and the community in Fall 2016. Subsequent meetings will also be held to provide the community with progress reports on the status of the two Airport programs: Airspace Study and Temporary Seasonal Tower.

COMMUNITY OUTREACH PROGRAM DESIGN

Meeting Format

The neighborhood outreach and involvement effort had **three primary goals**:

- 1. Neighborhood Outreach** – To reach out to as many people as possible to encourage a high level of participation in the neighborhood meetings.
- 2. Airport Information** – To inform the community about Airport operations and programs.
- 3. Community Feedback** – To engage people in a dialogue and to incorporate their input in the Airport planning process.

With a focus on receiving feedback, the neighborhood meetings were styled as town hall meetings lasting approximately an hour and a half. The informal meetings gave everyone a chance to talk openly and freely about things that mattered to them. The neighborhood meetings were designed to include:

- **Welcome and Introductions** – Occasion to meet and greet Airport neighbors.
- **Presentation** – Overview of Airport programs.
- **Stations** – Opportunity to explore details about Airport programs and for small groups to get specific questions answered.
- **Reconvene** – Open forum to express concerns, opinions and feedback about Airport operations and TTAD programs as a large group.
- **Question and Answer Session** – Opportunity for community members to ask questions and receive responses from Airport staff.

Moving Forward

1

DRIVE THE WORK PRIORITIES

2

INFORM THE DEVELOPMENT OF AIRSPACE PROGRAM

3

INFORM DECISION ABOUT SEASONAL TEMPORARY TOWER

4

IMPROVE TTAD OUTREACH + INFO

Airport Community Advisory Team'

The Airport Community Advisory Team (ACAT), founded in 2005, works to develop solutions and strategies to minimize impacts of the airport on surrounding communities. Additionally, the ACAT works to generate ideas around garnering public benefits from the District. ACAT is comprised of community volunteers dedicated to serving the community and the airport and finding win-win solutions wherever possible. Recommendations from ACAT go directly to the Board on a monthly basis. The feedback received during the 2016 community outreach meetings will establish ACAT's work plan for future airport/community projects.



Several mechanisms were put into place to facilitate feedback. First, the technical content was divided into three simple topic areas: About the Airport, Airspace Study and Temporary Seasonal Tower. Each theme was covered at a discussion station manned by two Outreach Team members (Airport staff, ACAT member or consultant). After a formal presentation was made by the Outreach Team, the meeting participants were divided into small groups and invited to visit each of the three stations on a rotating basis. One project team member guided the small group of participants through the informational boards (mini presentation) while the other jotted down people's questions and comments on sticky notes. Participants were also asked to write down their own comments if they wished. The sticky notes were displayed at each station for viewing at subsequent meetings. This informal format allowed people to freely ask questions and provide input. A copy of the meeting presentations and informational boards are provided in **Appendix A**.

Second, at the conclusion of each meeting, the participants were asked to reconvene as a large group to share their impressions about what they learned at the Stations or to ask follow-up questions. This gave the entire group a chance to share and listen to comments, questions and concerns made by others in their community.

Third, comment cards were distributed to meeting participants who wished to submit additional comments or questions to Airport staff. Copies are included in **Appendix B**.

Lastly, meeting participants were invited to complete a short five-question survey which was posted on the Airport's website (www.truckeeatahoeairport.com) along with a 15-minute video about the neighborhood meetings (see **Appendix B** for copies).



THE THREE STATIONS

Station 1: About the Airport

General information about TTAD, TRK and Airport programs were presented to the community. The informational boards displayed facts about TTAD finances, Airport's aviation role in the regional transportation system, as well as details about the Airport's current open-space and noise mitigation programs. Participants were asked to share their views about Airport activities and services.

Station 2: Airspace Study

TTAD recently completed an Airspace Study aimed at finding ways to reduce annoyance on noise-impacted neighbors. The Airspace Station presented information on where aircraft are flying today and the location of notional (theoretical) flight routes analyzed in the Airspace Study. The Outreach Team sought feedback on how the notional routes might affect the various neighborhoods.

Station 3: Temporary Seasonal Tower

TTAD is investigating the option of establishing a Temporary Seasonal Tower to help influence where aircraft fly. Information concerning the potential benefits and drawbacks of having a Tower at TRK was presented to the community to gauge its support of a Temporary Seasonal Tower.

Venues

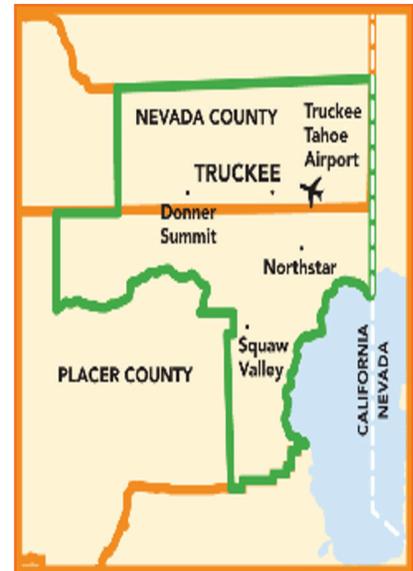
Meeting venues and times were designed to maximize community attendance and to provide everyone with equal opportunity to participate. The six neighborhood meetings were held at strategic locations within various parts of the District (Tahoe City, Truckee and Glenshire). The meetings were grouped by “neighborhood” to allow Airport staff to listen and understand the specific needs and concerns of a particular community. Also, the meetings were planned in the summer months (July and August) to maximize participation by both full-time and second/vacation homeowners. Airport activity is also at its busiest during the summer months, thereby allowing the community to provide a fresh perspective on the Airport’s noise programs. The meetings were scheduled in the early evenings from 6 pm to about 7:30 pm, Monday through Wednesday. Appendix C provides a list of the neighborhood meetings, including the venues, dates and targeted neighborhoods.

Advertising

TTAD undertook a broad-scale communications effort to notify the community of the neighborhood meetings and disseminate project information. Advertising and media promotions included:

- Local paper and neighborhood HOA newsletters
- TTAD newsletter and website
- E-blast
- HOA and pilot email lists
- Mailer to 20,000 homes
- KTKE radio advertisements

Appendix C provides a comprehensive list of the advertising and media used for this community outreach effort. Copies of notices and flyers are also included.





Neighborhood Feedback



WHAT WE HEARD

Who Attended

The broad-scale public outreach efforts resulted in more than 130 participants at the six neighborhood meetings. The first meeting was held in Tahoe City and was attended by five individuals. The other five meetings, which were held at various venues in the Truckee area, drew an average of 25–35 people each. Some people attended multiple meetings. Additionally, a total of 13 individuals completed the online survey prepared by FreshTracks. All of the participants provided very thoughtful and useful feedback.

Themes by Neighborhood

This section summarizes shared views of a particular neighborhood regarding the Airport and its programs. This organization of comments also highlights the unique needs and concerns of each neighborhood.

TTAD GEOGRAPHIC BOUNDARY

ELEVATION:
5,901 ft MSL



POPULATION SERVED:

30,000 full-time
residents and 60,000
peak period visitors



SIZE: The District includes

485

SQUARE MILES

AVIATION:

KTRK provides service to
private and charter aircraft
but no scheduled commercial flights.



Neighborhood Meetings

MEETING 1:

Tahoe City, North Lake Tahoe and West Shore

Do More Of...

- Expand open space programs
- Provide benefits to Placer County residents
- Limit Tahoe City helipad to emergency use only
- Increase fees for transient users
- Establish enforceable noise restrictions

Do Less Of...

- Competing with private businesses

Airspace Study

- No specific feedback on notional (conceptual) routes

Temporary Seasonal Tower

- General support of Tower to see if it will benefit community
- Questions about funding, hours of operation, concerns with possible increase in air traffic

Noise Issues

- Concern about increase in jet traffic
- Provide more support and information to public on how to file complaints with Reno Flight Standards District Office

Other

- Questions about assessment of TTAD taxes, other income sources and expenses
- Integrate TRK into a local multi-modal transportation system

MEETING 2:

Sierra Meadows, Northstar, Ponderosa Palisades, Lahontan, Martis Valley South

Do More Of...

- Find ways to establish mandatory curfew and limit operations and size of aircraft
- Establish noise monitors around TRK and initiate a Part 150 Noise Study
- Provide more pilot outreach

Do Less Of...

- Building more executive hangars/facilities that will increase jet traffic

Airspace Study

- Extend Runway 29 to get jets higher over community
- Discourage 45 degree entry into downwind leg by jets; move entry point over Interstate 80
- HARDY-20 will impact Lahontan

Temporary Seasonal Tower

- General support of Tower to see if it will benefit community and enhance safety
- Questions about amount of control Tower will have over aircraft

Noise Issues

- Neighborhoods impacted by loud, low-flying aircraft on approach
- Frustrated that submitting noise complaints do not produce results

Other

- Rescind property tax
- Close Airport
- Questions about assessment of TTAD taxes, other income sources and expenses
- Integrate TRK into a local multi-modal transportation system

Neighborhood Meetings

MEETING 3:

Tahoe Donner, Downtown Truckee and Donner Lake

Do More Of...

- Find ways to keep TRK a small, local airport
- Discourage large aircraft
- Consider relocating TRK

Do Less Of...

- Building executive hangars
- Accepting federal funds
- Providing services or amenities that would attract large aircraft, commercial-type flights and nighttime activity

Airspace Study

- Jet straight-in arrivals over lake are disliked by pilots
- Encourage jet activity over Interstate 80 corridor
- Find ways to get jets higher above neighborhoods on takeoff
- Provide information about distribution of aircraft activity across various flight routes (existing and notional)

Temporary Seasonal Tower

- Neighborhoods want notification of when Tower will be in operation
- Questions about amount of control Tower will have over aircraft, funding and why only a seasonal Tower

Noise Issues

- Neighborhoods impacted by jet traffic and touch-and-go operations
- Concentration of noise is problematic
- Emergency operators should follow common traffic patterns, except under emergency circumstances

Other

- None

MEETING 4:

Prosser Heights, Alder Hill, Prosser Lakeview Estates, Coachland and Gray's Crossing

Do More Of...

- Increase fees for transient users
- Establish fines to enforce Fly Quiet program
- Establish noise monitors around TRK and allow community to participate in noise study
- Use Nixle system to communicate significant changes in aircraft operations (e.g., use by fire attack aircraft)
- Establish better process for filing complaints

Do Less Of...

- Competing with private enterprise
- Adding services or amenities that would increase aircraft operations

Airspace Study

- Move TRUCK intersection; impacted by low departures and Fly Quiet route over Highway 89/Prosser area
- Support concept of dispersing flights
- Provide information about distribution of aircraft activity across various flight routes (existing and notional)

Temporary Seasonal Tower

- Support additional surveillance equipment that would allow Tower to mandate use of flight routes
- Concern that Tower would increase traffic, particularly commercial jet traffic
- Questions about type of Tower (FAA or airport operated), certification of Tower staff, funding and effectiveness
- Surprised that Airport does not have control over where airplanes fly

Noise Issues

- Impacted by low departures, jet traffic and commercial-type flights

Other

- Hold a general community meeting summarizing the results of this outreach effort

Neighborhood Meetings

MEETING 5: Olympic Heights, Old Greenwood, Ponderosa Fairway Estates and Martis Valley Estates

Do More Of...

- Provide community-based services equal to the amount received by taxes
- Provide public online access to aircraft flight data
- Increase aircraft user fees and find ways to reduce jet traffic

Do Less Of...

- Allowing takeoffs and landings during bad weather; safety issue
- Allowing early morning flights, particularly on week-ends; reduce hours of operation
- Discontinue Air Show

Airspace Study

- Require aircraft to make steep climb on initial departure leg before leveling off over neighborhoods
- Support concept of dispersing flights
- Notify public if notional routes are refined or when Board takes action

Temporary Seasonal Tower

- Support additional surveillance equipment that would allow Tower to mandate use of flight routes
- Consider a year round Tower
- Concern that Tower would increase traffic, particularly commercial jet traffic
- Discouraged that Airport doesn't have much control over where aircraft fly

Noise Issues

- Impacted by jet, helicopter and Skydiving operations
- Helicopter operators need to follow common traffic patterns, except under emergency circumstances

Other

- Safety concern with low flying aircraft
- Provide funding for Airport shuttle to Reno International Airport
- Encouraged that Airport discourages takeoffs with full load of fuel given altitude and terrain

MEETING 6: Glenshire and Juniper Hills

Do More Of...

- Actively manage Airport growth
- Charge higher user fees
- Use Nixle system to communicate significant changes in aircraft operations (e.g., use by utility helicopters)
- Use Waddle Ranch and other undeveloped areas as much as possible for aircraft traffic (skydiving and notional routes)

Do Less Of...

- Using vague or unclear meeting topics; not clearly identifying purpose of meetings

Airspace Study

- No support for BULOK-11 route; impacts Juniper Hills and difficult for multi-engine aircraft
- Glenshire ridge impacted by straight-in approach to Runway 20
- Questions about notional routes impacting glider/skydiving operations
- Require tenants to follow Fly Quiet Program
- Issues with housing data

Temporary Seasonal Tower

- General support for Tower
- Questions about how the success of the Tower will be measured; transparency is needed
- Questions about Tower operations, funding, location of aircraft holding pattern and punitive actions for pilots

Noise Issues

- Impacted by operations by SurfAir, NetJets, glider tow plane and skydiving plane
- Need better process for filing and maintaining complaints
- Provide public online access to aircraft flight and complaint data

Other

- Hold a general community meeting summarizing the results of this outreach effort
- Provide WiFi to Juniper Hills area (Dry Lake Beacon)

ONLINE SURVEY
Do More Of...
<ul style="list-style-type: none"> ▪ Keep TRK small ▪ Charge more for aviation services ▪ Enforce fly quiet rules ▪ Community involvement in airport studies
Do Less Of...
<ul style="list-style-type: none"> ▪ Providing services to transient users ▪ Unfocused giving
Airspace Study
<ul style="list-style-type: none"> ▪ 10 of the 13 respondents support notional flight routes
Temporary Seasonal Tower
<ul style="list-style-type: none"> ▪ 11 of the 13 respondents support the Temporary Seasonal Tower ▪ Unclear if Tower will provide enforcement power ▪ Expressed concern about cost versus benefit
Noise Issues
<ul style="list-style-type: none"> ▪ Allow public access to flight path data ▪ Large, pseudo commercial planes are loud regardless of where they fly
Other
<ul style="list-style-type: none"> ▪ Most residents get information about TRK from newspaper, word of mouth and airport website

COMMENT FREQUENCY	TOTAL
Aircraft Types/Operations.	87 (20%)
<ul style="list-style-type: none"> ▪ Affected by specific types of aircraft ▪ Limit size of aircraft ▪ Reduce traffic ▪ Limit hours of operation 	
Flight Patterns/Notional Routes	105 (24%)
<ul style="list-style-type: none"> ▪ Concentration of flights is problematic ▪ Questions/concerns about certain notional routes 	
Noise Monitoring	38 (9%)
<ul style="list-style-type: none"> ▪ Improve complaint filing process ▪ Conduct noise study 	
Temporary Seasonal Tower	123 (29%)
<ul style="list-style-type: none"> ▪ Concerns regarding reckless flying ▪ Tower may enhance safety 	
Communication	27 (6%)
<ul style="list-style-type: none"> ▪ Notification preferences ▪ Use Nixel ▪ Precisely defined meeting purpose ▪ Keep public informed of studies 	
Financial	34 (8%)
<ul style="list-style-type: none"> ▪ Competition with private business ▪ Use of property taxes ▪ Use of FAA funding ▪ Increase user fees ▪ Purchase more open space 	
Other	16 (4%)
<ul style="list-style-type: none"> ▪ Reno airport shuttle ▪ Concerns with Air Show 	
<i>Total Comments Received</i>	430

THEMES BY TOPIC AREA

This section emphasizes the key themes that emerged from all six neighborhood meetings. Due to the conversational-style design of the neighborhood meetings, the top themes that emerged are not statistically derived. Rather, the noteworthy themes are based on general impressions of the Outreach Team about what it heard from the community at the neighborhood meetings.

Keep The Airport Small

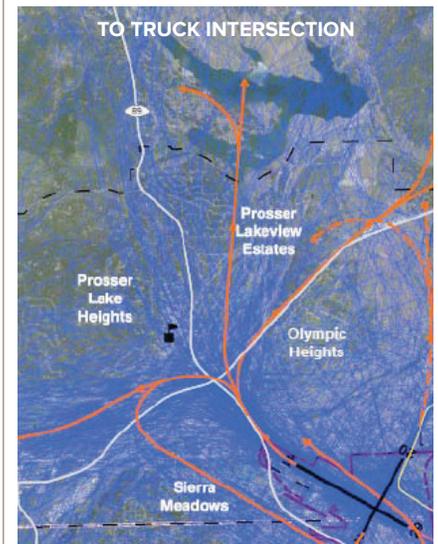
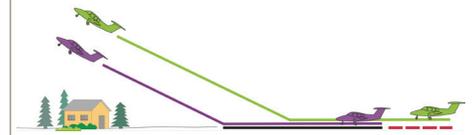
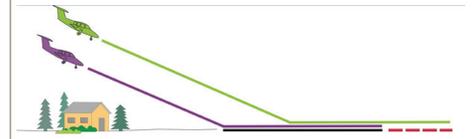
Residents would like TRK to be a small, local airport serving small, private planes. They do not want any services or Airport development that would directly or indirectly attract large aircraft or increase aircraft traffic.

Potential Noise Remedies

Although aircraft noise is viewed as a concern by many neighbors, several neighborhoods offered valuable recommendations for reducing noise and overflight annoyance for their communities. These recommendations are summarized below.

Prosser. The neighborhoods near the intersection of Highway 89 and Interstate 80 are affected by low flying aircraft (particularly jets) departing from Runway 29. These neighborhoods are concerned about noise as well as safety. Residents offered the following noise-reducing measures for TTAD consideration:

1. Move the TRUCK Intersection so that aircraft flying a direct route to the waypoint are not flying over the neighborhoods.
2. Extend the approach end of Runway 29 southeastward to enable aircraft to attain a higher altitude over neighborhoods.
3. Require departing aircraft (particular jets) to make a steep initial climb out before leveling off over neighborhoods.



Glenshire Ridge: The homes along the western ridge in Glenshire are particularly affected by aircraft flying the straight-in instrument approach procedures to Runway 20. Residents would like either the approach route to be rotated to the west or the approach end of Runway 20 to be relocated further west to provide greater separation between the straight-in procedure and homes.

Helicopter Operations

Several neighborhoods commented that helicopters, including emergency helicopters, do not appear to be using common traffic patterns when arriving and departing TRK. Residents would like all helicopters to operate in the primary traffic patterns unless a direct alternative route is required for emergency response purposes.

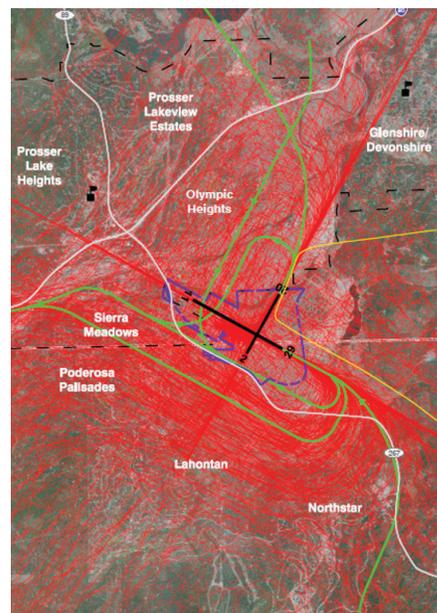
Using Nixle

Residents would like the Airport to use the Nixle system to inform the public of special circumstances at TRK. For example, notify the public if Cal Fire aircraft are suppressing a fire nearby or when utility helicopters are operating in a particular neighborhood.

Noise Complaints

Some residents expressed frustration with the current noise complaint process, feeling that filing complaints are not given the importance they deserve. Others would like more support and information from the Airport to properly file complaints. The community's specific requests include:

- Accept text messages with photos of offending aircraft. This will simplify submittal process and document the date, time and offending aircraft.
- Allow public access to aircraft flight data and historical noise complaint data.



Launched in 2007, **Nixle** provides an open communication forum that connects public safety, municipalities, schools and businesses within the communities they serve. Nixle enables real-time, two-way communication through text, email, voice messages, social media, and the Nixle mobile app.

The Nixle notification system is relied on by over 8000 agencies, fire and police departments, schools, hospitals and is now available in a business version! Organizations use Nixle for critical situations such as Severe Weather Events, Evacuations, Safety Hazards, Security Threats, Facilities Problems, Employee Notifications, and IT/Telecom Disruptions.

Source: <http://www.nixle.com/about-us/>

Air Show

Some members of the community do not support the Air Show and would like TTAD to reconsider the event as it causes a disruption to those already impacted by noise. Nevertheless, some audience members expressed their support of the Air Show.

Airspace Study

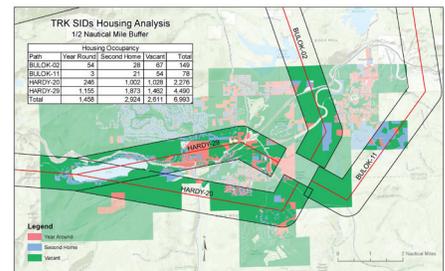
In general, the neighborhoods that are currently affected by noise and overflights support the notional routes and the idea of dispersing flights across the community. Conversely, the communities that are not significantly affected by current aircraft operations do not support dispersing flights if the new routes would direct aircraft over their neighborhoods (e.g., Glenshire/Juniper Hills). Residents want flight routes to follow undeveloped areas to the greatest extent possible or to follow other transportation corridors. There were mixed views about considering full-time or secondary homes as many vacation homes are utilized during the summer when the Airport is at its busiest.

Temporary Seasonal Tower

The majority of the meeting participants indicated support for a Tower if the Airport can show that the Tower can effectively control where aircraft are flying. The participants also indicated support for whatever technology would be needed to allow Tower personnel to mandate routes versus simply providing guidance to pilots. The community would like to be kept informed about the progress and effectiveness of the Tower.

Community Follow Up

Meeting participants are very interested in a follow up meeting concerning the results of the outreach effort, as well as being kept informed about the two Airport programs: the Airspace Study and a Temporary Seasonal Tower.





Appendices

- A. Meeting Materials
- B. Public Comments
- C. Advertising and Marketing Efforts
- D. Excerpt from *Noise and Annoyance Mitigation Plan, Section IV. Outreach and Education*



Appendix A:

Meeting Materials

Community Meetings

Truckee Tahoe Airport District



Agenda of Meeting

1

WELCOME

2

PRESENTATION

3

STATIONS

4

RECONVENE

Purpose of Meeting



How your feedback will be used



Truckee Tahoe Airport District

CA Special District

Elected Board and 22 staff

Our Mission:

- ✓ High quality aviation facilities
- ✓ Strive for Low impact on our neighbors
- ✓ Enhance community benefits



Truckee Tahoe Airport

What we do:

- 27,000 annual operations
- Private and charter aircraft
- Emergency services
- No scheduled flights



Other Things We Do, or Could Do?

- Community Sponsorship Program
- Education Partnerships
- Transit Funding (267 Corridor)
- Community Meeting Space
- Air Service Development at Reno Tahoe Int'l Airport
- New Maker Space (Truckee Round House)
- Community Gathering Place
- Restaurant and Park



Truckee Tahoe Airport controls where and how high aircraft fly

The FAA controls aircraft in flight. We attempt to exert influence over aircraft behavior:

- Noise Abatement Procedures
- Curfew
- Pilot Outreach
- Levels and Time of Service Offering
- Leases – Agreements – Operating Permits

More aircraft, more money?

The Airport receives roughly the same amount of revenue regardless of the number of aircraft visits:

- Property Tax (Static)
- Enterprise revenue from fuel, fees, services (Variable adjusted with demand)
- Hangar Leases (Static)
- Commercial property and business leases (Static)
- Federal Grants (Static)

*Demand Drivers Mead & Hunt February 2016
Comprehensive Airport Master Plan 2015
Leasing Rents Fees Policy 2017
Master Fee Schedule 2017*

The Airport is trying to get bigger aircraft and/or commercial service

The Airport analyzes unintended consequences and strives to meet the aeronautical needs of the community NOT enhance air service, build capacity, or encourage larger aircraft to visit.

- BII Airport Code – No PART 139 – NO TSA – NO Fence – No Commercial Market
- Reno Air Service Development Committee
- Alternatives section of the Airport Master Plan Approximately 25%
- Navigation decreases time of approach and departure
- Tower influences

*Demand Drivers Mead & Hunt February 2016
Comprehensive Airport Master Plan 2015
Leasing Rents Fees Policy 2017
Master Fee Schedule 2017*

Airport Noise 101...or 201!

The Airport uses widely accepted industry best practices to guide policy decision

- Noise procedures follow areas of PRE-existing ambient noise likes roads
- Procedures are centered on areas of low or lower residential density and development
- Attributes associated with aircraft noise annoyance usually include
 - The pitch or character of the aircraft noise
 - The duration of the noise event
 - The time of day of the event
 - The intensity of the event
- Perception of personal or collective safety is very powerful
- Annoyance may be heightened if airport or aircraft operation is misunderstood

Each of these
will be
discussed
here tonight

*Airport Cooperative Research Program
Transportation Research Board Report 15 2009*

Airspace Study

Why?

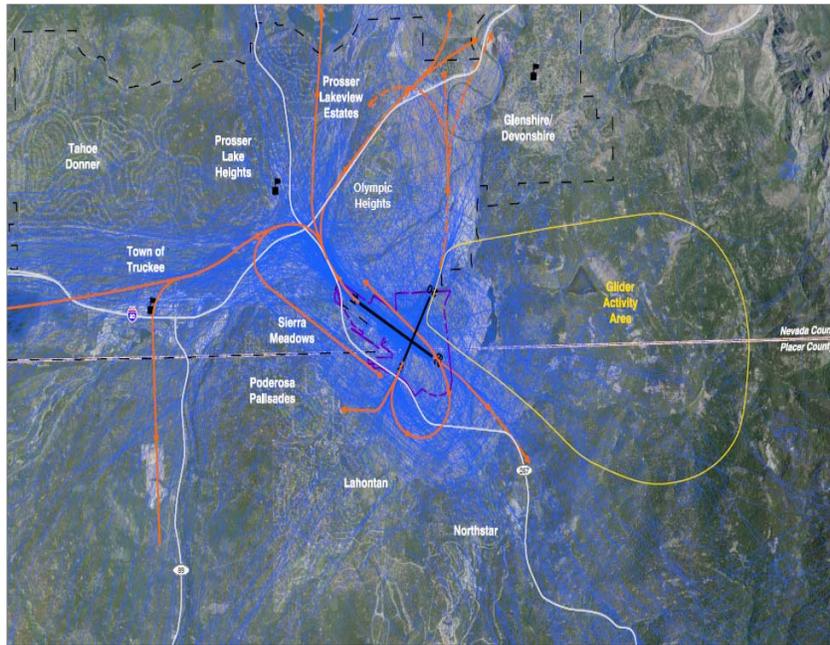
- ✓ Reduce annoyance
- ✓ Reduce CO₂ gas emissions
- ✓ Enhance safety

How?

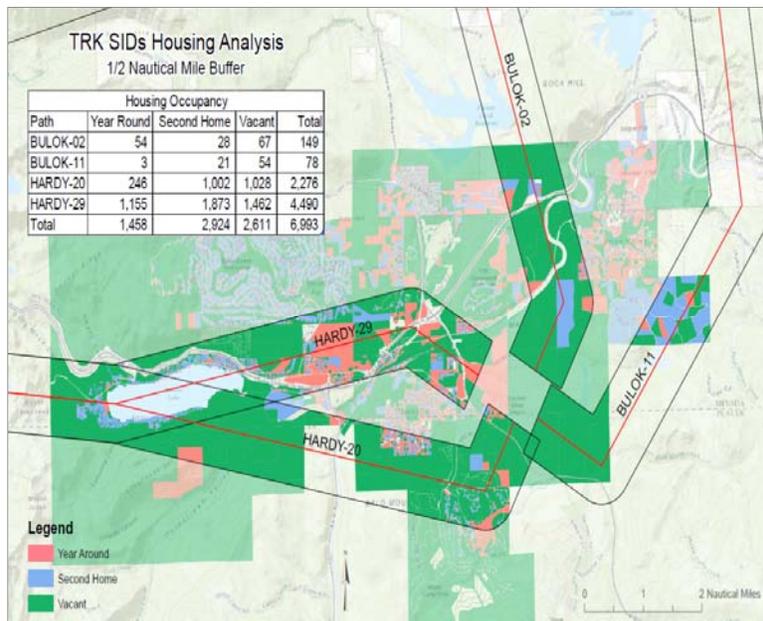
- ✓ Design new flight corridors and procedures



Existing Departure Routes



Housing Impact Analysis



Temporary Seasonal Tower

Why?

- ✓ Enhance safety
- ✓ Reduce annoyance

How?

- ✓ Direct aircraft

When?

- ✓ Trial starts this Summer



*Existing Building
36' Tall*



*Mobile Unit on 1 container
24' Tall*

Q & A

Discussion Stations

ABOUT
TTAD

TEMP
TOWER

AIRSPACE/
NAP

Reconvene at 7:10

Thank You



Survey + Meeting Info Online:

www.truckeeahoeairport.com

TRUCKEE TAHOE AIRPORT DISTRICT



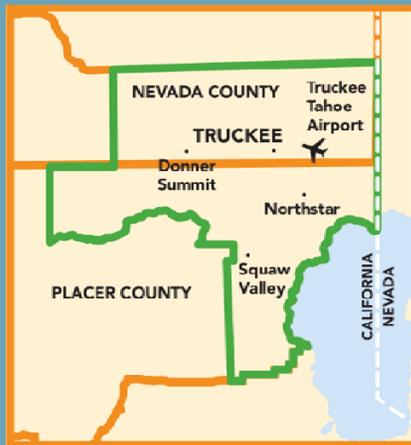
TRUCKEE TAHOE AIRPORT
Community Partner

TTAD was formed in 1958 to serve a common community interest:
Build a modern airport to support a thriving community.

THE AIRPORT IS A SPECIAL DISTRICT OF CALIFORNIA WHICH MEANS IT IS...

A local, focused form of government lead by a five member elected Board of Directors that provides services and facilities

Truckee Tahoe Airport District Geographic Boundary



TRUCKEE TAHOE AIRPORT DISTRICT

COUNTY LINE

ELEVATION:
5,901 ft MSL



POPULATION SERVED:
30,000 full-time residents and 60,000 peak period visitors



SIZE: The District includes

485
SQUARE MILES

AVIATION:

KTRK provides service to private and charter aircraft but no scheduled commercial flights.



The Truckee Donner Chamber of Commerce presented the airport with the 2015 *Excellence in Government* award.

Over 300 non-profits used the airport for events + meetings in 2015.

2015 NON-PROFIT PARTNERSHIPS:

Alder Creek Middle School Graduation
Association of California Airports
Big Brothers Big Sisters
Biking for a Better World
Disabled Sports USA Far West
Family Resource Center of Truckee
InnerRhythms
Kid Zone Museum
Mission to Mars – Civil Air Patrol
Placer Co. Search & Rescue
Positively Rolling
Sierra Expeditionary Learning Academy
Sierra Nevada Dance
Sierra State Parks Foundation
Truckee High School Football
Truckee High School Wrestling
Tahoe Truckee Unified School District Wellness Program

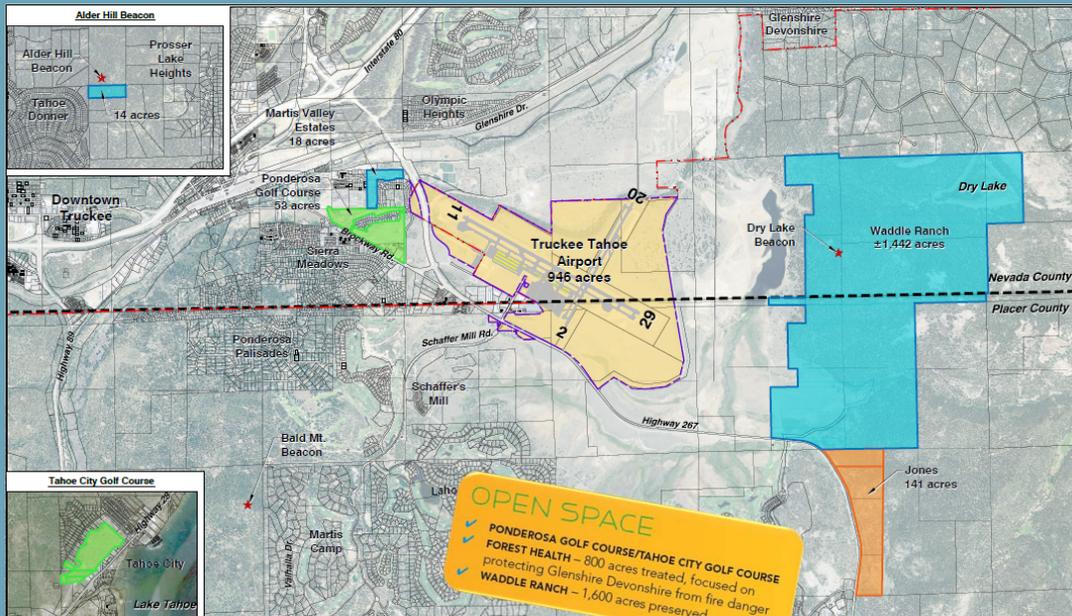
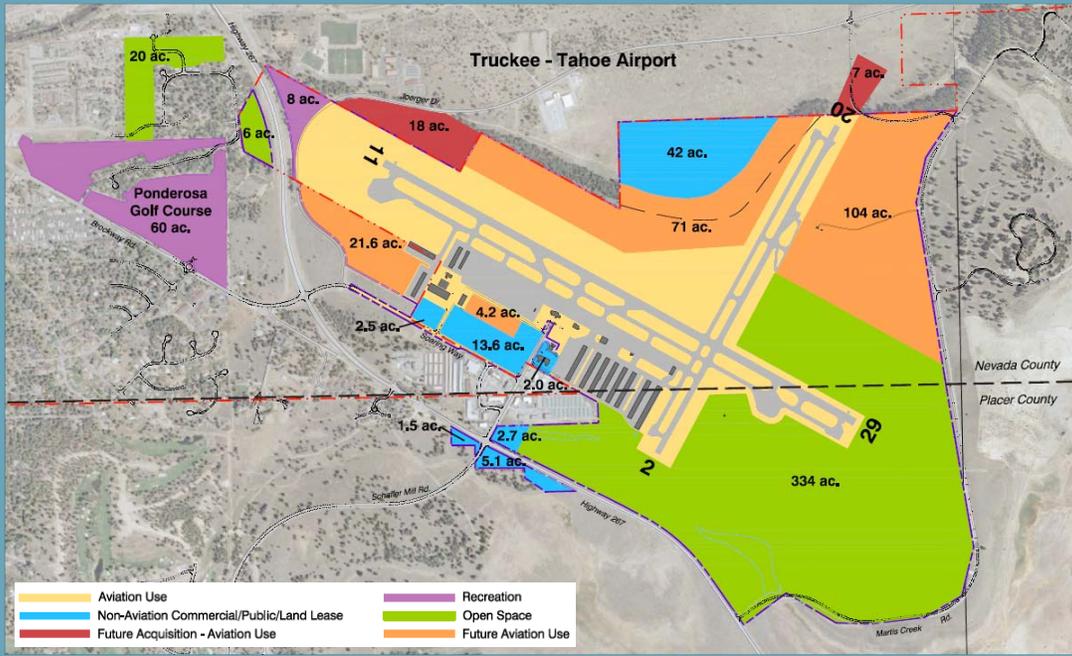
Truckee Baseball Foundation
Truckee Donner Chamber of Commerce – 4th of July
Truckee Donner Recreation and Park Department – 4th of July
Truckee Donner Recreation and Park Department – Ballfield Sponsorship
Truckee Downtown Merchants Association – Truckee Thursdays
Truckee High School
Truckee High School Grad Project
Truckee High School Softball
Truckee Little League
Truckee Rodeo Association
Truckee Tahoe Community Foundation
West Shore Association – Splash In

Learn more at www.truckeetahoeairport.com

TTAD PROPERTY



**TRUCKEE
TAHOE
AIRPORT**
Community Partner



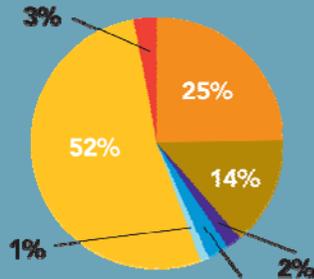
Learn more at www.truckeetahoeairport.com

2014/15 FINANCIAL FACTS



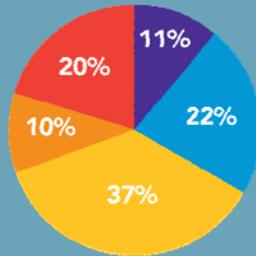
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AIRPORT**
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Income



Airside Operating Revenue	\$2,354,024
Hanger Rental Income	\$1,333,365
Other Business Leasing Income	\$187,915
Warehouse Spacing Rental Income	\$283,022
Interest & Other	\$52,263
Property Taxes by County:	
Nevada County	\$1,628,641
Placer County	\$3,430,684
Federal Grants	\$301,124
TOTAL	\$9,541,838

Expenses



Cost of Goods Sold (Fuel etc.)	\$1,073,493
Payroll, Benefits	\$2,128,020
Operating, General & Administrative	\$3,504,230
Repairs & Maintenance	\$965,934
Depreciation	\$1,942,895
TOTAL	\$9,614,572

Cost to Homeowners

\$28 per
100K per year
(PER COUNTY ASSESSED VALUE)

AVERAGE \$89 PER HOUSEHOLD



FAA
GRANT
AWARDS:



2015 Airshow

12,000 ATTENDEES
\$137,846 COST
\$40,000 RAISED FOR LOCAL YOUTH



In May of 2015, the Truckee Tahoe Airport District received the *District Transparency Certificate of Excellence* from the California Social Districts Association in recognition of its efforts to promote transparency and governance.

Learn more at www.truckeetahoeairport.com

AVIATION ROLE



**TRUCKEE
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AIRPORT**
Community Partner

The airport is an important regional general aviation facility serving the greater Truckee and Lake Tahoe area. The airport is a vital transportation link for residents, visitors and businesses, and provides critical air access for emergency, fire patrol and government services.

Here are a few highlights:



The airport is used primarily for recreational flying by flying enthusiasts and those desiring access to local scenic venues, tourist attractions and other recreational activities.



The airport is used by California Department of Forestry and Fire Protection aircraft during fire spotting patrols after thunderstorms and for suppression of wildland fires.



Commercial operators provide on-demand (non-scheduled) air taxi and charter services to Truckee Tahoe area residents, visitors and businesses.



Care Flight is based at the airport and provides air ambulance and search and rescue services to the community (750 operations).



The airport is home to several aviation businesses such as Sierra Aero and Soar Truckee



The airport is used by law enforcement aircraft during local patrols and search and rescue missions.

Emergency services rated most important.
– 2009 Godbe Survey.

Learn more at www.truckeetahoeairport.com

AVIATION ACTIVITIES



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The airport employs 22 people to operate and administer airport-related programs and services. Here are a few highlights:



Maintain and operate landside facilities including the administration building, aircraft storage and maintenance hangars, warehouses, aircraft parking apron, long-term parking, and aviation fueling and washing facilities.



In lieu of an air traffic control tower, the airport provides a live webcam, UNICOM and 24-hour automated weather observing system (AWOS) to inform pilots of changing airport and meteorological conditions.



Enhance aviation safety by maintaining runways/taxiways, removing trees identified as obstructions by the FAA, and upgrading navigational aids.



Educate pilots on unique conditions (density altitude and wind shear) of mountain flying. The airport holds quarterly community/safety seminars.



Promote adherence to voluntary Fly Quiet procedures and curfew through pilot outreach and incentive programs.



Manage business and warehouse leases like the Red Truck, Sierra Aero, Hertz, Care Flight, Clear Capital, and others.

Learn more at www.truckeetahoeairport.com

COMMUNITY BENEFITS



**TRUCKEE
TAHOE
AIRPORT**
Community Partner

Our Mission: Truckee Tahoe Airport is a community airport that provides high quality aviation facilities and services to meet local needs. We strive for low impact on our neighbors while enhancing the benefit to the community-at-large. The airport administers programs that foster an airport-community connection. Here are a few highlights:



Acquire properties in impacted areas around the airport for annoyance mitigation, safety, and community open space preservation.



Sponsor school programs like Aviation Day Camp and Discovery Academy.



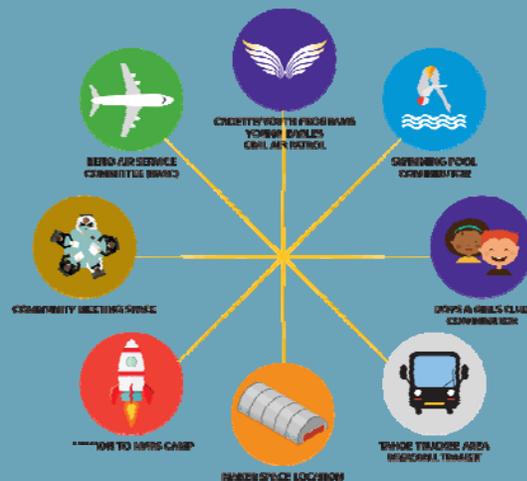
Build community facilities like the picnic area at the airport and future emergency services helipad in Tahoe City.



Offer airport facilities for use by non-profit groups like Girl Scouts, American Youth Soccer, Chamber of Commerce, and Toastmasters.



Enhance community outreach through technologies like live-streaming videos of Board meetings, flight tracking systems to monitor aircraft activity, and "dark skies" ramp and LED runway lighting.



Learn more at www.truckeetahoeairport.com

HOW ARE WE DOING?

Please share your thoughts with us.
Place sticky note in balloon.



**TRUCKEE
TAHOE
AIRPORT**
Community Partner

**Do More
of...**

**Do Less
of...**

PLACE STICKY NOTE HERE

HOW DO YOU GET INFO ABOUT TRK?

Place dot in all balloons that apply.



**TRUCKEE
TAHOE
AIRPORT**
Community Partner

**Local
Paper**

**Airport
Website**

ENews

**TRK
Connected**

**Word of
Mouth**

PLACE STICKY NOTE HERE

CURRENT MITIGATION EFFORTS



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AIRPORT**
Community Partner

TTAD is sensitive to aircraft noise exposure on its neighbors and has crafted several programs to reduce annoyance.

Airport Community Advisory Team (ACAT)

- Established in 2005
- Comprised of three pilots and three non-pilot community members
- Recommend actions to the Board for reducing the impact of airport operations on its neighbors

Fly Quiet Program

- Website with program information, pilot guides and submittal form for aircraft annoyance complaints
- Incentives such as discounted hangar rents offered to local pilots for adhering to Fly Quiet procedures
- Voluntary noise abatement procedures and flight route
- Voluntary night curfew between 10 p.m. and 7 a.m.

Monitoring Program

- Quantity of annoyance reports filed
- Aircraft flight activity
- Adherence to voluntary Fly Quiet procedures
- Update TTAD Board of current trends

Transient Pilot Outreach Program

- Educate Bay Area pilots and pilot associations about on noise and safety procedures at TRK

Airspace Study (In Progress)

- Develop procedures for all runways to help reduce annoyance on noise impacted neighbors

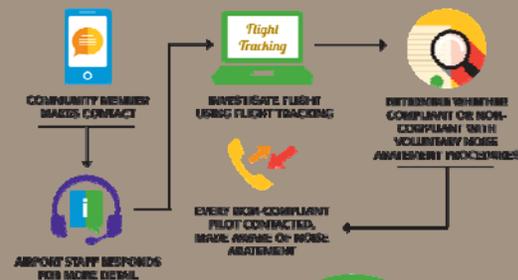
Temporary Seasonal Tower Study (In Progress)

- Tower would help influence where aircraft fly

Airport Impacts on Local Neighborhoods 2015



ANNOYANCE RESPONSE PROCESS

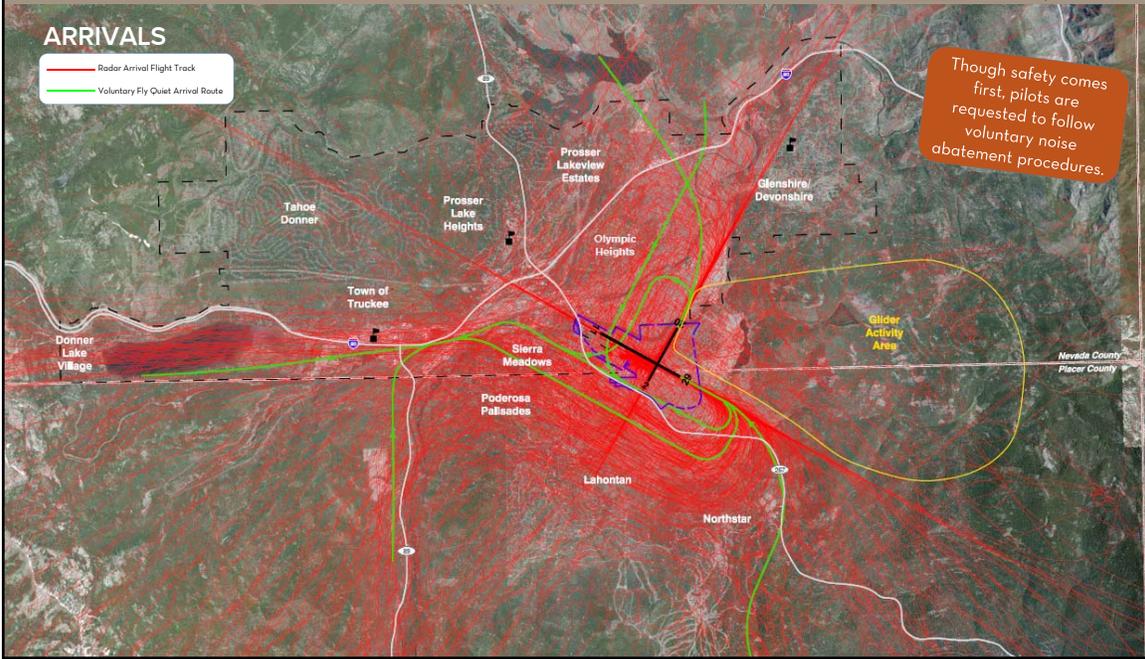


OPERATIONS MIX

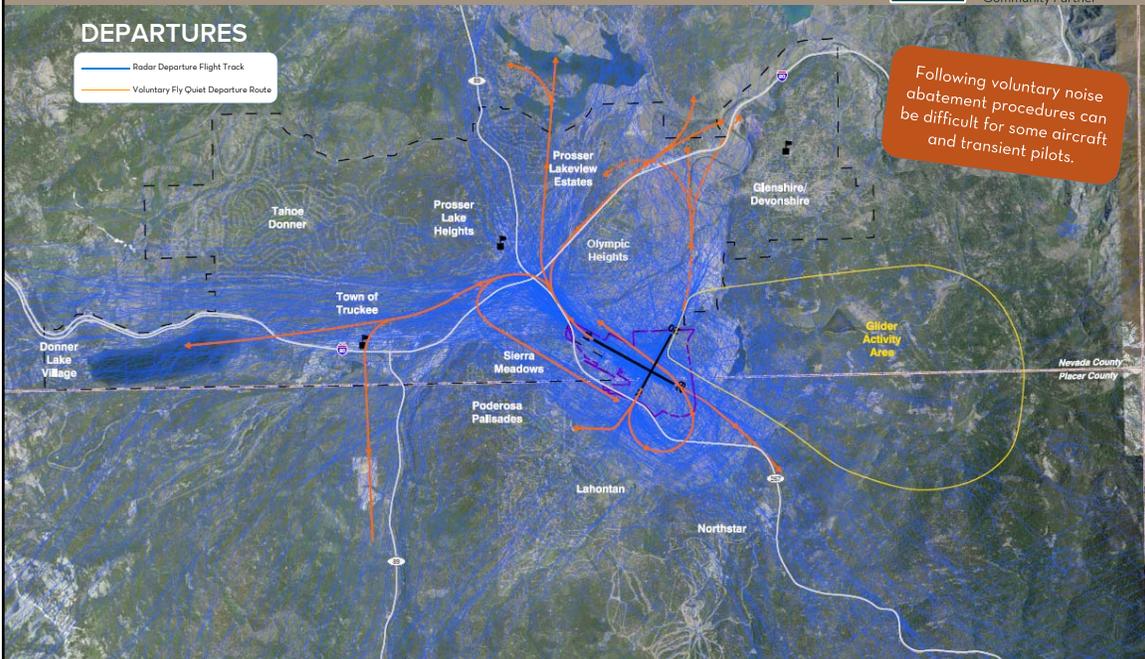
PISTON DRIVEN PROP 12,200	TURBO PROP 5,728	JET 3,111	HELICOPTER 1,097	GLIDERS 2,551	TOW PLANE 2,595
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Please share your thoughts with us.

AIRCRAFT ARRIVAL PATHS



AIRCRAFT DEPARTURE ROUTES



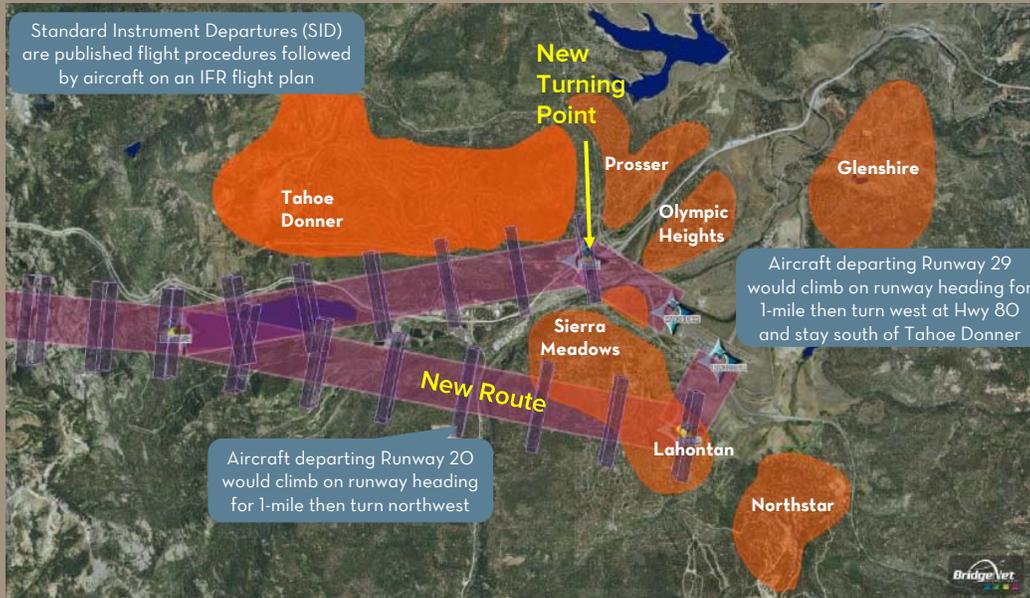
NOTIONAL FLIGHT ROUTES



**TRUCKEE
TAHOE
AIRPORT**
Community Partner

Purpose: Notional procedures developed for all runways to enhance runway utilization and reduce annoyance on impacted neighborhoods

Runway 20 & 29 Proposed Notional HARDY SID



Runway 2 & 11 Proposed Notional HARDY SID



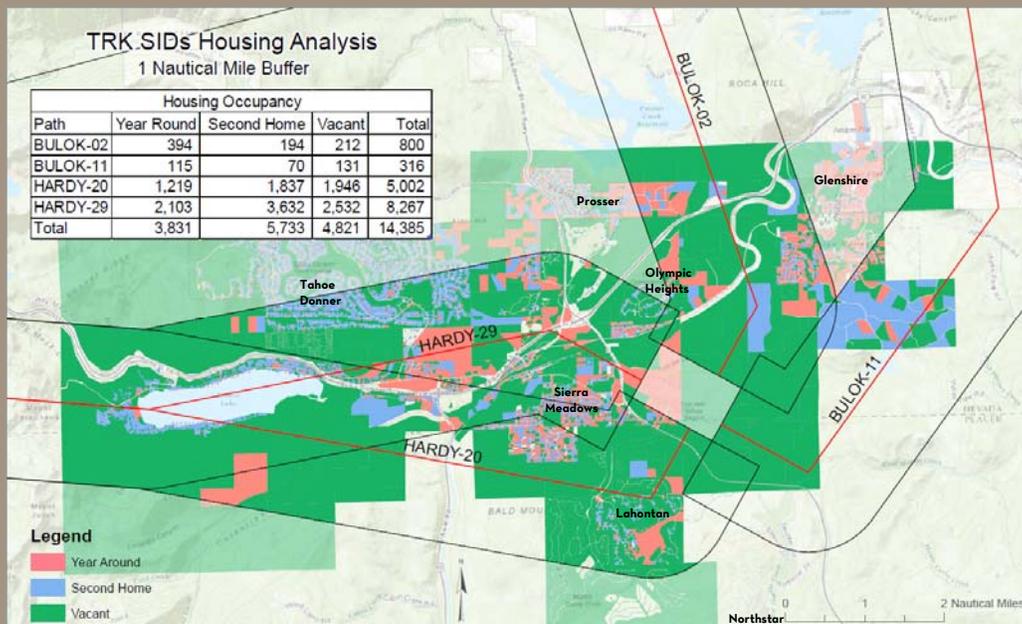
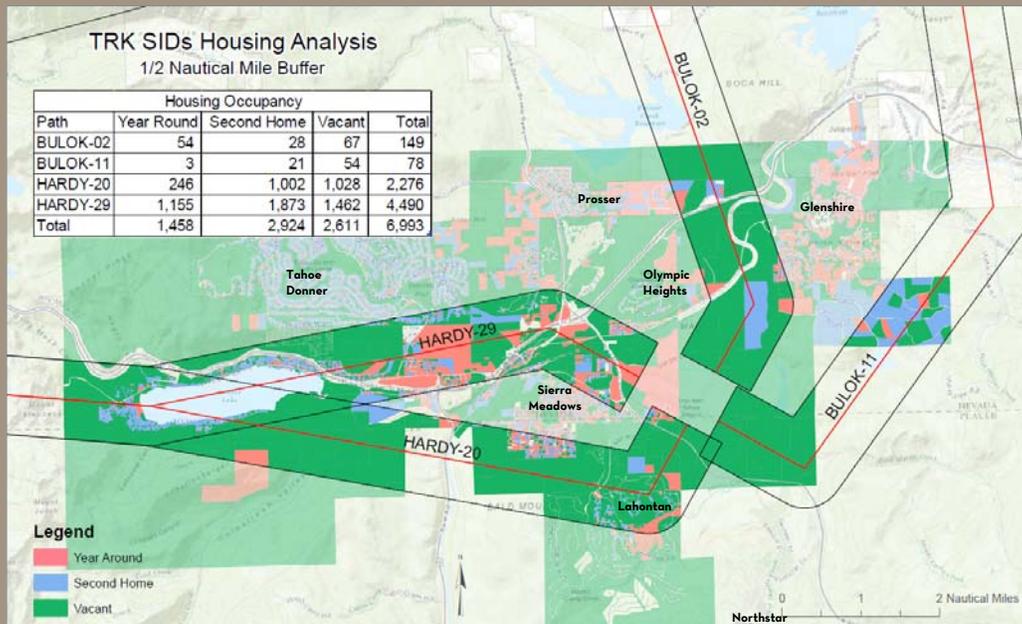
Please share your thoughts with us.

SID ROUTES HOUSING ANALYSIS



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Community Partner

Purpose: Determine the land uses and population affected by aircraft operating on proposed notional SID routes.



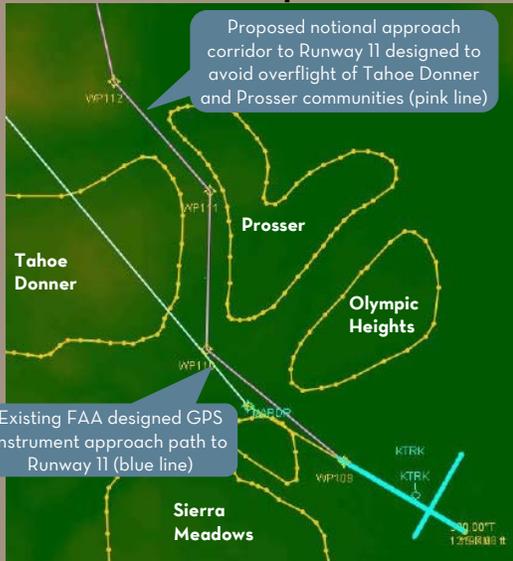
Please share your thoughts with us.

NOTIONAL APPROACH ROUTES

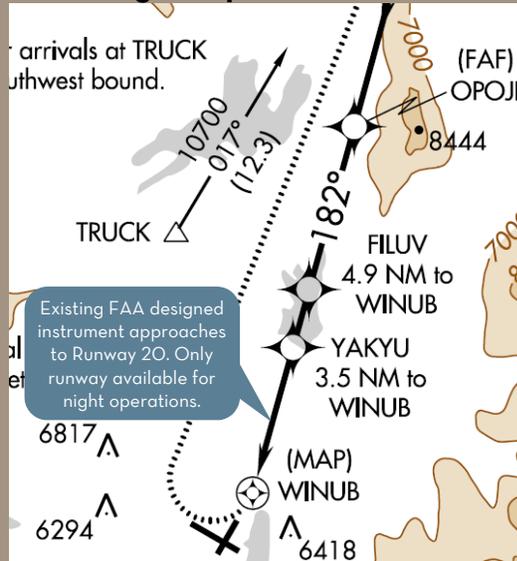


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Runway 11 RNAV Visual Concept



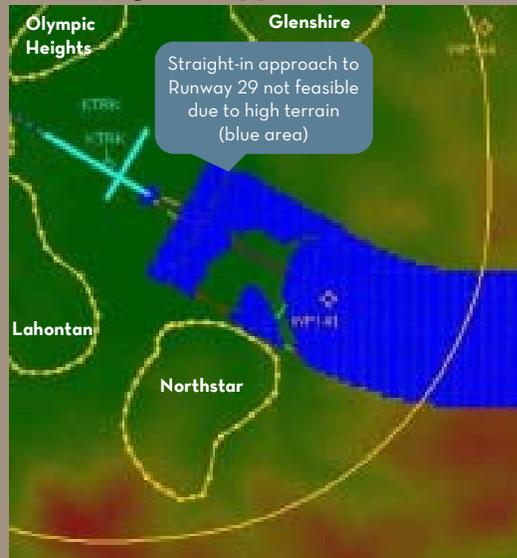
Runway 20 No Change Proposed



Runway 29 RNAV Visual Concept



Runway 29 No Straight-in Approach



Please share your thoughts with us.

TEMPORARY SEASONAL TOWER



**TRUCKEE
TAHOE
AIRPORT**
Community Partner

Purpose: Help influence where aircraft fly

- Without a Tower, all airspace procedures are voluntary
- Tower would recommend routes, assign runway use
- Tower would reduce duration of annoyance
- Tower would provide separation of aircraft and enhance safety

FAA regulates and manages airspace movement.



Just like an automobile driver, a pilot controls his/her airplane and where it goes once in the air.

Similar to any public road, an Airport is limited in its ability to prohibit aircraft access.

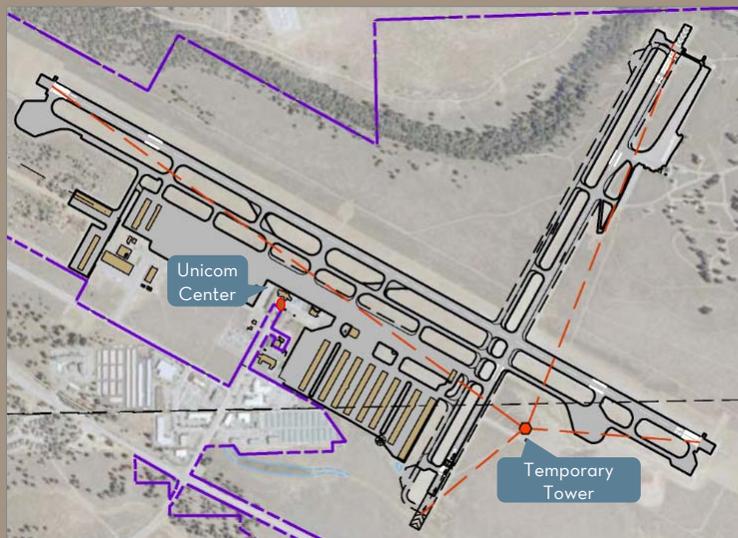
Caltrans issues the Airport Permit.

The Airport has no air traffic control tower. Airport staff monitor airfield activity from a viewing deck and provide advisories and assistance to pilots.



Proposal: Establish a seasonal Tower (May - October) on a trial basis to determine if a Tower would produce positive results.

- Step I: Use existing Unicom Operations Center in Terminal
- Step II: Establish a temporary Tower (mobile unit) with view of all runway ends



Please share your thoughts with us.

DO YOU SUPPORT CURRENT STUDIES?

Please share your thoughts with us.
Place sticky note in balloon.



**TRUCKEE
TAHOE
AIRPORT**
Community Partner

**Notional
Flight
Routes**

**Temporary
Seasonal
Tower**

PLACE STICKY NOTE HERE

Should we consider something else?



Appendix B:

Public Comments

Truckee Tahoe Airport District

Neighborhood Outreach Meetings

Public Comments

August 2016

Station 1: About the Airport

Meeting 1

- Who now owns the airport flats area?
- What can the airport do to benefit Placer County?
- Why is the airport promoting/seeking out non-aviation businesses and land use?
- Why is the airport competing with private business?
- Traffic light mitigation. With commercial development around the airport, traffic has gotten bad.
- Save the Mtn. Bluebird by maintaining open space.
- Expand open space purchases.



Meeting 2

- Don't build too many executive hangars.

Meeting 3

- Concentration of noise problematic; limit executive hangars; "kiss off" federal funds

Meeting 4

- Street signs drew many people to meeting.
- Save open space; don't build non-aeronautical development; don't compete with private enterprises.
- Please don't add any services or amenities that will increase traffic.
- Better communication regarding partnerships.

Meeting 5

- If 50% of the airport's income comes from tax dollars, how does 50% go back to local tax payers?
- Funding for Truckee - Reno airport shuttle.
- Hwy patrol looking to put in an 80 foot tower. Can you tell me if it's true and how that impacts flights?

Meeting 6

- Need Wifi in Juniper Hills / Dry Lake Beacon (see Kevin Smith for details).
- Are you doing anything to manage growth?
- If you charge more, would that be an incentive to have more flights come in?
- Is historical data of flights increasing?
- Influence Surf Air.
- Can you garner more control w/Surf Air because of lease you have with them?
- What is going to get Surf Air to follow new notional flight paths?

- Can you talk to Surf Air to follow fly quiet routes? Response: Surf Air uses published routes; case “it is more safe.”
- Glider tows – big issue.
- Can gliders use beacon?
- Can you make beacon a target?
- Skydiving plane is really loud.
- Lear jet getting quieter; more of them but smaller planes worst.
- Concerned about growth of airport. Visitors need to respect local values.
- Does current surveillance at TTAD meet current and future needs?
- I like hearing the planes – don’t agree we need to always control airport
- Sounds like TTAD is trying to reduce # of planes; strange biz plan for airport.
- 30-years ago a concern to move here with an airport, but has never been a problem until now.
- Use website to log on noise complaints; need time and location.
- Use Nixle to alert neighborhoods bout flights, etc.

Station 2: Airspace/Noise

Meeting 2

- Can you reduce your expenses, increase your income and lower my tax liability?
- How are the taxes assessed in each county? Property value?
- How much do we owe the federal government on grants?
- If we are losing money, why are we giving it away?
- On arrival why do jets enter the 29 downwind leg on a 45 degree right over Ponderosa Palisades?
- Why not extend 29 so jets are higher and quieter by the time they cross 11?
- What about the airport buying impacted homes?
- Can we measure the sound produced by aircraft with monitoring stations?
- What determines the size of aircraft that use KTRK? Can that be limited?
- Can we limit incoming flights?
- Increase in traffic from year to year.
- The airport has ruined the neighborhood, Northstar in particular.
- Frustration that contacting the airport doesn’t get results.
- Integrate into local transportation system(s): buses, bike, car rental.

Meeting 3

- Is it feasible to move the airport to a less noise-sensitive area?
- How will people be able to do flight-seeing within the Delta?
- “Within the Delta.” What? Sacramento?
- Little planes
- Further from airport = greater the separation from houses = lower impact
- Must have control over aircraft to control noise
- Sharp turns problem for aircraft
- Jet straight-in arrivals over lake are not liked by pilots

Community Outreach Meetings

Public Comments

August 2016

- Review jet angle on takeoff to get them out of the 'noise zone' faster
- Increases in jet traffic, especially takeoff! Unacceptable over residences.
- Executive jets are the big culprits of noise
- Loud big planes
- Large planes do not belong here. Can't control them they fly at low altitudes way too close to buildings a long way from airport.
- Eliminate jet traffic and commercial flights. Return to a "local airport.
- Aircraft touch-and-goes are killing us
- Tight patterns during touch and goes
- Care flight operations should fly over compatible land uses
- Reasonable hours of operation (emergency exceptions)
- The hawks no longer soar over skidder trail – airspace is taken by really big planes
- I enjoy watching the planes/jets come and go

Meeting 4

- Does the airport want us to call in? Seems like we are bothering you with our comments?
- Can there be a more convenient way to report noise incidents? Maybe have a # to text photos to of the planes that fly over my house every 2 minutes.
- Dispersion of operating customers to Martis Camp and other area around the lake, what % goes where?
- If a large % of traffic disperses outside the district – can those users pay more since they don't contribute to taxes?
- Pioneer Trail Road – can we limit number of flights out of the airport? Like idea of dispersing flights.
- What can be done about low departures directly over Alder Hill/Prosser Heights/Henness Road?
- When was population study done for residential vs non-residential?
- How many tours in the summer?
- Prosser Heights – why is it not shown? Prosser Q on FQ handout.
- Why is Gray's Crossing not shown on maps? 376 lots?
- FQ route over Prosser Lakeview is an issue.
- Lost land sale at Gray's Crossing due to aircraft impact
- High density low impact housing is very loud as it is overhead – Henness Road & 89
- It is all about fixing the route - Hwy 89 has to change otherwise all a waste of effort. Tower only helps if there is a better route.
- Prosser Lakeview – we have been here for 25 years; have been told that fly quiet routes would be used to avoid overflight of our neighborhoods. Not working. Instead of designing new routes look at relocating the TRUCK waypoint. Pilots flying direct route to TRUCK intersection and impacts our neighborhood.
- Look into moving TRUCK intersection to abate noise – when counting homes under routes, not all homes are on PUD.
- Planes flying low over my house scares my grandchildren.
- Issue is flight traffic deviation; not consulting studies (which are great).
- Need fines to enforce quiet time and routes. No fines, nothing happens.

Community Outreach Meetings

Public Comments

August 2016

- Care Flight should fly immediately where ever they need to go, if it's my daughter's life or death in the balance.
- Runway 11 concept over occupied homes.
- Notional routes need more work.
- You need better maps. Unable to see the streets clear enough to discuss fully.
- Hear the same (SurfAir) every weekend over end of Prosser Dam Rd. Worried about increase flights.
- When air operations are different (i.e., firefighting) use Nixle system to communicate to public that things are different.
- Please take steps to see how you can reduce jet traffic.
- Increased airport use over time. Charge for out of District use.
- I don't call in anymore; so please know that the complaint #s understate aggravation.
- Noise monitoring – Involve the community to collaborate and host/share/participate in monitoring.
- What's largest jet and how many can they hold?
- Can we cap number of flights?
- Want sound monitoring in neighborhoods to see true impacts
- Props planes may be louder than jets but doesn't matter for neighborhoods that have jets screaming overhead
- Disperse the flights; share the pain

Meeting 5

- Hate the jets. Do we want to be a community or just a playground for the rich?
- Is there a facility where one (as a community member) can search/look up flights on your website?
- PUD off-grid is an issue for tracking housing. Is there a multiplier?
- Can we require departures similar to Orange County where they climb as fast as possible over the airport then level off and reduce power over neighborhoods?
- During bad weather, does airport have influence on whether airplanes takeoff or land? Safety concern.
- Need much better outreach to pilots to encourage compliance with quiet routes.
- Figure out a way to enforce policy. Voluntary doesn't work.
- Proposed route for Runway 29 does nothing to mitigate noise over Martis Dr.
- Olympic Hts. Low and loud is the issue.
- Add query "summary" function for public review.
- Give tail #s to noise complainers.
- Please spread flight operations over all – don't filter in one area.
- Increase fees for larger jets; for all aircraft.
- EMS/CalFire nonemergency operations should fly pattern. Heli operations most impactful.
- Reduce jet traffic.
- Parachute operations very loud.
- Skydiving plane really loud and annoying.
- Skydiving plane is extremely loud and annoying. Constant noise for 4 hours on Saturday, July 30
- 7 am to 10 pm too long – very disruptive.
- Early morning <4 am departures are an issue.

Community Outreach Meetings
Public Comments
August 2016

- Early flights are irritating to citizens.
- Early flights, early turns, low, not loudness, permanent curfew.
- Limit arrival/departure on Sunday mornings; weekend mornings

Meeting 6

- How often do NetJets violate voluntary curfew?
- Do you have a record of who's been reprimanded? What happens when airplanes are reprimanded repeatedly?
- Will you limit size of planes?
- If the Town wanted to get together to limit aircraft size, could we?
- Is the skydiving biz going to increase over time?
- What would happen to glider routes with notional routes?
- Is the map updated to include Juniper Hill?
- Utility Helis – is there a way to tell us when those helis are working?
- Why does Truckee have voluntary FlyQuiet program? Rather than mandatory?
- Bad GIS data for Juniper Hill and Martis Peak
- Bad data – Juniper Hill – Liberty Utility – not PUD – 30 homes
- Juniper Hill has way more than 3 year-round residences. Liberty Utilities services our area. We are not in favor of the new plan for runway 11. It will go right over the property we purchased for our retirement because it was so quiet.
- Juniper Hill data is wrong as for year-round residences.
- Data for notional routes is bad for Juniper Hill – Liberty Utility
- Bulok 11: proposed location bad; bad data – more than 3 homes – use Liberty Utilities not PUD service; move 1 mile to SE – no homes
- Bulok 11 bad idea; you have incorrect homeowner data – you got it from the Truckee PUD but the PUD does not service Juniper Hill – Liberty Utilities does. Move Bulok 11 to SE (at the turn point because there are no homes there.
- Purpose of living in Juniper hill is quiet. Bulok 11 destroys my life.
- Bullock 11 – reroute SE, no homes
- Move Bulok 11 1 to 2 miles SE; no homes not 30 homes
- Bulok 11 is a terrible idea. It runs completely contrary to the idea of keeping noise over existing noise corridors.
- Bulok 11 move away from Juniper Hill over open space SE
- What is % of future use of Bulok 11?
- Bulok 11 – opposed to new route; look at % of neighborhood impacted; use Waddle Ranch for flight route; what is anticipated % uses of Bulok 11?
- Bulok 11 – difficult for multi-engine aircraft if have engine failure due to high terrain
- Bulok 11- Purchased home in neighborhood not overflowed; you are changing conditions
- Would like instrument paths moved to match fly quiet routes
- Aircraft are flying too low over Glenshire ridge
- Soaring plane is really an annoyance

Community Outreach Meetings

Public Comments

August 2016

- Gliders are way too loud and too frequent right over full-time home.
- Use Waddle Ranch for glider tows.
- Freaked about departure proposal – move it a bit more toward Waddle
- Move flight patterns towards Waddle Ranch – glider tows
- Notional routes moves impact from a currently impacted location to a zero impacted location (i.e., Juniper Hills)
- Notional departure impacts 100% of Juniper Hills
- People bought 20-acre lots for quiet – increase property values
- Problem with data tracking – do a noise survey. Inform public to compare overtime.
- Outreach idea: market as “Annoyed by Noise?” i.e., @ Truckee Thurs Booth
- Be upfront about this issue in outreach.

Station 3: Temporary Seasonal Tower

Meeting 1

- What would be hours of operation?
- What defines the temp? Tower being a “success”?
- The reason I’m here tonight is to ask that planes and jets stop flying over my TD home every 5 minutes on some days. Will the control Tower stop this traffic?
- Was Hampton’s Tower a “success”?
- Will there be 2 controllers at one time?
- Can Tower order more straight-in approach/departures to avoid circling over close-in residences?
- Will temp Tower use or interfere with current surveillance system?
- If Tower is a success, would TRK continue to fund? Could FAA fund?

Meeting 2

- What defines temporary? Tower being a “success”?
- How is a Tower going to be different than your current noise abatement? What difference will Tower make?
- When/can Tower require or recommend aircraft on specific route or runway?
- Can TRK enforce mandatory nighttime curfew?
- Will Tower increase traffic?
- Pro Tower: Increases safety, especially for pilots not familiar with TRK.
- Feel there are “rogue” pilots that will not follow Tower instructions.
- Airport either has many stupid pilots, uninformed pilots or those that wish to annoy or don’t care.
- Solution: Pilot education. More information on website.

Meeting 3

- None.

Meeting 4

- Are Tower staff FAA staff or airport staff?
- Are Tower staff certified?

Community Outreach Meetings

Public Comments

August 2016

- Is there a long term vision to have a full-time year round Tower?
- What is cost of having Tower staff? Can we afford it?
- Will Tower mitigate noise?
- Does Tower have greater control than current staff?
- Does the Tower mean we want to grow and have commercial service?
- What does it take to control aircraft? Why won't/can't Tower control aircraft?
- Would Surf-Air flights expand with addition of Tower?
- How can we lessen # of flights?
- How to report reckless flying? Airport, FAA or both?
- Low income housing overflowed by many aircraft and at low altitude. Concerned that Tower will bring in more flights.
- No Tower. Not if it brings more traffic over my home.
- Need a Tower for Safety. Fully support this study.
- Tower make airport safer, make more flights available, like to see it stay small and noncommercial.
- Like Tower – increases safety, increases compliance.
- Fund Tower with 90% tax money and 10% operations money.
- Astounded that pilots aren't controlled today.

Meeting 5

- Why not a permanent year round Tower?
- If Tower is in place, will larger aircraft be allowed to fly in?
- Will Tower increase hours of operation?
- What would have to happen for the airport to have enforcement power over pilots, routes, times?
- Will Tower help aircraft fly more precise routes?
- Would tower be useful in helping aircraft that don't fly quiet routes?
- Will Tower have more control over aircraft not following rules or FQ?
- Will Tower hold pilot accountable when not following rules?
- Hold the pilots accountable for bad behavior. Can you do this?
- What information do you need from public when filing complaint?
- Can Tower discourage pilots from flying over Olympic Heights?
- Why are aircraft doing loops around TRK?
- How much would radar cost to enable tower to direct aircraft?
- Does cost of Tower include Tower personnel?
- How much does Tower cost?
- Is Tower using property tax?
- Sounds like a free for all system which sounds crazy and very unsafe for our community.
- Hours of operation still a concern. Small children, the many community members in service industry working 2nd shift.
- Feel pilots are being lazy and taking shortest routes even if impacting neighbors.
- Neighbors want to know that staff are filing complaints to FAA.
- I support the Tower. Please publish before and after flight paths.

Meeting 6

- Is there consequences for pilots that don't follow Tower directions?
- Will tower increase control over where pilots fly?
- What are you measuring this summer? Next summer? – to understand efficacy
 - Answer from Hardy: level of concentration this summer vs next
- Is there a holding spot, if told not to fly in? Will it affect any neighborhoods? Holding spot is going to be the biggest problem with the Tower.
- Very surprised to learn that we don't have control over how pilots fly
- I like the temp Tower (3 people)
- Like combination: 1) approach along edge of Glenshire and 2) seasonal temp Tower
- Surveillance + Tower = mandated approach (huge impact)

Closing Comments/Questions

Meeting 1

- Themes at About TTAD Station
 - Sponsorship money use
 - Competing with other businesses
 - Open space
- Theme at Temp Tower Station
 - Worth trying
 - Not a cure-all
 - Value – avoid conflict
 - What is the budgeted cost of Tower?
- Theme at Airspace Station
 - What happens during airshow?
 - What is financial impact of airshow?
 - What is ratio of tourists vs. locals at airshow?
 - How are conflicts in the air handled currently?
 - Discussions about new routes meeting FAA and TTAD standards
- How did you hear about this meeting?
 - Newspaper
 - Mailer
 - "you are everywhere"
 - Email
- Why only 1 meeting in North Tahoe and 7 in Truckee?
- Would expenses for Tower come out of general fund?
- Would FAA grant funding be available for Tower?
- How will cost of Tower be divided between operations & noise abatement?
- Is there any risk that Tower could actually increase traffic?
- Will the Tower benefit be to the community?

Community Outreach Meetings

Public Comments

August 2016

- How does Tower influence potential commercial flights?
- Will the Tower create confusion?
- Will Tower drive traffic increases?
- Can temporary Tower support new dispersion efforts?
- Has decision been made regarding temporary Tower next summer?
- Is there consideration of putting cost burden on fractional users?
- Are the noisy jets the turbo-props?
- Why can't we put noise restrictions on?
- How do you plan to communicate with out-of-area pilots?
- What's the schedule for the helipad? Can it be stipulated that it be only for emergency services helicopters? Is it enforceable?
- Concerned about more traffic in Cedar Flat; always flying too low. More and more rogue pilots. 7 flights overhead in an hour – private jets.
- Another noise issue (last summer): helicopter tours
- You can call Reno Flight Standards District Office if you believe aircraft is in FAA violation; time of overflight is critical.
- Would be some pilots avoid a Tower because they don't want to talk to anyone.

Meeting 2

- Themes at About the Airport Station
 - Why don't we extend Runway 29?
 - With control Tower, entering downwind, jets seem very low. Can we force them to enter 45 degree over freeway?
 - How much do we owe federal government?
 - How does community funding balance?
 - Can we get ad valorem money back?
- Themes at Airspace Station
 - Jet & propeller aircraft – extend pattern farther out (Rwy 29)
 - Aircraft flying at night
 - Clarifying questions about land use
 - Loud, low-flying planes on approach
- Themes at Temporary Tower Station
 - When and if person in Tower can direct flight paths?
 - Solution: better pilot education
 - Rogue pilots buzzing homes
 - Pros: increase safety
 - Can you implement hard curfew?
- What FAA classification does TTAD fall under?
- Will airport be affected by town vote on size of aircraft involved?
- Can the Master Plan be adjusted?
- Will temporary Tower lead to permanent Tower?
- More clarification/communication about what airport/FAA can control?

Community Outreach Meetings

Public Comments

August 2016

- What are ramifications to airport of violation of FAA standards?
- Does FAA exist to benefit pilots only? Does FAA help impacted public?
- Is there a potential for a Part 150 study?
- Will there be modelling of sound?
- Would measuring sound result in restricting certain planes?
- Mitigation: are you talking about double-pane windows or restricting aircraft?
- Which neighborhoods have easements?
- Why the discussion on jet hangars and de-icer if you are trying to reduce traffic?
- Can you turn off runway lights so they can't fly in at night?
- 24-hour threshold: condensed into 1-hour would be unacceptable.
- Perceive frustration: contacting airport doesn't produce results.

Meeting 3

- How much do you spend on other things you do?
- Are executive hangars a revenue source?
- Where would executive hangars be located?
- Whose lives are enhanced by increase in jet traffic?
- What are the hours of operation for planes? Is it on an honor system?
- Give some thought to how to reach 80% (2nd homeowners) – not aware of the issues.
- What about arrival routes?
- Please clarify that departures/arrival routes are not income driven based on demographics?
- Are you going to drive traffic over Lahontan, or will it all change?
- How wide is your flight path – a block wide, street-wide...?
- Concerned about west bound traffic over Tahoe Donner. Positive about temporary Tower.
- More dispersion on runways = disperse impact on neighborhoods
- Would this cement departure/arrival routes into place?
- What is the increase to the number of jets?
- Are Careflight overflights real emergencies?
- Where is airport with respect to executive hangars?
- Has airport looked into Martis Valley west impact?
- Has local realty board looked into operation on real estate values?
- Does airport board have authority to dictate what jets (manufacturers)/noise levels?
- Metrics: will you also get feedback from pilots (clubs and charters)?
- Who controls Tower – FAA or TTAD?
- Why a seasonal Tower? Is it just summer? Have you looked at demographics?
- What is the point of this if pilots can fly wherever they want? Why not close down the airport? What control does the airport have?
- Will Tower direct traffic as they depart and arrive?
- Is there a reason it's a seasonal Tower?
- Have other similar airports tried this and what were the results?
- Will airspace classification change?

Community Outreach Meetings

Public Comments

August 2016

- Who's going to pay for it?
- How will you keep sectional charts up?
- Of 27,000 flights, how many are repeats? Tahoe Donner = 20% pt / 80% pt – fly in
- Hope Tower reduces overflight over Tahoe Donner.
- How will you measure success of Tower?
- Will we get notification of Tower operation dates?
- Shouldn't it be a blind study to be scientific?
- Tahoe Donner overflights = use I-80 corridor.
- Touch and goes.
- Tax implications.
- Tower may increase noise for people closest to airport.

Meeting 4

- How did you hear about meetings:
 - Street signs
 - Email from HOA (NorthStar HOA)
 - Newspaper
- Themes:
 - Change location of TRUCK waypoint
 - Comments about density and dispersion
 - Are Tower staff FAA certified?
 - Can Tower influence flights more than current airport staff?
- Will there be a follow up meeting for community?
- Will there be a general community meeting summarizing outcomes (separate from Board meeting)?
- What can be done about low departures/arrivals?
- Does airport want noise complaint calls?
- Didn't hear: "How can we lessen the traffic?" Is there anything that can be done?
- What size jets (# of passengers) fly in now?
- Does weather/wind affect departure/landings?
- Are there plans for sound tracking for downwind flight paths?
- Where is tower on the priority list?
- What is largest passenger capacity of jets?
- Explain: "Change runway"
- Questions about arrival corridors
- 36,000 people impacted every time a plane flies. Entire community impacted and should be reached out to.
- Astounded that no tower/controller currently
- Aircraft not flying existing fly-quiet routes
- Deploy noise monitors in different neighborhoods
- If person believes aircraft being reckless, airport not the authority; note time, geographic location; call FAA FSDO. Important to also let airport know.

Community Outreach Meetings
Public Comments
August 2016

- Restricting CareFlight: If it's my kid, they can fly wherever they want.
- Types of airplanes affect different neighborhoods differently.
- Concerns about open space
- Influence of notional routes
- Don't add services that increase traffic
- Communication tool: when air operations change due to fire, etc.
- Would love to have flight between TRK and Monterey to avoid traffic
- Concern: Tower, if notional routes not carefully designed, will increase flights
- Same routes getting all the impacts; spread the pain evenly
- Pilot concerns: safety and terrain (mountains)

Meeting 5

- Themes at Airspace Station
 - Early flights
 - Service hours
 - Query times available
 - Why are spaghetti tracks all over the place?
 - If more published routes, better take rates?
- Themes at Tower Station
 - Funding questions
 - Accountability – will it increase?
 - Increase hours of operation?
 - Why not year round?
- Surprised that meetings not focused on a specific neighborhoods. Why isn't Martis Estates on the map?
- What is the most recent version of the Master Plan?
- Can we increase fees so that larger aircraft can facilitate more of operating expenses?
- Can airport influence if planes takeoff/land in bad weather?
- Why do pilots say being low is safe?
- When is safety going to become primary focus?
- Safety concern: what reason could a pilot offer if he/she crashes into my house?
- What is the best method for noise/safety complaints? Do you want us to call?
- How do I get the information (tail #) to call FAA?
- How soon will we see proposed flight paths take effect?
- Budget/transportation questions
- Year-round vs. 2nd home data
- Think you're doing a great job. Didn't know that the airport doesn't control airspace.
- Tower: increase traffic appears to be main motivation.
- Discouraging: Once wheels are up, airport has no control over aircraft.
- Encouraging: Airport encourages planes to not takeoff with full load of fuel given altitude and terrain.
- Skydiving plane is really loud and annoying.
- The increase in jet traffic and decrease in propeller traffic is noticeable.

Community Outreach Meetings

Public Comments

August 2016

- Jet traffic will increase given real estate – need to help control it.
- Helicopters specifically need to come inside pattern.
- Single biggest fear in Olympic Heights is safety.
- Regarding Airshow: one of the worst airport days. Military jet over house. Rethink event or help us get out of town during airshow.

Meeting 6

- Can the airport help with internet at Juniper Hill?
- How can we find out results of all these meetings?
- Are majority of operations in Summer?
- When are the peak times?
- Is there any active plan to reduce growth at airport?
- If voters rescind property tax, would that induce more traffic to sustain airport?
- It looks like some airports have mandatory fly quiet rules. Why are TTAD's voluntary? How are they enforced?
- Will skydiving accident impact how many skydivers use airport?
- Would FAA fund Tower?
- How much control can Tower exert?
- Would you use temporary Tower for surveillance?
- Is there punitive action for pilots who don't follow routes?
- What influence would Tower have over SurfAir?
- Can you pinpoint planes based on time and location? How accurate does the time need to be?
- Lots of people don't know there is a venue for noise complaints.
- More information about flights on your website.
- Critical that airport measure and report the efficacy of Tower.
- Tracking noise complaints is like tracking unemployment data. Use a survey – repeat annually. Compare over time.
- What we learn from control Tower could be used to inform flight paths.
- Support temporary Tower.
- Issues with data displayed on maps.
- Send us dates that utility aircraft will be working in area (better communication).
- Skydiving planes climbing over Glenshire
- Flying too low over ridge.
- Use Waddle Ranch for climb out.
- Juniper Hill not in favor of Bulok 11 departure.
- Juniper Hills residences occupied during peak use times
- Don't start with 2nd homeowners for your data for planning flight paths. They are the ones here during peak flight season. Use primary connections.
- Juniper Hill/Martis Peak are all on wells – no city water access. Impossible to fight a fire if a plane crashes. Trouble getting insurance for (new) home buyers in Juniper Hill area.

#1



COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, July 20, 2016 2:28:23 PM
Last Modified: Wednesday, July 20, 2016 2:36:00 PM
Time Spent: 00:07:36

PAGE 1

Q1: How are we doing (regarding aviation and community services)?

Do more of...	allow more small, private planes
Do less of...	allow large, loud pseudo commercial planes

Q2: Do you support the Notional Flight Routes (to reduce annoyance)?

Yes,
 Why?
 However the large, loud pseudo commercial planes are so obnoxious that it really does not matter what direction the take off, the noise FILLS Martis Valley - at all hours.

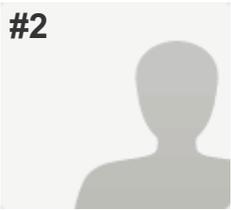
Q3: Do you support the Temporary Seasonal Tower (to improve safety + reduce annoyance)?

Yes,
 Why?
 However the large, loud pseudo commercial planes are so obnoxious that it really does not matter what direction they fly, the noise FILLS Martis Valley - at all hours.

Q4: How do you get information about Truckee Tahoe Airport?

Airport Website, Word of Mouth,
 Other (please specify)
 Mike Cooke, other airport employees and of course the personal experience of living in the once peaceful, established neighborhood of Northstar - that is being ruined by the large, loud pseudo commercial planes that fly at all hours.

#2



COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, July 27, 2016 7:26:57 AM
Last Modified: Wednesday, July 27, 2016 7:30:16 AM
Time Spent: 00:03:19

PAGE 1

Q1: How are we doing (regarding aviation and community services)?

Do more of... Controlling planes flying over my neighborhood.

Q2: Do you support the Notional Flight Routes (to reduce annoyance)?

Yes,
 Why?
 Reduce number of planes flying over my neighborhood.

Q3: Do you support the Temporary Seasonal Tower (to improve safety + reduce annoyance)?

Yes,
 Why?
 In favor of it, IF it can reduce number of planes flying over my neighborhood!

Q4: How do you get information about Truckee Tahoe Airport?

Newspaper, Airport Website, Social Media

#3



COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, August 01, 2016 10:26:54 AM
Last Modified: Monday, August 01, 2016 10:27:39 AM
Time Spent: 00:00:45

PAGE 1

Q1: How are we doing (regarding aviation and community services)?

Respondent skipped this question

Q2: Do you support the Notional Flight Routes (to reduce annoyance)?

Yes

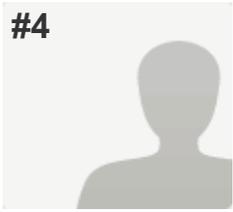
Q3: Do you support the Temporary Seasonal Tower (to improve safety + reduce annoyance)?

Yes

Q4: How do you get information about Truckee Tahoe Airport?

Airport Website

#4



COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, August 02, 2016 3:10:29 PM
Last Modified: Tuesday, August 02, 2016 3:11:46 PM
Time Spent: 00:01:16

PAGE 1

Q1: How are we doing (regarding aviation and community services)?

Do more of... ? allow resident search of flight paths by time

Q2: Do you support the Notional Flight Routes (to reduce annoyance)?

Yes,
 Why? Reduce annoyance - nicely worded question

Q3: Do you support the Temporary Seasonal Tower (to improve safety + reduce annoyance)?

Yes,
 Why?
 Improve safety and reduce annoyance - again, no leading question here.\

Q4: How do you get information about Truckee Tahoe Airport?

Airport Emails, Word of Mouth

#5



COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, August 02, 2016 8:22:33 PM
Last Modified: Tuesday, August 02, 2016 8:24:22 PM
Time Spent: 00:01:48

PAGE 1

Q1: How are we doing (regarding aviation and community services)?

Do more of...	Charge more for service
Do less of...	Flights

Q2: Do you support the Notional Flight Routes (to reduce annoyance)?

Yes,
 Why?
 3 out of the 4 presented at the meeting for the Ponderosa Fairway Estates neighborhood.

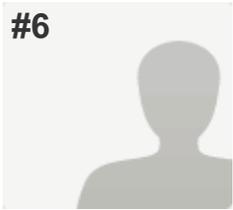
Q3: Do you support the Temporary Seasonal Tower (to improve safety + reduce annoyance)?

Unsure

Q4: How do you get information about Truckee Tahoe Airport?

Airport Website, Connected Mailer, Word of Mouth

#6



COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, August 02, 2016 9:33:09 PM
Last Modified: Tuesday, August 02, 2016 9:41:52 PM
Time Spent: 00:08:42

PAGE 1

Q1: How are we doing (regarding aviation and community services)?

Do more of...	Night time flight enforcement, flight path enforcement, using airport property for community benefit, explaining your role to non-aviator community members.
Do less of...	Using local tax dollars to subsidize millionaires

Q2: Do you support the Notional Flight Routes (to reduce annoyance)?

No,
 Why?
 I live in martis estates. The route off of runway 29 appears to go directly over my house.

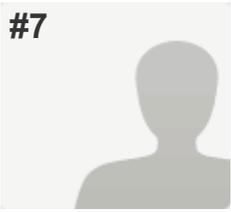
Q3: Do you support the Temporary Seasonal Tower (to improve safety + reduce annoyance)?

Yes,
 Why?
 Seems like a great idea if pilots will actually listen to tower directions. It is still unclear to me whether or not the tower will provide enforcement power for non compliant pilots.

Q4: How do you get information about Truckee Tahoe Airport?

Airport Website, Airport Emails, Social Media

#7



COMPLETE

Collector: Web Link 1 (Web Link)

Started: Wednesday, August 03, 2016 11:14:20 AM

Last Modified: Wednesday, August 03, 2016 11:14:44 AM

Time Spent: 00:00:24

PAGE 1

Q1: How are we doing (regarding aviation and community services)?

Respondent skipped this question

Q2: Do you support the Notional Flight Routes (to reduce annoyance)?

Yes

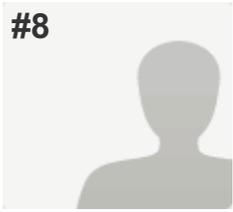
Q3: Do you support the Temporary Seasonal Tower (to improve safety + reduce annoyance)?

Yes

Q4: How do you get information about Truckee Tahoe Airport?

Newspaper, Airport Website, Airport Emails

#8



COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, August 03, 2016 5:43:12 PM
Last Modified: Wednesday, August 03, 2016 5:45:03 PM
Time Spent: 00:01:51

PAGE 1

Q1: How are we doing (regarding aviation and community services)?

Respondent skipped this question

Q2: Do you support the Notional Flight Routes (to reduce annoyance)?

Yes

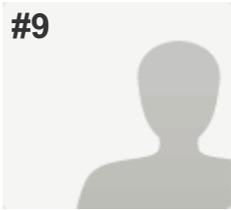
Q3: Do you support the Temporary Seasonal Tower (to improve safety + reduce annoyance)?

Yes

Q4: How do you get information about Truckee Tahoe Airport?

Respondent skipped this question

#9



COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, August 04, 2016 8:56:47 AM
Last Modified: Thursday, August 04, 2016 9:01:16 AM
Time Spent: 00:04:28

PAGE 1

Q1: How are we doing (regarding aviation and community services)?

Do more of...	positive thinking
Do less of...	apologizing for your existence

Q2: Do you support the Notional Flight Routes (to reduce annoyance)?

No,
 Why?
 Some of the routes look unsafe - unless you plan to remove the terrain hazards and change the winds.

Q3: Do you support the Temporary Seasonal Tower (to improve safety + reduce annoyance)?

Unsure,
 Why?
 It looks like a way to throw away lots of extra money for very little return, but could help directing traffic at busy times.

Q4: How do you get information about Truckee Tahoe Airport?

Newspaper, Word of Mouth,
 Other (please specify) meetings like these

#10



COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, August 05, 2016 4:23:37 PM
Last Modified: Friday, August 05, 2016 4:24:29 PM
Time Spent: 00:00:52

PAGE 1

Q1: How are we doing (regarding aviation and community services)?

Respondent skipped this question

Q2: Do you support the Notional Flight Routes (to reduce annoyance)?

Unsure

Q3: Do you support the Temporary Seasonal Tower (to improve safety + reduce annoyance)?

Yes

Q4: How do you get information about Truckee Tahoe Airport?

Word of Mouth, Newspaper

#11

**COMPLETE****Collector:** Web Link 1 (Web Link)**Started:** Saturday, August 06, 2016 11:07:04 AM**Last Modified:** Saturday, August 06, 2016 11:08:47 AM**Time Spent:** 00:01:43

PAGE 1

Q1: How are we doing (regarding aviation and community services)?

Respondent skipped this question

Q2: Do you support the Notional Flight Routes (to reduce annoyance)?

Yes,

Why?

noticed a bit of a increase of flight noise in Glenshire in summer. I understand this is necessary for community, but management on flight paths seems like it could help. And certainly no one who bought in Glenshire ever had thoughts there would be consistent flight noise.

Q3: Do you support the Temporary Seasonal Tower (to improve safety + reduce annoyance)?

Yes,

Why? see above

Q4: How do you get information about Truckee Tahoe Airport?

Newspaper, Word of Mouth

#12



COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, August 08, 2016 4:03:45 PM
Last Modified: Monday, August 08, 2016 4:07:47 PM
Time Spent: 00:04:01

PAGE 1

Q1: How are we doing (regarding aviation and community services)?

Do more of...	community education, transparency, focussed giving
Do less of...	scattershot giving, catering to wealthy jetsetters

Q2: Do you support the Notional Flight Routes (to reduce annoyance)? Yes

Q3: Do you support the Temporary Seasonal Tower (to improve safety + reduce annoyance)? Yes

Q4: How do you get information about Truckee Tahoe Airport? Airport Emails, Social Media

#13



COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, August 08, 2016 3:54:03 PM
Last Modified: Monday, August 08, 2016 4:41:06 PM
Time Spent: 00:47:02

PAGE 1

Q1: How are we doing (regarding aviation and community services)?

Do more of...	Doing Great!
Do less of...	Happy as it is!

Q2: Do you support the Notional Flight Routes (to reduce annoyance)?

Yes,
 Why?
 Don't need any more "Annoyed" residents! I live in Northstar, Going on my 4th Year. I personally Love the Sight & Sound of Planes & Jets flying over & Around our house! I also enjoy the airport Webcam, seeing them land & Folks deplaning & Replaning!
 Thanks for Trying to Placate people, but Some people just can't be satisfied!!

Q3: Do you support the Temporary Seasonal Tower (to improve safety + reduce annoyance)?

Yes,
 Why? Improving safety is a Good thing!

Q4: How do you get information about Truckee Tahoe Airport?

Newspaper, Airport Website,
 Other (please specify) Look out my front window!

-----Original Message-----

From: [REDACTED]

Sent: Friday, August 05, 2016 4:51 PM

To: Info <Info@truckeetahoeairport.com>

Subject: Public comment on notional flight paths

I boggled up taking the survey and could not take it again, so I am sending this email to provide feedback regarding the notional flight paths and glider tow plane operations.

I live in the Juniper Hill area, just south of Glenshire. There are about 35 home sites here, primarily on the ridges northwest and northeast of Dry Lake. Our area has been designated as the "Glider Area (May-October) on your maps.

I have two concerns. I believe in your community meetings you expressed a notion that there are only three full time residents in this area. That number is way off. There are at least 30 full time residents on at least 15 properties. The balance are weekenders who are here regularly on weekends and holidays when the flight density also tends to go up. I am a full time resident here with my wife. There are NO houses in the Wadell ranch area south of Dry Lake.

So, any new flight path which would direct more flights east and north of the airport over Martis Creek Dam Lake and then north east over Dry Lake would be exceptionally undesirable for myself, my wife and all the other families living on the ridges overlooking Dry Lake.

Secondly, regarding powered glider towing, we find the tow planes considerably louder than other planes in the area, and they fly right over our house at pretty low elevations on a regular basis. On the weekends it is not unusual to have tow flights carried on all day long one after another. every 30-45 minutes. We don't mind the unpowered glider flights at any elevation, but the tow-up routes are problematic for us. I would like you to request that the glider tow planes restrict their tow and return routes to well SOUTH of Dry Lake - preferably south and east of peak 6960.

I would be happy to discuss this with you if you want more details.

Thank you for taking this issue into consideration.

Regards,

[REDACTED]

Truckee, CA 96161



Appendix C:

Advertising and
Marketing Efforts

Truckee Tahoe Airport District

Neighborhood Outreach Meetings

Advertising & Marketing Efforts

- 101.5 Radio Ads - live reads started yesterday Sunday, 7/10/2016 and will run in our slotted air time for the next 4 weeks.
- Sierra Sun - 1/4 page ads 7/8, 7/13, 7/15, then 7/27 & 7/29, plus digital advertisement running continuously on website
- NLT Bonanza - 1/4 page ads 7/7, 7/14, 7/28, plus digital advertisement running continuously on website
- NTBA (North Lake Business Association) posted in 6/28 newsletter, and on website calendar, plus announcement made at the July 8th Kings Beach Concert
- Truckee Donner Chamber of Commerce, started 7/6 in weekly eblasts to members and posted on website
- Tahoe Donner HOA Monthly magazine, July 2016 issue pg. 24, a 3/4 page news content article, plus coverage in weekly HOA member eblasts
- Glenshire HOA: eblast to all homeowners on 7/27
- NorthStar Property Owners Association: eblast to members, specific date not known
- North Lake Tahoe Resort Association: post on BizBytres 7/5, Member2Member 7/7, dedicated email blasts on 7/14 & 7/18
- Campaign Monitor E-Blasts: 6/29 Community news eblast featuring Neighborhood Meetings, AirShow and the Boat Inspection Service at KTRK
- Press releases, Sierra Sun, Moonshine Ink and Yubanet and listed the meetings on the Sierra Sun calendar.
- Sandwich board artwork set up in neighborhoods the week prior to scheduled meetings.
- TTAD airport website, home page, first place banner position with a link to info, links to the presentation and survey
- Facebook - posted 6/25, then prescheduled again for a reminder on 7/17 and 7/31
- Airport Event Booths: Truckee Thursday, AirShow and Glenshire Block Party events - talked about the event and distributed information flyers with schedules
- Airport Terminal Building, information flyers on display
- Airport's "Connected" news mailer to 21,000+ District addresses in July 2016



TRUCKEE TAHOE AIRPORT DISTRICT

10356 Truckee Airport Rd.

Truckee, CA 96161

(530) 587-4119 tel

(530) 587-2984 fax

WWW.TRUCKEETAHOEAIRPORT.COM

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For Immediate Release

Truckee Tahoe Airport Hosting Neighborhood Town Hall Meetings This Summer

Truckee, Calif. – The Truckee Tahoe Airport District will host six neighborhood town-hall style meetings throughout the region this summer to share updates on airport operations, impacts on each neighborhood, and plans to address those impacts.

The sessions, initiated by the Airport Community Advisory Team (ACAT), will be held in July and August, presenting the latest information on airport operations and planning, and creating a forum for candid conversations about noise and other impacts specific to each neighborhood.

“We want to talk to each neighborhood to say, ‘here’s what we’re working on to try and improve noise, safety and service at the airport, what do you think?’” said Hardy Bullock, director of aviation & community services at the Airport. “Our hope is that we have a frank and open conversation, not only to educate the public on what we’re doing, but to get their input as well.”

Topics will include the recently completed Airspace Study, plans for a temporary seasonal air traffic control tower, neighborhood-specific issues, and general information about the airport.

The Airspace Study provides the District with a detailed look at air traffic at and around the airport, offering new, alternative procedures for flights to improve noise and safety. The seasonal, temporary air traffic control tower, planned for summer 2017, would give the District more control over approaching and departing aircraft, directing them to paths that could also improve safety and noise impacts.

For those unable to attend the date and time for their neighborhood, feel free to attend any other scheduled meeting.

To find out more, go to truckeetahoeairport.com

connected, by more than a runway
WWW.TRUCKEETAHOEAIRPORT.COM

Date	Neighborhoods	Meeting Location
Monday, July 18, 6 p.m.	Tahoe City, North Lake Tahoe & West Shore	Tahoe City Public Utility District Board Room 211 Fairway Drive, Tahoe City
Tuesday, July 19, 6 p.m.	Sierra Meadows, Northstar, Ponderosa Palisades & Martis Valley South	Hampton Inn 11951 Highway 267, Truckee
Wednesday, July 20, 6 p.m.	Tahoe Donner, Downtown Truckee, Donner Lake & others	The Lodge Restaurant & Pub 12850 Northwood Blvd, Truckee
Monday, Aug. 1, 6 p.m.	Prosser Heights, Alder Hill, Prosser Lakeview Estates, Coachland, & Gray's Crossing	Community Recreation Center 8924 Donner Pass Road, Truckee
Tuesday, Aug. 2, 6 p.m.	Olympic Heights, Old Greenwood, Martis Valley Estates & Ponderosa Fairway Estates	Community Recreation Center 8924 Donner Pass Road, Truckee
Wednesday, Aug. 3, 6 p.m.	Glenshire	Glenshire Clubhouse 15726 Glenshire Drive, Truckee

All meetings will start promptly at 6 p.m. and will last approximately one hour.

Airplane Noise Affecting Your Neighborhood?



The Truckee Tahoe Airport District is coming to you to talk noise, safety, operations and planning this summer. Find out what we're working on to improve, and let us know what you think.

Date	Neighborhood	Location
Monday, July 18 6 p.m.	Tahoe City, North Lake Tahoe, & West Shore	Tahoe City PUD 221 Fairway Blvd, Tahoe City
Tuesday, July 19 6 p.m.	Sierra Meadows, Northstar, Ponderosa Palisades, & Martis Valley South	Hampton Inn 11951 Hwy. 267, Truckee
Wednesday, July 20 6 p.m.	Tahoe Donner, Downtown Truckee, Donner Lake, & Others	The Lodge Restaurant 12850 Northwoods Blvd., Truckee
Monday, Aug. 1 6 p.m.	Prosser Heights, Alder Hill, Prosser Lakeview Estates, Coachland, & Gray's Crossing	Community Rec Center 8924 Donner Pass Road, Truckee
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Wednesday, Aug. 3 6 p.m.	Glenshire	Glenshire Clubhouse 15726 Glenshire Drive, Truckee

For more information, contact TTAD at (530) 587-4119 or visit www.truckeetahoeairport.com.



Appendix D:

Excerpt from Noise and Annoyance Mitigation Plan:
Section IV. Outreach and Education

VI. Education and Outreach

Because Truckee Tahoe Airport District cannot currently control aircraft taking off or landing, and because, per the FAA, it cannot unfairly restrict or discriminate against any aviation user, much of the District's efforts are to educate pilots, businesses, aircraft owners and passengers on the District's ongoing efforts to reduce noise and annoyance.

Additionally, along with outreach to pilots and operators, the Airport has a robust outreach campaign to community members in the District. The goal of these efforts, beyond education on the role of the Airport in the community, is to solicit input to better inform decisions made by the Board of Directors.

The following are a brief summary of education and outreach tools currently used by the Airport District:

Pilot & Passenger Outreach Coordinator (Aviation)

In 2016, Truckee Tahoe Airport hired for a Pilot & Passenger Outreach Coordinator. That staff person's goal is to reach out to as many pilots and passengers as possible, approaching them on the runway, contacting pilot organizations and more – all with the goal of educating them on Noise Abatement Procedures.

Airfield Signage (Aviation)

Signs placed throughout the Airport show preferred runway information, Noise Abatement Procedures and list curfew for the Airport.

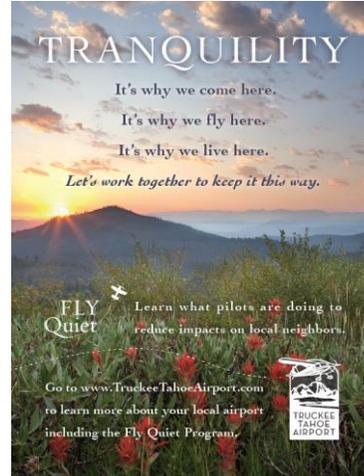


Airport Facility Directory and National Flight Data Center (Aviation)

The Airport Facility Directory and the National Flight Data Center are clearinghouses for information, and the Airport continuously updates information about Truckee Tahoe Airport in those databases – particularly detailing issues of noise and annoyance.

Advertising (Aviation & Community)

The Airport places advertising with a variety of messaging, including on noise and annoyance, in aviation industry publications, local and regional news publications, and area homeowner association publications. The Tranquility Campaign recently targeted both pilots and passengers to better understand the importance of Noise Abatement Procedures.



Conference Attendance and Presentations (Aviation)

Airport staff regularly attends a variety of tradeshows, conferences and other events to share information about Truckee Tahoe Airport with a variety of aviation professionals, pilots and operators.

E-Blasts (Aviation & Community)

The Airport regularly sends emails to a subscriber list of over 5,500 recipients, segmented into general members of the public, those who have contacted the Airport regarding noise and annoyance, pilots, agency officials and more.

Pilot News (Aviation)

Pilot News is a quarterly publication distributed to all hangar tenants of the Airport as well as around Airport facilities with a variety of topics on noise, aviation, safety and operations.



RedHawk Diesel Airplane Tested for Noise Reduction

On July 24 and 25, Truckee Tahoe Airport staff flew the new REDBRD diesel powered Cessna 172, dubbed the RedHawk, to experience how it performed in the air and sounded to observers on the ground.

Touted as cleaner, greener and quieter, the RedHawk flew a number of procedures while Airport District staff and consultants (HMM) measured noise from various locations, both at the Airport and in those neighborhoods more frequently impacted by noise.

The Airport is considering helping Sierra Aero replace a heavily used older Cessna 172 with the RedHawk for training flights, pending final review of sound and performance data.

"Testing went very well. We did four flights each (the RedHawk and a C-172 for comparison) and measured three off-airport points and one on-airport point," said Hardy Bullock, Director of Aviation & Community Services.

Initial readings from the Sierra Meadows neighborhood indicated a 10 to 12 decibel reduction in noise.

Go to truckeeatahoairport.com for a final report and potential next steps with the RedHawk.



% REDBRD diesel modified Cessna 172, dubbed the RedHawk

"It was more of a wispy, higher-pitch sound rather than a lower rumble."
- Kevin Smith, General Manager, TTAD



% The RedHawk in Flight

District Working To Improve Safety at the Airport

The Truckee Tahoe Airport District holds safety as the highest priority, and a new comprehensive Safety Management System is being implemented to review Airport safety from every possible angle.

The Airport has hired Convergent Performances, LLC of Colorado Springs, Co. on a \$55,000 two-year contract as an outside expert on safety. Convergent Performances works with schools, airports, the U.S. Air Force, businesses and hospitals with a long track record and a depth of expertise not only on the Airport side of safety, but the human factor as well.

"The whole premise is to take a holistic and transparent look at absolutely every part of the Airport that can affect safety," said Hardy Bullock, Director of Aviation & Community Services.

Convergent Performances and the Airport's staff hit the ground running with four scenario-based safety tabletop exercises in preparation for the Truckee Tahoe Airshow & Family Festival, to be followed later in the year with a full live drill on the airfield involving multiple local agencies.

A Safety Roundtable Working Group is also up and running, bringing in community leaders from agencies like the U.S. Forest Service, Town of Truckee, local fire and EMS services along with pilots and other Airport users. The group will meet two to three times a year not on only Airport safety issues, but also external safety issues like fires and floods.

THE ACAT CORNER

The Airport Community Advisory Team, a group of six community members and aviation users that works on Airport issues from community benefits to safety, has recently been considering an Automated Weather Station on the Sierra Crest.

Known as AWOS, the system would be installed somewhere along the Sierra Crest – the high spine of the Sierra Nevada – between Alpine Meadows and Sugar Bowl to give the Airport and pilots real-time weather information for crossing the Sierra.

Currently, there is no AWOS system along the Sierra Crest for 500 miles. Flying the Donner Pass corridor, pilots rely on information from Blue Canyon at 5,000 feet and Truckee Tahoe Airport at 5,500 feet, while the crest ranges from 7,000 to 9,000+ feet in the area.

To make it safer for those pilots passing through the quickly changing weather patterns of the crest, ACAT has been studying different types of AWOS and potential locations to give pilots automated voice updates. In a five-month period, there are 2,200

flights over the crest in the region, with 32 percent of traffic over the crest to the Airport below 15,000 feet.

With a price tag ranging from \$50,000 to \$70,000, along with installation, yearly inspections and other costs, the Airport Board of Directors asked ACAT to explore cost-sharing options with KSL, owners of Alpine Meadows and Squaw Valley where it may be installed, in exchange for shared weather data. The Directors also asked ACAT to contact weather organizations like the National Weather Service and the Desert Research Institute regarding data and cost sharing.

Join ACAT: The Airport Community Advisory Team has two open seats – one community user and one aviation user. Please submit a cover letter and resume to [Hardy Bullock \(hardy.bullock@truckeeatahoairport.com\)](mailto:Hardy.Bullock@truckeeatahoairport.com) by September 4 if interested.

TTAD Safety Updates

- The Airport will also be using a computerized safety management system in the future called Vortex – a way for pilots and Airport staff to connect on safety issues. Look for more information at truckeeatahoairport.com in the future.

- Convergent Performances will be running a gap analysis – a safety analysis of the airport that takes a holistic look at every possible factor that can affect safety. The report should be released this fall.

- Say tuned to the Airport website for an announcement on an Unusual Attitude Pilot Safety Seminar by Tim Brill, coming sometime in September.

- The Airport District asks pilots to consider the changing and diverse fleet mix now operating in Truckee Tahoe Airport airspace – with everything from gliders to jets, helicopters to turboprops, and a skydiving operation testing out a potential landing zone in August.



% TTAD and Truckee Fire Protection District Fire Engine

AIRPORT HOURS OF OPERATION

Airport: 7 a.m. – 9:30 p.m., 7 days a week

Fuel: 7 a.m. – 7 p.m.

Red Truck Cafe: 9 a.m. – 3 p.m., Monday-Saturday

ACAT Meetings: 2nd Tuesday of each month, 10 a.m.

Board Meetings: 4th Wednesday of each month, 4:30 p.m.

General Info: 530-587-4119

Visit our website at truckeeatahoairport.com.

Want to submit an article to Pilot News?

Send it to sean@fresh-tracks.org.

Voluntary Curfew Update

Our voluntary curfew has changed to 10 p.m. to 7 a.m. to match FAA and Caltrans definitions. We appreciate the pilot community's efforts to make our Airport a better neighbor

Connected (Community)

Connected is an annual publication sent out to every resident within the Airport District with a variety of topics generally tailored to the public including noise and annoyance, operations, community benefits and more.

Annual Report (Community)

The Airport also produces an annual report distributed to the same list as Connected. The report details annual noise and annoyance impacts, numbers of operations, airport revenue and expenditure, Airport contributions to the community and other pertinent information.

Website (Aviation & Community)

The Airport's website, truckeetahoeairport.com, is regularly updated and is the clearinghouse for information, public documents and records, news and operations for the district. This is one way a member of the public can report noise, and anyone can view monthly, quarterly and annual noise reports, along with descriptions and videos (see below) of Noise Abatement Procedures. The website saw 82,762 sessions from 22,182 users in 2015.

Video (Aviation)

The Airport has a series of videos that include actual flights following Noise Abatement Procedures.

Social Media (Community & Aviation)

The Airport participates in various social media channels to disseminate information to both pilots and the broader community. As a public district, the Airport follows specific rules as to how it participates in social media in the interest of transparency.

Podcast (Aviation)

The Airport District sponsors select aviation podcasts in target markets in exchange for the distribution of noise and annoyance information to its listeners. As of 2016, these podcasts reach 30,000 to 60,000 Bay Area pilots – the major demographic for Truckee Tahoe Airport.

Press (Community)

Truckee Tahoe Airport regularly contacts relevant press through press releases and responds to press enquiries.

Dispatch Outreach (Aviation)

The above Pilot & Passenger Outreach Coordinator is working to contact dispatchers around the country to educate them on Noise Abatement Procedures.

Radio (Aviation & Community)

The Airport sponsors local radio station 101.5 KTKE's weather segment in exchange for regular information updates in broadcast, and regularly donates its airtime to area nonprofits.

In the above methods that reach out to the greater community, the Airport not only strives to be open and transparent, seeking public input in the decision making process – it also aims to educate the public on the role of, and benefit to, the non-aviation community the Airport brings.

The Airport has commissioned an Economic Impact study, to find the direct and indirect impacts the District has on the region. The District also highlights its community work including sponsorships and donations, its role in emergency services like Careflight, firefighting aircraft and law enforcement aircraft, and its role in local STEM education.

The Airport hosts community meetings, with a series of Neighborhood meetings throughout the region in the summer of 2016, and many publications feature a section titled; The Business of the Airport is Your Business, detailing ongoing operations, plans and studies being undertaken by the District.

Another topic for the greater non-aviation public is education of the Airport's role in a national transportation system, the rules under which it must operate, and how this affects what the Airport can and can't do in accordance with the community's wishes. See the next section on Legislation and Regulation.