



MEETING DATE: February 25, 2015
 TO: Board of Directors
 FROM: Michael Cooke, Manager of Aviation and Community Services
 SUBJECT: January 2015 Comments Report & Outreach Memo

This report summarizes community annoyance comments and outreach efforts for January, 2015. Several points of discussion at the January 28th Regular Board meeting came up in terms of direction for this report. The intent of this report is to add visibility to the process of community and operator outreach and give the Directors better visibility to those efforts. This monthly report will supplement the standard Quarterly Operations and Comments report.

Unusually warm and dry weather made for Spring-like conditions during the month of January 2015. Air travel to the area during the tail end of the New Year holiday and the Dr. Martin Luther King, Jr holiday were generally not impacted with adverse weather, and field conditions were exceptionally good for operations. Draft *Operations* numbers have been used for reporting purposes and will be reviewed and finalized for Quarterly and Annual Reports.

Community Annoyance Comments Summary:

During the month of January 2015, 19 comments were generated from 10 households. 1 web generated complaint not included came from a South Lake Tahoe address. A detail of neighborhoods and type of aircraft associated with the annoyance is below:

		Olympic			Sierra	Tahoe	
Type	Martis	Heights	Prosser	Glenshire	Meadows	Donner	Total
Helo			1				1
Jet	2	1			2	1	6
Piston		1	2		2		5
Piston Twin		2					2
Turboprop		4		1			5
Total	2	8	3	1	4	1	19

There was 1 new commenter for January of 2015. Two households made 9 of 19 comments. One household in Olympic Heights was responsible for 3 comments within 3 minutes of each other. Staff

reached out to the commenter. The 3 aircraft involved were contacted despite the tracks being compliant. Two operators were deeply concerned with generating a comment, the other was non-responsive. Staff believes the combined influence of these operations caused the annoyance rather than each individual operation.

10 of the 19 comments were attributed to operations departing from Runway 29. Olympic Heights made of just under 50% of the comment volume for the month. 2 comments were made about one jet arrival to Runway 11. No other individual tail numbers generated multiple comments. 1 comment was attributed to touch and go operations.

Compliance:

Staff made efforts to reach out to operators on all non-compliant and even on many compliant operations. One operator was contacted despite not having a formal complaint from the community. Of 19 operations which generated comments, 4 were non-compliant. Those track images are attached with summaries. 2 operations occurred during curfew hours, one was a medical helicopter, the other was a pre-6 am Piston departure. 1 comment could not be attributed to an operation.

5 operators were directly engaged on the airfield at the event time or during later visits. All interactions were well-received and each crew or individual pilot exhibited concern for following noise abatement procedures designed to reduce community annoyance. 3 contacts were emailed, 1 was left a voice mail. A voluntary curfew violation occurred at 5:41 am and a request was made, via voicemail, for compliance and participation in the Fly Quiet Incentive program. The request has not been returned but staff will continue to ask. The operator of a rental aircraft from the Bay area was contacted about a touch and go operation which generated annoyance and promised to speak to the renter.

Operations Information:

The matrix below exhibits values based on preliminary data for operations and comments in January. Although confidence is high, operations data has not been finalized for this report. Staff felt there would be a loss of perspective without operational data to model. The table contains data with known as well as unknown identifications. Analysis of non-identified aircraft conclude they represent VFR, non-Mode S equipped aircraft arrivals. Non-identified operations have been distributed to Piston Single and Twin categories but further analysis is needed to ensure non-identified aircraft totals are accurate.

Type	ID	no ID	Total	% of Total	Comments	Ops/Comment
Helo	65	21	86	4%	1	86
Jet	284	0	284	12%	6	47
Piston	739	589	1328	56%		
Single*	655	524	1179	89%	5	236
Twin*	82	65	147	11%	2	74
Turboprop	487	0	487	21%	5	97
Total	1575	610	2185		19	115

**Piston subcategory values are percentages of Piston category only. T&G ops are included*

Non-Compliant Track Images Follow:

NOISE COMPLAINT REPORT

COMPLAINT ID: 4730

COMPLAINT TYPE: Low

OPERATION TYPE: Departure

RUNWAY: 29

A/C TYPE: PC12

DATE AND TIME: Jan 04 2015, 07:25 PM

POINT OF CLOSEST APPROACH(PCA): 0.1 nm

ALTITUDE AT PCA: 0 ft



Commenter Input: Prop plane flying over Olympic Heights at 7:25pm

Staff Input: PCA altitude 6,900' msl (1,000' agl) - Marginally Compliant, staff made pilot outreach

Pilot Outreach: Staff spoke to receptive flight crew in Admin Building

NOISE COMPLAINT REPORT

COMPLAINT ID: 4731

COMPLAINT TYPE: Loud Disturbance

OPERATION TYPE: Arrival

RUNWAY: 11

A/C TYPE: LJ45

DATE AND TIME: Jan 05 2015, 08:55 AM

POINT OF CLOSEST APPROACH(PCA): 0.52 nm

ALTITUDE AT PCA: 6100 ft



Commenter Input: Loud jet sounds this moment

Staff Input: Runway 11 Arrival

Pilot Outreach: This arrival generated 2 comments - receptive crew, gave NAP info.

NOISE COMPLAINT REPORT

COMPLAINT ID: 4747

COMPLAINT TYPE: Low

OPERATION TYPE: Arrival

RUNWAY: 11

A/C TYPE: C414

DATE AND TIME: Jan 16 2015, 08:09 PM

POINT OF CLOSEST APPROACH(PCA): 0.07 nm

ALTITUDE AT PCA: 6300 ft



Synopsis & Outreach: Annoyance was most likely generated by the closely timed number of operations: 1 Turboprop PC12 Departure on 29 was over bypass and compliant, but staff emailed operator for clarity. 1 C414 Arrival to 11 was close in on left base, and outreach was made. 1 Turboprop King Air 200 made right traffic to 20 and was compliant; outreach was made.

Caller from Olympic Heights commented "Three (3) planes flying low over Olympic Heights between 8:09 and 8:13 pm ..." While all 3 tracks were generally compliant, staff made outreach to 3 of 3 operators. 1 mailed letter, 1 emailed discussion with multiple pilots, 1 call.

NOISE COMPLAINT REPORT

COMPLAINT ID: 4741

COMPLAINT TYPE: Low

OPERATION TYPE: UNKNOWN

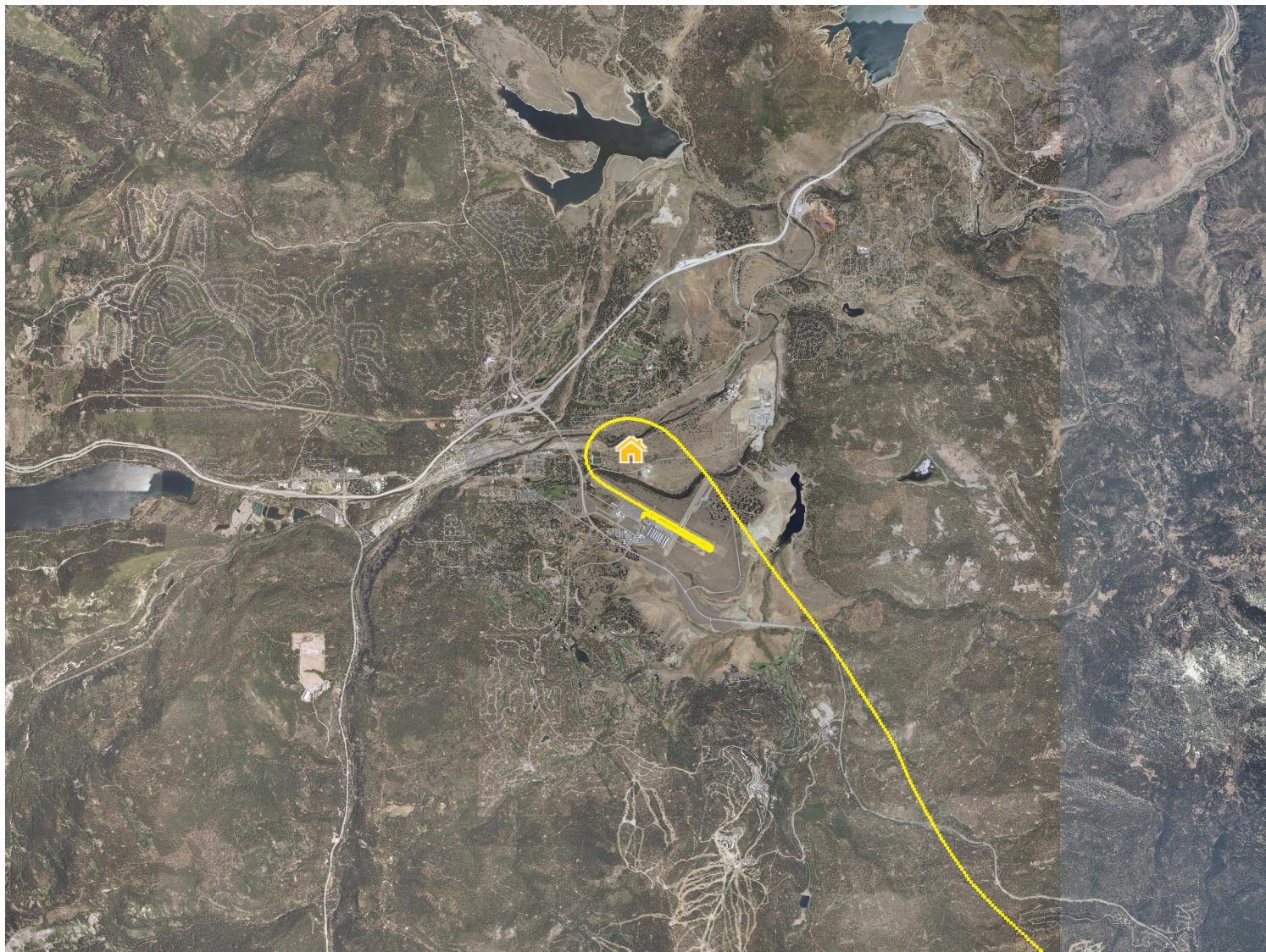
RUNWAY: 29

A/C TYPE: UNK

DATE AND TIME: Jan 12 2015, 05:38 PM

POINT OF CLOSEST APPROACH(PCA): 0.02 nm

ALTITUDE AT PCA: 6200 ft



Staff Input: Piston Twin, PA30 Departure Rwy 29

Pilot Outreach: Tiny tail numbers illegible @ night in departure camera photos.

Requests are out to staff for any available info.

No confirmed tail number, will continue to pursue.

NOISE COMPLAINT REPORT

COMPLAINT ID: 4743

COMPLAINT TYPE: Loud Disturbance

OPERATION TYPE: UNKNOWN

RUNWAY: 29

A/C TYPE: UNK

DATE AND TIME: Jan 21 2015, 04:53 PM

POINT OF CLOSEST APPROACH(PCA): 0.11 nm

ALTITUDE AT PCA: 7100 ft



Commenter Input: Really loud! Vibrated my house. Right over me!

Staff input: Touch and Go Runway 29, VFR target squawking 1200, no tail number info, 2 360 degree turns appear to be for traffic avoidance and spacing.

Altitude at PCA was 1,100'

Type unknown but likely Piston Single.

Checked audio, radio calls partially stepped on, no confirmed registration number for this T&G.