

Careflight's round-the-clock service approved, also an Airport Noise committee

**Truckee Tahoe Airport District
Board of Directors:**
Michael Golden
Steve Swigard
Kathleen Eagan
Mary Hetherington
Paul Vatistas

The Truckee Tahoe Airport District board will host its quarterly noise forum April 19 at 5 pm at the airport. At that time, the airport board is expected to consider and review applications from community members interested in serving on the airport's new Airport Community Advisory Team. But that's not all.

The following is a report from the most recent airport Noise Forum, held January 20. The April 19 meeting will afford community members similar opportunities to become better informed and to address the board on matters regarding the airport and related noise issues.

January 20, 2005
~ from Kathleen's notes

Despite a bit of sniping breaking out at the end of the January 20 Noise Forum, Truckee Tahoe Airport District board members and staff are attempting to nurture a new spirit of cooperation among themselves and with the community.

The airport's January noise forum was the first test flight of this new approach to airport business and was the first noise forum with new airport board members, Kathleen Eagan, Mary Hetherington and Paul Vatistas, who were sworn in at the beginning of December. These board members ran on a slate of giving the community greater input into airport affairs. The entire Board attended the January meeting.

To open the forum, Kevin Bumen, the airport's noise and business operations manager, gave an operations report, speaking about 2004 airport milestones and accomplishments: Air traffic at the airport actually declined to 16,287 recorded movements in 2004 from 16,421 in 2003, Mr. Bumen said. He then discussed noise complaints.

The airport received 943 noise call complaints in 2004, up from 481 in 2003. Of those, airport staff were able to attribute 500 complaints to jets and 354 to propeller planes (the remaining 89 couldn't be attributed), Mr. Bumen said. Five residential areas — Alder, Martis Valley Estates, Prosser, Ponderosa Palisades and Olympic Heights — accounted for 86 percent of the complaints.

Mr. Bumen also noted that one jet was responsible for 25 complaints and 14 propeller aircraft based at the airport had received more than one complaint each.

In response to board questioning, Mr. Bumen said he had spoken with the crew of the jet that received so many complaints and with the prop-plane

discount from offending pilots. Mr. DeVoe also offered that his deck be used as a potential noise monitoring location.

Other residents also complained of jet noise and prop planes not following noise abatement routes. One resident suggested that the airport staff create a location on its web site (www.truckee-tahoeairport.com) where citizens can

tude on takeoff before they fly over neighborhoods. He suggested that the airport consider extending the take-off runway for departures only — this is called a displaced threshold. This would allow the planes to get higher before they leave the airport.

Board President Michael Golden said a displaced threshold had been proposed before and is a good idea that "we really need to look at again."

The airport's next quarterly noise forum will be held April 19 at 5 p.m. in the airport board room in the airport terminal.

March 24, 2005
~ from Kathleen's notes

The Truckee Tahoe Airport Board also voted March 24 to allow the expansion of REMSA/Careflight emergency medical helicopter transportation operations to 24 hours, seven days a week.

And it voted unanimously to establish an Airport Community Advisory Team (ACAT). As part of creating ACAT, the board was to accept applications for the team until April 14 at 5 p.m. ACAT will consist of six members — half airport users and half community members — and a neutral facilitator. The advisory committee's role is to identify noise and other impacts the airport is having on the community and make recommendations to the board on ways to reduce those impacts.

The board has set a special April 26 meeting at 5 p.m. at the airport to interview final candidates for the advisory committee. The board hopes to get the committee going quickly, with the goal of seeking initial recommendations from ACAT in the first quarter of 2006.



The Truckee Tahoe Airport

(Photo by Mayumi Elegado/Moonshine Ink)

pilots who have received multiple noise complaints. He said he was told that the offending jet had recently been equipped with a noise hush kit. However, thus far the airport has not instituted any process of reprimand or punishment for those receiving multiple noise complaints.

"I've got to believe that there are 40 aircraft causing most of the problems," said David Gotschall, the airport's general manager.

Airport board members then questioned Mr. Bumen about his report and whether the airport is doing enough to measure noise and reduce its impact on the community. The Board and staff discussed noise data collecting devices and whether they should purchase additional technology. No decision was reached at the meeting.

The meeting then moved to Public Comment. Bryan DeVoe of Olympic Heights said his house is at "bull's eye for your aircraft."

The airport currently offers a fuel discount program for pilots who complete a noise abatement quiz and follow noise abatement procedures. However, Mr. DeVoe said he believes that "less than 5 percent of aircraft" are using the noise abatement routes and that the airport staff needs to start taking away the fuel

make suggestions for noise abatement solutions.

Local pilots then took to the podium, offering solutions to noise problems. Pilot Steve Macica suggested that pilots could be getting blown off course when taking off, thus ending up in areas they shouldn't be. He believes making additional global positioning information (GPS) information available to pilots might help.

Pilot Lee Golden said part of the noise problems are due to lower-powered planes being unable to gain enough alti-

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