

Lake Tahoe Airport Master Plan

Public Meeting #2

Response to Comments

#	Subject	Comment	Response	Source
1	Airport Master Plan	We need more input from outside urban planners who can help us make the "right" decision regarding the property the airport currently occupies. I recommend we contact the award winning urban planners from Park City and Portland, Oregon and people like Donald Shoup from UCLA.	As an FAA funded study the City went through appropriate steps, as outlined under FAA Advisory Circular (AC) 150/5100-14, for the selection of a consultant to prepare the Airport Master Plan Update study. This included the advertisement of a Request for Qualifications for firms interested in providing airport planning services. Proposals outlining each firm's qualifications were then reviewed by the City to determine which firms best met the criteria outlined in the RFQ.	Public Meeting #2 - Comment Card
2	Airport Master Plan	I would like a copy of the floor plan of the airport runway to runway.	An updated Airport Layout Plan (ALP) will be developed as part of the master plan process. The ALP will be made available for public review once the Master Plan document has been released for public review.	Public Meeting #2 - Comment Card
3	Airport Master Plan	President George Aim and California's South Tahoe Chamber of Commerce support City government officials' efforts to develop a comprehensive master plan for the airport and answer important community questions regarding airport-related issues.	Comment has been noted. The City appreciates the South Tahoe Chamber of Commerce's involvement.	Letter sent to Airport Manager
4	Public Meeting #2	The focus tonight was too heavily weighted on the polar extremes - commercial flight vs. closing the field.	The presentation at Public Meeting #2 was in response to public comments that have been received during the master plan process. Based on the comments the reintroduction of commercial service operations and airport closure were two significant issues that the City felt needed to be addressed at this stage in the process and wanted public feedback on.	Public Meeting #2 - Comment Card

5	Alternatives	Continuing to operate for GA, charter, air taxi, emergency services, etc. is a very viable alternative.	Public feedback will be considered during the identification of alternatives. Consistent with FAA guidance for airport mater planning (as provided in FAA Advisory Circular [AC] 150/5070-6B), the master plan will consider alternatives	Public Meeting #2 - Comment Card
6	Alternatives	Analysis of multiple alternatives including partial closure, alternative uses, reduction of footprint to restore natural wetland functions, or airport closure or status quo with possible incremental funding sources.	“meeting the sponsor’s planning need and that the FAA or the airport sponsor will be able to implement.” Alternatives will be evaluated based on operational performance (how the airport functions with regard to capacity, capability, and efficiency), best planning tenants and other factors (e.g., conforms to best practices for safety and security, complies with FAA design standards, provides the highest and best use of on- and off-airport land, etc.), environmental factors, and fiscal factors. FAA guidance recommends that master plans “include reasons why planners rejected any alternative that would avoid environmentally sensitive resources or that would require extensive mitigation.”	Public Meeting #2 - Comment Board
7	Alternatives	<p>Study these alternatives:</p> <ul style="list-style-type: none"> • No airport • Emergency only • Reduced runway footprint to accommodate private planes 	<p>Although alternatives have not yet been selected or evaluated, the project team will comply with FAA guidance and evaluate a full range of alternatives. Additionally, consistent with the City’s integration of sustainability as a driving force of the plan, each alternative’s potential impacts on and benefits to the four elements of airport sustainability (economic viability, operational efficiency, natural resource conservation, and social responsibility) will be considered holistically.</p>	Public Meeting #2 - Comment Board

8	Alternatives	Study these alternatives: Reduced runway footprint to accommodate private planes	<p>Reducing the airports utility by reducing the runway footprint is in effect closing the airport to certain aircraft. “The FAA will act on an airport sponsor’s request for release and closure to the extent that such action will benefit the public interest in civil aviation.” It is highly unlikely that the FAA will view closing Lake Tahoe Airport as a benefit to civil aviation.</p> <p>According to the FAA as long as TVL exists as an airport, the airport sponsor, “will make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport.” Therefore, actions that restrict a certain class of aircraft from using the airport will violate grant assurances.</p>	Public Meeting #2 - Comment Board
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9	Commercial Service	Sounds like subsidizing this is the only issue. Casinos would likely help to allow continued charter flights. American Century Championship would donate. Self-service fuel would help. Hangar fees competitive with MEV would encourage more to stay here.	Due to the current structure, strategies, and dynamics within the US airline industry the aviation demand forecast concluded that re-entry of commercial service operations at Lake Tahoe Airport is unlikely without a subsidy to the airlines. The analysis of commercial service operations included a benchmarking of airports with similar dynamics to Lake Tahoe. The analysis found that depending on the location of surrounding airports that could provide passenger service to the region some airports have made the business decision, some with support from private entities, to develop revenue guarantee programs to help attract airlines to their facilities.	Public Meeting #2 - Comment Card
10	Commercial Service	Sounds like primary issue is \$300k subsidy. Casinos would help follow continued charter flights.	Under the terms of a traditional revenue guarantee program, a community or interested party sets aside a significant amount of money, in some cases up to \$2.5 million. Those funds are positioned as revenue protection for the airline and are drawn upon by the carrier under the terms of a contract in order to assure a margin of profit during a defined period. The airline, in almost all cases, retains the exclusive right to schedule operations as they see fit and to establish air fare pricing according to their traditional pricing practices.	Public Meeting #2 - Comment Board
11	Commercial Service	If a \$2 million subsidy produces 200,000 arrivals, that's \$10 a piece. Surely they generate much more than \$10 in economic effects.	Coordination with potential investors is outside of the scope of this Airport Master Plan. However, options regarding the subsidization of airline service at the Airport can be explored by the City if there is strong community support in doing so. Based on the Aviation Demand Forecast it is unlikely that TVL would attract 200,000 annual arrivals from commercial service airlines even if a subsidy were provided.	Public Meeting #2 - Comment Card

12	Commercial Service	<p>I appreciate the complexities associated with the reacquisition of commercial service. However, I believe that it remains an important option for City officials to pursue Federal Aviation Administration, Caltrans, and private-sector support for resumption of commercial service.</p>		Letter sent to Airport Manager
13	Commercial Service	<p>In addition to FAA and Caltrans support, I think it wise and prudent to pursue funding from the Tahoe Transportation District (TTD) for air service in and out of the Basin. It has been reported in local media that the TRPA Executive Director has expressed the belief that the number of cars in the Basin should be reduced. Since most visitors travel to Lake Tahoe by automobile, air service is a viable alternative to auto use. Given, Lake Tahoe's unique environmental setting and unique governance structure, TTD and TRPA should be advocates for such service and seek Federal funds.</p> <p>From previous conversations I have had with executives of SACOG and ABAG, the City, TTD and TRPA officials might find support for Federal funding for air service into Tahoe as a means to reduce vehicular traffic off of congested Sacramento Region and Bay Area roads and streets during peak times of the day.</p>	Comments have been noted. Please see response to Comment #8.	Letter sent to Airport Manager

14	Commercial Service	I agree as well that private and public sector partners in California and Nevada should seriously assess the value of air service and as an alternative to visitor use of vehicles and develop partnerships to support commercial aviation. While these parties in the past have been reluctant to bear costs for airport operations and commercial air service, the future is what we do about it today.	Comment has been noted. Please see response to Comment #8	Letter sent to Airport Manager
15	Commercial Service	The way the "survey" question was asked certainly affected the response. Please don't report to council that only 15 percent support commercial options.	Comment has been noted. The survey (straw poll) was done to provide the presenters a feel from the audience on their initial thoughts on the potential return of commercial service to the Airport. It was not intended to be used in the master plan analysis and it will not be shared with the City Council as a definitive study outcome.	Public Meeting #2 - Comment Card
16	Commercial Service/ Safety	When will you address the safety issue (if commercial airlines are allowed) for those living in the flight path?	Safety is the City and FAA's primary concern when it comes to making decisions regarding the Airport. The Airport Master Plan process includes a review of current arrival and departure procedures to the Airport and will make recommendations to improve them based on available aircraft navigation technologies.	Public Meeting #2 - Comment Board

17	Economics	<p>What is the market value of airport coverage? How much could the city make by selling the airport (or portions) for restoration?</p>	<p>The market value for the airport property is dependent upon a number of factors that cannot be accurately determined as this time. The current market price for a Stream Environmental Zone (SEZ) Restoration Credit is \$25.00 per square foot. It is unknown what the market value for Hard Coverage is as there is a shortage within the City of South Lake Tahoe limits. The runway, taxiway and ramp areas cover approximately 1,821,150 square feet. It is not known how much of that is Hard Coverage and how much of it would qualify for SEZ Restoration Credits. The market value will also fluctuate based on demand provided by those seeking to develop within areas that would require mitigation credits.</p> <p>As a public-use airport that has been purchased and developed with the aid of federal funds, Federal Law would require the compliance of specific regulations and guidelines prior to closure and the subsequent selling of airport property. Please see FAA Letter on Information on Airport Closure located on the Airport Master Plan website (http://www.cityofslt.us) for additional details.</p>	<p>Public Meeting #2 - Comment Board</p>
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18	Economics	As previously stated, the City of South Lake Tahoe should not commit general funds to subsidize the airport. The City already contributes to the airport operation by maintaining it.	The Airport Master Plan will be developed to assist the City in determining how to operate the airport as fiscally responsible as possible. This includes a financial feasibility analysis that will analyze and describe the means by which the City will fund future development projects. Additionally, economics will play a key role in the alternatives analysis. Airport benefits and potential impacts to the local economy and community will be considered under this step consistent with the integration of sustainability as a driving force of the plan. Proposed projects that could potentially increase revenues for the airport and City of South Lake Tahoe will be reviewed and recommended for inclusion on the ALP if determined feasible with FAA standards. The potential return-on-investment (ROI) of all proposed projects will be also considered.	Letter sent to Airport Manager
19	Economics	I understand that revenue from airport lands would go toward airport improvements and operations under FAA conditions. However, the more revenue generated by the airport from air and non-aviation compatible land uses, the less dependent the airport is on City General Funds.	Please also see response to Comment #19.	Letter sent to Airport Manager
20	Emergency Services	For safety we need a strong airport. Where would we have been without it during the Angora fire?	The City values the asset it has in the airport and sees it as a benefit to the community in this fire prone region. Comment noted and these benefits will be documented within the Airport Master Plan.	Public Meeting #2 - Comment Board
21	Airport Services	Wash rack for airplanes. Self serve gas for airplanes.	Comment has been noted. The potential to construct a wash rack and other ancillary facilities that could benefit the City and airport users will be reviewed under the Airport Master Plan. Self-service fuel can be provided by a qualified person/firm once a plan complying with all regulations including fire code and building code has been submitted to and approved by the City. To this date, an acceptable plan has not been submitted to the City.	Public Meeting #2 - Comment Card

22	Infrastructure	<p>Better alternate transportation to/from airport: Bike paths, bus, nicer cabs, self serve fuel, Park and ride at airport is a cool idea to help justify more frequent bus service. Also, how about free bus passes for city employees to encourage them to take the bus and leave their car at home.</p>	<p>This input will be valuable in the City's mission to incorporate sustainability into the master planning process. Potential opportunities will be considered, though a detailed analysis of alternative transportation needs to and from the airport is outside of the scope of the Airport Master Plan.</p>	<p>Public Meeting #2 - Comment Board</p>
23	Infrastructure	<p>Improved ramp paving near SLTFD and CAP Buildings.</p>	<p>A pavement maintenance management program (PMMP) is identified within the 2014 Airport Capital Improvement Program (ACIP). Provided that all necessary funding is available, the PMMP will begin later this year.</p> <p>The Airport is currently undergoing an apron pavement rehabilitation project on portions of general aviation apron located north of the terminal apron and is anticipated to be completed by the end of summer 2014.</p>	<p>Public Meeting #2 - Comment Board</p>

24	Noise	<p>I don't really care how the airport is used. But I do not want to have higher noise standards than what is currently allowed. I want to see more noise meters installed, at east end of runway. I want procedures in place to ensure that noise - violating planes are not allowed to return. Increased noise reduces our quality of life. Please send map showing where noise meters are installed.</p>	<p>Potential environmental impacts, including noise, will be considered in the analysis of all development alternatives. In addition, the Airport's current voluntary noise abatement procedures will be reviewed as part of the Airport Master Plan process and recommendations will be provided on how to improve them.</p> <p>Noise contours were modeled for the existing conditions at the Airport (see attached Figure 1). As part of 14 CFR Part 150, <i>Airport Noise Compatibility Planning</i>, the FAA has identified compatible land use guidelines relating to types of land use and surrounding airport sound levels. These guidelines help identify compatibility parameters for residential, public (schools, churches, nursing homes, hospitals, libraries), commercial, manufacturing and production, and recreational land uses. All land uses within areas below CNEL 65 are considered compatible with airport operations. The CNEL 65 noise contour for Lake Tahoe Airport does not extend off the airport property under the existing conditions or into areas (residential land uses) that could generate land use compatibility impacts as identified by 14 CFR Part 150 guidelines.</p>	Public Meeting #2 - Comment Card
25	Noise	<p>Be careful what you wish for. Airplanes overhead are tolerable occasionally on our busy times a few times a year. But daily frequent travel would be disturbing to homes in flight path and over Regan beach and Lakeview Commons.</p>	<p>For information regarding the location of the noise monitors surrounding the Airport please see attached Figure 2.</p>	Public Meeting #2 - Comment Board

26	Noise	How are you going to compensate quality of life, decreasing property values and increasing noise impact on property values of people who live on the flight path?	<p>Potential environmental impacts, including noise, will be considered in the analysis of all development alternatives. A review of property values for the areas surrounding the Airport is outside of the scope of this Airport Master Plan.</p> <p>An Airport Land Use Compatibility Plan (ALUCP) was prepared for the Lake Tahoe Airport in 1990 and updated in 2007. The plan establishes specific planning boundaries that define compatible land use types and patterns for any future development that might occur in the area surrounding the Lake Tahoe Airport. This includes areas that have been identified as incompatible for residential land uses. A copy of the ALUCP is provided on the City's website at http://www.cityofslt.us/. The ALUCP will be updated once the Airport Master Plan has been completed.</p>	Public Meeting #2 - Comment Board
27	Land Use	Non-Aviation lands should not be used for housing is a point made in previous correspondence, and I reiterate it here. Non-aviation airport lands should be used for compatible job generation purposes that do not conflict with airport operations. The growth of jobs at the airport helps the airport and the entire community.	<p>Comment has been noted.</p> <p>As a public-use, federally funded airport, any revenue generated by the City by airport lands will be reinvested into the Airport for maintenance or improvements. It is the City's intention to use airport land for the highest and best use. Residential use is not in the best interest of the community or residents.</p>	Letter sent to Airport Manager
28	Environmental Stewardship	The California Chamber supports efforts by past and current City officials to make improvements to the environmental setting and make the airport a good neighbor in the Region.	<p>Comment has been noted. The City appreciates your involvement in the master planning process.</p> <p>The City continues to incorporate the newest available best management practices (BMP's) and sustainable strategies in all of its projects.</p>	Letter sent to Airport Manager

29	Airport Closure	<p>Thanks to you and the consultant team for making the inquiry to the FAA about the closure option that came up at the first public meeting. While I am not a proponent of closure, your inquiry to the FAA builds confidence in the community because we know that you listened and responded to their question The FAA's April 17, 2014 response to you is consistent with information I previously received from the FAA and addresses the importance the FAA shows in our airport.</p>	<p>Comment has been noted.</p> <p>The City appreciates your involvement in the master planning process.</p>	<p>Letter sent to Airport Manager</p>
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