

AIRPORT NOISE ADVISORY PANEL (ANAP)

2nd Quarter, June 8, 2005

6:00 P.M.

FINAL

MEMBERS PRESENT

City of Sparks Citizen	Dr. Larry Kleinworth, Chair
City of Sparks Planning	Neil Krutz, Vice-Chair
Washoe County Citizen	Terrie Camenisch, non-voting (term expired)
Sparks Chamber of Commerce	David Ginsburg
Air Traffic Control	Kirk Howell
City of Sparks Citizen	Karen Johnston
Airport Board of Trustees	Larry Martin
Washoe County Citizen	Craig Paulsen, non-voting (term expired)
Washoe County Citizen	Patrick Reardon
City of Reno Citizen	Charles Ulm

MEMBERS ABSENT

General Aviation	Don Berman
Air Cargo	Ron Delgado
Washoe County Planning	Sharon Kvas
City of Reno Citizen (Stead)	Arbie Neal
Airlines	Tom Prescott
City of Sparks Citizen	Mike Railey
Air National Guard	Lt. Col. Mitch Sperling
City of Reno Planning	Beverly Straub
City of Reno Citizen	Vacant
Fixed Base Operator	Vacant
Reno/Sparks Chamber	Vacant

ALSO PRESENT

RTAA	Dean Schultz, A.A.E., Director of Planning & Environmental Services
	Mark Cameron, Noise Abatement Coordinator
	Andy Solsvig, Planner II
	Lissa Butterfield, Administrative Assistant II
	Brian Pratte, Air Cargo Development Manager
	Joseph Mayer, Trustee

CALL TO ORDER/APPROVAL OF MINUTES

The Airport Noise Advisory Panel (ANAP) met at the Airport Authority Administrative Offices, Reno-Tahoe International Airport, Reno, Nevada.

Chairman Kleinworth called the meeting to order. There was no quorum. In the absence of a quorum, the minutes from the 1st quarter meeting of March 2, 2005 will be reintroduced for approval at the 3rd quarter meeting.

INTRODUCTION OF MARK CAMERON, NOISE ABATEMENT COORDINATOR

Mr. Schultz introduced Mark Cameron, the new noise abatement coordinator, who started April 1, 2005. Mr. Cameron joins the RTAA from the Tucson Airport Authority where he managed their sound insulation program for four and a half years. He has overseen the sound insulation of hundreds of home in the area surrounding the Tucson International Airport. Prior to joining the Tucson Airport Authority, he worked for the Pima County Facilities Management Department. Mr. Cameron commented that he is pleased to accept the challenge of filling the shoes of his predecessor, Trish Tucker, and that he hopes to bring new ideas to the program and is anxious to participate in the acquisition and installation of the new permanent noise monitoring system.

Chairman Kleinworth also introduced Trustee Joseph Mayer from the Airport Board of Trustees to the Panel.

QUARTERLY REPORTS

1ST QUARTER NOISE COMPLAINTS & CARGO ACTIVITY

Mr. Solsvig presented the 1st quarter noise complaint report for January, February and March of 2005. The total number of noise complaints for the 1st quarter was 46. This is 33 complaints less than the 1st quarter of 2004. There were 6 complaints in January, 17 in February and 23 in March.

The largest percentage of noise complaints came from the Sparks area with 20 complaints at 44% of the quarterly total. Virginia Foothills was next with 33% of the quarterly complaints.

The total average daily airline operations for the 1st quarter were 184. 84% of these operations occurred during daytime hours (7:00 a.m. - 10:00 p.m.). Of the 46 total noise complaints, 85% referred to flights that occurred during the daytime hours. The nighttime complaint percentage was 15%.

Mr. Solsvig reported that the cargo flight operations slide was modified to match the time comparisons in the subsequent slides. Most cargo operations occur between 3:00 a.m. and 9:00 a.m. and between 3:00 p.m. and 8:00 p.m. The ratio of complaints to number of operations is highest between 12:00 a.m. and 3:00 a.m., however, the greatest number of complaints occurred between 5:00 p.m. and 8:00 p.m.

FLIGHT SCHEDULE CHANGES

Mr. Solsvig detailed the following flight schedule changes:

- ➔ December – 90 daily departures – Aloha Airlines added one direct flight to Burbank-Maui; Delta Air Lines added one non-stop flight to Atlanta; Continental Airlines added one non-stop flight to Newark on Saturdays only; Northwest added one flight to Minneapolis.
- ➔ January – 90 daily departures – no changes.
- ➔ February – 92 daily departures – Aloha Airlines discontinued one direct flight to Burbank-Maui; United Airlines added three daily departures: two to San Francisco and one to Los Angeles.

- March – 93 daily departures – SkyWest Airlines discontinued all three of their daily departures to Elko; Scenic Airlines (operated by Frontier) added three daily departures to Elko; Alaska Airlines added one daily departure to Los Angeles.

SOUND INSULATION PROGRAM – PHASES 11, 12, 13 & 14

Mr. Solsvig provided an update on the residential sound insulation program. Phases 11 and 12 are substantially complete.

Phase 13 consists of approximately 158 homes. Bids were awarded to Alpine Energy for Phases 13.1, 13.2 and 13.5 and Advance Installations for Phases 13.3 and 13.4. Secondary measurements have been completed. Materials are expected to be delivered by August 1, 2005. Construction will begin early August and end before Thanksgiving.

There are 54 base homes in Phase 14 with approximately 100 alternates. Floor plan reviews have been completed for all homes. Advertisements for competitive bids will run in June and July. Bids will be opened during the last week in July. Based on a question from a Panel member, Mr. Solsvig responded that Phase 14 is located in the same area as previous phases, which are Sparks, South Hills, Donner Springs, Huffaker Hills and Home Gardens.

AIRPORT AUTHORITY STAFF ITEMS

Copies of the Executive Summary from the 2004 Annual Noise Contour Update and a graphic comparison of the 2003 and 2004 Noise Contours were distributed. The 2004 contour has increased by approximately 8% from 2003. Overall there were 6,334 (or 4.6%) more aircraft operations in 2004. The increase is due primarily to additional air carrier and air taxi/commuter aircraft operations. There were roughly 6.8% more operations by air carrier aircraft. The split was 77-23 (S-N) for 2004 and 85-15 for 2003.

PROGRESS UPDATE OF THE PERMANENT NOISE MONITORING SYSTEM INSTALLATION

Mr. Cameron announced that on April 14, 2005, the RTAA Board of Trustees awarded the contract for acoustical consultant services for the project to Harris Miller Miller & Hanson, Inc. (HMMH). HMMH will be the acoustical consultant in the selection of sites, preparation of specifications and oversight of installing the appropriate equipment for a permanent noise monitoring system. The kick-off meeting with HMMH is scheduled for June 16, 2005 to begin implementation of the work and enter into element one, system design. The anticipated implementation schedule is, for an RFP to be issued for system providers by October 2005, the selection process completed by February 2006, and full system implementation by May 2007.

DISCUSSION OF FUTURE DIRECTION FOR ANAP

Chairman Kleinworth opened the discussion of the future direction for ANAP and requested comments and ideas. He explained that while the problems of noise in the Truckee Meadows have not been solved, the complaints have decreased greatly. He added that many attempts have been made to curtail the noise problem including meetings and discussions with air carriers and air cargo.

Louder planes have been changed to newer quieter aircraft and hush-kits have been added. Chairman Kleinworth concluded that the Panel was created under the direction of the Board of Trustees to look at and advise the Board in regards to noise matters. Possible ideas include combining ANAP with the Citizens Advisory Committee, approaching the Board and asking for direction, reducing the number of meetings from quarterly to semiannually and visiting airports of similar size and researching their noise Panels for additional ideas.

Mr. Howell asked if the FAR Part 139 required an airport-sponsored advisory Panel. Mr. Schultz responded that there is nothing in the FAR Part 139 that mandates a noise advisory Panel, however, it was a recommendation of the original FAR Part 150. That recommendation was carried forward into the updated FAR Part 150. He added that the RTAA would like to see the Panel remain in place.

Mr. Ulm commented that he remembers the spike in complaints in the charts presented by Mr. Solsvig. He believes that it is too early to conclude that the problem has gone away. He explained that air cargo traffic, its possible increase and whether or not the Panel will have any say in air cargo traffic, requires that the Panel stay in place. Chairman Kleinworth asked if the Wal-Mart distribution facility in Patrick will cause an increase in air cargo traffic. Mr. Schultz introduced Brian Pratte, Air Cargo Development Manager, to answer that question. Mr. Pratte responded that almost all of Wal-Mart's cargo is shipped by ship or by road. There should be very little cargo increase based on Wal-Mart's new distribution facility in Patrick, Nevada.

Mr. Paulsen asked for a status update on the planned air cargo center. Mr. Pratte responded that the existing facilities do not have much excess capacity but at this point no air cargo carriers require additional space. Mr. Ulm asked if Mr. Pratte was being paid to drum up new air cargo business. Mr. Pratte replied that his function is to research and analyze the potential for development. Mr. Ulm stressed that not everyone in the community wants to develop air cargo business. Ms. Camenisch asked if night versus day operations will be taken in consideration. Mr. Pratte responded that the existing night versus day distribution is likely to remain unchanged but would be considered in any future development. Mr. Pratte also added that the newer aircraft, including the 777, the 787 and the A-350, are all quieter and more efficient which should help to alleviate night operations impacts. Mr. Paulsen asked about resident concerns, and Mr. Pratte responded that community outreach would be an integral part of any new air cargo developments.

Chairman Kleinworth responded to Mr. Ulm's earlier concern and commented that he was not recommending that the Panel be dissolved but that further direction and goals were needed. Trustee Mayer offered his thoughts: that the Panel is extremely important to the community and the airport but that a meeting with nothing to talk about wastes everyone's time, that a clear-cut mission needs to be outlined and followed, and that there are many upcoming issues that the Panel could have a crucial role in. He concluded by commenting that the Panel has done an excellent job to date and that he would like this Panel to continue. Chairman Kleinworth concurred that he would like the Board of Trustees to consider this matter and offer the Panel input. Trustee Mayer responded that he will encourage the Board to hold a workshop. [Staff has recommended that the Board add "future direction for ANAP" as an agenda item at their annual retreat.]

Trustee Martin detailed the history of ANAP which was created after the deregulation of the airline industry which resulted in an increase from three to 12 carriers at the airport in a matter of months.

The noise complaints warranted the creation of an advisory panel by the City of Reno. He commented that the Panel is a valuable and necessary asset to this community and the airport. The Board of Trustees will always need feedback from ANAP whenever there are growth opportunities and noise impacts. Air cargo will grow if there is a demand, and ANAP will be crucial to that process. Mr. Ulm countered that the RTAA is definitely beating the streets to attract more business and that he wishes for more honesty in the process. He added that for every person in this community who wants more air cargo business, there is another person who wants less air cargo business in Reno. He explained that air cargo is the reason he is on this Panel and the reason he plans to stay. Trustee Martin commented that air cargo increases would be driven by market demand. Mr. Ulm replied that Trustee Martin's argument is the same argument presented by Executive Director Bart to justify the USPS cargo in 2000 when in actuality the RTAA sought out that business. Without the large community outcry, USPS would be in Reno today. Mr. Ulm concluded that while air traffic will grow, any increase should be slow and carefully managed.

Mr. Paulsen commented that noise complaints have probably gone down dramatically due to disillusionment in the process. People do not call because nothing ever happens.

Ms. Camenisch proposed that ANAP serves an essential purpose as a watchdog for the community. The Panel is the voice of the community. Unless the RTAA Board of Trustees wishes to listen to every public complaint, then the Panel is the chosen forum. Ms. Camenisch also added that interesting and controversial discussions by the Panel are often shut down. Open dialogue needs to be given priority. Chairman Kleinworth responded that discussion items could be added to the agenda to facilitate other discussions.

Mr. Paulsen recommended taking the meetings out to the public. The general consensus of the Panel was that holding meetings in various communities would be a very good idea. [Staff has recommended that the Board discuss meeting location as a part of the "future direction of ANAP" agenda item at the future Board Retreat.]

PUBLIC COMMENT

There was no public comment.

MEMBER ITEMS

Chairman Kleinworth commented that the low Panel member turn-out may result from apathy on the part of some members. Those in attendance tonight comprise the core of the Panel attendance. The absent members represent mostly government entities or businesses. One suggestion is that the Panel contact the agencies responsible for the appointments and advise them of lack of attendance. Mr. Solsvig responded that some of the government appointees have city meetings that conflict so maybe a change of meeting date could solve some of the attendance issues. Chairman Kleinworth agreed that there will be conflicts but temporary replacements could have been found. The Panel discusses issues to be taken to the Board and should at least have a quorum at every meeting. Trustee Martin recommended that the RTAA contact the Panel members before contacting their appointing entities. Mr. Schultz concurred that a change in evening may be helpful because if Wednesday night conflicts with a standing City of Sparks meeting, then the City of Sparks will not

be able to send in a replacement. Chairman Kleinworth asked that a discussion on meeting night be placed on the 3rd quarter agenda.

Mr. Ginsburg asked what will happen if the FAA closes the Tower at midnight. Mr. Schultz replied that aircraft can still operate but comings and goings will not be as well controlled. In addition, the RTAA is adamantly opposed to the closing and it is using every resource available to oppose it. Mr. Howell added that radar coverage will be lost above sea level and he still believes that radar problems will prevent the closure from occurring.

Mr. Schultz reminded the Panel that questions do not have to wait until the next meeting. If an issue arises before the next meeting, Panel members are encouraged to call Mr. Cameron or himself and they will research the question for the 3rd quarter meeting. In addition if a Panel member would like to include an item for discussion on a future agenda, they need only call Chairman Kleinworth. Agenda items should be received approximately a month before the meeting.

Mr. Schultz asked for clarification on how staff should contact absent members. Chairman Kleinworth recommended that a letter or memo be included in the next packet that advises all members that if they are unable to attend the meeting, then we wish them to call prior to the meeting. Of those who missed this meeting, three of the eight called in advance. Mr. Schultz suggested the letter be signed by Chairman Kleinworth and submitted to him for review prior to distribution.

Mr. Schultz announced that the Airport Authority of Washoe County will be known as the Reno-Tahoe Airport Authority effective July 1, 2005.

ADJOURNMENT

There being no further questions or business to discuss, the meeting was adjourned.