

AIRPORT NOISE ADVISORY PANEL (ANAP)

3<sup>rd</sup> Quarter, September 7, 2005

6:00 P.M.

**FINAL**

MEMBERS PRESENT

City of Sparks Citizen	Dr. Larry Kleinworth, Chair
City of Sparks Planning	Neil Krutz, Vice-Chair
Air Traffic Control	Donald Brooks, incoming
Sparks Chamber of Commerce	David Ginsburg
Air Traffic Control	Kirk Howell, outgoing
City of Sparks Citizen	Karen Johnston
Washoe County Planning	Sharon Kvas
Airport Board of Trustees	Joseph Mayer, non-voting
Washoe County Citizen	Ron Nicholson
Washoe County Citizen	Bill Vandenberg

MEMBERS ABSENT

General Aviation	Don Berman
Air Cargo	Ron Delgado
Airport Board of Trustees	Larry Martin
City of Reno Citizen (Stead)	Arbie Neal
Airlines	Tom Prescott
City of Sparks Citizen	Mike Railey
Washoe County Citizen	Patrick Reardon
Air National Guard	Lt. Col. Mitch Sperling
City of Reno Planning	Beverly Straub
City of Reno Citizen	Charles Ulm
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
	Lissa Butterfield, Administrative Assistant II

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 1<sup>st</sup> quarter meeting of March 2, 2005 and the minutes from the 2<sup>nd</sup> quarter meeting of June 8, 2005 will be reintroduced for approval at the 4<sup>th</sup> quarter meeting.

## INTRODUCTION OF NEW & RE-APPOINTED MEMBERS

Mr. Howell introduced Mr. Donald Brooks, the new FAA Tower Manager, who will be the Air Traffic Control representative for the Panel. Mr. Cameron introduced two new Washoe County Citizen representatives, Ron Nicholson and Bill Vandenberg, and announced the re-appointment of Patrick Reardon as the third Washoe County Citizen representative.

Mr. Schultz recommended that as a solution to the low attendance, greater emphasis could be placed on filling the three current vacancies: City of Reno Citizen, Fixed Based Operator and Reno/Sparks Chamber. Trustee Mayer agreed to contact the Reno/Sparks Chamber regarding an appointment, while Mr. Schultz agreed to follow up with the City of Reno, the fixed base operators at the airport and with Panel member, Mr. Neal. He also added that the by-laws could be amended to change the quorum requirements and/or allow for broader Panel representation.

## 2<sup>nd</sup> QUARTER NOISE COMPLAINTS & CARGO ACTIVITY REPORT

Mr. Cameron presented the 2<sup>nd</sup> quarter noise complaint report for April, May and June of 2005. The total number of noise complaints for the 2<sup>nd</sup> quarter was 73. There were 27 complaints in April, 18 in May and 28 in June, with 119 complaints to date for the year.

The largest percentage of noise complaints came from the Sparks area with 30 complaints at 42% of the quarterly total. South Hills was next with 17% of the quarterly complaints.

The total average daily airline operations for the 2<sup>nd</sup> quarter were 180. 91% of these operations occurred during daytime hours (7:00 a.m. - 10:00 p.m.). Of the 73 total noise complaints, 82% referred to flights occurring during daytime hours. The nighttime complaint percentage was 18%.

Mr. Cameron reported that 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 3:00 a.m. and 5:00 a.m., however, the greatest number of complaints occurred between 5:00 p.m. and 8:00 p.m. One complainant did not give a time of event and was not included in the complaints to operations slide.

## 2<sup>nd</sup> QUARTER FLIGHT SCHEDULE REPORT

Mr. Cameron detailed the following flight schedule changes since March (93 daily departures):

- ➔ April – 90 daily departures. United Airlines discontinued one daily departure to San Francisco and decreased one daily departure to Los Angeles to Friday, Saturday and Sunday only. Continental Airlines temporarily discontinued one daily departure to Houston.
- ➔ May – 89 daily departures. United Airlines discontinued one daily departure to Los Angeles.
- ➔ June – 92 daily departures. America West Airlines added one daily departure to Las Vegas. Both Frontier Airlines and United Airlines added one daily departure each to Denver. Northwest Airlines temporarily added one seasonal departure to Detroit on Saturdays only.

## SOUND INSULATION PROGRAM REPORT – PHASES 11, 12, 13, 14 & 15

Mr. Cameron provided an update on the residential sound insulation program. Phases 11 and 12 are substantially complete and in the progress of being closed out.

Phase 13 consists of 158 homes. Construction began on August 1<sup>st</sup> and will end by November 18<sup>th</sup>. The home owner surveys will be collected in December with results expected in time for the 1<sup>st</sup> quarter 2006 ANAP meeting.

Phase 14 bid awards are on the September Board agenda. Apparent low bidders are Graham Architectural Products for window supplier, Alpine Energy for 14.1 & 14.4, G.E. Chen Construction for 14.2 and Advance Installations for 14.3. A Meet the Contractor Meeting will be held on September 28 at the Airport Plaza Hotel. Secondary Measurements will begin in October. A total of 90 homes in South Reno, Sparks, Donner Springs, Huffaker Hills and Home Gardens will undergo construction between April and June 2006.

Applications for Phase 15 were mailed in August to homes in South Reno, Sparks, Donner Springs, Huffaker Hills and Home Gardens. 120 homes will be selected in October including 75 base homes and 45 alternate homes.

Dr. Kleinworth noted that of the 30 Sparks noise complaints in the 2<sup>nd</sup> quarter, 25 were from the same address on Prospect Avenue and asked if that home was eligible. Mr. Cameron responded that none of Prospect Avenue is in the eligible area.

In response to a question about decibel testing, Mr. Cameron explained that 10% testing is conducted pre and post construction within the homes. In all cases the tests have shown that goals are being reached as a result of sound insulation improvements.

## PROGRESS UPDATE ON PERMANENT NOISE MONITORING SYSTEM INSTALLATION

Mr. Cameron announced that on July 20 & 21 staff from Harris Miller Miller & Hanson, Inc. (HMMH) met with RTIA staff to gather information for design consideration. HMMH met in house with staff from information technologies and planning to access the physical requirements for this system: where it would be housed, how it would be maintained and how it needed to be integrated into our existing system. HMMH also met with planning, operations, finance and marketing staff in order to access the potential to use the data collected in other areas of the airport. For example, operations can use this system for its tracking ability to monitor incoming aircraft and to aid in scheduling snow removal, apron and runway repairs. Finance can use arrival and departure information to help with accounting of airlines and reporting of landing weights. Primarily the system will track and monitor noise generated from departing and arriving aircraft to help us identify specific noise issues and events. As a result of the meetings, HMMH is working on a final conceptualized design report and will provide ANAP with a presentation. The implementation timing is as follows: system design phase is in progress (through October), technical specifications for technical proposals from suppliers (through December), vendor selection and solicitation process (through April-May 2006), beginning of installation (through October 2006). The system should be fully operational within 18 months.

Mr. Cameron displayed an example of the type of website being considered for the Panel members (<http://live.airportnetwork.com/sdf/>). The website allows for the tracking of near real-time activity and will be available to the public. Anyone with an internet connection will be able to look up the airport website and see, with a 7-10 minute delay, which aircraft flew over. The website would not only identify the aircraft but could also provide altitude, speed, origin and destination. General Aviation aircraft and helicopters can also be identified. Mr. Schultz added that the website will allow a user to backtrack and identify an aircraft at a specific time earlier in the day. The system will also be linked to the noise complaint system so that a user can select a flight on the screen and register a complaint about it on-line. Internally each complaint will generate a list of possible flights it is referring to for further research.

### N.O.I.S.E. CONFERENCE REPORT

Chairman Kleinworth reported on the 2005 N.O.I.S.E. Conference. The Minneapolis-St Paul International Airport is the 7<sup>th</sup> busiest airport in the nation. In order to support expansion of the runway, the City of Richmond condemned acres of surrounding land. The City has looked for compatible use for the new surrounding area and has approved high rise condos within the noise contour. Those high rise condos are being built under sound engineering specifications. Conference participants toured a sample condo and there was absolutely no noise within the unit because of the construction being used. This may be something to consider in Reno.

Chairman Kleinworth explained that the most important understanding he brought back was that noise is subjective. A sound that does not bother one person can greatly irritate another person. Loudness is less of a factor than overall annoyance. Repetition adds to the annoyance. There is no way the airport will please everyone so all we can do is the best we can by using available tools like the sound insulation program and the permanent noise monitoring system.

Based on questions regarding the Reno Hilton redevelopment, Mr. Schultz acknowledged that RTAA has been informed of plans to build condominium units on the existing Hilton property. He explained that RTAA has advised the developers that the area will be impacted by noise and should plan to appropriately insulate the units. Ms. Kvas added that the airport requires that developers in Washoe County maintain 45 decibels inside residential homes, using sound engineers in the building process. Mr. Schultz further commented that all three jurisdictions (City of Reno, Sparks and Washoe County) have supported adding conditions to their building codes to work with the airport in preventing incompatible usage. This restriction is formalized within the City of Reno building codes and RTAA will attempt to formalize the process with the City of Sparks and Washoe County. Ms. Kvas recommended that RTAA approach Washoe County soon because the County is in the process of evaluating their existing codes.

### DISCUSSION OF CHANGING THE NIGHT OF THE WEEK FOR QUARTERLY MEETINGS

Chairman Kleinworth opened the discussion of changing the night of the week for future quarterly meetings. Taking into account the following meetings: Sparks City Council, Washoe County Planning Commission, Washoe County Board of County Commission, Reno City Planning Commission, Truckee Meadows Regional Planning Commission, City of Sparks Planning Commission and the Sparks Citizen Advisory Committee, the only regularly available dates are: the first Monday, the second Thursday, and any Fridays of each month. After some discussion, the

Panel agreed that the second Thursday of each month is the best option. Chairman Kleinworth asked that RTAA include a letter to all Panel members in the next packet that explains that based on existing conflicts, the second Thursday appears to be the best meeting date and to ask Panel members to contact RTAA if this is not an acceptable change.

Trustee Mayer recommended that the by-laws be amended to make it easier to reach a quorum. Chairman Kleinworth agreed that an agenda item should be added to the next meeting to change the by-laws regarding membership, voting based on simple majority, etc. Other options discussed to increase participation include: taking the show on the road, presenting new information on noise-related subjects and inviting guest speakers on noise issues. Trustee Mayer recommended that the Reno Hilton developer has a great 15 minute presentation that could be of interest to Panel members especially if followed up by how RTAA is working with them on compatible use issues. Ms. Kvas agreed that City and County planners could offer informative opportunities as well. Mr. Schultz asked the planners on the Panel to report on their respective approval processes.

Chairman Kleinworth recommended that in the first packet of 2006, RTAA include a calendar of all meeting dates for the year.

Mr. Schultz acknowledged that the next meeting, because of the HMMH presentation, will be advertised more intensely than earlier meetings. The advertisement will include a reference to validated or free parking. In addition there will be at least two advertisements and work with Public Affairs to get the meeting announced in other venues since this is the prime opportunity for public input in the permanent noise monitoring process.

#### PUBLIC COMMENT

There was no public comment.

#### STAFF ITEMS

Mr. Cameron reported that the noise complaint system went down on July 25 at 2:00 pm and it was fixed within 48 hours. To remedy this situation, RTAA manually checks the system daily since there is no automatic diagnostic possible.

In response to questions from the 2<sup>nd</sup> quarter meeting, Mr. Cameron also presented a handout explaining the continuous descent approach protocol. He added that while it has been tested at the Louisville and Sacramento airports, it is not FAA approved. Initial findings show that the continuous descent approach reduces the noise contour (65 DNL) by approximately 35% on the approach. Mr. Brooks clarified that Sacramento is using the continuous descent approach on night cargo flights primarily. Mr. Schultz noted that according to the graphic, the continuous descent approach intercepts the glide slope at 12 miles outside of the airport which is well outside of the existing noise problem areas. Mr. Brooks offered that while it may not relieve noise issues, the approach has proven to save fuel.

#### MEMBER ITEMS

There were no member items.

ADJOURNMENT

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