

AIRPORT NOISE ADVISORY PANEL (ANAP)

3<sup>rd</sup> Quarter, September 14, 2006

6:00 P.M.

**FINAL**

MEMBERS PRESENT

City of Sparks Citizen	Dr. Larry Kleinworth, Chair
FAA/Flight Standards District Office	Louis Benton
Truckee Meadows Regional Planning	Rosanna Coombes
Air National Guard	Lt. Col. Caesar Garduno for Lt. Col. Mitch Sperling
Sparks Chamber of Commerce	David Ginsburg
Fixed Base Operator	Christina Kerns for Ryan Gauger
Airport Board of Trustees	Joseph Mayer
City of Reno Citizen (Stead)	Arbie Neal
Washoe County Citizen	Patrick Reardon
RSCVA	Tim Smith
Washoe County Citizen	Bill Vandenberg

MEMBERS ABSENT

City of Sparks Planning	Neil Krutz, Vice-Chair
General Aviation	Don Berman
FAA/Flight Traffic Control Tower	Donald Brooks
Air Cargo	Ron Delgado
City of Sparks Citizen	Karen Johnston
Washoe County Planning	Sharon Kvas
Washoe County Citizen	Ron Nicholson
Airlines	Tom Prescott
City of Sparks Citizen	Mike Railey
EDAWN	Russ Romine
City of Reno Planning	Beverly Straub
City of Reno Citizen	Charles Ulm

ALSO PRESENT

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

VACANT SEATS

City of Reno Citizen  
Reno/Sparks Chamber of Commerce

## 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. The Panel approved the minutes from the 2<sup>nd</sup> Quarter meeting of June 8, 2006.

## INTRODUCTION OF NEW ANAP REPRESENTATIVES

Mr. Cameron welcomed new members Trustee Joseph Mayer, liaison from the Reno-Tahoe Airport Authority Board of Trustees, and Ms. Rosanna Coombes, from the Truckee Meadows Regional Planning Agency. He also introduced Christina Kerns and Lt. Col. Caesar Garduno who represent Panel members Ryan Gauger and Lt. Col. Mitch Sperling, respectively.

## NOISE COMPLAINTS & CARGO ACTIVITY

Mr. Cameron presented the noise complaints from April, May and June of 2006. The total number of noise complaints for the 2<sup>nd</sup> quarter was 69 with 22 complaints in April, 16 in May and 31 in June. This continues the downward trend comparing quarter to quarter, with 73 complaints during the 2<sup>nd</sup> quarter of 2005. The 2<sup>nd</sup> quarter historically generates more complaints than the 1<sup>st</sup> quarter because with the warmer weather, more people open their windows and spend time outdoors. There have been 84 noise complaints, year to date.

The largest percentage of noise complaints came from the South Hills area with 28 complaints at 41 percent of the quarterly total. The "Other" area (which represents several areas around Reno-Sparks) was next with ten complaints at 15 percent.

The total average daily passenger airline operations for the 2<sup>nd</sup> quarter averaged 162. Eighty-nine (89) percent of these operations occurred during daytime hours (7:00 a.m. - 10:00 p.m.) with the remaining 11 percent occurring during nighttime hours (10:00 p.m. to 7:00 a.m.) Of the 69 total noise complaints, 76 percent referred to flights occurring during daytime hours. The nighttime complaint percentage was 24 percent.

Mr. Cameron explained that the cargo flight operations slide has been updated to reflect the upcoming changes which will be reported on by Mr. Pratte. Mr. Cameron commented that once again, the ratio of complaints to number of operations is greatest between 3:00 a.m. and 5:00 a.m.

## FLIGHT SCHEDULE CHANGES

Mr. Cameron detailed the following flight schedule changes since March (83 daily departures):

- ➔ April – 82 daily departures. Alaska Airlines added one daily departure to Portland, OR which will be operated by Horizon Airlines. Continental Airlines discontinued one daily departure to Houston, TX. United Airlines discontinued one daily departure to San Francisco, CA.

- May – 83 daily departures. Skywest Airlines added one daily departure to Salt Lake City, UT.
- June – 79 daily departures. Scenic Airlines discontinued two daily departures to Elko, NV. Skywest Airlines discontinued one daily departure to Salt Lake City, UT and consolidated two regional jet departures into one daily departure to Salt Lake City, UT resulting in the discontinuation of two daily departures to Salt Lake City, UT.

### SOUND INSULATION PROGRAM STATUS

Mr. Cameron provided an update on the residential sound insulation program.

Phase 13 consisted of 158 homes in South Reno, Sparks and Washoe County and is currently in the process of project close-out.

Phase 14 consists of 90 homes in South Reno, Sparks and Washoe County. Construction is complete and final project close-out is underway. Survey results will be reported to the Panel at the next meeting.

Phase 15 consists of homes in South Reno, Sparks and Washoe County and is being split into three groups: 15A, 15B and 15C.

Phase 15A construction began on August 31, 2006 and will conclude on November 20, 2006. Milgard Manufacturing, Inc. is providing the windows. Construction contracts for 15.1 and 15.3 were awarded to Advance Installations, Inc. and the construction contract for 15.2 was awarded to Alpine Energy, Inc. There are currently 107 homes in Phase 15A.

Phase 15B contracts for 15.4 and 15.6 have been awarded to Alpine Energy, Inc and the contractor for 15.5 has been awarded to Advance Installations, Inc. A separate contract for windows was not bid because of historical difficulties working with two separate entities in regard to determining who was responsible for remedy of construction issues between the construction contractor and window manufacturer. Now, construction contractors are responsible for providing the windows and ultimately responsible for correcting all construction related issues. Both contractors have selected Milgard Manufacturing, Inc as their supplier. There are currently 90 homes in Phase 15B.

After opening the bids for Phase 15B, the leftover monies will not support a separate 15C bid package. RTAA will propose to the FAA that selected homes be added to Phase 15B via change orders to maximize the available funding.

Phase 16 applications were sent and returned from home owners north and south of the airport. The selection process is currently underway based on an expected \$2 million grant. Scope and fee negotiations with Architects +, LLC are in process for architectural consultant services and with Brown-Buntin & Associates, Inc for acoustical consultant services.

## PERMANENT AIRCRAFT NOISE OPERATIONS MONITORING SYSTEM STATUS

Mr. Cameron reported that the Request for Proposals was advertised on July 21, 2006 and the mandatory pre-proposal conference was held on August 9, 2006. Proposals were due by 2:00 p.m. on August 31, 2006. Based on the attendance at the mandatory pre-proposal conference, staff anticipated no more than two proposals, however, only Lochard met the 2:00 p.m. August 31 deadline. Ranoch's proposal arrived on September 1, 2006. Subject to review, staff recommended that the FAA allow a single source proposal and they agreed. The final schedule is still to be determined but the process will be abbreviated since only one proposal is under review. Lochard has proposed a hosted system and the selection committee will probably visit the system at the Seattle-Tacoma International Airport. The selection committee consisted of Trustee Mayer, Chairman Kleinworth, IT Manager Marty Mueller, Mr. Schultz and Mr. Cameron.

## SOUND INSULATION PROGRAM – SELECTION CRITERIA UPDATE

Mr. Cameron outlined the history of the residential sound insulation process. In 1996 at the commencement of the program, priority was given to eligible homes, directly south of the airport, in the Huffaker Hills and Persimmon-Alder neighborhoods. Work continued in those areas in Phases 1-10 until 2002. The original FAR Part 150 study only identified those neighborhoods as eligible. Once those home-owner occupied residences were insulated, tenant-occupied or income properties were accepted in the program.

When the FAR Part 150 was updated, it identified additional neighborhoods north of the airport and further south as eligible for participation. To this day, whenever applications arrive from homes in the Huffaker Hills or Persimmon-Alder neighborhoods, they are included in the next group for construction in order to completely wrap up these original neighborhoods. Sparks homes north of the airport were included in Phase 11 before homes further south in the South Hills neighborhoods because a large number of homes had already been completed in the south. Additionally a small neighborhood of homes in the Donner Springs area was also included based on their immediate proximity to the airport. South Hills homes were included for the first time in Phase 12.

The initial focus was on home owner-occupied homes in all neighborhoods with priority given based on length of ownership. Secondary consideration was given to tenant-occupied or income properties also based on length of ownership. With Phase 16, tenant-occupied or income properties will be included in all eligible neighborhoods for the first time.

The final type of residence to be included in future phases will be managed apartment complexes. The Wood Chase Apartments, south of the Huffaker Hills area, which were initially in that final group, has recently converted to condominiums. These condos are now eligible as owner-occupied and tenant-occupied or income properties. Staff has met with Wood Chase owners to explain the program, however, the Wood Chase Association will need to vote to participate and then advise the airport of their design preferences. RTAA's intent is to attend future association meetings, advise them of design options and then include Wood Chase

condominiums in the next possible phase of the residential sound insulation program because of their proximity to the airport.

#### STATUS UPDATE OF AIR CARGO SCHEDULING AND FLEET MIX

Mr. Pratte reported on substantial changes to the air cargo scheduling and fleet mix which directly resulted from the diversification and growth of businesses in the community. He provided several articles for the Panel pertaining to the regional growth. Air cargo tonnage has grown ten percent in the past year – four times the national average. The increased cargo coupled with the high cost of fuel has created a change in cargo carrier networks and the gauge of aircraft.

ABX will upgrade the size of their aircraft from a DC9 to a B-767-200, increasing available weekly capacity from 157,000 pounds to 441,000 pounds. The noise footprint will be much smaller even though the aircraft is larger in size.

UPS will increase their schedule from ten B-757s to 17 B-757s, increasing available weekly capacity from 877,000 pounds to 1.5 million pounds.

FedEx will replace their B-737-200 aircraft with A-310 or A-300 aircraft, increasing available weekly capacity from 1.3 million pounds to 1.7 million pounds. The noise footprint will be significantly smaller even though the aircraft is larger in size.

Overall, air cargo capacity at the airport will increase by 50 percent with only a small number of new flights.

#### DISCUSSION AND POSSIBLE ACTION ON ADJUSTING THE ANAP MEETING SCHEDULE

Chairman Kleinworth opened the discussion on adjusting the ANAP meeting schedule to 8:00 p.m. to accommodate the request of a Panel member who cannot attend the 6:00 p.m. meeting. Panel members agreed that the 8:00 p.m. request for one Panel member was not practical. A suggestion was made to consider alternate times such as earlier in the day. The Panel voted to continue starting the meetings at 6:00 p.m.

Chairman Kleinworth requested that staff contact the affected Panel member, report the result and ask for additional suggestions or another alternate time.

#### PUBLIC COMMENT

Ms. Katherine Andreatta, a Reno resident, commented on the increased east-west runway traffic. She requested that the Panel look at the demographics and safety issues of increased east-west runway traffic and evaluate acceptable restitution, sound insulation for instance, for those affected.

Mr. Mike Fontana, a Huffaker Hills resident, commented that even though his home has already participated in the airport sound insulation program, the landing aircraft make a lot of noise because approaches seem to be coming in lower and lower. FedEx, Ted and Southwest are the worst offenders. He requested information on FAA requirements in regard to landing. In addition, the low aircraft interfere with satellite television signals.

Ms. Cheryl Pettegrew, a Huffaker Hills resident, commented on the noise pollution she experiences when she is outside gardening or has her windows open. She added that at certain times, there is a plane overhead every 45 seconds. Ms. Pettegrew requested information on how to lodge a noise complaint.

### STAFF ITEMS

Mr. Cameron presented a copy of the Nevada Real Estate Division's Residential Disclosure Guide and pointed out pages 12 and 14 which references airport noise disclosure information and contact information for new home buyers. Trustee Mayer added that the buyer of any property sold by a licensed agency in the state of Nevada must now be given a copy of this booklet as well as airport noise disclosure information. A suggestion was made that contact phone numbers should also be included instead of just e-mail information. Trustee Mayer offered to take that suggestion to the Real Estate Division.

Mr. Cameron asked for a volunteer to attend the N.O.I.S.E. conference in San Francisco as both the chair and vice-chair are not available for the conference. Volunteers were asked to talk to Ms. Butterfield after the meeting for details. (Note: Panel members, Mr. Vandenberg and Mr. Reardon, both volunteered but based on time constraints, Mr. Vandenberg was selected in order to speed up the rebooking process.)

### MEMBER ITEMS

There were no member items.

### ADJOURNMENT

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