

AIRPORT NOISE ADVISORY PANEL (ANAP)

3<sup>rd</sup> Quarter, September 13, 2007

6:00 P.M.

**FINAL**

MEMBERS PRESENT

Washoe County Citizen	Bill Vandenberg, Vice-Chair
Truckee Meadows Regional Planning	Rosanna Coombes
Sparks Chamber of Commerce	David Ginsburg
Washoe County Planning	R. Paul Kelly
Airport Board of Trustees	Joe Mayer
Washoe County Citizen	Ron Nicholson
Washoe County Citizen	Patrick Reardon
Nevada Air National Guard	Lt. Col. Mitch Sperling
City of Reno Planning	Beverly Straub
City of Reno Citizen	Charles Ulm

MEMBERS ABSENT

FAA/Flight Standards District Office	Louis Benton
General Aviation	Don Berman
FAA/Airport Traffic Control Tower	Donald Brooks
Air Cargo	Ron Delgado
Fixed Base Operator	Ryan Gauger
City of Sparks Citizen	Karen Johnston
City of Sparks Citizen	Dr. Larry Kleinworth
City of Reno Citizen (Stead)	Arbie Neal
City of Sparks Citizen	Mike Railey
EDAWN	Russ Romine
RSCVA	Tim Smith
City of Sparks Planning	Victor Villarreal

ALSO PRESENT

RTAA	Dean Schultz, A.A.E., Senior Director of Planning & Engineering
	Mark Cameron, Noise Abatement Coordinator
	Rick Miller, Airport Noise Analyst
	Lissa Butterfield, Program Technician

VACANT SEATS

Airline Representative  
City of Reno Citizen  
Reno/Sparks Chamber of Commerce

CALL TO ORDER

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

Vice-Chair Vandenberg called the meeting to order at 6:00 p.m.

### APPROVAL OF MINUTES

The Panel approved the minutes from the 2<sup>nd</sup> Quarter meeting of June 12, 2007.

### NOISE COMPLAINTS & CARGO ACTIVITY

Mr. Miller presented the noise complaints from April, May and June of 2007. The total number of noise complaints for the 2<sup>nd</sup> quarter was 286 with 92 complaints in April, 98 in May and 96 in June. There have been 527 noise complaints, year to date.

The largest percentage of noise complaints came from the "Other" area, primarily from the Huffaker Hills community, with 247 complaints at 87 percent of the quarterly total. Double Diamond and Northeast Reno generated the next highest number of complaints with 12 (4 percent) and 11 (4 percent), respectively. Donner Springs generated 8 complaints (3 percent). The other areas with noise complaints accounted for 1-0 percent each: South Hills (3 complaints), Mount Rose Highway (2 complaints), Sparks (1 complaint), Stead (1 complaint) and Virginia Foothills (1 complaint). No other areas reported noise complaints.

Based on requests from the previous quarter, a new slide has been included which maps the location of the noise complaints. Most of the callers live directly off the main runways, however, the calls are spread out through the valley. In addition, the noise complaint report now includes information as to whether the residence of the caller is eligible for the airport residential sound insulation program and if eligible, whether or not the residence has participated in the program.

The total average daily passenger airline operations for the 2<sup>nd</sup> quarter were 171. The total average daily cargo operations were 32. Sixty-nine (69) percent of these operations occurred during daytime hours (7:00 a.m. - 10:00 p.m.) with the remaining 31 percent occurring during nighttime hours (10:00 p.m. to 7:00 a.m.) Of the 286 total noise complaints which specified an incident time, 63 percent referred to flights occurring during daytime hours. The nighttime complaint percentage was 36 percent with 1 percent not provided a specified time.

During this quarter, there were no changes to cargo operations.

The most significant time period in regard to noise complaints and operations is 12:00 a.m. to 7:00 a.m. followed by 8:00 p.m. to 10:00 p.m.

### FLIGHT SCHEDULE CHANGES

Mr. Miller detailed the following flight schedule changes since March (84 daily departures):

- ➔ April – Delta Air Lines temporarily discontinued one daily departure to Atlanta, GA.
- ➔ May – Allegiant Air initiated one daily departure to Bellingham, WA and United Airlines added one daily departure to Los Angeles, CA.

- June – Delta Air Lines returned one daily departure to Atlanta, GA and Alaska Air Group (Alaska Airlines and Horizon Air) added two daily departures to Seattle, WA.

### SOUND INSULATION PROGRAM STATUS

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

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

Phase 15A consisted of 107 homes in South Reno, Sparks and Washoe County. Construction was completed on November 17, 2006.

Phase 15B consists of 90 homes in South Reno, Sparks and Washoe County. Construction was completed on August 24, 2007 for all but one home.

Survey results for Phase 15B should be presented at the 4<sup>th</sup> quarter ANAP meeting.

Phase 16 consists of homes in South Reno, Sparks and Washoe County and is being split into two groups: 16A and 16B.

Phase 16A consists of 88 homes in South Reno, Sparks and Washoe County. Advance Installations began Phase 16.1 construction on 32 homes located in Reno and Washoe County neighborhoods on September 4, 2007. Alpine Energy began Phase 16. 2 construction on 56 homes located in Sparks neighborhoods on August 22, 2007. Construction for all homes will conclude by November 16, 2007.

Phase 16B consists of approximately 85 homes in South Reno, Sparks and Washoe County. Design is nearing completion with home owner floor plan meetings to be held at the end of October 2007. Phase 16.3 and 16.4 design groups will be bid on January 3 and January 4, 2008 with construction anticipated to begin in May 2008.

### PERMANENT AIRCRAFT NOISE AND OPERATIONS MONITORING SYSTEM STATUS

Mr. Cameron reported that on August 31, 2007 contract negotiations concluded. The Board of Trustees approved the contract award to Lochar Corporation on September 13, 2007. A presentation will be provided during the Staff Item section of the agenda.

### ATLANTA, GEORGIA N.O.I.S.E CONFERENCE REPORT

Mr. Reardon presented highlights from the 37<sup>th</sup> Annual N.O.I.S.E. Conference & Aviation Noise Symposium in Atlanta, Georgia. Key points include:

- The Department of Defense spoke at the conference for the first time in its history especially in regards to residential areas beginning to surround military bases.
- Milestones set this year at the busy Hartsfield-Jackson airport were 3,300 arrivals per day and 335 arrivals in an hour.

- Community involvement, specifically how airports, counties and committees react, is what the FAA is looking for. The current ANAP Panel is the type of involvement that the FAA is hoping other airports will develop.
- Future community outreach could include environmental and ecological issues beyond simply noise.
- Grant money could become dependent on the ability of airports to involve the public.
- Boston is testing real estate disclosures that notify buyers if the property is within the 65 dNL and/or within a fifteen mile radius of the airport.

Mr. Reardon supplied some documents from the N.O.I.S.E. conference should Panel members be interested in reviewing them.

Vice-Chair Vandenberg requested that Mr. Reardon create a brief report on his trip that can be made available to Panel members.

Concerning questions regarding the expansion of noise concerns to include other issues, Mr. Schultz confirmed that the next big environmental issue could be air quality and emissions since quieter engines typically create more emissions. Regulated industries in Europe, to date not including airlines and airports, are allocated a certain amount of emission credits. If the emission amount is exceeded, then fines are assessed but credits can be traded. The aviation industry is expected to get involved at some later date. A natural evolution of ANAP could result in taking on environmental issues such as emissions inventories, de-icing and stormwater runoff.

#### PUBLIC COMMENT

Mr. Mike Fontana, a Huffaker Hills resident, commented on the flight procedures and aircraft used in his area. In addition, he requested better contact numbers. He has been unsuccessful in contacting the offending airlines and the FAA. He also expressed frustration that his many noise complaints do not appear to go anywhere. Mr. Fontana agreed to stay after the meeting to talk with Mr. Miller.

#### AIRPORT AUTHORITY STAFF ITEMS

Mr. Cameron offered to have Lochard Corporation speak about the Permanent Noise and Operations Monitoring System to the Panel at a future ANAP meeting. In addition, he explained the primary objectives of the Permanent Noise and Operations Monitoring System is to:

- enhance the public understanding of aircraft noise and operations in an effort to be a good neighbor
- monitor aircraft operations, flight tracks, traffic flows, runway usage and activity levels
- evaluate the validity of the noise exposure maps
- automate the noise contour development, to compare measured and modeled noise
- monitor pilot, tower and radio communication
- understand FAA operations of airspace
- identify aircraft
- monitor weather conditions
- evaluate runway use decisions as related to prevailing winds
- check noise measurement accuracy

The fourteen fixed monitor sites will collect data from the surrounding community. Data will be collected 24 hours a day, 365 days a year. Portable monitors will be available to supplement the fourteen permanent sites and to act as temporary replacements in case a site becomes inoperable.

Community information will be provided to the system by airport staff data entry, communications with the public and recorded phone messages off the hotline. Public data entry through the internet will also be incorporated. Complaints will be linked directly to the flight referenced resulting in the Noise department's ability to address specific complaints with the airlines.

The total acquisition and installation cost is \$1,556,578 with 93.75% covered by the FAA Airport Improvement Program. Three years of service and warranty at a cost of \$368,720 have been included in the acquisition costs. After the third year of service, the airport will assume those costs including RTAA staffing, technical support, software maintenance and upgrades, hardware maintenance and operability guarantees, annual/quarterly site visits and data subscriptions.

Mr. Miller provided a walk-through of the existing WebTrak 2.0 system as seen by the Long Beach Airport community which has the same system to be installed by RTAA.

Deployment will be nine months from the contract signature date. Permitting each of the fourteen (14) sites will be one of the next major steps. Assistance from Panel members involved in the city and county planning departments would be appreciated. In addition, advocate assistance would be helpful at neighborhood advisory board meetings. While certain adjustments can be made, the monitors cannot be attached to an existing fixture (e.g. utility pole.)

#### MEMBER ITEMS

Mr. Ulm asked for clarification on the type of mandate that would be required to expand the Panel concerns to include environmental issues besides noise. Mr. Schultz offered to provide a regular report to the Panel on environmental issues during staff items but confirmed that the Panel would probably not be involved in environmental issues without guidance from the Board of Trustees.

#### ADJOURNMENT

There being no further questions or business to discuss, the meeting was adjourned at 7:15 p.m.