

AIRPORT NOISE ADVISORY PANEL (ANAP)

4<sup>th</sup> Quarter, December 13, 2007

6:00 P.M.

**FINAL**

MEMBERS PRESENT

Washoe County Citizen	Bill Vandenberg, Vice-Chair
FAA/Flight Standards District Office	Louis Benton
General Aviation	Don Berman
FAA/Airport Traffic Control Tower	Donald Brooks
Fixed Base Operator	Ryan Gauger
Sparks Chamber of Commerce	David Ginsburg
City of Sparks Citizen	Dr. Larry Kleinworth
Airport Board of Trustees	Joe Mayer
Washoe County Citizen	Ron Nicholson
City of Sparks Citizen	Mike Railey
Washoe County Citizen	Patrick Reardon
RSCVA	Tim Smith
Nevada Air National Guard	Lt. Col. Mitch Sperling
City of Reno Planning	Beverly Straub
Airport Board of Trustees	Randi Thompson
City of Sparks Planning	Victor Villarreal

MEMBERS ABSENT

Truckee Meadows Regional Planning	Rosanna Coombes
Air Cargo	Ron Delgado
City of Sparks Citizen	Karen Johnston
Washoe County Planning	R. Paul Kelly
City of Reno Citizen (Stead)	Arbie Neal
EDAWN	Russ Romine
City of Reno Citizen	Charles Ulm

ALSO PRESENT

RTAA	Dean Schultz, A.A.E., Senior Director of Planning & Engineering
	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.

Mr. Schultz reported that Mark Cameron, Noise Abatement Coordinator, would not be assisting with the meeting due to a conflicting appointment.

Mr. Schultz notified the Panel of several changes to Panel membership. He introduced Randi Thompson, Airport Board of Trustees, who would act as co-liaison with Joe Mayer, and reported that Don Brooks, FAA/Airport Traffic Control Tower representative, would be sharing his seat with David Ellsworth who was not present. Mr. Schultz also announced the retirement of FAA/Flight Standards District Office representative, Louis Benton, from the FAA. Mr. Benton confirmed that his replacement within the FAA would fill his Panel seat. Mr. Schultz confirmed that airport staff has been working with the Reno/Sparks Chamber of Commerce, Southwest Airlines and the City of Reno to fill the vacant seats.

Vice-Chair Vandenberg thanked Louis Benton for his service and read into the record the following letter:

Dear Chairman and Members:

My public service career will come to a close December 29, 2007 as the manager of the Reno Flight Standards District Office (FSDO) in Reno. Please accept my resignation as an ANAP board member effective December 29, 2007.

It is an honor and duty to serve the board to help meet its essential goals for the Reno Airport Authority and the community for which it serves.

The best wishes to you all and please enjoy a safe holiday season.

Sincerely,  
Louis Benton Jr.

Vice-Chair Vandenberg presented a belated plaque to former chair, Mike Railey, for his service as chair. The plaque reads:

The Reno-Tahoe Airport Authority and the Airport Noise Advisory Panel recognize and thank Michael Railey in appreciation for his dedicated service as chairman of the Airport Noise Advisory Panel of Reno-Tahoe International Airport and Reno-Stead Airport from 2003 through 2004.

#### APPROVAL OF MINUTES

The Panel approved the minutes from the 3<sup>rd</sup> Quarter meeting of September 13, 2007 with the following change: "Vice-Chair Reardon" changed to "Vice-Chair Vandenberg" on page 4 of the draft minutes.

## APPROVAL OF 2008 QUARTERLY MEETING SCHEDULE

The Panel approved the 2008 quarterly meeting schedule of March 13, June 12, September 11 and December 11, 2008.

## NOISE COMPLAINTS & CARGO ACTIVITY

Mr. Miller presented the noise complaints from July, August and September of 2007 and explained there has been a downward trend. The total number of noise complaints for the 3<sup>rd</sup> quarter was 245 with 63 complaints in July, 101 in August and 81 in September. There have been 772 noise complaints, year to date. The average number of monthly complaints is lower. During the 2<sup>nd</sup> quarter, there were on average 95 complaints per month, but in the 3<sup>rd</sup> quarter, there are on average 82.

The largest percentage of noise complaints came from the "Other" area, primarily from the Huffaker Hills community, with 209 complaints at 84 percent of the quarterly total. South Hills and Double Diamond generated the next highest number of complaints with 10 (4 percent) and 9 (3 percent), respectively. Northeast Reno is the only area that did not offer any complaints.

Mr. Miller thanked the Nevada Air National Guard and Lt. Col. Mitch Sperling for keeping an open line of communication with the Reno-Stead Airport manager during increased flight activity as a result of runway work closures at the Herlong Airport in California.

The total average daily passenger airline operations for the 3<sup>rd</sup> quarter were 175. The total average daily cargo operations were 32. Of the 245 total noise complaints which specified an incident time, 64 percent referred to flights occurring during daytime hours. One caller did not identify the time of day.

Two handouts were provided detailing expected cargo operational changes during the holiday cargo peak. FedEx Express expected to upgauge all aircraft to A300/310s, almost doubling capacity without changing frequency. UPS expected significant frequency changes including additional DC-8s, A300s, B767s and B747s. DHL expected to double both frequency and capacity. There will be a decrease in the number of the early morning and late evening operations compared to the 2006 holiday peak.

The most significant time period in regard to noise complaints and operations is 12:00 a.m. to 5:00 a.m. followed by 8:00 p.m. to 12:00 a.m.

## FLIGHT SCHEDULE CHANGES

Mr. Miller detailed the following flight schedule changes since June (88 daily departures):

- ➔ July – No departure changes.
- ➔ August – No departure changes.
- ➔ September – Continental Airlines reduced one daily nonstop departure to Houston, TX in a seasonal adjustment. Frontier Airlines discontinued operations at Reno-Tahoe International Airport, resulting in the discontinuation of one daily departure to Denver, CO. Skywest Airlines added one daily nonstop to Los Angeles, CA. United Airlines reduced one flight to Los Angeles, CA.

Mr. Schultz reported on the welcome addition of new airline service to Reno-Tahoe International Airport by ExpressJet in November 2007. Current service includes five total direct flights a day to four new destinations: Spokane, WA; Tucson, AZ; Long Beach, CA; and Ontario, CA.

#### SOUND INSULATION PROGRAM STATUS

Ms. Butterfield provided an update on the residential sound insulation program and a handout regarding the current status of the sound insulation program including construction and funding allocations to date and homes left to participate. The handout documents how with the completion of all Phase 17 homes, there will have been in excess of \$41 million invested in the community.

Phase 16A consists of 87 homes in South Reno, Sparks and Washoe County. Advance Installations completed Phase 16.1 construction on 31 homes located in Reno and Washoe County neighborhoods on October 19, 2007. Alpine Energy completed Phase 16.2 construction on 56 homes located in Sparks neighborhoods on November 2, 2007. Survey collection is in progress. Survey results will be available at either the first or second quarter ANAP meetings.

Phase 16B consists of 81 homes in South Reno, Sparks and Washoe County. 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. Bid recommendations will go to the Board of Trustees in January 2008.

Phase 17A consists of 111 homes in South Reno, Sparks and Washoe County. The introductory Home Owner meeting for Phase 17.1 and 17.2 was conducted on December 11, 2007. The first architectural design appointments begin on December 17, 2007, and construction is anticipated to begin in September 2008.

Phase 17B is in the planning stages but will aim for a late spring/summer 2009 construction for approximately 130 homes.

#### PERMANENT AIRCRAFT NOISE AND OPERATIONS MONITORING SYSTEM STATUS

Mr. Miller announced the completion of negotiations with Lochard in late August 2007. The Board of Trustees awarded a contract on September 13, 2007 in the amount of \$1,556,578 with the FAA approving the award on October 2, 2007.

Staff will provide a quarterly progress update and installation schedule at each subsequent ANAP meeting beginning with the first quarter meeting of 2008. In addition, input will be sought from the ANAP Panel on reporting parameters. Lochard will have a representative at the second quarter ANAP meeting on June 12, 2008. Mr. Miller extended thanks to Panel members, R. Paul Kelly, Beverly Straub and Victor Villarreal, for their continued assistance in initiating the permitting process for the noise monitor sites.

## SOUND INSULATION PROGRAM PHASE 15 HOME OWNER POST-CONSTRUCTION SURVEY RESULTS

Ms. Butterfield presented the post-construction survey results for Phase 15B. The home that was pending completion after the death of the home owner has since been completed. Surveys were mailed to home owners in May 2007 at the mid-point of construction. Follow up was conducted to encourage participation. The 64% response rate is higher than in previous years.

Highlights include 100% of home owners satisfied with the results and 100% of home owners willing to recommend the program to neighbors.

Ms. Butterfield explained some changes to the post-construction survey process. Starting with Phase 16A, some of the survey questions have been changed. Based on the written comments in the surveys, some of the respondents are lumping together airport staff with consultant and contractor staff. Some questions have been rephrased and new questions have been added in order to solicit responses specific to the airport staff and separate from the contractor staff.

Based on a question regarding new technologies and better quality products, Ms. Butterfield explained that there have been new products added to the program over the years, for instance, a primary acoustical sliding glass door instead of an additional sliding glass door. While new products have enticed some home owners back into the program who declined to participate earlier, there are still some products that are keeping some home owners out, for instance, French doors being either replaced by an acoustical sliding glass door or supplemented with storm doors. Mr. Schultz added that there has also been a constant refinement of the process in addition to approved products. A de-brief meeting at the end of the program allows airport staff to seek out new avenues of improvement.

### AIRPORT AUTHORITY STAFF ITEMS

Ms. Butterfield requested final RSVPs for the holiday breakfast and provided directions. In addition, she provided a reminder that nomination and election of officers will occur at the next meeting.

Mr. Schultz provided an update on current, non-noise related, environment issues affecting airports and the aviation industry. He confirmed that noise is still the number one issue with airports and their communities. Secondary issues include effluent limitation guidelines, recycling programs and air quality.

The Environmental Protection Agency is currently drafting new effluent limitation regulations related to the glycols released into stormwater flows as a result of airfield and aircraft deicing procedures. There are some difficulties in terms of regulations not being applicable to all airports since deicing procedures vary greatly.

The airport plans to expand their recycling program into the terminal and concourse areas and has met with various corporate organizations, and the City of Reno, to facilitate a community-wide corporate recycling program with Waste Management. The airport is in the process of establishing an Environmental Management System (EMS), a master plan for environmental issues, which inventories existing programs, conducts a gap analysis and sets a timeline and

goals for improving environmental stewardship. Mr. Schultz offered to have the airport Environmental Compliance Coordinator explain the EMS in more detail at the first quarter ANAP meeting.

The biggest issue in regards to air quality is greenhouse gas. The European Union has proposed a greenhouse gas trading system that may include aviation. While automobiles are the largest contributor to greenhouse gases, with the anticipated growth of aviation, aviation could become a much larger contributor than it is now. There seems to be a trade off between noise and air quality. If noise is decreased then more air emissions occur and vice versa.

#### MEMBER ITEMS

Mr. Reardon clarified that radius provided in his 2007 N.O.I.S.E. Conference report should have said 15 miles and not 154 miles.

Mr. Nicholson asked what steps have been taken in response to the large number of noise complaints from a single caller. Mr. Schultz responded that the caller has attended ANAP meetings in the past and made public comment, the caller's home has participated in the sound insulation program during the caller's ownership of the home, and the caller has met one-on-one with airport and FAA staff. Mr. Benton pointed out that the caller's home is located in an area where aircraft are allowed to go extremely low; there is no enforceable height limitation on where the aircraft can fly in that specific airspace as long as the aircraft does not damage the home.

#### PUBLIC COMMENT

There was no public comment.

#### ADJOURNMENT

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