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NOTICE

RENO-TAHOE AIRPORT AUTHORITY AIRPORT NOISE ADVISORY PANEL (ANAP) 2nd Quarter 2016 Meeting

DATE & TIME: June 20, 2016 at 3:30 p.m.
LOCATION: Reno-Tahoe International Airport
River Room, Main Terminal Building

AGENDA:

- I. Call to Order, Roll Call
- II. Public Comment – Public Comment is limited to 3 minutes
- III. Approval of Minutes for March 21, 2016 Meeting *
- IV. Discussion and possible action to cancel September 19th meeting*
- V. Quarterly Reports by Rick Miller, Noise Analyst
 - a. Flight Schedule Changes
 - b. Cargo Activity
 - c. Noise Complaints
- VI. Airport Authority Staff Items
- VII. General Committee comments, questions & items for future Committee meetings
- VIII. Public Comment – Public Comment is limited to 3 minutes
- IX. Adjournment *

ALL ACTION ITEMS ARE NOTED WITH AN ASTERISK (*).

Supporting Material: The designated contact to obtain supporting material is the Clerk of the Board, P.O. Box 12490, Reno, NV, 89510 or 775-328-6410. Supporting material is also available at the Reno-Tahoe Airport (Administrative Offices) and at the scheduled meeting.

Members of the public who are disabled and require special accommodations or assistance at the meeting are requested to notify Lissa Butterfield, Senior Airport Planner, in writing at P.O. Box 12490, Reno, NV 89510 or by calling (775) 328-6476 prior to the meeting date.

THIS AGENDA HAS BEEN POSTED AT THE FOLLOWING LOCATIONS:

1. Airport Authority Administrative Offices - 2001 E. Plumb Lane, Reno
2. Washoe County Administrative Offices - 1001 E. 9th St., Reno
3. Reno City Hall – One East First Street, Reno
4. Sparks City Hall - 431 Prater Way, Sparks

*** These draft minutes have not yet been approved and are subject to revision at the next regularly scheduled meeting. ***

AIRPORT NOISE ADVISORY PANEL (ANAP)
1ST Quarter, March 21, 2016
3:30 P.M.
DRAFT MINUTES

MEMBERS PRESENT

Airport Board of Trustees
Airport Board of Trustees

Washoe County Citizen
Washoe County Department of Comprehensive Planning
City of Reno Community Development
Economic Development Authority of Western Nevada
FAA/Air Traffic Manager
City of Sparks Citizen

Jenifer Rose, **Chairwoman**
Jessica Sferrazza, **Vice
Chairwoman**
Allayne Donnelly-Everett
Chad Giesinger
Nathan Gilbert
Frank Lepori
Karl Scribner
David Shocket

RENO-TAHOE AIRPORT AUTHORITY STAFF

VP of Planning, Engineering &
Environmental Management
Manager of Planning and Environmental Services
Noise Analyst
Senior Airport Planner
Capital Improvements & Grant Coordinator

Jamie McCluskie
Dan Bartholomew
Rick Miller
Lissa Butterfield
Faith Allen

MEMBERS ABSENT

Nevada Air National Guard
Fixed Base Operators

FAA Airport Traffic Control Division
City of Sparks Citizen
City of Reno Citizen
Washoe County Citizen
FAA Flight Standards District Office
RTIA Airlines Representative
Reno-Sparks Convention & Visitors Authority
The Chamber, Reno Sparks Northern Nevada
City of Sparks Community Development

Capt. Erik Brown
Trent Brownlee/Tiffany
Morris/Chad Morris
David Ellsworth
George Graham
Glenn Graves
Yvonne Murphy
Lee Oscar
Capt. Jon Proehl
Brian Rivers
Lisa Ruggerio
Jim Rundle

VACANT SEATS (7): City of Reno Citizen (2), City of Sparks Citizen, Washoe County Citizen, Air Cargo Representative, General Aviation Representative, Truckee Meadows Regional Planning

CALL TO ORDER

The Airport Noise Advisory Panel (ANAP) met in the River Room in the Main Terminal of the Reno-Tahoe International Airport, Reno, Nevada.

Chairwoman Jenifer Rose called the meeting to order at 3:30 p.m.

PUBLIC COMMENT

None.

APPROVAL OF MINUTES

Motion was made and seconded, and the Panel approved the minutes from the 4th Quarter meeting of December 7, 2015 with no changes.

INTRODUCTION OF NEW PANEL MEMBERS

David Shocket was appointed to the Panel by the City of Sparks as a citizen representative. He is a 20-year retiree from the Washoe County School District and has begun a new career in real estate at Dickson Realty.

QUARTERLY REPORTS

Rick Miller, Noise Analyst, presented the quarterly reports to the Panel.

SCHEDULED DAILY DEPARTURES

The following flight schedule changes have occurred since September 2015:

- ➔ October (53) – American Airlines discontinued one (1) non-stop flight to Dallas, TX. United Airlines discontinued one (1) non-stop flight to Denver, CO. American Airlines discontinued one (1) non-stop flight to Los Angeles, CA. Alaska Airlines discontinued one (1) seasonal non-stop flight to Seattle, WA. The discontinuation of these flights was due to seasonal changes.
- ➔ November (53) – Alaska Airlines added one (1) non-stop service to Boise, ID. Southwest Airlines discontinued one (1) seasonal non-stop service to Chicago, IL Midway. Alaska Airlines added one (1) non-stop flight to Portland, OR. American Airlines discontinued one (1) non-stop flight to Phoenix, AZ. The Boise flight was continuing after many years of non-service.
- ➔ December (57) – American Airlines resumed one (1) non-stop flight to Dallas, TX. United Airlines resumed one (1) non-stop service to Houston, TX. Delta Airlines resumed one (1) non-stop service to Minneapolis, MN. United Airlines added one (1) non-stop flight to San Francisco, CA. Some of the added flights were dependent upon demand and aircraft availability.
- ➔ January (51) – Southwest Airlines discontinued one (1) non-stop flight to Denver, CO. American Airlines discontinued one (1) non-stop flight to Dallas/Ft. Worth, TX. United Airlines discontinued one (1) seasonal, non-stop service to Houston, TX. Southwest Airlines discontinued one (1) non-stop flight to Los Angeles, CA. Delta Airlines discontinued one (1) seasonal, non-stop service to Minneapolis, MN. United Airlines discontinued one (1) non-stop flight to San Francisco. These flights were discontinued due to the seasonal shifts.
- ➔ February (50) – United Airlines resumed one (1) seasonal, non-stop Saturday/Sunday service to Houston, TX. Alaska Airlines discontinued one (1) non-stop flight to Portland, OR. American Airlines discontinued one (1) non-stop flight to Phoenix, AZ.
- ➔ March (56) – Southwest Airlines added one (1) non-stop flight to Denver, CO. Southwest Airlines resumed one (1) seasonal non-stop service to Chicago, IL (Midway). Southwest Airlines added one (1) non-stop flight to Los Angeles, CA. Alaska Airlines added one (1) non-stop service to Orange County, CA. American Airlines discontinued

one (1) non-stop flight to Phoenix, AZ. Alaska Airlines added one (1) non-stop flight to Portland, OR. The flight service to Orange County is new service.

In June, there will be additional new flight service. Beginning on June 5, Southwest Airlines will begin flight service to Oakland, CA, and on June 9, Allegiant Airlines will begin flight service to Los Angeles, CA.

In response to a question from the Panel, staff clarified that seasonal shifts occur every year. On a positive note, the numbers are slightly above what they have been for the last two years for the same period of time.

CARGO ACTIVITY, RUNWAY USE & NOISE COMPLAINTS

There have been no significant changes to the air cargo schedule since the last quarterly update.

In regard to aircraft runway usage, wind direction determines which runways are used, as the aircraft take-off and land into the wind. On an annual average, there is typically a 75-80% south flow. The reason for the 70% south flow for the 4th quarter is the Taxiway Charlie construction project which influenced activity. Although there was no extreme change in activity for the 4th quarter, the 3rd quarter had a nearly 50-50 split as a result of the construction project.

Staff presented the noise complaints from the 4th quarter of 2015 (October, November and December). The numbers are higher than the previous year primarily due to a single caller from northeast Reno. The largest number of calls came in December with an average of four calls per day from that individual. It is high, but the individual is not calling in every single flight. The total number of noise complaints for 4th quarter 2015 numbered 300, with 82 complaints in October, 69 in November, and 149 in December. The number of actual callers is running about average. The calls for the 4th quarter 2015 came from nine households. It is extremely important that the airport have this venue for people to come to if they wish to voice their complaints in person in a public forum. The airport is fortunate to have this Panel's participation.

In response to a question from Mr. Lepori, EDAWN representative, regarding what prompts a typical noise complaint; staff responded that most calls are made when individuals have noticed a change in a flight pattern, when they notice something that is not the norm, or because of a single loud event that is occurring close to their location. This was the case when a caller was concerned about the medical flights. Another caller was concerned by the loud noise that came from a Black Hawk helicopter.

The largest percentage of noise complaints came from the Northeast area and was from one individual. The 164 Northeast Reno complaints represented 57.7 percent of the quarterly total. The 126 Huffaker complaints represented 42.0 percent of the quarterly total. The Donner Springs, South Hills and Sparks areas had 3 complaints each, which represented 1.0 percent, respectively. The Stead area had 1 complaint which represented 0.3 percent. There were no complaints from the Double Diamond, Mt. Rose Highway, Smithridge, Virginia Foothills, Virginia City Highlands or Other areas.

Chairwoman Rose noted that the two main areas of concern came from the Northeast and Huffaker areas. She asked if most of those calls resulted from the taxiway construction project and if staff felt they would stop or decrease when the project had ended. Staff clarified that the Huffaker caller has been calling for quite some time and is not responding to the construction

impacts. Construction impacts are represented by those callers bothered by north flow traffic. Mr. Scribner, Air Traffic Tower Manager, confirmed that the construction project should resume again on April 11 and conclude approximately five weeks later in June. Mr. Scribner explained that the individual in the Huffaker region was in a difficult situation. His home is wedged up against the hill where the noise bounces back toward his home. His house is located where the aircraft are approximately 300 feet overhead. That situation will not change as the aircraft need to be there to depart on south flow.

Vice Chairwoman Sferrazza asked for confirmation that this individual had participated in the airport's sound insulation program. Staff confirmed that the individual had in the early stages of the program. She asked staff if the individual wished to be relocated. Staff explained that the Federal Aviation Administration (FAA) would not fund any re-location. Vice Chairwoman Sferrazza also asked if he only called when the flights were taking off from a specific direction. Staff explained he calls when we are in both north and south flow, but predominantly north flow. Staff explained that there are no additional federal funded options available to this individual because he participated in the sound insulation program. Vice Chairwoman Sferrazza asked if the decibels could be measured at this particular house, and staff confirmed that a nearby permanent monitor records in relative proximity. Chairwoman Rose asked if the individual calls to inform staff that the aircraft are loud or if he is calling to ask for some sort of resolution. Staff explained that the calls are usually an opportunity for the individual to express himself and he typically does not ask for anything specific. In general, he believes that certain gauges of aircraft should not be allowed to fly out of the airport which is a restriction the Airport Authority cannot legally apply.

Chairwoman Rose asked if the sound insulation program work helped him at all. Staff responded what is known now is that all phases in the program passed required post-construction testing. As part of the sound insulation program, an estimated 20-25 homes would have been tested to determine the reduction. Without checking closed files, staff cannot say if this individual's specific home was tested. Vice Chairwoman Sferrazza asked why staff doesn't go out and test this home now. She believes that for an individual that is in a particular and unique situation that something should be done. Staff indicated that testing procedures followed the FAA methodology under FAA grant requirements. Testing procedures were conducted at the time of the homes' construction. Vice Chairwoman Sferrazza asked if there was a problem with testing this individual's home to see what the noise level is at this specific point in time. Staff explained again that testing procedures followed the FAA methodology. Staff indicated that they currently use existing permanent noise monitors to quantify the exposure. Staff reiterated that there is no additional grant funding for additional testing but expressed a willingness to check the closed records on this home. Staff will use the records to confirm that everything was done that should have been done as part of the program. As part of the sound insulation program, all possible openings in the homes are closed up or replaced with acoustically rated products. Chairwoman Rose feels that the individual will feel that staff cared enough to check.

Vice Chairwoman Sferrazza requested clarification on the purpose of the committee in relation to noise complaints. She feels that since this individual has called in so often about noise; she would like to know exactly what has been done for him. She is concerned that this individual's situation may be much different than the other homeowners in his area. Staff believes that the Panel's primary role in relation to individual callers is to give them a public forum and another source of discussion outside the Noise Hotline. It is also an educational forum to discuss noise with other stakeholder's such as FAA Air Traffic Control Tower.

Staff provided a brief overview of noise callers and the Panel. This specific individual has appeared before the Panel and provided public comment. There have been additional people from the community who have attended meetings and provided comments. The Panel gathers together people with expertise into what causes airport noise (e.g. aircraft pilots and the FAA). Staff refers callers to the Panel meetings, providing an opportunity for them to have their questions answered directly by those with the most informed answers. It is extremely important for this Panel to be available to educate individuals.

Chairwoman Rose asked if it can be agreed that staff will verify that this house is not experiencing something different from other homes in the area – this will assure both staff and the Panel that everything has been done that can be done for this individual. In relation to a question about the home being up to code, staff confirmed that any existing code issues would have been addressed by either the airport or the home owner at the time of participation in the sound insulation program, but code requirements have likely changed between sound insulation construction and today. Additionally, once the work is complete, the home owner is responsible for maintaining the work. Staff noted that the work on each home is permitted and inspections are completed afterward by the architect, the contractor, and the appropriate city or county inspector.

Vice Chairwoman Sferrazza stressed that based on the amount of time staff has spent on the phone with this individual and reporting his complaints, it would be appropriate for staff to analyze the work and verify that the work performed did not create additional issues. Vice Chairwoman Sferrazza asked when this home was completed. Staff did not have the exact date without the records in hand but believes it was done in the early 2000s or late 1990s.

Staff provided additional background information, explaining that the sound insulation program was completed in 2014 with the program starting in 1994. The FAA does not allow us to go back and do additional work on a home once it has been completed. The FAA gives guidance to airports that they need to follow as part of the sound insulation programs. The goal of the sound insulation program was to see a reduction in the noise level in the interior of a home. There is FAA guidance for that part of the program. A home is tested before the work and again after the sound insulation work is completed. Once the work is completed in a home, there should be a reduction of 5 decibels in the noise level or below 45 dBA. The FAA is very clear about the difference between regulation and guidance. The guidance comes from the FAA, and the regulation comes from the local agencies – whether it is through land code, zoning code, or building code.

Chairwoman Rose asked hypothetically what would happen if the home's level tested above a given decibel level, then what would be done for the home. To the best of staff's recollection, all homes tested passed the acoustical post-construction testing. Staff explained that they would look at what work was done in the home, the test levels for the home, and a number of other variables that would remedy it at that time.

Mr. Scribner, Air Traffic Control Tower manager, added that the situation needs to be kept in perspective. He believes that once a person has more available time on his hands, that person is more likely to notice the most subtle changes. Chairwoman Rose agreed and mentioned that some individuals enjoy spending their time doing what this individual is doing. Mr. Scribner referred to the Mountaingate situation where one individual went around the community and was

able to generate a significant amount of attention. Despite that, in the years since then the Mountaingate area has continued to add residential homes and has nearly doubled in size with relatively little comment of note from the community.

Mr. Shocket, City of Sparks citizen representative, asked for clarification on what the scope of work was for the homes that were part of the sound insulation program. Staff explained while it was standardized, different products became available later in the program. Generally, the types of improvements have pretty much stayed the same throughout the years, and the same contractors have been working in the program, locally and in other states, for a long time. Specifically, the work included replacing all the doors that opened from a living space to the outdoors, replacing all of the outer windows, putting in additional attic insulation, and closing all possible exterior openings (pet doors, mail slots). Recirculating air systems were installed so windows could remain closed for longer periods of time. Recirculating range hoods were also installed. Staff noted that when the program started, there were no acoustical sliding glass doors. A secondary sliding glass door was added to the existing one to create a double shield against the noise. In later years of the program, an acoustical sliding glass was used to replace an existing one. Staff also commented that the products only work when the windows and doors are closed. If home owners choose to open windows, then the aircraft noise will come into the home. It was noted that aircraft performance has improved over the past 20 years, with aircraft leaving the ground quicker which has also helped mitigate impacts of noise.

Vice Chairwoman Sferrazza reiterated her concern that the role of the Panel in relation to noise complaints is unclear. Staff explained the noise complaint process. Once a complaint is made, the staff's process is to listen, research, and educate. The Panel provides a public venue where people can voice their complaints in person. Using the Mountaingate community example, the Panel was the forum where a number of people expressed their concerns and the FAA openly addressed what can and cannot be done and how flights can and cannot be changed. Staff does the day to day tasks associated with noise complaints and responds on the phone, by letter, and by email depending on the situation. Many first time callers are new residents who were unaware that the home they recently purchased is under the flight paths. Regardless of whether the caller has called once or a hundred times, staff treats all calls the same.

Staff resumed with the quarterly report. No significant changes in operations occurred in the 4th quarter. Daily commercial airline operations for the 4th quarter averaged 98 (arrival and departure total). The daily cargo operations averaged 15 (arrival and departure total). Of the 300 total noise complaints, 87 percent referred to flights occurring during daytime hours and 13 percent referred to flights occurring during nighttime hours. Commercial airline carriers had 79 percent of their operations occur during the daytime hours and air cargo carriers had 69 percent of their operations occur during the daytime hours. (Daytime operations are defined as the time between the hours of 7:00 a.m. and 10:00 p.m., while nighttime operations are defined as the time between the hours of 10:00 p.m. and 7:00 a.m.) There have not been any significant changes to the day time percentages. The number of night time complaints mirror the number of cargo activities.

The number of complaints versus the number of operations was greatest between the hours of 5:00 a.m. and 8:00 a.m. and 5:00 p.m. and 8:00 p.m. with a spike of complaints around the noon hour. Mr. Scribner, Air Traffic Control Tower manager, asked if staff would be able to put some additional information on the slide that shows the number of complaints versus the number of operations. He would like to see the number of complaints that come in during non-conforming

situations, for example was the call triggered by construction, winds, or special events. Showing the difference in the types of calls would be helpful to the Panel in understanding the calls.

Lissa Butterfield, Senior Airport Planner, presented the noise-sensitive development proposals to the Panel.

Staff had been reporting on the area's new development every six months, but because of the increase in construction activity in the region, they will be reporting the information on a regular basis and will include everything that has been reviewed since the previous meeting. Staff will report on projects that were formally responded to by staff.

The City of Reno had five noise-sensitive development proposals that came in during this period. After initial formal response, staff received confirmation that there are no noise sensitive uses planned for the High Sierra Industries project. Staff's reviews are based on the floor plans and uses that are planned for the project.

The Summit Club project is a multi-family residential development which is located on the edge of the 80 dBA Lmax contour which means that people who live in the area will be exposed to single loud noise events. It is not the sustained noise levels that the people who live closer to the airport experience, but is the type that will wake you up suddenly and they do create a disturbance. There seems to be an increasing noise complaint issue in this general area.

The South Meadows Self Storage project is a three-story mini warehouse facility located within the 65 dBA DNL contour. If noise-sensitive uses are planned, then conditions will be requested.

The Arroyo Crossing and North Valleys projects are single family residential developments in the Reno-Stead Airport area, and staff asked for noise disclosures for those projects. There are no officially established noise contours in that area as there are not high levels of regular aircraft operations. However, residences in the area are exposed to special event noise (fire tankers, Air Races, etc.)

The City of Sparks had four noise-sensitive development proposals during the same period.

The Prater Way and Sullivan Lane projects are new multi-family residential developments (apartments) that will definitely be impacted by airport noise. The Prater Way apartments are going into a vacant lot east of El Rancho. The Sullivan Lane apartments are a re-development opportunity for the property. Small houses and apartments are being demolished to make room for this new development. The units that will be demolished participated in the sound insulation program in 2011. Neither of these developments are eligible for the noise insulation program. Staff believes that the City of Sparks has put appropriate language in the projects' approval.

Both 3D Concrete and National Flooring projects are located within the 65 dBA DNL contour and are extremely close to the airport. It is felt that the proposed uses will not be impacted by the airport noise.

No Unincorporated Washoe County projects required a formal response during the period. Very few projects in the unincorporated areas require review.

AIRPORT AUTHORITY STAFF ITEMS

Rick Miller, Noise Analyst, gave a presentation regarding industry news and Reno-Tahoe Airport Authority activity. With the presentation, he wanted to update the panel on items that are occurring in the industry and locally.

Many of the larger airports are having public issues as a result of airspace changes. Congress is now requiring the FAA to proactively address community concerns about PBN (performance based navigation). San Francisco, CA has seen a sharp increase in the number of noise complaints from September 2014 to September 2015. The complaints in San Francisco grew from 1,600 in September 2014 to 130,000 in September 2015. Historic neighborhood associations in Phoenix, AZ, are suing the FAA over departure path changes. The City of Phoenix did not do proactive outreach to the community.

This Panel is a very important part of our community outreach. Prior to flight path changes in Reno and Sparks five years ago, the Panel facilitated public outreach and encouraged FAA led community meetings, followed by staff led presentations to the local agencies. The FAA provided exhibits which depicted the proposed changes ahead of time. This proactive approach keeps the community informed, and as a result staff does not expect to see the level of problems that is occurring at other airports.

Rick Miller, Noise Analyst, gave a presentation on the noise monitoring system which is an essential tool for noise analysis. The system collects noise and radar data, which is used by staff for analysis in addition to being provided for public view on the airport website. Internal customers include marketing and public relations, operations, and finance staff. When marketing and public relations staff receive a noise complaint, they come directly to planning staff for the data to help answer the question. When operations staff receives a call in the middle of the night, they defer the call to planning staff. Planning staff can do a flight track analysis to see if a new pattern is developing. By collecting the data 24/7, planning staff is able to help finance staff to cross check the data submitted by the airlines. Additionally, if planning staff needs to do an environmental study, the collected data is very useful. Planning staff also receives data and provides analysis for the Air National Guard, the Washoe County Sheriff's department, and NAS Fallon.

Staff demonstrated the public features available through Webtrak on the airport website. Although Webtrak information has a delay feature for security reasons, the system provides a transparent interface for community members to access aircraft and flight related data in relation to their household location. Webtrak is an effective tool that allows staff to explain details about a specific flight or aircraft. During phone calls, staff can walk individuals through the functionality of the system in addition to the specific locations of the noise monitors located throughout the area. Staff explained that individuals can use the system to make an electronic complaint about a specific event or about noise in general. As an example, staff identified the monitor located close to a regular noise caller and the type of data he could access. The primary advantage to having a permanent noise monitoring system for an airport is that noise data measured 24/7 365 days a year is publically accessible. The system stores historical data if an individual wishes to check on older data.

Vice Chairwoman Sferrazza asked for additional information related to the dBA noise level required by the FAA for an internal level. Staff clarified that the FAA does not require specific noise levels; instead the FAA identifies noise levels compatible with certain types of land uses.

For example, the FAA identifies a location within a 65 dBA noise contour as not compatible with residential land uses, unless a 45 dBA is achieved in the interior of the house as a result of existing construction (e.g. windows and doors). Staff explained the different types of measures that are used and what they represented including the difference between single event numbers and others representing annual averages which are weighted by a number of factors (i.e. aircraft coming in at night). In relation to federally funded sound insulation improvements, staff confirmed that the internal level within a house should be 45 dBA or a 5% reduction whichever was higher (e.g. better) after construction is complete. The levels can also include ambient noise as well (i.e. street noise). Using WebTrak, staff showed an event that included an MD80 jet which is one of the noisier aircraft flying in and out of the airport. Besides the noise levels, the data also includes weather data such as wind levels. Depending on the wind levels, an aircraft may be required to go around and make another attempt to land. Staff can use the data that is collected to help a person understand what happened and what they have heard. The noise monitoring system is a valuable tool and is extremely important to the airport. It is very useful for community outreach.

Vice Chairwoman Sferrazza reiterated her concerns about the individual homeowner who has been calling numerous times and she would like to see staff further investigate this particular situation. Staff explained that area of the city in which he lives receives a great deal of aircraft noise which is why it was part of the sound insulation program. Chairwoman Rose requested that staff investigate to make sure the work was done correctly and that the materials are still in the home.

In response to an additional question related to the national use of airport noise monitoring systems, staff explained that while not all airports have this type of system, most of the top 40 busiest airports have the same or similar systems. Only three companies provide this type of system, and the existing vendor used by the Airport Authority has the most comprehensive package.

GENERAL COMMITTEE COMMENTS, QUESTIONS & ITEMS FOR FUTURE COMMITTEE MEETINGS

Ms. Donnelly-Everett, Washoe County Citizen representative, noted that she is still working to schedule a presentation before the Board of County Commissioners and is asking to be placed on an upcoming agenda to discuss what is transpiring with the Panel. Chairwoman Rose offered to attend the meeting with her. Ms. Donnelly-Everett further requested staff assistance in the presentation, specifically with information on the Webtrak system. Staff agreed to provide assistance and attend the meeting with Chairwoman Rose and Ms. Donnelly-Everett.

The next ANAP meeting will be held on Monday, June 20, 2016, at 3:30 p.m. in the River Room.

PUBLIC COMMENT

None.

ADJOURNMENT

There being no further questions or business to discuss, the meeting was adjourned at 4:54 p.m.

*** These draft minutes have not yet been approved and are subject to revision at the next regularly scheduled meeting. ***

1st Qtr 2016 Complaints by Location - Consolidated

Reno-Tahoe Airport Authority

DD = Double Diamond (1) **DS = Donner Springs (1)** **HF = Huffaker (86)**
MT = Mt. Rose (0) **NE = Northeast Reno (204)** **OTH = Other (1)**
SH = South Hills (1) **SM = Smithridge (0)** **SP = Sparks (2)**
ST = Stead (0) **VCH = Virginia City Highlands (0)** **VF = Virginia Foothills (0)**

Day = 272 Night = 24 Unknown = 0

Total Complaints = 296

Total Households = 8

LOCATION DD

EVENT DATE EVENT TIME ADDRESS ELIGIBLE MITIGATED DAY/NIGHT COMMENTS

1	1/28/2016	20:40	Oakley Ln	N	N	D	We seem to be in a constant flight pattern. I am wondering what is going on and would like a return phone call.
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LOCATION DS

EVENT DATE EVENT TIME ADDRESS ELIGIBLE MITIGATED DAY/NIGHT COMMENTS

1	2/6/2016	15:28	Parque Verde Ln	N	N	D	It looked like an Air Force fighter jet just took off right over our house and was heading East.
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LOCATION HF

EVENT DATE EVENT TIME ADDRESS ELIGIBLE MITIGATED DAY/NIGHT COMMENTS

1	1/3/2016	6:24	Autumn Hills Drive	Y	Y	N	It was probably a FedEx DC10 outbound from takeoff, low and extremely loud - This individual reported 86 complaints for the 1st quarter of 2016 - The complaints were predominantly about DC10 departures and north flow arrivals.
2	1/6/2016	8:12	Autumn Hills Drive	Y	Y	D	FedEx DC10 type aircraft outbound from takeoff, extremely low, extremely slow and extremely loud.
3	1/11/2016	19:31	Autumn Hills Drive	Y	Y	D	1 of 2 - FedEx DC10 type aircraft outbound from takeoff, extremely low, extremely slow and extremely loud. That was preceded by an A300.
4	1/11/2016	19:31	Autumn Hills Drive	Y	Y	D	2 of 2 -
5	1/12/2016	16:07	Autumn Hills Drive	Y	Y	D	1 of 2 - Two US Air Force Air National Guard C130 aircraft outbound for takeoff, extremely low and extremely loud.
6	1/12/2016	16:07	Autumn Hills Drive	Y	Y	D	2 of 2 -

7	1/12/2016	19:18	Autumn Hills Drive	Y	Y	D	FedEx DC10 type aircraft outbound from takeoff, extremely low, extremely slow and extremely loud.
8	1/13/2016	17:45	Autumn Hills Drive	Y	Y	D	FedEx DC10 type aircraft inbound for landing, super, super low and super, super loud.
9	1/15/2016	9:49	Autumn Hills Drive	Y	Y	D	FedEx DC10 type aircraft outbound from takeoff, extremely low, extremely slow and extremely loud.
10	1/15/2016	19:23	Autumn Hills Drive	Y	Y	D	FedEx DC10 type aircraft outbound from takeoff, extremely low, extremely slow and extremely loud.
11	1/18/2016	19:10	Autumn Hills Drive	Y	Y	D	FedEx DC10 type aircraft outbound from takeoff, extremely low, extremely slow and extremely loud.
12	1/19/2016	7:37	Autumn Hills Drive	Y	Y	D	FedEx DC10 type aircraft outbound from takeoff, extremely low, extremely slow and extremely loud.
13	1/20/2016	8:02	Autumn Hills Drive	Y	Y	D	FedEx DC10 type aircraft outbound from takeoff, extremely low, extremely slow and extremely loud.
14	1/20/2016	8:53	Autumn Hills Drive	Y	Y	D	Military fighter type aircraft outbound from takeoff, extremely loud.
15	1/20/2016	19:25	Autumn Hills Drive	Y	Y	D	FedEx DC10 type aircraft outbound from takeoff, extremely low, extremely slow and extremely loud.
16	1/21/2016	7:52	Autumn Hills Drive	Y	Y	D	FedEx DC10 type aircraft outbound from takeoff, extremely low, extremely slow and extremely loud.
17	1/21/2016	18:54	Autumn Hills Drive	Y	Y	D	FedEx DC10 type aircraft outbound from takeoff, extremely low, extremely slow and extremely loud.
18	1/24/2016	13:38	Autumn Hills Drive	Y	Y	D	Boeing 747 type aircraft inbound for landing, extremely low, extremely loud and the aircraft was about 100 feet off the ground when they came over these houses.
19	1/24/2016	17:00	Autumn Hills Drive	Y	Y	D	FedEx DC10 type aircraft inbound for landing, super, super low and super, super loud.
20	1/24/2016	17:02	Autumn Hills Drive	Y	Y	D	Allegiant Air MD80 Type aircraft inbound for landing extremely low and extremely loud. They have been on 34 all day.
21	1/26/2016	7:58	Autumn Hills Drive	Y	Y	D	FedEx DC10 type aircraft outbound from takeoff, extremely low, extremely slow and extremely loud.
22	1/26/2016	19:12	Autumn Hills Drive	Y	Y	D	FedEx DC10 type aircraft outbound from takeoff, extremely low, extremely slow and extremely loud.
23	1/27/2016	8:06	Autumn Hills Drive	Y	Y	D	FedEx DC10 type aircraft outbound from takeoff, extremely low, extremely slow and extremely loud.
24	1/27/2016	13:52	Autumn Hills Drive	Y	Y	D	1 of 2 - Two US Air Force Air National Guard C130 aircraft outbound for takeoff, extremely low and extremely loud.
25	1/27/2016	13:52	Autumn Hills Drive	Y	Y	D	2 of 2 -
26	1/27/2016	19:17	Autumn Hills Drive	Y	Y	D	FedEx DC10 type aircraft outbound from takeoff, extremely low, extremely slow and extremely loud.
27	1/29/2016	13:19	Autumn Hills Drive	Y	Y	D	FedEx DC10 type aircraft outbound from takeoff, extremely low, extremely slow and extremely loud.

28	2/3/2016	7:46	Autumn Hills Drive	Y	Y	D	FedEx DC10 type aircraft outbound from takeoff, extremely low, extremely slow and extremely loud.
29	2/3/2016	19:16	Autumn Hills Drive	Y	Y	D	FedEx DC10 type aircraft outbound from takeoff, extremely low, extremely slow and extremely loud.
30	2/4/2016	19:34	Autumn Hills Drive	Y	Y	D	FedEx DC10 type aircraft outbound from takeoff, extremely low, extremely slow and extremely loud.
31	2/4/2016	20:39	Autumn Hills Drive	Y	Y	D	Unknown airline and unknown aircraft type outbound from takeoff, extremely loud.
32	2/6/2016	15:29	Autumn Hills Drive	Y	Y	D	Unknown military type aircraft outbound from takeoff, high enough altitude but still extremely loud.
33	2/8/2016	16:18	Autumn Hills Drive	Y	Y	D	Unknown military type aircraft outbound from takeoff, extremely loud.
34	2/8/2016	17:02	Autumn Hills Drive	Y	Y	D	FedEx A300 type aircraft outbound from takeoff.
35	2/8/2016	19:26	Autumn Hills Drive	Y	Y	D	FedEx DC10 type aircraft outbound from takeoff, extremely low, extremely slow and extremely loud.
36	2/9/2016	12:11	Autumn Hills Drive	Y	Y	D	Unknown business jet aircraft that sounded like an F18. It was probably an old Gulfstream aircraft that is outlawed at most airports.
37	2/9/2016	19:17	Autumn Hills Drive	Y	Y	D	FedEx DC10 type aircraft outbound from takeoff, extremely low, extremely slow and extremely loud.
38	2/10/2016	8:02	Autumn Hills Drive	Y	Y	D	FedEx DC10 type aircraft outbound from takeoff, extremely low, extremely slow and extremely loud. They finally got the MD80s out of here and now the DC10s are making all the noise.
39	2/10/2016	12:25	Autumn Hills Drive	Y	Y	D	US Air Force C17 type aircraft outbound from takeoff, low, slow and extremely loud.
40	2/11/2016	12:13	Autumn Hills Drive	Y	Y	D	US Air Force C17 type aircraft outbound from takeoff, low, slow and extremely loud.
41	2/11/2016	12:29	Autumn Hills Drive	Y	Y	D	A DC10 or MD80 type aircraft outbound from takeoff, extremely loud.
42	2/11/2016	14:45	Autumn Hills Drive	Y	Y	D	1 of 2 - Two unknown military type aircraft outbound from takeoff, really loud.
43	2/11/2016	14:45	Autumn Hills Drive	Y	Y	D	2 of 2 -
44	2/11/2016	19:12	Autumn Hills Drive	Y	Y	D	FedEx DC10 type aircraft outbound from takeoff, extremely low, extremely slow and extremely loud.
45	2/12/2016	6:45	Autumn Hills Drive	Y	Y	N	1 of 2 - The first one at about 6:45 was an American Airlines MD80 type aircraft outbound from takeoff and the second one was a FedEx DC10 at 7:15, slow, low and extremely loud.
46	2/12/2016	7:15	Autumn Hills Drive	Y	Y	D	2 of 2 -
47	2/12/2016	15:30	Autumn Hills Drive	Y	Y	D	Unknown airline and unknown aircraft type outbound from takeoff, extremely loud.
48	2/14/2016	6:20	Autumn Hills Drive	Y	Y	N	An American Airlines MD80 type aircraft outbound from takeoff, it sounded like a DC10.

49	2/14/2016	12:32	Autumn Hills Drive	Y	Y	D	Allegiant Air or American Airlines MD80 type aircraft outbound from takeoff, low, slow and extremely loud.
50	2/14/2016	17:01	Autumn Hills Drive	Y	Y	D	Unknown airline MD80 type aircraft inbound for landing, low and extremely loud.
51	2/14/2016	17:34	Autumn Hills Drive	Y	Y	D	FedEx DC10 type aircraft inbound for landing, super, super low and super, super loud.
52	2/15/2016	19:30	Autumn Hills Drive	Y	Y	D	FedEx DC10 type aircraft outbound from takeoff, extremely low, extremely slow and extremely loud.
53	2/16/2016	8:29	Autumn Hills Drive	Y	Y	D	Unknown airline and unknown aircraft type outbound from takeoff, extremely loud.
54	2/16/2016	12:34	Autumn Hills Drive	Y	Y	D	An American Airlines MD80 type aircraft outbound from takeoff, low, slow and extraordinarily loud.
55	2/17/2016	19:19	Autumn Hills Drive	Y	Y	D	FedEx DC10 type aircraft outbound from takeoff, extremely low, extremely slow and extremely loud.
56	2/18/2016	7:54	Autumn Hills Drive	Y	Y	D	An American Airlines MD80 type aircraft outbound from takeoff, low, slow and extraordinarily loud.
57	2/18/2016	19:56	Autumn Hills Drive	Y	Y	D	FedEx DC10 type aircraft outbound from takeoff, extremely low, extremely slow and extremely loud. It shook the doors in my house.
58	2/19/2016	7:58	Autumn Hills Drive	Y	Y	D	FedEx DC10 type aircraft outbound from takeoff, extremely low, extremely slow and extremely loud.
59	2/19/2016	9:02	Autumn Hills Drive	Y	Y	D	1 of 2 - Southwest Airlines 737 type aircraft times two, inbound for landing, extremely low and loud.
60	2/19/2016	9:02	Autumn Hills Drive	Y	Y	D	2 of 2 -
61	2/24/2016	19:58	Autumn Hills Drive	Y	Y	D	FedEx DC10 type aircraft outbound from takeoff, extremely low, extremely slow and extremely loud.
62	2/25/2016	9:34	Autumn Hills Drive	Y	Y	D	US Air Force C17 type aircraft outbound from takeoff, low, slow and extremely loud.
63	2/25/2016	13:03	Autumn Hills Drive	Y	Y	D	US Air Force Air National Guard C130 type aircraft outbound from takeoff, extremely low and very loud. It shook the shingles off the roof.
64	2/25/2016	15:02	Autumn Hills Drive	Y	Y	D	An American Airlines MD80 type aircraft outbound from takeoff, it sounded like a DC10.
65	2/25/2016	19:17	Autumn Hills Drive	Y	Y	D	FedEx DC10 type aircraft outbound from takeoff, extremely low, extremely slow and extremely loud.
66	2/25/2016	19:26	Autumn Hills Drive	Y	Y	D	UPS A300 type aircraft outbound from takeoff, low, slow and extremely loud.
67	2/26/2016	19:22	Autumn Hills Drive	Y	Y	D	FedEx DC10 type aircraft outbound from takeoff, extremely low, extremely slow and extremely loud.
68	2/27/2016	10:35	Autumn Hills Drive	Y	Y	D	Unknown MD80 type aircraft inbound fro landing low and extremely loud.
69	2/27/2016	12:48	Autumn Hills Drive	Y	Y	D	Unknown MD80 type aircraft outbound from takeoff, low slow and extremely loud.

70	3/2/2016	12:18	Autumn Hills Drive	Y	Y	D	Unknown MD80 type aircraft inbound fro landing low and extremely loud.
71	3/2/2016	15:09	Autumn Hills Drive	Y	Y	D	Unknown MD80 type aircraft outbound from takeoff, low slow and extremely loud.
72	3/3/2016	6:42	Autumn Hills Drive	Y	Y	N	An American Airlines MD80 type aircraft outbound from takeoff, it sounded like a DC10.
73	3/3/2016	7:58	Autumn Hills Drive	Y	Y	D	FedEx DC10 type aircraft outbound from takeoff, extremely low, extremely slow and extremely loud.
74	3/3/2016	15:57	Autumn Hills Drive	Y	Y	D	An American Airlines MD80 type aircraft outbound from takeoff, low, slow and extraordinarily loud.
75	3/11/2016	19:24	Autumn Hills Drive	Y	Y	D	US Air Force C17 type aircraft outbound from takeoff, low, slow and extremely loud.
76	3/11/2016	19:32	Autumn Hills Drive	Y	Y	D	Unknown airline and unknown aircraft type outbound from takeoff, extremely loud.
77	3/15/2016	15:30	Autumn Hills Drive	Y	Y	D	Unknown MD80 type aircraft outbound from takeoff, low slow and extremely loud.
78	3/15/2016	19:02	Autumn Hills Drive	Y	Y	D	Unknown MD80 type aircraft outbound from takeoff, low slow and extremely loud.
79	3/16/2016	6:30	Autumn Hills Drive	Y	Y	N	An American Airlines MD80 type aircraft outbound from takeoff, low, slow and extraordinarily loud.
80	3/29/2016	17:17	Autumn Hills Drive	Y	Y	D	FedEx DC10 type aircraft inbound for landing, super, super low and super, super loud.
81	3/29/2016	17:40	Autumn Hills Drive	Y	Y	D	UPS 757 inbound for landing, extremely low and extremely loud.
82	3/31/2016	6:36	Autumn Hills Drive	Y	Y	N	Unknown MD80 type aircraft outbound from takeoff, low slow and extremely loud.
83	3/31/2016	12:45	Autumn Hills Drive	Y	Y	D	Unknown MD80 type aircraft outbound from takeoff, low slow and extremely loud.
84	3/31/2016	14:00	Autumn Hills Drive	Y	Y	D	It looked like an American Airlines MD80 type aircraft inbound for landing, low and extremely loud.
85	3/31/2016	18:20	Autumn Hills Drive	Y	Y	D	US Air Force C17 type aircraft inbound for landing, low, slow and extremely loud.
86	3/31/2016	18:51	Autumn Hills Drive	Y	Y	D	FedEx DC10 type aircraft inbound for landing, super, super low and super, super loud.

LOCATION NE

EVENT DATE EVENT TIME ADDRESS ELIGIBLE MITIGATED DAY/NIGHT COMMENTS

1	1/9/2016	14:39	Silverada Boulevard	N	N	D	Loud - The disturbance type was 'Loud noise' - This individual reported 204 complaints for the 1st quarter of 2016 - The complaints were predominantly about north flow departures.
2	1/9/2016	15:15	Silverada Boulevard	N	N	D	Overflight loud - The disturbance type was 'Loud noise'

3	1/9/2016	16:39	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
4	1/13/2016	19:17	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
5	1/13/2016	20:09	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
6	1/13/2016	20:25	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
7	1/13/2016	21:38	Silverada Boulevard	N	N	D	Send them south for departure not north - The disturbance type was 'Loud noise'
8	1/13/2016	21:54	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
9	1/14/2016	16:40	Silverada Boulevard	N	N	D	Military? Just LOUD - The disturbance type was 'Loud noise'
10	1/15/2016	6:29	Silverada Boulevard	N	N	N	1 of 2 - Two in a row very loud- The disturbance type was 'Loud noise'
11	1/15/2016	6:29	Silverada Boulevard	N	N	N	2 of 2 -
12	1/15/2016	7:00	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
13	1/15/2016	7:20	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
14	1/18/2016	12:37	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
15	1/18/2016	12:39	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
16	1/18/2016	12:55	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
17	1/23/2016	16:23	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
18	1/23/2016	16:40	Silverada Boulevard	N	N	D	Fly the departures south not north - The disturbance type was 'Loud noise'
19	1/24/2016	0:16	Silverada Boulevard	N	N	N	- The disturbance type was 'Loud noise'
20	1/24/2016	7:17	Silverada Boulevard	N	N	D	Overflight AM, early morning and loud - The disturbance type was 'Loud noise'
21	1/24/2016	9:00	Silverada Boulevard	N	N	D	Overflight - The disturbance type was 'Loud noise'
22	1/24/2016	9:17	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
23	1/24/2016	9:46	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
24	1/24/2016	9:54	Silverada Boulevard	N	N	D	LOUD THEY SHOULD BE DEPARTING SOUTH - The disturbance type was 'Overflight'
25	1/24/2016	11:24	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
26	1/24/2016	11:44	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
27	1/24/2016	12:27	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
28	1/24/2016	12:45	Silverada Boulevard	N	N	D	Depart south not north - The disturbance type was 'Loud noise'
29	1/24/2016	12:52	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'

30	1/24/2016	14:22	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
31	1/24/2016	14:32	Silverada Boulevard	N	N	D	Overflight - The disturbance type was 'Loud noise'
32	1/24/2016	15:06	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
33	1/24/2016	16:55	Silverada Boulevard	N	N	D	Low flying overflight - The disturbance type was 'Loud noise'
34	1/24/2016	17:55	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
35	1/24/2016	18:02	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
36	1/24/2016	18:20	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
37	1/24/2016	18:53	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
38	1/24/2016	19:20	Silverada Boulevard	N	N	D	Loudest overflight today - The disturbance type was 'Loud noise'
39	1/24/2016	19:32	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
40	1/24/2016	19:47	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
41	1/24/2016	20:39	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
42	1/25/2016	0:16	Silverada Boulevard	N	N	N	- The disturbance type was 'Loud noise'
43	1/25/2016	12:17	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
44	1/25/2016	12:30	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
45	1/25/2016	15:05	Silverada Boulevard	N	N	D	Very LOUD OVERFLIGHT - The disturbance type was 'Loud noise'
46	1/25/2016	15:07	Silverada Boulevard	N	N	D	Fly the departures south not north - The disturbance type was 'Loud noise'
47	1/25/2016	15:39	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
48	1/30/2016	12:25	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
49	1/30/2016	12:34	Silverada Boulevard	N	N	D	It shook the house - The disturbance type was 'Loud noise'
50	1/30/2016	13:06	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
51	1/30/2016	14:00	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
52	1/30/2016	14:49	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
53	2/1/2016	10:20	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
54	2/1/2016	10:24	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
55	2/1/2016	11:30	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
56	2/1/2016	11:35	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
57	2/1/2016	11:35	Silverada Boulevard	N	N	D	They should take off south - The disturbance type was 'Loud noise'
58	2/1/2016	12:13	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'

59	2/1/2016	12:28	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
60	2/1/2016	13:04	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
61	2/1/2016	13:10	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
62	2/1/2016	15:25	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
63	2/1/2016	16:04	Silverada Boulevard	N	N	D	Over home - The disturbance type was 'Loud noise'
64	2/1/2016	16:10	Silverada Boulevard	N	N	D	Loud - The disturbance type was 'Loud noise'
65	2/2/2016	13:35	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
66	2/2/2016	13:40	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
67	2/2/2016	13:48	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
68	2/2/2016	13:51	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
69	2/2/2016	17:08	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
70	2/2/2016	18:08	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
71	2/13/2016	19:20	Silverada Boulevard	N	N	D	OVERFLIGHT ABOVE HOME - The disturbance type was 'Loud noise'
72	2/13/2016	20:45	Silverada Boulevard	N	N	D	LOUD LOUD LOUD - The disturbance type was 'Overflight'
73	2/13/2016	21:35	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
74	2/19/2016	8:54	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
75	2/19/2016	9:12	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
76	2/19/2016	9:36	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
77	2/21/2016	18:15	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
78	2/21/2016	18:22	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
79	2/21/2016	18:35	Silverada Boulevard	N	N	D	They are going north again over homes - The disturbance type was 'Loud noise'
80	2/21/2016	18:55	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
81	2/28/2016	15:14	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
82	2/28/2016	15:17	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
83	2/29/2016	19:05	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
84	2/29/2016	19:21	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
85	2/29/2016	19:25	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
86	2/29/2016	19:28	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'

87	2/29/2016	19:39	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
88	2/29/2016	20:10	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
89	3/1/2016	19:24	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
90	3/1/2016	19:33	Silverada Boulevard	N	N	D	It shook the house - The disturbance type was 'Loud noise'
91	3/1/2016	19:40	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
92	3/2/2016	9:36	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
93	3/2/2016	9:40	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
94	3/2/2016	9:45	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
95	3/2/2016	11:14	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
96	3/2/2016	11:26	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
97	3/2/2016	11:27	Silverada Boulevard	N	N	D	They are taking off north over homes that are not protected like the south with 3 way glass - The disturbance type was 'Loud noise'
98	3/2/2016	11:32	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
99	3/2/2016	12:10	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
100	3/2/2016	12:21	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
101	3/2/2016	12:22	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
102	3/2/2016	12:36	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
103	3/2/2016	12:38	Silverada Boulevard	N	N	D	OVERFLIGHT - The disturbance type was 'Loud noise'
104	3/2/2016	12:40	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
105	3/3/2016	19:25	Silverada Boulevard	N	N	D	Very loud - The disturbance type was 'Loud noise'
106	3/3/2016	19:29	Silverada Boulevard	N	N	D	Overflight very loud - The disturbance type was 'Loud noise'
107	3/3/2016	19:32	Silverada Boulevard	N	N	D	They should be taking off south not north. It is too loud to have overflights of the homes in north as they are not protected like south - The disturbance type was 'Loud noise'
108	3/3/2016	19:39	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
109	3/3/2016	19:43	Silverada Boulevard	N	N	D	The aircraft should depart south not north, otherwise you should update all the homes in the north to block the noise - The disturbance type was 'Loud noise'
110	3/3/2016	21:06	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
111	3/7/2016	12:06	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
112	3/7/2016	12:10	Silverada Boulevard	N	N	D	- The disturbance type was 'Overflight'

113	3/7/2016	12:14	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
114	3/7/2016	12:17	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
115	3/7/2016	12:19	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
116	3/7/2016	12:31	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
117	3/7/2016	12:53	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
118	3/7/2016	13:31	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
119	3/7/2016	14:34	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
120	3/7/2016	14:36	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
121	3/7/2016	14:36	Silverada Boulevard	N	N	D	SHOULD BE TAKING OFF SOUTH WHERE THE WINDOWS ARE TRIPLE PANE AND HOMES ARE SET UP FOR JET NOISE - The disturbance type was 'Loud noise'
122	3/7/2016	15:08	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
123	3/7/2016	15:29	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
124	3/7/2016	15:31	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
125	3/7/2016	15:36	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
126	3/7/2016	15:39	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
127	3/7/2016	15:44	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
128	3/7/2016	16:50	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
129	3/7/2016	16:55	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
130	3/7/2016	17:09	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
131	3/7/2016	19:15	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
132	3/8/2016	18:01	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
133	3/8/2016	18:05	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
134	3/8/2016	19:47	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
135	3/11/2016	10:13	Silverada Boulevard	N	N	D	Departures should be south not north - The disturbance type was 'Loud noise'
136	3/11/2016	10:54	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
137	3/14/2016	13:17	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
138	3/14/2016	13:25	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
139	3/14/2016	20:30	Silverada Boulevard	N	N	D	Very, very loud take off - The disturbance type was 'Loud noise'

140	3/14/2016	20:39	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
141	3/15/2016	16:56	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
142	3/15/2016	17:56	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
143	3/15/2016	18:02	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
144	3/15/2016	18:11	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
145	3/15/2016	18:39	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
146	3/15/2016	18:45	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
147	3/22/2016	7:05	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
148	3/22/2016	8:10	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
149	3/22/2016	9:20	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
150	3/22/2016	11:00	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
151	3/22/2016	11:07	Silverada Boulevard	N	N	D	Loud noise - The disturbance type was 'Overflight'
152	3/22/2016	12:10	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
153	3/22/2016	12:37	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
154	3/22/2016	12:43	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
155	3/22/2016	12:45	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
156	3/22/2016	12:46	Silverada Boulevard	N	N	D	Why not depart south? It is noisy this way - The disturbance type was 'Loud noise'
157	3/22/2016	14:29	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
158	3/22/2016	15:17	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
159	3/22/2016	17:42	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
160	3/22/2016	18:14	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
161	3/22/2016	18:26	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
162	3/22/2016	19:18	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
163	3/23/2016	0:41	Silverada Boulevard	N	N	N	It is almost 1am and they are still making noise going north when you should go south - The disturbance type was 'Loud noise'
164	3/24/2016	0:00	Silverada Boulevard	N	N	N	Military? Very loud - The disturbance type was 'Loud noise'
165	3/24/2016	18:32	Silverada Boulevard	N	N	D	It looked like a military aircraft and it was very, very LOUD - The disturbance type was 'Loud noise'
166	3/24/2016	20:04	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'

167	3/24/2016	20:42	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
168	3/25/2016	0:12	Silverada Boulevard	N	N	N	- The disturbance type was 'Loud noise'
169	3/25/2016	15:12	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
170	3/25/2016	16:30	Silverada Boulevard	N	N	D	Loud - The disturbance type was 'Loud noise'
171	3/25/2016	16:50	Silverada Boulevard	N	N	D	Loud - The disturbance type was 'Loud noise'
172	3/25/2016	17:00	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
173	3/25/2016	20:43	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
174	3/25/2016	20:58	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
175	3/26/2016	0:01	Silverada Boulevard	N	N	N	Fly the departures south not north - The disturbance type was 'Loud noise'
176	3/29/2016	0:15	Silverada Boulevard	N	N	N	- The disturbance type was 'Loud noise'
177	3/29/2016	0:28	Silverada Boulevard	N	N	N	- The disturbance type was 'Loud noise'
178	3/29/2016	0:37	Silverada Boulevard	N	N	N	- The disturbance type was 'Loud noise'
179	3/29/2016	0:49	Silverada Boulevard	N	N	N	- The disturbance type was 'Loud noise'
180	3/29/2016	1:09	Silverada Boulevard	N	N	N	- The disturbance type was 'Loud noise'
181	3/29/2016	1:16	Silverada Boulevard	N	N	N	They should take off south - The disturbance type was 'Loud noise'
182	3/29/2016	1:28	Silverada Boulevard	N	N	N	- The disturbance type was 'Loud noise'
183	3/29/2016	11:48	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
184	3/29/2016	11:48	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
185	3/29/2016	11:54	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
186	3/29/2016	14:18	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
187	3/29/2016	14:50	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
188	3/29/2016	15:08	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
189	3/29/2016	15:27	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
190	3/29/2016	16:57	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
191	3/29/2016	17:38	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
192	3/30/2016	0:20	Silverada Boulevard	N	N	N	- The disturbance type was 'Loud noise'
193	3/30/2016	0:24	Silverada Boulevard	N	N	N	- The disturbance type was 'Loud noise'
194	3/30/2016	4:44	Silverada Boulevard	N	N	N	- The disturbance type was 'Loud noise'
195	3/30/2016	16:44	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'

196	3/30/2016	16:47	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
197	3/30/2016	16:55	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
198	3/30/2016	18:12	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
199	3/30/2016	21:13	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
200	3/30/2016	21:15	Silverada Boulevard	N	N	D	Take off south---we are not triple paned windows on this side of town - The disturbance type was 'Loud noise'
201	3/30/2016	21:17	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
202	3/30/2016	21:17	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
203	3/30/2016	21:26	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'
204	3/30/2016	21:44	Silverada Boulevard	N	N	D	- The disturbance type was 'Loud noise'

LOCATION **OTH**

EVENT DATE EVENT TIME ADDRESS ELIGIBLE MITIGATED DAY/NIGHT COMMENTS

1	1/6/2016	20:24	E 4th Ave	N	N	D	The last two planes were very low and shook the house.
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LOCATION **SH**

EVENT DATE EVENT TIME ADDRESS ELIGIBLE MITIGATED DAY/NIGHT COMMENTS

1	3/9/2016	15:15	Dixon Ln	N	N	D	I am calling about the constant aircraft throughout the day.
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LOCATION **SP**

EVENT DATE EVENT TIME ADDRESS ELIGIBLE MITIGATED DAY/NIGHT COMMENTS

1	3/1/2016	19:29	Charolaise Cir	N	N	D	Yes your planes are vibrating my floor and shaking my windows. And you tell me I'm not in your flight path. There are big jets that are flying over the top of my house. I called and complained before and you tell me I'm not in your flight path. I'm telling you you're full of it and you need to do something about it. Get them on the correct flight path that is not over the top of me. I'm not in your flight path; it's not supposed to happen. It shouldn't be rattling my windows and it shouldn't be shaking my floors. Please give me a call and tell me what you're going to do about it.
2	3/31/2016	20:07	Irene Way	N	N	D	Very low route --not the usual flight path - The disturbance type was 'Loud noise'