

AIRPORT NOISE ADVISORY PANEL (ANAP)

2nd Quarter, June 20, 2016

3:30 P.M.

MINUTES

MEMBERS PRESENT

Airport Board of Trustees	Jenifer Rose, Chairwoman
Airport Board of Trustees	Jessica Sferrazza, Vice Chairwoman
City of Reno Community Development	Nathan Gilbert
Economic Development Authority of Western Nevada	Frank Lepori
FAA/Air Traffic Manager	Karl Scribner
City of Sparks Citizen	David Shocket
The Chamber, Reno Sparks Northern Nevada	Lisa Ruggerio
City of Sparks Citizen	George Graham
RTIA Airlines Representative	Capt. Jon Proehl
Fixed Base Operators	Patrick Wink
Fixed Base Operators	Tiffany Morris

RENO-TAHOE AIRPORT AUTHORITY STAFF

VP, Planning, Engineering & Environmental Management	Jamie McCluskie
Manager, Planning and Environmental Services	Dan Bartholomew
Noise Analyst	Rick Miller
Senior Airport Planner	Lissa Butterfield
Capital Improvements & Grant Coordinator	Faith Allen
Administrative Assistant III	Lacy Glodowski

MEMBERS ABSENT

Nevada Air National Guard	Capt. Erik Brown
FAA Airport Traffic Control Division	David Ellsworth
City of Reno Citizen	Glenn Graves
Washoe County Citizen	Yvonne Murphy
Washoe County Citizen	Allayne Donnelly-Everett
Washoe County Department of Comprehensive Planning	Chad Giesinger
FAA Flight Standards District Office	Lee Oscar
Reno-Sparks Convention & Visitors Authority	Brian Rivers
City of Sparks Community Development	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 3:32 p.m.

PUBLIC COMMENT

None.

APPROVAL OF MINUTES

Motion was made and seconded, and the Panel approved the minutes from the 1st Quarter meeting of March 21, 2016 with no changes.

DISCUSSION AND POSSIBLE ACTION TO CANCEL SEPTEMBER 19, 2016 MEETING

Lissa Butterfield, Senior Airport Planner, gave a brief presentation on the 21st Annual International Aviation Forecast Summit, put on by the Boyd Group International. The 2016 Boyd Conference, cohosted by Squaw Valley Ski Holdings and the Reno-Tahoe International Airport, will take place Sunday, September 18th through Wednesday, September 21st. As all Airport Authority Board members, including the ANAP Chair and Vice Chair, are expected to attend this conference, staff is recommending the cancellation of the September 19th ANAP meeting.

Motion was made and seconded, and the Panel approved the cancellation of the September 19, 2016 meeting; however, the Panel would still like to receive the quarterly packet via email.

QUARTERLY REPORTS

Rick Miller, Noise Analyst, presented information on Flight Schedule Changes, Air Cargo Activity, Runway Use, and Noise Complaints.

FLIGHT SCHEDULE CHANGES

The following flight schedule changes have occurred since December 2015, resulting in an increase from 51 daily departures in January to 64 daily departures in June:

- ➔ January (51) – Southwest Airlines discontinued one (1) non-stop flight to Denver, CO and one (1) non-stop flight to Los Angeles, CA. United Airlines discontinued one (1) seasonal, non-stop service to Houston, TX and one (1) non-stop flight to San Francisco, CA. American Airlines discontinued one (1) non-stop flight to Dallas/Ft. Worth, TX. Delta Airlines discontinued one (1) seasonal, non-stop service to Minneapolis, MN.
- ➔ 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 and one (1) non-stop service to Los Angeles, CA and resumed one (1) seasonal non-stop service to Chicago, IL (Midway). Alaska Airlines added one (1) non-stop service to Orange County, CA and one (1) non-stop flight to Portland, OR. American Airlines added one (1) non-stop flight to Phoenix, AZ.
- ➔ April (55) – Southwest Airlines discontinued one (1) seasonal non-stop service to Houston, TX and added one (1) non-stop flight to Las Vegas, NV. American Airlines discontinued one (1) non-stop flight to Phoenix, AZ.
- ➔ May (55) – No changes.
- ➔ June (64) – American Airlines added one (1) non-stop flight to Dallas, TX, one (1) non-stop flight to Los Angeles, CA, one (1) non-stop flight to Chicago, IL (O’Hare), and one (1) non-stop flight to Phoenix, AZ. Southwest Airlines discontinued one (1) non-stop flight to Las Vegas, NV and added three (3) non-stop service to Oakland, CA. United Airlines resumed one (1) non-stop seasonal service to Houston, TX. Allegiant Airlines added one (1) non-stop service to Los Angeles, CA. Delta Airlines resumed one (1) non-stop seasonal service to Minneapolis, MN.

CARGO ACTIVITY

There have been no significant changes to the air cargo schedule since the last quarterly update, as the increased air cargo tonnage is being accommodated with larger aircraft, transporting greater capacity at the same frequency.

RUNWAY USE

Runway use at Reno-Tahoe International Airport is typically a 75/25 or 80/20 split with the majority of the departures using the South Flow. During the 1st Quarter, 77 percent of all departures took the south departure routes.

NOISE COMPLAINTS

Noise complaints during the 1st Quarter totaled 296 from eight (8) households. There were 81 complaints in January, 79 in February, and 136 in March.

Northeast Reno complaints were related to North Flow departures, while the Huffaker complaints were due to North Flow arrivals. As shown in the Complaints vs. Operations exhibit, there were several spikes in the complaints resulting from specific flights: American Airlines MD-80 flights, Allegiant Airlines MD-80 flights, and Cargo DC-10 Aircraft. American Airlines has since shifted back to quieter 737-800 aircraft which should reduce the number of complaints.

Chairwoman Rose stated that there seemed to be a greater number of complaints, and staff confirmed that complaints appeared to be rising.

Vice Chairwoman Sferrazza inquired as to whether the rise in complaints correlates with new passenger service or increased cargo traffic. Staff clarified that the increased cargo weight was being carried in larger aircraft and not with an increase in the number of daily cargo departures. This allows the cargo carriers to maintain their current shipping schedule while also carrying more weight. The larger cargo aircraft are DC-10s which are louder and could be a contributing factor. Staff added that the new passenger service likely has minimal to no impact on the complaints.

Mr. Graham, City of Sparks Citizen, inquired as to why American Airlines switched aircraft. Staff stated that American Airlines is upgrading their aircraft nationwide. Their mid-day flight used an MD-80 aircraft but has been switched to a newer generation 737-800 which is much quieter. Staff expects a resultant reduction in complaints.

AIRCRAFT NOISE SENSITIVE DEVELOPMENTS

Lissa Butterfield, Senior Airport Planner, reported on the aircraft noise-sensitive developments proposed since the 1st Quarter ANAP meeting.

Only one aircraft noise-sensitive development was proposed. Located within the City of Reno, Sierra Center Behavioral Health is a new behavioral health hospital development, located within the 65 dBA DNL contour. This development includes approximately 120 beds with potential overnight stays of 5-7 nights. Users of the facility could and will likely experience overflight noise. As a result, the Airport Authority requested conditions which would mitigate sleep disturbance.

Vice Chairwoman Sferrazza thanked staff for providing these updates to the Panel and stated that the input from the Airport is critical.

STAFF ITEMS

Lissa Butterfield, Senior Airport Planner, provided an update on the Taxiway Charlie construction project. As reported at the 1st Quarter meeting, staff had anticipated that construction would resume in April and conclude within 45 days; however, construction has taken a little longer than expected. Work started on April 18th and will continue into the first or second week of July. The north flow related noise complaints can be expected to continue into July, while the construction work is still being completed.

Lissa Butterfield, Senior Airport Planner, provided a summary of the Sound Insulation Program research, related to a home on Autumn Hills Drive, which was requested at the 1st Quarter ANAP meeting by Chairwoman Rose and Vice Chairwoman Sferrazza. The specific home is located directly off the ends of primary and secondary runways of the Airport without a single house between this home and the Airport. There is a senior condo development and several ranch homes located closer to the Airport; however they are east of this property and not in direct alignment. The home received sound insulation improvements in 2000, 15 years ago. An additional 254 homes also received sound insulation improvements at that time.

The improvements for this particular home were as follows:

- Replaced the existing wooden front door and the door between the garage and the living room with a minimum Sound Transmission Class (STC) 38 acoustically rated metal doors and acoustically sealed the edges.
- Modified the existing sliding glass door into the living room with the addition of a secondary exterior glass door with an air space of at least 2". The air pocket helps create additional protection against noise.
- Replaced a total of 12 aluminum framed single pane windows with STC40 rated vinyl triple pane windows. Six (6) of the windows were required to be lowered due to code-related egress requirements. In every case where a window was lowered, exterior shutters that covered the new length were installed.
- Installed additional attic insulation to achieve an R30 level where feasible. No new attic access points were installed.
- There was an exterior venting range hood which meant the stove vented to the outside, allowing in aircraft noise. That duct work was sealed and a new interior circulating vent was installed.
- The fireplace was fitted with a chimney cap damper that when not in use can be closed.
- The existing forced air system was modified with the insulation of a summer switch which allows 20 percent fresh air to enter the home even with the windows closed
- Installed seven (7) additional smoke detectors.

This specific home was not included in the FAA required pre and post construction acoustical testing program. All tested homes are volunteer-based. According to our records, we included every home into the testing program when the owner volunteered. The pre and post construction acoustical testing did include a home with the exact same floor plan that received construction at the same time.

The goal of the acoustical testing program was to get one of two measurements post construction: Inside noise levels should be no louder than 45 decibels and at least a 5 decibel reduction between pre and post testing. The home with the same floor plan, located just a couple houses over, had testing results which included an inside noise level of 40 decibels and a 6.8 decibel reduction. The home immediately next to this specific home was also tested. Although it

had a different floor plan, the neighboring home had testing results which included an inside noise level of 41.9 decibels and an 8.2 decibel reduction. Both of these homes easily exceeded the FAA post testing requirements, and staff is very comfortable stating that the specific home asked about received significant improvements which met or more likely exceeded FAA requirements at that time.

Chairwoman Rose thanked staff for taking the time to research this specific home and asked if this individual is still calling every day. Staff stated that while he calls on regular basis, many of his calls include references to aircraft noise bothering him when he's outside or has his windows open.

Mr. Shocket, City of Sparks Citizen, commented on the fact that during this staff report, he used an application on his cell phone to identify decibel levels. During normal conversation in this meeting, the reading was 57 decibels. Reducing noise levels to 40 decibels inside the home is very impressive.

Mr. Lepori, EDAWN Representative, asked how many times a day does a plane fly over his home. Staff stated this home is close enough to the Airport that the aircraft are either departing or arriving with wings level and are not turning. As a result, not counting military aircraft and general aviation operations, there are about 50 departures/arrivals over this house each day.

Mr. Graham, City of Sparks Citizen, asked when the improvements were done and when the noise complaints began. Staff stated that the improvements were done in 2000, and the calls begin in 2007 correlating when it is understood the homeowner retired.

Rick Miller, Noise Analyst, gave a brief presentation regarding a recent *Reno-Gazette Journal* (RGJ) article. In April, the RGJ received some aircraft noise inquiries, and they contacted the Airport which resulted in an extensive interview and subsequent article. The main question asked was whether increasing air service and flights were causing more noise over South Reno. Staff was very pleased with the well-written article and provided copies to the Panel.

Ms. Ruggerio, The Chamber Representative, thanked Staff for helping create an informative article.

GENERAL COMMITTEE COMMENTS, QUESTIONS & ITEMS FOR FUTURE COMMITTEE MEETINGS

Tiffany Morris with Atlantic Aviation introduced their new General Manager, Patrick Wink, to the Panel.

With the cancellation of the September meeting, the next ANAP meeting will be held on Monday, December 5, 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 4:10 p.m.