

AIRPORT NOISE ADVISORY PANEL (ANAP)

4th Quarter, December 7, 2005

6:00 P.M.

FINAL

MEMBERS PRESENT

City of Sparks Citizen	Dr. Larry Kleinworth, Chair
City of Sparks Planning	Neil Krutz, Vice-Chair
Air Traffic Control	Donald Brooks
Fixed Base Operator	Ryan Gauger
Sparks Chamber of Commerce	David Ginsburg
Washoe County Planning	Sharon Kvas
Airport Board of Trustees	Larry Martin
City of Reno Citizen (Stead)	Arbie Neal
Washoe County Citizen	Ron Nicholson
City of Sparks Citizen	Mike Railey
Washoe County Citizen	Patrick Reardon
City of Reno Planning	Beverly Straub

MEMBERS ABSENT

General Aviation	Don Berman
Air Cargo	Ron Delgado
City of Sparks Citizen	Karen Johnston
Air National Guard	Lt. Col. Mitch Sperling
Airlines	Tom Prescott
City of Reno Citizen	Charles Ulm
Washoe County Citizen	Bill Vandenberg
City of Reno Citizen	Vacant
Reno/Sparks Chamber	Vacant

ALSO PRESENT

RTAA	Dean Schultz, A.A.E., Director of Planning & Environmental Services
	Mark Cameron, Noise Abatement Coordinator
	Lissa Butterfield, Administrative Assistant II
Harris Miller Miller & Hanson (HMMH)	Gene Reindel
	Ted Baldwin
C. Kell-Smith & Associates	Carla Kell-Smith

CALL TO ORDER/APPROVAL OF MINUTES

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

Chairman Kleinworth called the meeting to order. The Panel approved the minutes from the 1st quarter meeting of March 2, 2005, the minutes from the 2nd quarter meeting of June 8, 2005 and the minutes from the 3rd quarter meeting of September 7, 2005.

INTRODUCTION OF NEW MEMBER

Mr. Cameron introduced Mr. Ryan Gauger, from JetWest, who will be the Fixed Base Operator representative for the Panel.

3rd QUARTER NOISE COMPLAINTS & CARGO ACTIVITY REPORT

Mr. Cameron presented the 3rd quarter noise complaint report for July, August and September of 2005. The total number of noise complaints for the 3rd quarter was 64. There were 39 complaints in July, 17 in August and 8 in September, with 183 complaints to date for the year. The noise hotline was unavailable for brief periods during July and September.

The largest percentage of noise complaints came from the South Hills area with 16 complaints at 25% of the quarterly total. Sparks was next with 23% of the quarterly complaints.

The total average daily airline operations for the 3rd quarter averaged 178. 87% of these operations occurred during daytime hours (7:00 a.m. - 10:00 p.m.). Of the 64 total noise complaints, 66% referred to flights occurring during daytime hours. The nighttime complaint percentage was 34%. 62% of the cargo operations occur during daytime hours with 38% occurring during nighttime hours from 10:00 p.m. to 7:00 a.m.

Mr. Cameron reported that most cargo operations occur between 3:00 a.m. and 9:00 a.m. and between 3:00 p.m. and 8:00 p.m., however, because of the holiday season, there will be a sharp increase in the 4th quarter cargo operations. The ratio of complaints to number of operations is highest between 10:00 p.m. and 5:00 a.m. Eight complainants did not give a time of event and were not included in the complaints to operations slide.

3rd QUARTER FLIGHT SCHEDULE REPORT

Mr. Cameron detailed the following flight schedule changes since June (92 daily departures):

- ➔ July – 90 daily departures. Aloha Airlines discontinued one daily departure to San Diego with ongoing service to Kahului. Scenic Airlines discontinued one daily departure to Elko. Southwest Airlines added one Saturday only departure to San Diego.
- ➔ August – 89 daily departures. Frontier Airlines discontinued one daily departure to Denver. Northwest Airlines discontinued one Saturday only departure to Detroit.
- ➔ September – 85 daily departures. American Airlines discontinued one daily departure to Dallas. America West Airlines discontinued one day per week departure to Las Vegas. Skywest Airlines discontinued two daily departures to Salt Lake City. United Airlines discontinued one daily departure to Denver.

SOUND INSULATION PROGRAM REPORT – PHASES 11, 12, 13, 14 & 15

Mr. Cameron provided an update on the residential sound insulation program. Phases 11 and 12 are substantially complete and in the progress of being closed out.

Phase 13 consists of 158 homes. Construction was completed on November 18th. The home owner surveys will be collected in December with results expected in time for the 1st quarter 2006 ANAP meeting.

Phase 14 consists of 90 homes in South Reno, Sparks, Donner Springs, Huffaker Hills and Home Gardens. Contracts were awarded to Graham Architectural Products for the windows, while construction contracts went to Alpine Energy for 14.1 & 14.4, G.E. Chen Construction for 14.2 and Advance Installations for 14.3. Materials are currently being manufactured and construction is scheduled to begin in April 2006.

Phase 15 consists of 120 homes in South Reno, Sparks, Donner Springs, Huffaker Hills and Home Gardens. There are 75 base homes and 45 alternate homes. A Home Owner Kick-Off Meeting was held on November 3rd. Architectural Measurements appointments began on November 17th and bid advertising will occur on February 24th. Construction bids for Phases 15.1, 15.2 and 15.3 will be received by March 29th.

PROGRESS UPDATE ON PERMANENT NOISE MONITORING SYSTEM INSTALLATION

Mr. Cameron provided a brief history on noise issues at RTIA. The Airport Noise Advisory Panel was informally established in 1981 and then formally recognized by the RTAA Board of Trustees in 1984. RTAA conducted an Airport Noise Control and Land-Use Compatibility Study in 1979 and a Federal Aviation Regulation Part 150 Noise and Land-Use Compatibility Study in 1991. Several operational changes were recommended and implemented including land acquisition and sound insulation. In 1998 with the hiring of Executive Director Krys T Bart, A.A.E., RTAA has increased noise abatement efforts such as land acquisition and sound insulation and pushed for a permanent noise monitoring system. As part of the Federal Aviation Regulation Part 150 Noise and Land-Use Compatibility Study Update in 2002, RTAA moved ahead with plans for a permanent noise monitoring system and acquired the necessary grant funding. Mr. Cameron then introduced Gene Reindel and Ted Baldwin, from Harris Miller Miller & Hanson, and Carla Kell-Smith, from C. Kell-Smith & Associates, to discuss the permanent noise monitoring system.

Mr. Reindel explained that the questions he hoped to answer include what are the primary objectives for having a noise and operations monitoring system (NOMS), what is an operations and noise monitoring system, what are the components included in the designed system and what is the acquisition process. The main objective for the RTAA NOMS is to enhance public understanding of aircraft noise and operations and to continue the good neighbor policy. The proposed system will reflect aircraft operations 24 hours a day, 7 days a week and document runway use, activity levels and fleet mix. The system will monitor aviation radio communications, weather conditions and noise levels.

A NOMS is a data-collection system and a central processor for the collected data which integrates, correlates and stores the data for analysis and report-output. HMMH recommends, based on feedback from other airports using NOMS, that RTAA use two sources of data to complement each other: one directly from the FAA and one from a passive source. The typical NOMS configuration consists of fixed permanent noise monitors in the field (HMMH recommends fourteen in the Reno/Sparks/Washoe County area) and two portable noise monitors to supplement and back up the permanent monitors. HMMH pinpointed 14 locations ideally situated based on traffic flow and

community population. Mr. Schultz pointed to a map with the 14 locations showing that the southern most monitors extend to Virginia Foothills and Mount Rose Highway while the northern most monitors cover Sun Valley. Mr. Reindel explained that wind monitors will be set up at each of the noise monitor locations to back up the weather data collected from the Automated Surface Observation Station (ASOS). Wind speed and direction affects the flight path and noise propagation.

Flight data will be available on-line via standard web browsers to RTAA staff and to the public with an FAA-required safety delay of approximately 10 minutes. A community member can input the approximate time and date of a noisy flight and retrieve information on which airline was overhead. The flight data can also be used for operational reports by RTAA in order to establish better flight corridors and for the creation of accurate flight and noise contours.

The expected cost of the NOMS is \$1,125,000 for acquisition and installation and \$225,000 for annual operations and maintenance including an additional airport staff member. The vendors will be asked to provide cost information on a hosted system (the vendor stores and processes data and RTAA accesses data via a secure site) and a non-hosted system (the airport stores and processes data). Reporting requirements include noise contours, runway use, flight tracking and web site tracking.

The conceptual design stage has been completed. The next step in the schedule is finalizing the technical specifications language, followed by systems procurement and selecting a vendor. Installation should begin in July 2006 and be completely operational by January 2007.

During the question and answer section, Mr. Reindel provided the following additional information:

- There is no standardized anticipated life of the system. The oldest NOMS are 20-25 years old and all of them are still operational although some have been updated with newer technologies. The specifications will require a 20-year lifespan and include regular software updates. The most hostile environment is a hot and humid climate and Florida's systems are almost 30 years old.
- While 20% of the original outlay spent on annual maintenance may seem high, support and maintenance typically averages 12% of that total. RTAA's annual maintenance includes costs for a new staff member (salary and benefits) who will be responsible for all on-site data processing and software calibration and repair and output production, and to purchase approximately six annual data subscriptions (e.g. airline identifier data). An off-site server decreases the level of IT staff work but not the need for NOMS staff. Typically, NOMS systems do not generate monies to pay for annual costs although they can create accurate landing reports which may increase airport revenues by accurately reporting landing weights.
- The monitor equipment is at eye-level, approximately 5' from the ground, in a weather-proof enclosure. Vandalism can be an issue but it is rare. The microphone is the only accessible component that is subject to damage is 20' in the air. NOMS are traditionally located on public and utility right-of-ways and not on private property. Of the 14 identified, 13 of them are on existing right-of-ways. The fourteenth has the potential to be on airport

property. Monitors should not be hidden in mature vegetation because ambient noise could be picked up from branches and vegetation. They can, however, be installed within one foot of an existing utility pole. Consideration is given to visual aesthetics. RTAA could take the lead in educating the community, via media outreach, on the value of NOMS in their neighborhoods.

DISCUSSION OF AMENDING THE BY-LAWS WITH VOTE FOR RECOMMENDATION TO THE RTAA BOARD

Chairman Kleinworth opened up discussion on amending the ANAP by-laws. Mr. Schultz detailed the specific recommended changes which include adding five new members:

- An additional FAA representative who will represent the Flight Standards District Office
- A Reno-Sparks Convention and Visitors Authority (RSCVA) representative
- A Reno-Sparks-Tahoe Economic Development Authority of Western Nevada (EDAWN) representative
- A Lake Tahoe representative
- A Truckee Meadows Regional Planning Agency representative

Other options broached by Panel members included Carson City, Gardnerville, Pleasant Valley and Washoe Valley representation. Consideration was also given to inviting non-voting representation. In addition, RTAA recommends changing the quorum requirement from a minimum of 10 to a minimum of seven Panel members, allowing jurisdictions to re-appoint members for an unlimited number of two year terms, and allowing meetings to be held at least semi-annually instead of requiring them to be quarterly.

The Panel voted to approve all of the staff's proposed changes with the exception of Lake Tahoe representation.

DISCUSSION AND SCHEDULING OF 2006 MEETINGS

Chairman Kleinworth opened up the discussion on scheduling the 2006 meetings. Based on an informal survey, the second Thursday of each month seemed to work better for more Panel members than the second Wednesday. The second Thursdays for 2006 quarterly meetings are:

- March 9
- June 8
- September 14
- December 14

The Panel voted to accept the four proposed dates.

PUBLIC COMMENT

Mr. Neilsen, who lives on Isle of Skye perpendicular to Sullivan Lane and parallel to McCarran Boulevard in Sparks, expressed his belief that not all noise complaints are being reported in the quarterly noise report. In addition he wants the airport to live up to their promise that the visual approach would stretch from Rock Boulevard to U.S. 395 so no one area takes the full impact. He does not want pilots to continue following the previous aircraft into the airport but to vary approaches so that each plane approaches along a different track, spreading out the noise. He

supports the NOMS to prove that his neighborhood is getting too much noise and does not support changing the meetings from quarterly to semi-annually.

STAFF ITEMS

Ms. Butterfield took RSVPs for the ANAP/COC holiday breakfast to be held on December 15.

MEMBER ITEMS

There were no member items.

ADJOURNMENT

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