

**Cuyahoga County Airport
Noise Abatement Council Meeting
June 29, 2011**

Minutes of a meeting of the Noise Abatement Council Members

A meeting of the Committee Members of the Noise Abatement Council was held on June 29, 2011 in the conference room of the Cuyahoga County Airport, 26300 Curtiss Wright Parkway, Building – B.

Airport Traffic Control Tower	Scott Huth, ATCT Manager and Co-Chairman
City of Highland Heights	Cathy Murphy, Councilwoman
City of Richmond Heights	David Roche, President of Council
City of Richmond Heights	Kathryn Gambatese, Councilwoman
City of Willoughby Hills	David Reichelt, Councilman and Chairman of the NAC
City of South Euclid	Dennis Fiorelli, Councilman-at-Large
City of Cleveland Heights	Carl Czaga
Cuyahoga County Airport	Kevin M. Delaney, Manager and Nancy Donovan Farina
Eaton	Tim Bican and Kevin Garlock
Flight Options, LLC	Bill Bilger
Lone Ranger Jets	Joe McCoy
Pace Aviation	Doug Lynn
Progressive Casualty Insurance Co.	Mike Matejka
Swagelok	Andy Archer
I & G Flying Club	Hal Maskiell

Guests:

City of South Euclid	Michael Love [Councilman-at-Large Fiorelli represented city]
Former Chairman NAC	Robert Burden

I. Call to Order

Chairman David Reichelt called the meeting to order at 10:05 a.m. with greetings of members while Nancy Donovan Farina recorded the minutes

II. Approval of the Minutes

Chairman Reichelt, called for discussion of the minutes of the March 30, 2011 NAC meeting. Upon agreement of no revisions to the minutes, the Chairman motioned for approval. Councilwoman Gambatese made a motion seconded by Councilwoman Murphy and unanimously adopted by the committee.

III. Noise Complaints

Chairman Reichelt called upon Kevin Delaney to report on the final 1st quarter and 2nd quarter 2011.

As a result of discussion at the last NAC meeting a column was added to the noise complaint chart titled "aircraft category" that identifies the aircraft as a jet, single engine, turbo-plane or helicopter. On the operations summary report; an additional column titled "other cities" was added which will represent municipalities outside the seven-mile radius that contact our office and the city of Olmsted Falls was omitted.

Delaney reported the final first quarter with 5,453 operations from January 1, 2011 to March 31, 2011. Six noise complaints were received and four public records request. Five noise complaints were between the hours of 11:00 p.m. and 7:00 a.m. Reports indicate two over flights, two local and one itinerant. One noise complaint occurred between the hours of 7:00 a.m. and 11:00 p.m., which was an over flight.

In response to Councilman Reichelt's question Nancy Farina explained that "modified" operations are the operations calculated that include the last day of the month's quarter. For example today we are reporting the 2nd quarter operations up to June 22, 2011. The last eight business days of June will be provided by the Air Traffic Control Tower and included in the final 2nd quarter reporting at the next meeting.

The second quarter report from April 1, 2011 through June 22, 2011 had 8,242 operations. Forty-three noise complaints were received from ten residents in addition to ten public records requests. Of the forty-three noise complaints, forty occurred between the hours of 11:00 p.m. and 7:00 a.m. Of the forty, seven were over flights, twenty-six were local, six itinerant and one unknown. The remaining three occurred between the hours of 7:00 a.m. and 11:00 p.m. One was an over flight and two unknown.

Chairman Reichelt questioned the amount of change in number of complaints reported in addition to advising the Council that Mr. Weber is reporting noise complaints according to instructions received by our body to advise the airport of operations occurring between the voluntary noise abatement hours. Delaney compared 2010 2nd quarter of 50 reported to the 2nd quarter of 2011 where there were 53. There was a difference of three complaints received, which could be related to windows open, individuals who want to learn to fly and weather.

Chairman Reichelt led a discussion with the question, "**are itinerant aware or unaware**" of the voluntary noise abatement program because when he asked the Manager if this is a "trend" the Airport Manager responded, "no, across the board." Councilman Roche followed up asking the Airport Manager if the airport has a record of operations that occur during the voluntary noise abatement hours and how many of those operations received prior approval so that an indicator could be made available? Councilwoman Gambatese and Co-Chairman Huth suggested calculating by percentages. Identify those that notify the airport of VNA operations and compare to the percentage reported. Manager Delaney confirmed that of the fifty-three noise complaints received in the second quarter of 2011, there were approximately 30 arrivals/departures per month. That would be reported as part of the findings, which is tangible. Tenants do notify the airport of operations that occur in the voluntary noise abatement hours. Nancy Farina added that the internal tracking of operations [during voluntary noise abatement hours] is entered into the logbook, Chairman Reichelt stated we need to grow smart and he feels that these metrics are worth measuring however, he is in agreement with the voluntary program and understands there are exceptions.

Councilman Reichelt acknowledged that he was aware that tenants often notify the airport when operating during the VNA hours but inquired if the itinerant operations notify the airport? Eaton representatives Tim Bican and Kevin Garlock inquired as to where the noise abatement policy is posted and why it isn't posted [or brochures made available] in the Fixed Based Operator's (FBO) or on the jet chart, as is Scottsdale? Kevin Garlock added that since this information is not on a NOTAM you actually are not aware of the noise abatement policy until you actually get here. Co-Chairman Huth explained that places similar to Scottsdale were grandfathered in and suggested the committee **design a strategy that is similar in nature to other airports located in noise sensitive areas**. Chairman Reichelt agreed and stated he planned on asking the Airport Manager today and added this is definitely on our list of desires to accomplish. Airport Manager Delaney reported we are currently working on this and with the Aircraft Owners Pilots Association (AOPA). Although Manager Delaney advised Chairman Reichelt that there is not a trend of repeat individuals that willfully operate during the voluntary noise abatement hours and don't comply, the Chairman stated that he still feels it would be beneficial to implement a program that notifies itinerant operators of our noise abatement policy.

Tim Bican, Chief of Maintenance and Kevin Garlock, Assistant Chief Pilot representing Eaton expressed their companies desire to **extend an open invitation** to Mr. Weber, elected officials, NAC members and

the surrounding constituency to tour their facility. They welcome the opportunity to provide a tour or participate in an evening meeting to explain their operations and internal policy in addition to the operational costs they have incurred. At times, their crew has been advised to extend an overnight stay so that they may comply with the noise abatement policy. The county is notified of their operations occurring in the voluntary noise abatement hours. Mr. Bican asked if Mr. Weber received a response from Ed Fitzgerald on the noise complaint where he mentioned the airport is in violation? Mr. Bican added he hopes that Mr. Weber received a proper explanation because a violation is an infringement of law and there are no violations. Delaney reported he cannot provide an answer, he follow up with whom he received the initial correspondence from and never heard back. Mr. Delaney explained he believes that Mr. Weber thinks that there is a disconnect between the county airport and the County Executive. The County Executive understands what we are doing, Manager Delaney added. Chairman Reichelt agreed to take Tim Bican's business card and contact Mr. Weber and extend the invitation. Both Tim and Kevin agreed that providing a tour and explaining their operations would build towards a better relationship.

Co-chairman Huth reported that he has noticed aircraft that have trended on the edge of the voluntary noise abatement hour at times when they may depart ten minutes early. He is suggesting that if there is **no connecting flight; then please choose to wait** because it is currently not happening. Eaton's representatives noted that their passengers often "work while they wait" in the aircraft so that they can comply with the voluntary noise abatement policy. Following Co-chairman Huth's plea, Airport Manager Delaney reported that he has witnessed all operators waiting to depart until 7:00 a.m. There was an aircraft that preformed a missed approach at 6:55 a.m. two weeks ago because of the voluntary noise abatement hours. He also witnessed operations not take off until 7:00 a.m. where AICT has thanked them.

Chairman Reichelt requested that **"step of progress" be reported**. Using the example of the tenant that notified the airport administration that he was not ever made aware of the voluntary noise abatement hours until a notice was sent to him as a result of a noise complaint. The tenant then agreed that he would do his best to comply. Manager Delaney stated that this particular individual prompted us to send a letter of the VNA hours in the monthly hangar rental bills addressed to the T and CC hangar tenants.

Another example of **"steps of progress"** is when Tim Biacon and Kevin Garlock from Eaton Corporation explained how they recently had a crew returning from South Africa; scheduled to return at midnight on Thursday. Although the crew had not seen their family for five days and in order to comply with the voluntary noise abatement; they had the crew stay one more night in Pittsburgh [which is 80 miles from this airport] so that they may honor the noise abatement agreement. This is an example of a tenant **accruing and increasing their operational costs** [i.e. hotel, food, rental cars, etc.] to meet the voluntary noise abatement hours.

Co-chairman Huth asked Chairman Reichelt if he could reassure Mr. Weber that the airport has a strategy designed so that he may receive a better understanding as to how compliant they are. Councilwomen Murphy and Gambatese agreed. Chairman Reichelt explained that he thinks Mr. Weber is performing a service to the airport by reporting because he may think that we are not aware. Chairman Reichelt agreed to notify Mr. Weber that the airport management and tenants have a **mechanism in place to monitor operations in the VNA hours**.

Chairman Reichelt expressed Mr. Weber's concerns of a **zoning map** of three separate municipalities adding that basically he wants a map depicting the traffic pattern. He is willing to design a hand written map, not to scale. Manager Delaney and Co-chairman Huth explained the difficulty in providing an accurate map due to many factors; including the multiple IFR approaches, VFR, other existing traffic and based on volume that we don't have. In response to Councilwoman Gambatese's question, Delaney reported that there will be a section dedicated to noise issues as part of the environmental study. In response to Councilman Roche, Delaney said that if the county did an overlay it would have five

approach plates and you wouldn't even see the airport and it won't be accurate. Co-chairman Huth added that between the overhead and three-dimensional views it would be very complex. Since we don't have a mechanism of tracking, Chairman Reichelt suggested a map could be developed for Fixed Based Operator's (FBO's) presentations, which would be a pictorial representation of airport. Co-Chairman Huth explained that there is no policy for aircraft routing for our noise procedures, however we do have a textual version of the procedures; fly out 1900 ft. before making a turn and etc. Councilwoman Murphy suggested that Mr. Weber come to a NAC meeting and talk to us again and see what we are doing. Chairman Reichelt announced that the agreement represents that we have a map that talks about zoning for three cities. In response Manager Delaney read from the Joint Statement Agreement NBAA Noise Abatement Program Exhibit I, under the title, Local Communities and Airports, page 2, number 5. Chairman Reichelt was unaware that the airport had a map showing zoning areas and Delaney will provide a copy to him however it was not the map that Mr. Weber wanted.

Dialogue was exchanged on revising the title of the noise complaint form to better represent the operations of the airport. The committee was in full agreement to leave form as is. Councilwoman Murphy stated that although it is cumbersome; her residents think Nancy Farina is doing an outstanding job. They are satisfied. Someone took notice and even acknowledged, the rules being followed. Nancy Farina added that working together will help get the message to constituency that everything is being done and we do need your constituents to send in their complaints on noise and let them know that they are reviewed at the noise abatement council meetings.

IV. General Discussion

Chairman Reichelt opened the floor for general discussion.

Chairman Reichelt opened the floor for discussion on the **frequently asked questions** where Manager Delaney reported we did not receive any revisions. After discussion and no comments Councilwoman Murphy stated well done to the Chairman. Councilwoman Gambatese asked if the FAQ's could be included in the written correspondence provided to the constituent in regards to a noise complaint. Chairman Reichelt and Manager Delaney agreed to send when applicable in responding to the constituency. Roche recommended putting a link on the website. The elected officials asked to be notified when this has been completed.

Chairman Reichelt reported that participation was dismal for the **elected officials' tour** of the Air Traffic Control Tower. The opportunity for elected officials to tour the tower was offered however, there were only five participants in addition to the members of the NAC committee. Councilwoman Gambatese asked Chairman Reichelt if we would move forward with the public tour? Chairman Reichelt moved to postpone discussion on a public tour due to the fact of complexity [i.e. security and access concerns] whereupon the committee was in full agreement. Councilwoman Murphy requested that the NAC open the grounds of the airport, someday, someday in an effort toward good public relations, awareness and connection to the surrounding communities. Chairman Reichelt stated that this is not necessarily a noise function so she would have to initiate individually. Councilwoman Gambatese suggested a virtual tour of the airport [by the tenants] be available on the website which can create a whole different environment to educate the public. Discussion was closed on the NAC scheduling a **public tour** for the tower.

Chairman Reichelt would like to **extend invitations to surrounding communities** to participate and become aware of our meetings because he is concerned that the distribution list does not currently include those individuals. Councilwomen Murphy and Gambatese agreed and asked what the procedure would be in asking the surrounding communities to join the Joint Statement Agreement. After discussion of the members agreeing to invite the surrounding communities, Manager Delaney stated he would check on adding members to the joint statement agreement and send a letter of invite to surrounding municipalities. Member Carl Czaga, representing Cleveland Heights stated his municipality welcomes

receiving the letter of invite and agenda as a communication tool to stay informed. At the closure of the discussion, Chairman Reichelt felt a consensus had been reached by the committee to reach out to the surrounding communities with solicitations of interest. If they attend the NAC meetings, they will be added to the distribution list, therefore we won't have to modify the joint statement formally. All members present agreed.

Co-chairman Huth reported that for the last five years there has been only one complaint for a single engine therefore he would be initiating a **single engine aircraft program**. Most noise incurred is from aircraft waiting for departure at the end of the runway. The other aircraft wait when a single engine aircraft is ahead of them until they reach two and half miles off the departure and 1900 ft before turning. Huth explained that if the single engine turns earlier, the jets would not be at the southwest and northeast ends of the runway waiting for departure. He continued to report that very few airport communities in the country design for a single engine; noise policy is designed for jet traffic. He recognized the elected officials concerns from the last NAC meeting and Manager Delaney stated that the ATCT manager has the exception and it is within his jurisdiction, for safety reasons, if they [single engine aircraft] are going to have turn out. After dialogue no vote was taken.

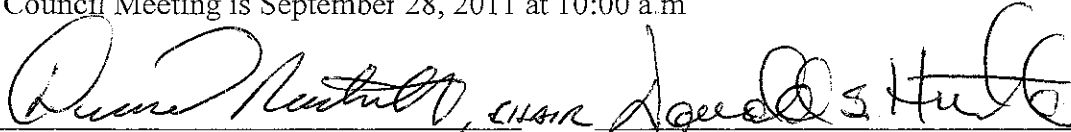
Chairman Reichelt recognized and presented a card to Councilwoman Gambatese for her 22 years of dedicated service to the City of Richmond Heights and contributions to the Noise Abatement Council. Her official end date is November 2011 therefore Mayor Daniel J. Ursu will be announcing the new representative to serve on the NAC in the future. Nancy Farina presented a sympathy card to Chairman Reichelt in regards to the recent loss of a family member.

V. Public Comment

Chairman Reichelt opened the floor for public comment, seeing none the Chairman moved to close the meeting and proceed with new business.

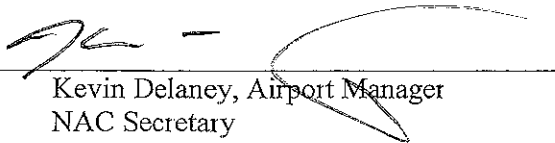
VI. Adjournment

Chairman Reichelt adjourned the meeting at 12:05p.m. and announced that next Noise Abatement Council Meeting is September 28, 2011 at 10:00 a.m



David Reichelt, City Councilman
NAC Chairman

Scott Huth, ATCT Manager
NAC Co- chair



Kevin Delaney, Airport Manager
NAC Secretary