

**Cuyahoga County Airport
Noise Abatement Council Meeting
September 28, 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 September 28, 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 Willoughby Hills	David Reichelt, Councilman and Chairman of the NAC
Cleveland Jet Center	Joseph Corsillo
Cuyahoga County Airport	Kevin M. Delaney, Manager and Jervonne Flowers
Eaton	Daniel Frisone
Flight Options, LLC	Bill Bilger
Lone Ranger Jets	Joe McCoy
Pace Aviation	Doug Lynn and Brian Safran
Progressive Casualty Insurance Co.	Mike Matejka
Swagelok	Stephen Zvada
T & G Flying Club	Hal Maskiell

Guests:

City of South Euclid

Daniel Subwick (representing city council)

I. Call to Order

Chairman David Reichelt called the meeting to order at 10:04 a.m. with greetings and introductions of all participants. Chairman Reichelt welcomed Councilman Roche as a new member, replacing Councilwoman Gambatese.

II. Approval of the Minutes

Chairman Reichelt, called for discussion the minutes of the June 29, 2011 NAC meeting. Councilman Roche noted one exception: He was in attendance but was not listed as an attendee. Upon agreement of no other revisions to the minutes, the Chairman called for a motion for approval. Councilwoman Cathy Murphy made a motion seconded by Scott Huth. The minutes were unanimously approved as amended.

III. Noise Complaints

Chairman Reichelt called on Kevin Delaney to report on the final 2nd quarter and 3rd quarter 2011 noise complaints and operations.

Mr. Delaney reported the second quarter had 8,858 operations from April 1, 2011 to June 30 2011. 47 noise complaints and 10 public records requests were received. 23 noise complaints were between the hours of 11:00 p.m. and 7:00 a.m. Reports indicate 7 over flights, 28 local, 7 itinerant and one unknown. 4 noise complaints occurred between the hours of 7:00 a.m. and 11:00 p.m.: 1 over flight, 2 unknown and 1 local.

Kevin Delaney recalled a discussion from the last meeting regarding providing the total number of operations between 11:00 p.m. and 7:00 a.m. There were 167 total operations, which equated to an average of 55 operations per month.

In response to Councilman Reichelt's question, Mr. Delaney explained that the operations were not tracked to the depths of indicating a particular individual. At a glance, there were similarities in who was operating. Mr. Delaney stated that there seemed to be an influx from 11:00pm to midnight and another from approximately 4:30 a.m. to 7:00 a.m.

Councilman Reichelt wanted to note that a vast majority of complaints were coming from Mr. John Weber on Tall Tree Trail. Mr. Weber is the representative of that neighborhood. We will revisit the discussion of Mr. Weber – later during the meeting.

The third quarter report from July 1, 2011 through September 23, 2011 had 11,000 operations. 27 noise complaints and 4 public records requests were received. Of the 27 noise complaints, 20 occurred between the hours of 11:00 p.m. and 7:00 a.m. Of the 20, 1 was an over flight, 14 were local, 2 itinerant and 3 unknown. 7 operations occurred between the hours of 7:00 a.m. and 11:00 p.m. There were 3 local, 1 over flight and 3 unknown. The total number of operations between 11:00 p.m. and 7:00 a.m. was 145, which averaged 48 per month.

As requested from Councilman Reichelt, Kevin Delaney reiterated that the total 2nd quarter operations were 8,858 and 11,000 for the 3rd quarter. Mr. Delaney also wanted to emphasize that the operations provided are counted by the airport tower. This count does not include over flights, nor does it include 11:00 p.m. to 7:00 a.m. operations. The reason is because the FAA recognizes the towers logs and not those occurrences between 11:00 p.m. and 7:00 a.m.

Councilman Reichelt believed that there would be no way to record over flights and if they were recorded, there would be dozens of them. Kevin Delaney indicated that over flights are logged, but the airport administration did not want to give the impression of inflated numbers. According to the published FAA database, the numbers are much higher. The numbers reported here are provided by Scott, which are the actual take-offs, landings and missed approaches.

Kevin explored the idea of adding the numbers occurring between 11:00 p.m. and 7:00 a.m. inside the summary report. Councilman Reichelt said that it would be beneficial. He suggested that instead of inserting a column into the report, a summary line at the bottom would suffice.

IV. General Discussion

Chairman Reichelt opened the floor for general discussion.

Chairman Reichelt began a discussion regarding Mr. Weber and the amount of complaints coming from the Tall Tree Trail area. The Chairman expected Mr. Weber to be at the meeting and commented that it appeared that Mr. Weber was simply getting information from Flightaware and automatically reporting the flights as noise complaints. The Chairman indicated that since the last meeting, there had been dozens of complaints from Mr. Weber, sometimes more than one per night. He emphasized that regardless if the information came from Flightaware or was an actual disturbance; each instance was treated as a complaint by the airport. Every complaint (to the Chairman's knowledge) was logged and responded to by the airport. Chairman Reichelt expressed his appreciation to Kevin Delaney, Nancy Farina and Scott for their diligence in handling these complaints.

Chairman Reichelt informed the body that in politics, complaints are customary. Since the Noise Abatement Agreement was executed, some in the community perceive it as something that should be stringently enforced. He has explained to Mr. Weber on more than one occasion that the noise abatement program is voluntary. Mr. Weber has often used the term violation to describe complaints. Most NAC members would disagree with this terminology, but would hopefully agree that it would be some type of infraction. Mr. Weber made mention that in making complaints, he believes he is, in fact, bringing the reports to the attention of the airport and wants the public to know that there are operations between 11:00 p.m. and 7:00 a.m. As discussed during the last meeting, the airport is aware of most if not all of the operations – especially with the intercommunication of the tenants with the airport administration. Itinerants do not always notify the airport of their operations after hours, however.

To solve this problem Chairman Reichelt encouraged discussion on adding all operations between 11:00 p.m. and 7:00 a.m. to the numbers as operations and not complaints. The Chairman envisioned the two following benefits:

- Provide a good indication of how many actual operations would be happening between 11:00 p.m. and 7:00 a.m. – whether or not if they generate complaints.

- Allow the Council to be able to tell a constituent like Mr. Weber that it is aware of the operations and unless something drastic happens, there is no need to notify the airport or city council every time a plane flies during these hours.

Chairman Reichelt restated that Mr. Weber is under the impression that if the flights are not logged anywhere that the airport is oblivious to the fact that they are happening. The Chairman wondered if someone could provide the total number of operations between 11:00 p.m. and 7:00 a.m. on a trial basis.

Airport Manager Delaney entered the discussion stating that the body was provided that exact information, described in a different manner. A separate paper log is kept, in which the airport staff and Protective Services record operations. The airport tenants also submit communications, sometimes weeks in the advance, that are revised as needed. Scott agreed with Kevin that the numbers requested were already included.

Chairman Reichelt asked why the information was not on any reports for review. Mr. Delaney re-visited his earlier comment of adding that information as a part of the Noise Abatement information to be distributed in the future. Chairman Reichelt felt that the current numbers were factored into the noise complaints. He also believed that a different category should be created to specifically display the operation from 11:00 p.m. to 7:00 a.m. (complaints or not). The Chairman is willing to support operations between 11:00 p.m. to 7:00 a.m. because the Noise Abatement is voluntary. He suggested that through airport education and the local operators bending over backwards to be compliant; there has actually been a reduction in operations during 11:00 p.m. to 7:00 a.m. This reduction can hopefully be shown using historical data.

Scott Huth asked if those operations from 11:00 p.m. to 7:00 a.m. would automatically be considered complaints. Chairman Reichelt answered no and thought it would be beneficial to have those operations so that the public can be re-assured that the airport is aware when complaints come in; unless something more serious is caused by the noise.

Brian Safran inquired as to how far back the airport's logs go between 11:00 p.m. and 7:00 a.m. He also wanted to know if someone could go back to a certain period of time and show the change or decrease. Mr. Safran admitted that it would take some research.

Manager Delaney responded by first stating that the logs go back a long time. For the sake of the time and the research it would take to find the information; examining 2006 to 2010 would be feasible. In response to Mr. Safran's question, Mr. Delaney replied that if someone would like to go back further than 2006, they could submit a public records request.

Chairman Reichelt reiterated that since the implementation of the voluntary curfew, Mr. Weber and other residents expect the noise to stop; but this will not be the case. He used an example of a company recently leaving a crew in Pennsylvania overnight in order to avoid violating the agreement. Decisions like this are very costly. Mr. Weber should get an understanding that the local tenants are doing the best they can to be cooperative. Itinerants, however, will be difficult to influence. A realization will have to be presented to Mr. Weber that he does live at the end of an airport and after a certain point, not much more can be done.

Chairman Reichelt pointed out two problems concerning his constituents:

- They do not like night operations
- They do not like the flight path (a technical meeting, held afterwards, will address this issue)

Brian Safran was concerned that a person could see an aircraft going right over their home. While taxiing out, Mr. Safran recorded a training airplane that was angled directly over Mr. Weber's home. Mr. Safran sympathized with how and why Mr. Weber would make a complaint. The aircraft just scraped the trees, turned and then landed. He believed that if the aircraft had gone up and squared off the path (lining up with the end of the runway) there would have been a better outcome. Mr. Safran admitted that there could have been special circumstances for that event. He also stated that he was given a chart that specifies the flight path and that "we do pay attention".

Chairman Reichelt thought the bigger concern was noise generated by departures that residents perceive over their homes. Even though the event recorded by Mr. Safran was an incoming flight, it is interesting evidence to consider.

Chairman Reichelt discussed with the residents the fact that during VFR conditions, what they say they have observed is possible and legal. Scott Huth agreed. ATCT Huth also indicated that maintaining a 1500 foot minimum amount of base leg at the final; would angle away from those homes and toward the runway. Mr. Huth stated he cannot advocate a minimum 3 mile final (being the earliest that the one could turn on from cloverleaf) because it would restrict aircraft to one runway path or one corridor. If that were the case, aircraft could not enter from the right base or the left base.

Scott Huth stated that if aircraft use 1400 – 1500 feet at the base leg (condition of 1000 feet) half way in between, the aircraft should be able to get in a normal touch-n-go pattern. The remaining 500 feet should be no problem and provide adequate separation from the terrain so that they maintain a higher elevation as they turn about.

Dan Frisone added that the night before he received a call from a crew running low on clothing and amenities. He told them to stay at their current location. Mr. Frisone believes that if Mr. Weber had a chance to view the flight schedules that indicate a layover and the aircraft returning in the morning, it might make a difference. “These changes definitely affect the lives of my team.” In response to Chairman Reichelt’s question, Dan Frisone stated that the face to face meeting with Mr. Weber could be next door at Eaton’s flight operations. Mr. Frisone stressed that the door is open anytime. Chairman Reichelt appreciated that Eaton had graciously offered Mr. Weber a visit of their facility and intended to set up an appointment.

Mike Matejka shared the observation that aircraft are much quieter than 10 years ago. He believed that a plane coming in at a reduced power setting (very little thrust and a reverse stop) would likely not trigger a complaint unless someone is using Flightaware. The cost incurred with a crew laying over verses the benefit of not triggering a complaint is difficult to way, especially when Mr. Weber is seemingly using the internet to look up some operations.

The Chairman stated that he wanted to conduct more research and time had not permitted that. Chairman Reichelt believes that reporting the additional information would actually limit complaints to true complaints. Mike Matejka agreed. The Chairman is confident that with additional data, information can be compiled and presented to the residents; including the change in operations over time.

Chairman Reichelt stated that he plans to discuss with Mr. Weber that the operations are not violations. The Chairman further stressed that if a comparison can be drawn over time to depict a decrease in operations, it would a favorable outcome.

Cathy Murphy suggested meeting with the neighborhood and informing them of Mr. Weber’s efforts and practices. The neighborhood should understand that some of his conduct is actually undermining the process. Mr. Weber may never change his mind.

Chairman Reichelt went on to say that the council will never achieve compliance (term used loosely). If we can acknowledge that some things will happen, we have tried to educate the pilots and we are trying our best. If we can mitigate some concerns and solve 5-10% of the problem, that would be a reasonable outcome.

Chairman Reichelt then asked if there were any other issues for discussion.

Councilman Roche stated that he called in a complaint (anonymously) and did not see it listed. He was at the Kiwanis hall and there was very loud take-off. Cathy Murphy found the entry. She had documents sent via email, before the meeting. Airport manager Delaney would look into the discrepancy of the documentation.

Manager Delaney recalled from the last meeting that he was tasked with putting together a flier to be distributed to the aviation community (via the FBO’s) to educate the itinerants that pass through the airport. The flyer should be reviewed for corrections and re-evaluated at the next meeting. Chairman Reichelt asked if there are areas that can

be specified as noise sensitive on the map. Scott Huth pointed out that since the complaints are all over the map, areas could not be specified. Chairman Reichelt requested the power point version of the flyer be sent to him. It will be an agenda item for the next meeting. The Chairman also commended Kevin Delaney for his efforts as a step in the right direction.

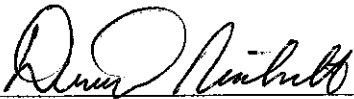
Cathy Murphy asked if there was an update on the new take-off procedures that needed to be implemented. Scott Huth presented an update stating that the procedures were changed and that single engines were exempted. They are turning out before – remaining on the runway heading for 2 ½ miles before they turn – once they achieve 1900 feet (longer). It is having a positive impact: working better with the traffic flow with no increase in complaints of single engines and the local operators that practice it appreciate it. One visible advantage is a larger disbursement of traffic. Scott Huth stated that there is no need to vote to get it implemented. He went on to say that there is nothing needed to make this procedure permanent. It is simply a philosophy adopted that was standard at other locations. Chairman Reichelt was pleased to hear the positive impact.

V. Public Comment

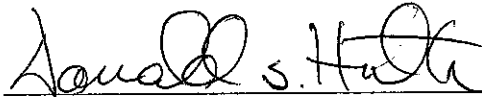
Chairman Reichelt opened the floor for public comment, seeing no one the Chairman moved to close the meeting and proceed to the optional technical meeting to follow.

VI. Adjournment

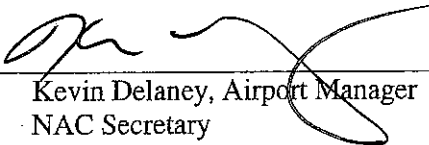
Chairman Reichelt adjourned the meeting at 10:56 a.m.



David Reichelt, City Councilman
NAC Chairman



Scott Huth, ATCT Manager
NAC Co- chair



Kevin Delaney, Airport Manager
NAC Secretary

