

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE  
MINUTES  
July 7, 2010

Call to Order. The meeting was called to order at 7:10 p.m. A quorum was not present, and the agenda was reordered so that no official business would need to be conducted until a majority of the voting representatives had arrived.

Helicopter Operations; Dennis Fria and Joe Colasanto provided a map of airport VFR helicopter arrival and departure routes, and sample copies of the letters of agreement (LOA) which the Centennial Airport Traffic Control Tower has with various helicopter operators regarding those routes and VFR Coded Transition Route Operations within Centennial Airport Class D airspace. The LOAs are voluntary, and exist with all local TV stations and approximately 30 other helicopter operators; there are no LOAs with public service-type operators. Nothing in particular related to noise governs helicopters outside the Class D airspace or if there is no signed LOA.

CACNR was pleased to welcome several individuals representing various helicopter operators, and asked them to indicate the scope of their operations and their perspective on working with CACNR and the airport in relation to noise issues. They included:

Jesse Fontes, Air Life Denver and Air Methods (EMS transport), who indicated they are aware of the routes and the LOAs. At times, they need to test fly machines and may need to vary from the routes to do so. He indicated he will disseminate the pertinent information to all their pilots, and will make a particular effort to reach their related transient pilots. A member of the audience noted some of the Air Life machines have new blades which are remarkably more quite than earlier versions.

Richard Westra, Aviation Technology Services, noted their pilots adhere to the routes whenever possible, but the nature of their work of checking pipelines for leaks necessitates different flight patterns, including flying 50 –75 feet above the ground; they do notify local sheriffs in areas in which they will be flying. Question was asked if it would be possible to use the reverse 911 call system to notify residents when they will be in an area. They must coordinate with fixed wing aircraft, and must comply with the tower on specifics. Weather also plays a factor with their work.

Jeff Puckett, a private operator, indicated about 90% of his operations are charitable donation flights. He also flies for the Douglas County sheriff's department. He has an LOA and flies it 90% of the time, using the Lincoln route most frequently.

Tom Panza, Air Cam National Aircraft Services, Inc. This business includes such things as utility line checking, charter flights, and photography. He indicated the current routes work well, but when doing power line checks, they must fly close to the line itself and at low speeds. They try to be efficient, but when problems are noted with a line, they may have to make multiple passes to assess the problem.

Jay Castrodale and Pat Cubley, Denver Police Department iterated that flying higher, flying over open space rather than over populated areas, and flying at lower speeds are all better for noise abatement. Noise abatement is in all the training for those flying for the DPD. They do use the routes whenever possible, most frequently the reservoir route, and they work with the tower. They also try not to fly later than midnight. They indicated they are "all ears" to doing things differently, as long as changes do not affect their mission. When asked if the use of the reverse 911 calls would be considered when there is a crime in progress, they responded it would not be as there are usually too many situations per night to do so – the phone calls would be as obtrusive as the flights.

The representatives were thanked for coming.

To recap, it seemed the most congested route for coming into the airport is the Arapahoe route; this is affected by fixed wing traffic as well. Discussion: If changes are considered in any route, such as the Arapahoe route, the special VFR routes established in 1986 related to safety in bad weather conditions would need to also be considered. Question was asked if eliminating the Arapahoe route was feasible? Discussion included the route works well until traffic is pushed to the north to accommodate planes; perhaps working more closely with the tower on timing might be more effective. Where the helicopter schools fit into the picture also needs to be considered; they were invited to attend this meeting, but none were able to come and they will be invited to come to a future meeting.

Noise Monitor Technical Specifications. Gene Reindel and Robin Gardner were present from HMMH. They indicated they have been working with the airport on developing the technical specification details which potential vendors for the noise monitoring system need to have. The financial design is pretty much as before. When the technical specifications are complete, it is hoped the RFP will be sent out by the end of the summer and vendor selection can be done by the end

of 2010. The contract should be signed by February, 2011. Permits will need to be obtained, and it was noted the various jurisdictions need to be thinking now about what they want in order to grant permits for installation of the monitors. Installation is anticipated by the end of 2011 or the beginning of 2012.

**Discussion:** There was some discomfort that the process has to take so long. Question was asked regarding who selects the vendor, with the response that the airport does. Question was asked if HMMH had recommended sites for the monitors; response was that it has done so, with the understanding there may still be some flexibility during the process, depending upon input from the vendor. Request was made for the recommendations to be shared with CACNR members, with some surprise this had not already been done, given the involvement of CACNR members during the site visit process. Staff indicated the recommendations would be shared.

**Roll Call.** Those present included: *Arapahoe County* – Paul Rosenberg and Pat Noonan; *Douglas County* – Alison Biggs; *Aurora* – Brad Pierce; *Castle Pines North* – Maureen Shul; *Castle Rock* – Chris Pace; *Centennial* – Keith Gardner; *Greenwood Village* – Karen Blilie; *Parker* – Mike Sutherland; *AOPA* – Robert Doubek; *CDOT* – Scott Brownlee; *FAA APA Control Tower* – Dennis Fria and Joe Colasanto; *FAA District Office* – Linda Bruce. A quorum was now present.

Those absent included: *Douglas County* – Jack Hilbert/Elizabeth Kay Marchetti; *Foxfield* – Bob Easton; *Lone Tree* – Jackie Millet/Jennifer Drybread.

**Minutes.** By consensus, the minutes of June 2, 2010 were amended: 1<sup>st</sup> paragraph under “Comments from Roundtable and Staff” – replace “Jefferson County” with “Adams County”; also in that section, the 4<sup>th</sup> paragraph should read “...ask helicopter operators to come...”.. On the motion of Paul Rosenberg, the minutes of June 2, 2010 were approved as amended.

**Financial/Bookkeeper:** Karen Blilie reported the Finance Committee (Mike Sutherland, Paul Rosenberg, Karen Blilie) had spoken with Chuck Lawson of Lawson & Associates who is very interested in the work of the roundtable and is willing to assist CACNR with its financial affairs. Mr. Lawson’s degree is in Finance. As an added bonus, Mr. Lawson’s wife is a CPA and she is willing to maintain CACNR’s books at no charge. On the motion of Alison Biggs, Chuck Lawson was appointed to the Finance Committee, and Mrs. Lawson was appointed as CACNR’s bookkeeper.

**Financial/Budget.** There was general discussion about CACNR’s budget for the remainder of 2010 and for 2011. Karen Blilie had sent a letter to the voting member jurisdictions, requesting inclusion of funding for CACNR in their 2011 budgets as agreed upon at the last meeting. She indicated she will also be available to meet about this issue with any jurisdiction which desires. Pat Noonan requested more documenting paperwork to support the budget request. There was general agreement representatives also need to be meeting with their jurisdictions, but before that occurs, there still seemed to be questions as to why CACNR needs a separate budget and why CACNR would need more than the \$10,000 annually which may (or may not) be allocated by the airport. A more complete 2011 budget would also be useful, even though members understood any budgetary figures would essentially be “placeholders” until there is more information and experience with our financial needs.

**Financial/Treasurer.** Paul Rosenberg nominated Brad Pierce for the office of Treasurer, and Karen Blilie nominated Mike Sutherland. On a show of hands, Brad Pierce was elected. Membership of the Finance Committee has thus become: Brad Pierce, Karen Blilie, Chuck Lawson, Paul Rosenberg, and Mike Sutherland.

**Adopt an Airport.** Todd Green announced Jackie Millett would be replaced by Harold Anderson as the representative from Lone Tree, so there is no one officially responsible for Santa Clara County Airport at this time.

It was agreed everyone would provide Todd Green with the responses they get to the questionnaire from “their” airports and Todd will email them out to everyone as they come in. This will allow all to consider the data before any discussion occurs. Paul Rosenberg provided the response from Fort Lauderdale Executive; additional charts were provided by the airport, and Paul will provide them to Todd for forwarding. It was further agreed the October agenda will include time for CACNR to review the data and determine how any of it fits into our work program.

**PR Committee.** Formation of a committee to address community relations issues was discussed. Things to be included might be planning for more give and take with affected communities; the focus of information to be shared at community meetings; development of the web site; brochure content and development; newsletters; press releases; and any other kind of external communications so the public will know what CACNR is trying to do on its behalf. Keith Gardner, Alison Biggs, Maureen Shul, and Chris Pace will serve as initial members of the committee, and anyone else interested in getting CACNR’s message out is welcome to join as well.

Noise Report. Todd Green presented the noise report containing information for both May and June, 2010.

Airport Board Meeting Update. Bette Todd and Bob Doubek provided a summary of the May airport board meeting and noted there will be no meeting in July. The board's agenda and minutes are on the airport's web site, under the "Airport Information" heading. Among the board's actions was the purchase of a snow tractor for \$437,860, and presentation of awards, including an Ambassador Award to CACNR member Robert Doubek for his work leading airport tours and with school children and seniors. Congratulations, Bob! The airport's snowplow crew was also recognized as being one of the best in the nation, for the 10<sup>th</sup> year in a row. On June 19<sup>th</sup>, seven volunteer pilots did seven flights per pilot, treating 147 children and youth with disabilities to rides. This project also provided good PR for the airport, and the pilots are to be commended for their work.

The airport's budget does indicate it is self-supporting and profitable, and should be debt free in 2016. Monthly operations, Jet fuel sales, and Av Gas sales were all up from the same time periods in 2009.

Public Comment. None.

Comment from Roundtable and Staff. None.

Next Meetings. The next CACNR meeting will be August 4, 2010; representatives from flight training schools will be invited to attend. The next airport board meeting will be August 12, 2010.

Adjournment. The meeting adjourned at 9:01 p.m.

Alison Biggs, Secretary