

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE

April 1, 2015

AGENDA

6:30 p.m.

Ramada Hotel & Suites, 7770 S. Peoria Street, Englewood, Colorado

**Chair:** Harold Anderson **Vice Chair:** Keith Gardner **Treasurer:** Joe Fowler **Secretary:** Alison Biggs

**CACNR Mission:** Utilizing Partnerships to Reduce Airport Noise for the Benefit of Neighboring Communities

*Agenda Items 1, 2, 3, 4 (6:30 p.m. – 6:40 p.m.)*

**1. CALL TO ORDER AND DETERMINATION OF QUORUM**

<i>Arapahoe County:</i>	Nancy Jackson/Vacant Bart Whitehouse/Vacant	<i>Greenwood Village:</i>	Bette Todd/Heather Vidlock
<i>Douglas County:</i>	David Weaver/Joe Fowler Alison Biggs/Mike Acree	<i>Lone Tree:</i>	Harold Anderson/Jennifer Drybread
<i>Aurora:</i>	Brad Pierce/Porter Ingram	<i>Parker:</i>	Ryan McGee/Bryce Matthews
<i>Castle Pines:</i>	Maureen Shul/Rex Lucas	<i>ACPAA:</i>	Robert Olislagers/Michael Fronapfel
<i>Castle Rock:</i>	Mark Heath/Heather Lamboy	<i>AOPA:</i>	Robert Doubek/Vacant
<i>Centennial:</i>	Keith Gardner/Andrea Suhaka	<i>CABA:</i>	Don Kuskie/Lane Recher
<i>Cherry Hills Village:</i>	Katy Brown/Vacant	<i>CDOT Aeronautics Div:</i>	Todd Green/Vacant
<i>Foxfield:</i>	Dave Goddard/Vacant	<i>FAA APA Control Tower:</i>	Gerald Huthoefer/Ted Michalakes
		<i>FAA District Office:</i>	Linda Bruce/Kandace Krull
		<i>FAA TRACON:</i>	Jim Borge/Vacant

**2. APPROVAL OF AGENDA**

**3. PUBLIC COMMENT** (non-Agenda items – 3 minutes per person time limit)

**4. MINUTES** – February 4, 2014; March 12, 2015 – Alison Biggs

*Agenda Item 5 (6:40 p.m. – 7:45 p.m.)*

**5. COMMITTEE REPORTS**

- A. Community Outreach – Keith Gardner  
Brochure; Web site; Invoice for Web Site Recovery
- A. Fly Quiet – Harold Anderson  
Poster; Whispertrack
- B. Noise Monitors – Bette Todd
- C. Work Program – Alison Biggs  
2015 Draft Work Program/Action Items
- D. Study Group  
Draft MOU/Draft Funding Structure/Proposed Bylaws Amendments

*Agenda Items 6 thru 12 (7:45 p.m. – 8:30 p.m.)*

**6. REGULAR MONTHLY REPORTS**

- A. Treasurer's Report – Joe Fowler
- B. Noise Report – Scott Drexler/Mike Fronapfel
- C. Noise Monitor Update – Scott Drexler/Mike Fronapfel
- D. Legislative Report – Robert Olislagers
- E. Arapahoe County Public Airport Authority Board – Bob Doubek
- F. Airport Activity or Upcoming Events of Interest to CACNR – Robert Olislagers
- G. Centennial Airport Air Traffic Control Tower – Gerald Huthoefer
- H. N.O.I.S.E. – Brad Pierce

**7. OLD BUSINESS**

- A. Recent Land Use Proposals Considered by ACPAA
- B. Amount Budgeted by ACPAA for 2015 Noise Expense
- C. Congressional Quiet Skies Caucus & Colorado Delegation
- D. Election of CACNR Officers

**8. NEW BUSINESS**

**9. PUBLIC COMMENT (3 minutes per person time limit)**

**10. COMMENTS FROM ROUNDTABLE REPRESENTATIVES AND AIRPORT STAFF**

**11. NEXT MEETINGS**

CACNR – May 6, 2015	6:30 p.m.	Ramada Hotel & Suites, 7770 S. Peoria Street, Englewood, CO
June 3, 2015	6:30 p.m.	Ramada Hotel & Suites, 7770 S. Peoria Street, Englewood, CO
ACPAA – April 9, 2015	3:00 p.m.,	Wright Brothers Room, 3:30 p.m. Centennial Airport, 7800 S. Peoria St., Englewood, CO (Dave Goddard representing CACNR)
May 14, 2015	3:00 p.m.,	Wright Brothers Room, 3:30 p.m. Centennial Airport, 7800 S. Peoria St., Englewood, CO (Brad Pierce representing CACNR)
June 18, 2015	3:00 p.m.,	Wright Brothers Room, 3:30 p.m. Centennial Airport, 7800 S. Peoria St., Englewood, CO (Nancy Jackson representing CACNR)

**12. ADJOURNMENT**

March 27, 2015

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE

MINUTES

February 4, 2015

DRAFT – as amended 03/12/15

VISION – QUIETER SKIES FOR OUR COMMUNITIES

MISSION – UTILIZING PARTNERSHIPS TO REDUCE AIRPORT NOISE FOR THE BENEFIT OF NEIGHBORING COMMUNITIES

1. CALL TO ORDER, ROLL CALL, and QUORUM: The meeting was called to order at 6:33 p.m. by Chair Harold Anderson. A quorum was present, which included:

*Arapahoe County* – Nancy Jackson and Bart Whitehouse

*Douglas County* – Alison Biggs and Joe Fowler

*Aurora* – Brad Pierce

*Castle Pines* – Maureen Shul

*Centennial* – Keith Gardner

*Cherry Hills Village* – Katy Brown

*Foxfield* – Dave Goddard

*Greenwood Village* – Bette Todd

*Lone Tree* – Harold Anderson

*Parker* – Mike Sutherland

*ACPAA* – Robert Olislagers

*AOPA* – Robert Doubek;

*CABA* – Don Kuskie

*FAA APA Control Tower* – Ted Michalakes

Alternate Representatives for *Aurora*, Porter Ingram; *Centennial*, Andrea Suhaka; and *ACPAA*, Mike Fronapfel were in attendance. Centennial Airport staff member Scott Drexler was also present.

Those absent were: *Castle Rock* – Mark Heath/Heather Lamboy; *CDOT Aeronautics Division* – Todd Green; *FAA District Office* – Linda Bruce/Kandace Krull; and *FAA TRACON* – Jim Borge.

2. APPROVAL OF THE AGENDA: On the motion of Keith Gardner, duly seconded, the agenda was approved.

3. PUBLIC COMMENT: Ryan Sarni, representing the homeowners association of Cherry Creek Vista South, presented comments and questions from the latest meeting of that group. They included observations that it seemed police helicopter traffic after 8:00 p.m. had increased recently; military flights also seemed to have increased recently, particularly on weekends; and pattern work by training flights had become a concern, not only for frequency, but for the safety factor as well. He noted the recent fatal crash into an area yard had occurred about 1 ½ miles from this neighborhood, and it was disquieting to the residents. It seemed training flights were frequently not staying south of Arapahoe Road. Would it be possible for training flights to make appointments for time in the pattern, similarly to tee times at golf courses?

Various responses were provided, including that the airport has no control over military flights; communications have occurred in the past with the Denver Police Department about its helicopters and that might be revisited; and the noise monitors will be gathering data about helicopter flights this year.

Flight schools have also been engaged in past discussions, but when flight paths are full, the tower has no choice but to expand the pattern. Ted Michalakes noted tower personnel have not been granted authority to cut off or schedule flight “reservations” as golf courses do with tee times. Robert Olislagers indicated if capacity is exceeded, the FAA can step in, but Centennial Airport is far from a capacity limit. Once more data from the noise monitors is available, it may be worth discussing with TRACON or the FAA.

Airport staff have looked into what has been happening in the noted area. Question was asked if the involved aircraft could be identified, and could someone speak with any offenders. It was noted pattern work does include touch and go practice. Harold Anderson suggested training schools might be reminded of the preferred flight paths for training, and future problems reported to staff for identification of the offending aircraft. Problems occurring outside the pattern should particularly be noted and follow-up efforts made. Another situation causing problems is the expansion of residential development in areas previously unpopulated.

4. MINUTES – December 3, 2014: There had been no meeting in January, 2015. In the draft December 3, 2014 minutes, the need for two amendments was noted: Ryan McGee had represented Parker at the meeting; and under 6.D., Robert Olislagers had been appointed to the Colorado Aeronautical Board. The amendments were approved by consensus. On the motion of Keith Gardner, duly seconded, the minutes were approved as amended.

INTRODUCTION: Nancy Jackson introduced Bart Whitehouse, who had been appointed to CACNR from Arapahoe County. He indicated his company had been based at Centennial Airport for 36 years; he had considerable experience at the airport, having also been a pilot for 36 years, using his company's aircraft. Harold Anderson welcomed him on behalf of the group.

## 5. COMMITTEE REPORTS:

A. Community Outreach – Keith Gardner indicated work on the CACNR brochure was getting close to completion, and a copy would be available after the meeting for Representatives to review. The CACNR website continued to be inoperable. The files and meeting documents were “saved,” but the site itself was proving difficult to resurrect. Katy Brown indicated she had a web development company and would be happy to work with Gardner on the problem. Representatives expressed their appreciation of her offer to help.

B. Fly Quiet – Don Kuskie reported having shared the mock-up posters with some corporate jet pilots at the airport. There had not been specific comments, but more seemed to identify with or be mildly favorable to the blue version; few related to the version with the children and toy planes. The pilots related the headset visual to being quiet. The size of some print continued to come into question. Harold Anderson recounted the time and work the committee had expended on the project to date, with the feeling it had done what it could. On the motion of Joe Fowler, duly seconded, the blue poster was approved for use. The numbers to be printed and where they would actually be placed remained to be determined.

C. Noise Monitors – The Noise Monitors Committee had not met, and Scott Drexler had not had time to do any monthly reports with the data from the monitors, similar to those shared at the December meeting. He could go back to capture the information, however, so hoped to have more of that type of reports for the March meeting. The committee will continue working with staff to identify the content and format of data presentations which will be most useful to the Fly Quiet Committee, CACNR, ACPAA, and the general public.

D. Work Program – The committee provided the latest drafts of proposed actions items for 2015 which had been received from the committees, and requested committees particularly address anything printed in red. Any further suggested changes from the committees must be received by the WP Committee no later than 10 days before the next CACNR meeting. This committee will then prepare a hopefully-final version of the 2015 Work Program, which is planned to include short term goals for 2015, and may include long term goals for the period following this year. It is also planned to include an attachment or appendix showing those items which have been “retired,” or proposed for retirement, from past plans, with the reasoning behind those actions. Bette Todd indicated she thought the revised format was less complex than the last effort, and would be easier to work with.

E. Study Group – The Study Group had emailed draft copies of three documents: the Memorandum of Understanding (MOU); the Funding Structure; and proposed amendments to CACNR's Bylaws. It was noted the draft MOU anticipates all members will sign on, from both Regular and Advisory categories, and it may be an interesting exercise obtaining agreement on content from every group. The two new documents basically establish relationships among the CACNR members, and indicates such things as how members are added or leave the group. The MOU is designed to be difficult to amend so it does not have to go through the process of getting approval from all Members with any frequency. The Bylaws amendments reflect the content of the other two documents. The Study Group noted ACPAA and airport staff had also received the drafts.

Following discussion, it was agreed the documents should not be given to others beyond those who have received them, until CACNR and ACPAA are satisfied with them. It was noted the MOU is an IGA-type document. Nancy Jackson suggested everyone send their comments to Brad Pierce, or any member of the Study Group, no later than two weeks before the March meeting. The group can then provide everyone with another version for review at that meeting.

## 6. REGULAR MONTHLY REPORTS:

A. Treasurer's Report – A 2014 Final Treasurer's Report had been received from airport staff. It showed expenditures of \$8,666.22 for the year, leaving a balance of \$1,333.78. A treasurer's Report as of January 30, 2015 had been received from airport staff, showing a 2015 beginning balance of \$10,000, with no expenditures to date. Staff reported a \$1,000 invoice for membership in N.O.I.S.E. had been received. On the motion of Alison Biggs, duly seconded, CACNR approved joining N.O.I.S.E. for 2015.

B. Noise Report– A 2014 Year End Noise Report was distributed by airport staff. Scott Drexler indicated he would send the report to everyone electronically. December operations had been down but complaints were up to 410 from 128 in November. There had been 2,956 complaints during 2014, with 422 ((14.28%) of those being about nighttime flights. Bette Todd noted she had called a complaint in December about a very noisy flight over her area; she had checked, and it had been an itinerant Stage 2 aircraft, flying at 500 feet. Staff reported the noise monitor in the general area had recorded a flight at that time of 89 decibels; after further checking, staff will speak with the crew if possible.

For the 2014 summary report, the staff had utilized GIS location identification and reported Unincorporated Douglas County had submitted the highest percentage of complaints, at 27%; 24% had come from Centennial; 19% from Unincorporated Arapahoe County; 15% from Greenwood Village; 5% from Aurora; 4% from Castle Pines; 3% from Lone Tree; 2% from Cherry Hills Village; and 1% each from Parker and Denver. Areas whose complaints resulted in percentages smaller than 1% were not shown in the circle chart, but were provided numerically. Unincorporated Arapahoe County had the highest number of households registering complaints. A breakdown of complaints involving jets, props, and helicopters was not available.

Staff was continuing to work with the Noise Monitor Committee to determine the best way to collect and look at the wide variety of data available from the monitors.

C. Noise Monitor Update – Mike Fronapfel reported there were 2 items to be resolved before the noise monitor system would be accepted. One item was the air traffic control recorder which wasn't working properly on all frequencies and the other item was solar noise monitor site #4 which stopped sending data periodically. Until these issues are corrected, the final acceptance for the system cannot be completed, and as a result final payments were being held until a resolution is satisfactorily achieved.

D. Legislative Report – Robert Olislagers indicated there was nothing new legislatively at the State level. At the Federal level, the proposed FY2016 budget includes a cut of \$450 million in the Airport Improvement Program from the current level which Congress has rather consistently maintained in recent years. Work had begun on the Airway Trust Fund reauthorization, but there would be considerable effort needed before action would be taken.

E. Arapahoe County Public Airport Authority Board – Robert Doubek reported he had been out of town, so the December 11, 2014 ACPAA meeting had been chaired by Nancy Doty. He provided the following written report of the meeting: *A public meeting was opened and the proposed 2015 annual budget was presented which forecasts the 2015 operating revenue exceeding the operating expense, net of depreciation and amortization. Net funds available for carry forward are \$1,304,709. The forecast noise expense is estimated to be \$74,500 not counting staff salaries assigned to aircraft noise issues. The budget was approved with minor changes to capital expenditures.*

F. Airport Activity or Upcoming Events of Interest to CACNR – Robert Olislagers mentioned the following: In Memoriam: Col. Jack Wilhite (USAF-Ret.) and Prof. George McCrillis. He also noted new ACPAA Commissioners Capt. Jim Huffman (USN-Ret.) and Douglas County Commissioner David Weaver.

G. Centennial Airport Air Traffic Control Tower – Robert Olislagers again credited Centennial Tower personnel for championing the LOOOP RNAV departure route to the north. To their credit, and that of TRACON, there was a push for using DME procedures in advance of final official approval of the LOOOP RNAV departure. Ted Michalakes indicated a higher percentage of aircraft can navigate using DME as opposed to RNAV equipment. A preliminary test of a DME based procedure would be more flexible if problems are discovered. Details of the procedure are yet to be finalized, but Mr. Michalakes considers it reasonable, barring unforeseen issues, for the testing and implementation decision to be completed by the end of CY2015.

H. N.O.I.S.E. – Brad Pierce reported the N.O.I.S.E. annual Legislative Summit would be held in Washington, DC on March 8, 2015 in conjunction with the National League of Cities; its Lobby Day will be on March 10, 2015. As the N.O.I.S.E. President, he will be attending. He indicated CBS News had done a four minute report about NextGen and the problems it has caused, mostly related to the Phoenix area. As N.O.I.S.E. President, he had also been interviewed for *Airport Noise Report, a weekly update on litigation, regulations, and technological development*. His comments had covered the need for changes to air traffic patterns to include consideration of the impacts on noise on airport-adjacent communities, and the need for community

involvement, education and outreach when there are new or changing noise impacts. He indicated he would obtain the link to the CBS report, and to the *Airport Noise Report* and send them to everyone.

7. OLD BUSINESS:

A. CACNR Representatives to 2015 Meetings of ACPAA – A signup sheet for this responsibility was circulated, with the following results:

Jan. – no meeting of either group	July – no ACPAA meeting
Feb. – Don Kuskie, with back-up from Keith Gardner	Aug. – Harold Anderson
Mar. – may be no need, as CACNR meets after ACPAA	Sep. – Keith Gardner
Apr. – Dave Goddard	Oct. – Joe Fowler
May – Brad Pierce	Nov. – still needed
June – Nancy Jackson	Dec. – Katy Brown

B. Items for CACNR Report to ACPAA February 12, 2015 Meeting – Don Kuskie and Keith Gardner would collaborate on the report.

C. Reschedule March 4, 2015 Meeting – Following discussion, it was agreed March 12 would be the most acceptable date for rescheduling this meeting, for the most Representatives. This was necessitated because three CACNR Representatives, including the Chair and Secretary, plus airport staff members, will be attending the UC Davis Noise Symposium.

8. NEW BUSINESS:

A. Representative to Serve on Consultant Selection Committee for the 2015 Noise Exposure Map Update – The update will be to the work done in 2012, and this assignment would probably involve two meetings plus related reading materials. Dave Goddard volunteered to serve on the committee.

9. PUBLIC COMMENT: Raj Patel explained he was involved with a new Holiday Inn being planned for the area of Arapahoe and Nome, and had many questions about how to prevent customer complaints about airport noise. Scott Drexler and Mike Fronapfel indicated they would be happy to help Mr. Patel.

10. COMMENTS FROM ROUNDTABLE REPRESENTATIVES AND STAFF: Alison Biggs asked everyone to review the latest roster which had been sent with materials for this meeting, to assure accuracy.

11. NEXT MEETINGS:

CACNR – March 12, 2015, Ramada Hotel & Suites, 7770 S. Peoria Street, Englewood, CO, 6:30 p.m.  
April 1, 2015, Ramada Hotel & Suites, 7770 S. Peoria Street, Englewood, CO, 6:30 p.m.  
May 6, 2015, Ramada Hotel & Suites, 7770 S. Peoria Street, Englewood, CO, 6:30 p.m.

ACPAA – Feb. 12, 2015, Wright Brothers Room, Centennial Airport, 7800 S. Peoria St., Englewood, CO  
Don Kuskie representing CACNR, with backup from Keith Gardner; 3:00 p.m.  
March 12, 2015, Wright Brothers Room, Centennial Airport, 7800 S. Peoria St., Englewood, CO  
Meeting is before CACNR meeting, so will be nothing new to report, 3:00 p.m.  
April 9, 2015, Wright Brothers Room, Centennial Airport, 7800 S. Peoria St., Englewood, CO  
Dave Goddard representing CACNR; 3:00 p.m.  
May 14, 2015, Wright Brothers Room, Centennial Airport, 7800 S. Peoria St., Englewood, CO  
Brad Pierce representing CACNR; 3:00 p.m.

12. ADJOURNMENT: The meeting was adjourned at 8:25 p.m.

Alison Biggs, Secretary

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE

MINUTES

March 12, 2015

DRAFT

VISION – QUIETER SKIES FOR OUR COMMUNITIES

MISSION – UTILIZING PARTNERSHIPS TO REDUCE AIRPORT NOISE FOR THE BENEFIT OF NEIGHBORING COMMUNITIES

1. CALL TO ORDER, ROLL CALL, and QUORUM: The meeting was called to order at 6:35 p.m. by Chair Harold Anderson. A quorum was not present. Those in attendance were:

<i>Arapahoe County</i> –Bart Whitehouse	<i>ACPAA</i> – Mike Fronapfel
<i>Douglas County</i> – Alison Biggs and Joe Fowler	<i>AOPA</i> – Robert Doubek
<i>Aurora</i> – Brad Pierce	<i>CABA</i> – Don Kuskie
<i>Greenwood Village</i> – Bette Todd	
<i>Lone Tree</i> – Harold Anderson	

Alternate Representatives for *Douglas County*, Mike Acree and *Aurora*, Porter Ingram, were present, as was ACPAA staff member Scott Drexler. Ted Goodland from TRACON was later identified as being seated in the audience.

Those absent were:

<i>Arapahoe County</i> - Nancy Jackson	<i>Parker</i> – Ryan McGee
<i>Castle Rock</i> – Mark Heath/Heather Lamboy	<i>CDOT Aeronautics Division</i> – Todd Green
<i>Castle Pines</i> – Maureen Shul/Rex Lucas	<i>FAA District Office</i> – Linda Bruce/Kandace Krull
<i>Centennial</i> – Keith Gardner/Andrea Suhaka	<i>FAA APA Control Tower</i> – Gerald Huthoefer/Ted Michalakes
<i>Cherry Hills Village</i> – Katy Brown	
<i>Foxfield</i> – Dave Goddard	<i>FAA TRACON</i> – Jim Borge

2. APPROVAL OF THE AGENDA: Approval of the agenda was dispensed with. Those present agreed to proceed with topics which did not require formal action. (Discussions below are referenced with their agenda designations, even though agenda order was not followed.)

3. PUBLIC COMMENT: None

INTRODUCTION: Alison Biggs introduced the new Alternate Representative from Unincorporated Douglas County, Mike McAcree. He is a past Douglas County Sheriff and lives in the Grandview Estates area. Harold Anderson welcomed him on behalf of the group.

INFORMATION: Harold Anderson noted Bart Whitehouse lives in Greenwood Village, and was therefore ineligible to serve as the Unincorporated Arapahoe County Representative. This had been called to the attention of the Arapahoe County Commissioners, with an accompanying copy of the CACNR Bylaws. A new Representative for Unincorporated Arapahoe County will be appointed as soon as possible. Chair Anderson indicated Mr. Whitehouse would continue to attend meetings until that appointment was made.

4. MINUTES – February 4, 2015: Although no formal action could be taken, the minutes were reviewed. In Section 6.E., detail was requested in reference to the 2015 ACPAA budget regarding the “forecasted noise expense is estimated to be \$74,500 not counting staff salaries assigned to aircraft noise issues.” How was it anticipated that amount would be utilized, and did it include the \$10,000 allocated to CACNR? Staff indicated a response would be brought to the April 1, 2015 meeting.

Two typographical errors were noted, and suggestion was made to delete the third sentence in 5.B. and replace it with “The pilots related the headset visual to being quiet.” Those changes will be made and an amended draft will be brought to the April 1, 2015 meeting for approval.

7. OLD BUSINESS:

B. UC DAVIS NOISE SYMPOSIUM – Harold Anderson reported he had gone to the ACPAA meeting earlier in the day, and had provided that group with information about topics and things learned at this symposium. He and Alison Biggs had attended for CACNR. Bette Todd had attended in her role on the symposium planning committee, with the majority of her expenses handled by Greenwood Village or personally. She had been specifically instrumental in getting a General Aviation Forum on Best Practices on the program

and in securing a particularly knowledgeable and entertaining speaker from Witham Field, Marin County, Florida. Attendees were from all over the United States and Canada. The observations he had shared with ACPAA included:

- The FAA realizes NextGen is not going well
- Some airports and noise roundtables are using social media very well to educate the public, more than Centennial Airport is
- Giving awards to flights schools, jet operators, and others for improvement in noise works very well at many airports, and that needs to be considered here
- The interaction with other symposium attendees may be as important as the content of the meeting itself
- At many airports, the noise roundtable, airport management, the control tower and TRACON personnel work well as a team – while there is improvement here, we are not at the level noted in some other locations
- The CACNR budget is considerably smaller than that of most noise roundtables, and CACNR is attempting to address that somewhat through the proposed MOU and related documents.

ACPAA members had seemed interested in the program and information, and had asked several questions.

Concerns about NextGen implementation were noted throughout the symposium; the public had not been engaged in several locations, and air traffic had been moved to many places where it had never been before. This has resulted in increased activity by the public such as in Phoenix, Chicago, and New York. Although the implementation of RNAV here has been relatively smooth, the FAA's plan to do a Metroplex study here may bring other components into play. Its use of Categorical Exclusions in relation to environmental assessments is very problematic; there was an announcement of what it will be doing in that regard, but there seemed to be a lack of clarity and considerable unrest with that situation, particularly the lack of citizen involvement.

Observation was made about the problems with the development and roll-out of RNAV here, the use of conflicting data in the environmental assessment that was done, misrepresentation of where traffic would be routed, etc. Question was asked about how much comfort there might be with a Metroplex process given that past history. Response was it may be like comparing apples to oranges, as apparently a different modeling structure will be used. Question was asked if further NextGen implementation could undo RNAV here. Cooperation with the airport, the FAA, TRACON, and the Control Tower will be important.

Other items from the symposium mentioned at this meeting were:

- Staff of the Oakland Airport Community Noise Forum had produced a 64 page Glossary of Selected Airport and Aviation Terms – an extremely useful tool. A few extra copies had been brought back, and ACPAA staff and others were provided with them. There were two left, and if there is interest, information of obtaining more can be sought.
- Recurring comments were made about the importance of the airport taking the lead in letting airport users know what the expectations are regarding noise containment efforts... that point was made at least ten times during the conference
- There is a need for proactivity by a robust airport Noise Office
- Learned that change does not have to wait for approval of a Part 150 study (Noise Offices can be proactive in getting many things done on their own) and some airports avoid them purposefully, feeling such studies actually can be counterproductive by setting limits
- Learned there are systems already available to do many things, such as produce the kinds of reports which CACNR would like to have from the noise monitors, freeing the Noise Office from having to laboriously create and maintain them on a one-by-one basis
- Places which accomplish things for their communities and airports seem to have dedicated noise roundtable staffs and substantial budgets – some in the \$100,000 range, with most of the funds provided by the airports  
Volunteers with essentially no budget or staff cannot do what could be accomplished
- Certainly we are in better shape than some locations, but we do have ample room for improvement
- Learned many airports work very well with their towers and TRACON to effect change – without having a Part 150 or a Part 161. If no one says they can't do something, they are willing to give it a try, very similar to what is happening here with the implementation of the LOOOP procedures
- Replace perception with fact – there need to be mechanisms for the public to be able to connect data to reality

- As much information as possible should be placed on the Web for the public – transparency is essential to trust, and will equal increased trust when it becomes the norm
- Outreach to communities is good for the airport as well as educational for citizens – one airport reported a budget of \$950,000 for outreach/PR activity and its program was impressive
- Learned of a Congressional Quiet Skies Caucus – no Colorado members; do not know if any have been approached.
- Stress was placed on the usefulness of noise roundtables maintaining close contact with legislators
- Learned University of Minnesota is doing a noise analysis, with the Minneapolis airport, of the nation's top 35 airports
- Learned of the FAA Noise Abatement Policy of 1976 regarding airports' responsibility to proactively engage with the community
- Many things are being done at other airports regarding noise – where there is cooperation, there is progress, and apparently no airports have been harmed in the making of that progress
- There were also continuing references to the need for the community to be seen as a partner, not a roadblock or something to just be tolerated, in efforts to address noise issues
  - There is a choice of going it alone, or partnering for success
  - Citizens are the ones who suffer when the FAA, the airport, and the community are not working together
- Obtained copies of a White Paper on Helicopter Community Noise Prediction Methodology for INM/ADT and ACRP 02-44 Helicopter Noise Modeling Guidance
- This conference is important enough ACPAA might consider sending some of its members to the 2016 event – they are busy people, but it would provide a first-hand perspective about possibilities for implementation here

Request was made to explore the most appropriate way to approach members of the Colorado Congressional Delegation about joining the Quiet Skies Caucus; this might be done jointly with ACPAA. It was agreed to place this on the April agenda. There were several other ideas for possible follow-up here which can be brought to the group or shared with committees as appropriate in the coming months.

##### 5. COMMITTEE REPORTS:

A. Community Outreach – Keith Gardner had reported to the Chair that he had been working on getting the website operational again, and an invoice for \$350 had been submitted from Foxden Web Solutions for work on that restoration. Action on payment of the invoice was deferred to the April CACNR meeting. Proposals for updating and the upkeep of the website (i.e. a webmaster) would be sought, hopefully in time for the April CACNR meeting; Katy Brown would be asked to submit a proposal. ACPAA staff reminded anything over a \$3,000 level required three bids. Representatives agreed on the importance of maintaining a quality website which would be updated regularly. ACPAA staff indicated the [www.centennialairport.com](http://www.centennialairport.com) website would also include CACNR materials and information again, as well as a link to the CACNR website.

B. Fly Quiet – Twenty-five posters had been obtained for distribution to the flight schools, FBOs, and possibly other locations such as maintenance facilities. Harold Anderson will accompany ACPAA staff doing the distribution. There was discussion about the presentation of the posters, with encouragement for them to be mounted and framed well, to enhance their impact. Question was asked if any additional Noise Abatement Guidelines were needed by now; response was that no additional copies were necessary.

C. Noise Monitors – Nothing new to report.

D. Work Program – The latest draft of the Work Program's Actions Items for 2015 had been provided. As no action could be taken due to the lack of a quorum, suggestion was made that electronic approval be requested, with a ten day response time, before the next meeting so committees could begin work and report any progress to that meeting. Joe Fowler volunteered to send out the request for approval. It was noted the Bylaws should include language which would specifically allow for electronic voting, and under what circumstances.

E. Study Group – Drafts of the Memorandum of Understanding (MOU); the Funding Structure; and proposed amendments to CACNR's Bylaws had been provided. Discussion and action on those documents were deferred to the April meeting due to the lack of a quorum.



6. REGULAR MONTHLY REPORTS:

A. Treasurer's Report – A Treasurer's Report dated as of March 9, 2015 had been received from ACPAA staff. It showed an expenditure of \$1,000 to date, for membership in N.O.I.S.E. A placeholder had been inserted for expenses from the UC Davis Aviation Noise and Air Quality Symposium.

B. Noise Report– The 2014 Year End Noise Reports, distributed for the February, 2015 meeting, had again been provided by ACPAA staff. Reports for January and February, 2015, which had been given to the March 12, 2015 ACPAA meeting earlier in the day, were provided at this meeting. No other specific data from the noise monitors was presented.

Centennial had accounted for 65% of the complaints in January, with 225. Greenwood Village tallied 53% of the complaints in February, with 83. Overall, although the number of complaints dropped rather dramatically from January to February (346 from 41 households to 155 from 20 households), the number of complaints for both months was higher than corresponding months in 2014. Slightly less than 11% of complaints in January, 2015 had related to nighttime flights. 11.6% of complaints in February, 2015 related to nighttime events. Staff noted 43% of complaints had come from the top five households in February.

C. Noise Monitor Update – Mike Fronapfel reported a wrong utility board had been installed in noise monitor #4, so it had been losing data in cold weather. That board had been replaced and the monitor was expected to be functioning properly now. An air traffic control recorder still needed some correction, but it was anticipated that should be handled soon so the system could be accepted shortly. The FAA was very interested in having grant closure as soon as possible.

D. Legislative Report – Nothing new was reported.

E. Arapahoe County Public Airport Authority Board – Robert Doubek gave a report from the February 12, 2015 ACPAA meeting, and provide it in written form: *Two new Board members from Douglas County were introduced. They are: Commissioner James Huffman who is an aviator, and owns an aircraft based at Centennial. Also appointed is Commissioner, and former sheriff, Mr. David Weaver. They will be joining Commissioner John Sieber as Ex Officio members of the authority.*

*Congratulations were expressed to Robert Olislagers who was recently appointed, to a three year term, to the Colorado Division of Aeronautics by Governor Hickenlooper.*

*In accordance with the Authority's By-laws, the Airport Board of Commissioners elected the following officers for the next two years expiring in February 2017: Robert J. Doubek, Chairman; Nancy A. Sharpe, Chair Pro-Tem; Nancy A. Doty, Clerk; Bill L. Holen, Treasurer and Assistant Clerk*

*A Public Hearing was opened for Resolution 2015-4 pertaining to a Transfer Fee to be applied to all new leases that are later sold or transferred to third parties, as well as lease extensions. A vote was not taken and the Resolution was continued to the March 12 Board Meeting.*

*Don Kuskie presented the Centennial Airport Community Noise Roundtable (CACNR) update. rjd 3/1/2015*

Doubek indicted the issue of a Transfer Fee noted in February had been revisited at the March meeting, and had been dropped, so there would be no such fee charged by ACPAA.

Don Kuskie noted there had been a meeting on the LOOOP departure route between the Centennial Airport Control Tower, TRACON, and several pilots, one of whom had flown the LOOOP route. Question was asked about the goal of the LOOOP; response was a reduction in aircraft noise, particularly through avoidance of areas in Greenwood Village and Unincorporated Arapahoe County to the northwest of the airport. The route had been tested by some small aircraft, with additional testing by bigger aircraft to come on March 13. Ted Goodland from TRACON, present but seated in the audience, noted various aspects of using the LOOOP were being worked out with pilots, and routes and roles were making progress. Tracking the relationship of the LOOOP use with data from the noise monitors is anticipated.

Scott Drexler informed CACNR that HMMH had been approved as the consulting firm to do the update of the noise contours.

F. Airport Activity or Upcoming Events of Interest to CACNR – Nothing new was reported.

G. Centennial Airport Air Traffic Control Tower – Nothing new was reported

H. N.O.I.S.E. – Brad Pierce reported he had learned the Air Force Thunderbirds will be in the Denver area May 29, 30, and 31, 2015, and the Navy Blue Angels will be here in the Fall of 2016. Most likely they will fly out

of either Buckley Air Force Base or the Air Force Academy. These groups sometimes may draw attendance of about 30,000 people a day.

Pierce had attended the latest meeting of the NextGen Advisory Committee in Atlanta. This group has four main priorities, with committees focused on each one: Performance Based Navigation (PBN); Surface Operations; Multiple Runway Operations (MRO); and Data Communications (Data Comm).

He had also attended the N.O.I.S.E. annual Legislative Summit in Washington, DC, held in conjunction with the National League of Cities. The identified legislative priorities for N.O.I.S.E. include:

1. Support for expanded environmental review for implementation of Performance Based Navigation
2. Support for federal funding and investment into the research and development on the health and psychological impacts of the concentration of flights caused by some PBN procedures
3. Support for implementing sound insulation programs that result from Part 150 studies to the standards used prior to the September 2012 Public Guidance Letter PGL-12-09

(Issues Papers on these three topics had been provided to CACNR for its December, 2014 meeting.) While at the Legislative Summit, he and Emily Tranter, N.O.I.S.E. National Coordinator, had met with Steve Israel from New York who was one of the creators of the Congressional Quiet Skies Caucus. The group's goal is to raise awareness on the issue of aircraft noise and work to find meaningful solutions to the problem. The caucus consists of members from across the country whose constituents are adversely affected by incidents of airplane and helicopter noise; there currently are no Colorado members.

7. OLD BUSINESS:

- A. Invoice for Web Site Recovery –Previously discussed under the Community Outreach Committee.

8. NEW BUSINESS:

- A. Election of CACNR Officers: As a quorum was not present, this election could not be held and would be rescheduled for the April 1, 2015 meeting.

9. PUBLIC COMMENT: None

10. COMMENTS FROM ROUNDTABLE REPRESENTATIVES AND STAFF: Mike Fronapfel and Scott Drexler indicated the money for noise expense in the 2014 ACPAA budget had been expended for such things as \$40,000 for consultants to assist with GIS mapping, maintaining the noise office (absent staff salaries), cell phone service, radar data equipment, and travel. Anticipated expenses for the use of the \$74,500 in the 2015 budget would probably include similar items, minus the \$40,000 for GIS mapping; details would be provided for the April meeting.

11. NEXT MEETINGS:

CACNR – April 1, 2015, Ramada Hotel & Suites, 7770 S. Peoria Street, Englewood, CO, 6:30 p.m.  
May 6, 2015, Ramada Hotel & Suites, 7770 S. Peoria Street, Englewood, CO, 6:30 p.m.  
June 3, 2015, Ramada Hotel & Suites, 7770 S. Peoria Street, Englewood, CO, 6:30 p.m.

ACPAA – April 9, 2015, Wright Brothers Room, Centennial Airport, 7800 S. Peoria St., Englewood, CO  
Dave Goddard representing CACNR; 3:00 p.m.

May 14, 2015, Wright Brothers Room, Centennial Airport, 7800 S. Peoria St., Englewood, CO  
Brad Pierce representing CACNR; 3:00 p.m.

June 18, 2015, Wright Brothers Room, Centennial Airport, 7800 S. Peoria St., Englewood, CO  
Nancy Jackson representing CACNR; 3:00 p.m.

12. ADJOURNMENT: The meeting was adjourned at 8:25 p.m.

Alison Biggs, Secretary

**Centennial Airport Community Noise Roundtable  
Treasurer's Report as of March 27th, 2015**

<b>2015 Beginning Balance</b>		<b>\$10,000.00</b>
N.O.I.S.E	1,000.00	
UC Davis Noise (Note 1)	3,616.67	
<b>Expenditures 2015 to Date</b>	<b>\$4,616.67</b>	
<b>Current Balance</b>		<b><u><u>\$5,383.33</u></u></b>

Note 1 - Travel to UC Davis Noise Symposium for Harold Anderson & Alison Biggs 2/28/15 - 3/4/15

**CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE**

**A MEMORANDUM OF UNDERSTANDING FOR THE FORMAL CREATION OF THE  
CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE**

**DRAFT – WITH REPRESENTATIVES’ COMMENTS & STUDY GROUP RESPONSES**  
03/06/15

Approved by Centennial Airport Community Noise Roundtable on \_\_\_\_\_  
Memorandum of Understanding effective date: \_\_\_\_\_

**TABLE OF CONTENTS**

	Page
Preamble	2
Article I. Creation of the CACNR Organization/Purpose/Objectives	2
Article II. Terms of Agreement	3
Article III. Membership	4
Article IV. Operations and Support	5
Article V. Adoption and Effective Date	5
Article VI. Amending the MOU	6
Article VII. Dissolution of CACNR	6

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Attachments: Signature page for each CACNR Member

*(Only 1 signature page is included here as a sample, so all of them do not have to be printed each time there are changes to the draft.)*

## Preamble

Centennial Airport is one of more than 60 public-use, general aviation airports in the state of Colorado. The facility was opened in 1967 and has been owned and operated by the Arapahoe County Public Airport Authority (ACPAA) since 1975. The Airport's location along Interstate 25 next to the Denver Tech Center and a few miles south of downtown Denver makes it a key element of the economic vitality of the Denver metropolitan area. Numerous companies have chosen to locate their corporate headquarters near the Airport to take advantage of the convenience, facilities, and services that the Airport has to offer.

As of 2013, Centennial Airport was home to nearly 800 fixed-based aircraft, including a mix of single-engine, multi-engine, jets, and helicopters. Four fixed-base operators (FBOs) provide a full spectrum of services for both the locally based and transient pilot communities. With approximately 320,000 annual take-offs and landings on three runways, Centennial Airport ranks among the busiest general aviation airports in the United States (Top 20 U.S. airports ranked by itinerant general aviation operations [2011]). The Airport's mission is safety, security and service for the general aviation community.

In 1998, ACPAA initiated a voluntary FAA 14 Code of Federal Regulation (CFR) Part 150 Noise Compatibility Program (NCP) to analyze and examine community noise impacts from Centennial Airport aircraft operations. The need for a plan was due in part to the rapid commercial and residential growth in the airport environs and the on-going increase in airport operations. The outcome of the five-year study to develop a plan produced a list of 12 recommendations. Those recommendations included several key actions, such as establishing a Fly Quiet Program, installing an aircraft noise monitoring system, and creating an on-going committee to address aircraft noise issues impacting the communities surrounding Centennial Airport and to monitor the implementation of all of the NCP Part 150 Study recommendations. That committee became known as the Centennial Airport Community Noise Roundtable (CACNR).

CACNR was formed in May, 2009 to make recommendations to ACPAA to reduce and mitigate the adverse noise impacts that users of the airport create on surrounding communities. Through its membership of locally appointed community representatives, the ACPAA, airport users, and key staff from the Federal Aviation Administration (FAA) and the Colorado Department of Transportation (CDOT) Division of Aeronautics, CACNR acts as a forum that attempts to achieve cooperation between all of these groups in achieving airport noise reduction. CACNR held its first formal meeting on July 15, 2009, **AND AT THAT TIME, ITS PURPOSE WAS FURTHER DELINEATED AS SHOWN BELOW, WITH THE ADOPTION OF A STATEMENT OF PURPOSE DEVELOPED BY AN ACPAA-RETAINED CONSULTANT.**

This Memorandum of Understanding (MOU) formalizes an agreement among the Members to officially create CACNR. The document specifies the purpose and objectives of CACNR and provides guidance on membership criteria, operations and support, and the procedure to amend the MOU.

This document shall be considered the foundation document for the creation of CACNR, replaces all **previous PREVIOUS (correction of typographical error)** creating documents, and is intended to act as the instrument that provides focus and guidance for the on-going activities of the organization.

## Article I. Creation of the **CACNR** Organization/Purpose/Objectives

### 1. Creation of the Organization

This MOU formally creates a public body to be known as the Centennial Airport Community Noise Roundtable (CACNR) for the purpose and objectives stated below via the Agreement and Membership criteria stated herein.

### 2. Purpose

CACNR is a voluntary association of ACPAA, neighboring communities, federal and state agencies, and airport users, created **TO MONITOR PROGRAMS IMPLEMENTED AS A RESULT OF THE ADOPTION OF THE ACPAA NOISE COMPATIBILITY PROGRAM, INCLUDING THE FLY QUIET PROGRAM**

**GUIDELINES AND THE NOISE MONITORING PROGRAM, AND** to address aircraft noise issues impacting the communities surrounding Centennial Airport. In an ~~non-adversarial~~, interactive, and collaborative open forum, CACNR will seek to identify the dimension of the noise issues, discover possible mitigation actions, find opportunities for implementation, and evaluate the effectiveness of the mitigations. While CACNR's initial efforts in the development and implementation of a Work Program will be directed to noise issues associated with current aircraft operations, consideration of future noise issues also will be addressed, including interaction with noise roundtable activities at other airports.

3. Objectives ~~OF CACNR~~ (see addition in title of Article I.)

A. Continue to organize, administer, and operate CACNR as a public forum to develop, evaluate, and pursue implementation of reasonable and feasible policies, programs, procedures, and other relevant actions by the appropriate agencies to reduce the noise impacts from aircraft operations at Centennial Airport.

B. Maintain CACNR as a focal point of information and discussion between local, state, and federal legislators and policy makers regarding noise impacts in local neighborhoods and communities from airport/aircraft operations.

C. Develop and implement a CACNR Work Program to further its purpose, including **BUT NOT LIMITED TO:**

1) Analyze and evaluate the impacts of aircraft noise on affected communities, and ~~WOULD A SURVEY OF HOMEOWNERS BE USEFUL HERE? HOW WILL WE COLLECT DATA?~~ (not applicable here – possible Work Program item)

2) Make recommendations to appropriate agencies, regarding implementation of effective aircraft noise mitigation actions.

~~ADD 3. EDUCATE CITIZENS AS TO WAYS TO LESSEN NOISE IN THEIR HOMES, AND HOW TO REGISTER CONCERNS-~~ (Not applicable here – possible Work Program item)

D. Maintain communication and cooperation between ACPAA, airport staff, and local governments (cities, towns, and counties) regarding: ~~HOW? WILL WE ASK FOR A MONTHLY REPORT FROM CACNR TO BOARD? HOW WILL CACNR GET REPORTS FROM MUNICIPALITIES AND COUNTIES REGARDING DEVELOPMENTS?~~ (not applicable here – possible Work Program)

1) Local agency land use and zoning decisions within noise-sensitive and/or overflight areas, while recognizing local government autonomy to make those decisions, and

2) Decisions/actions that affect current and future on-airport development, while recognizing ACPAA's autonomy to make those decisions.

## **ARTICLE II. Terms of Agreement**

The signatories to this MOU agree to:

A. Accept in concept and spirit the formal creation of and continuing operation of CACNR as described in Article I herein.

B. Continue to work cooperatively with all stakeholders to reduce noise impacts on affected neighborhoods and communities from aircraft operations at Centennial Airport.

C. Provide the necessary resources to enable CACNR to carry out its on-going efforts to achieve effective aircraft noise reduction and mitigation as addressed in this Agreement. ~~WHO IS TO DEFINE "NECESSARY?"~~ (addressed in the Funding Document)

D. Inform their respective constituencies of CACNR'S activities and actions to reduce aircraft noise impacts.

E. Oppose **NOT SUPPORT** actions that shift noise related to aircraft operations at Centennial Airport from one community to another.

### **ARTICLE III. Membership**

#### 1. Membership Categories

##### A. Regular (Voting) Members

Regular Members of CACNR, as of the effective date of this MOU are:

Arapahoe County Public Airport Authority

Counties:	Arapahoe	Douglas
Cities/Towns:	Aurora	Foxfield
	Castle Pines	Greenwood Village
	Castle Rock	Lone Tree
	Centennial	Parker
	Cherry Hills Village	

##### B. Advisory (Non-Voting) Members

Advisory Members of CACNR as of the effective date of this MOU are:

- Aircraft Owners and Pilots Association (AOPA)
- Colorado Aviation Business Association (CABA)
- Colorado Department of Transportation Division of Aeronautics (CDOT)
- FAA Centennial Airport Air Traffic Control Tower (APA)
- FAA Denver District Office (ADO)
- FAA Terminal Radar Approach Control (TRACON)

#### 2. Members' Representatives

A. Each city or town shall appoint one Regular Representative and one Alternate. Each county shall appoint two Regular Representatives and two Alternates: at least one private citizen Representative and one private citizen Alternate shall be from its unincorporated area, and one **COUNTY** Official and one **COUNTY** Alternate shall represent the county as a whole.

B. All Regular Members' Representatives who serve on CACNR must have the authority to act and vote on CACNR matters on behalf of their appointing Member.

C. Each advisory member shall appoint one Representative and one Alternate.

D. All Representatives and Alternates shall serve on CACNR at the pleasure of their appointing Members.

#### 3. Addition of Members

##### A. Adding Regular Members:

- 1) A jurisdiction requesting regular membership on CACNR must submit a formal request in writing to the CACNR Chair which explains why the jurisdiction wants to join CACNR, and demonstrate noise impacts from Centennial Airport.
- 2) The governing body of a jurisdiction requesting regular membership must sign a copy of this MOU, agree to the terms set forth herein, and provide the signed copy to the CACNR Chair.
- 3) Following submission of the formal request to join CACNR and the signed MOU, Regular Members may be added by a majority vote of the current regular membership at a regularly scheduled meeting.

B. Adding Advisory Members:

- 1) The participation and advice of local, state and/or federal aviation agencies and organizations are essential to the success of CACNR.
- 2) Such agencies or organizations wishing Advisory Member status in CACNR shall submit a request in writing and a signed copy of this MOU to the Chair of CACNR.
- 3) Advisory members may be added by a majority vote of Regular Members' Representatives at a regularly scheduled CACNR meeting.
- 4) Such action will not require an amendment to the MOU.

4. Withdrawal of a Member

A. Any Regular Member of CACNR may withdraw its membership by submitting a written *Notice of Intent to Withdraw Membership from CACNR*, to the CACNR Chairperson. Such action will forfeit the withdrawing Member's annual CACNR funding amount.

B. Any Advisory Member of CACNR may withdraw its membership by submitting a written *Notice of Intent to Withdraw Membership from CACNR*, to the CACNR Chairperson.

C. Should a Regular Member which has withdrawn its membership wish to rejoin CACNR, the rejoining Regular Member's governing body must sign a copy of this MOU and agree to the terms set forth herein. Following submission of the signed MOU to the Chair of CACNR, the rejoining Regular Member may do so the following fiscal year by a majority vote of the current Regular Membership, at a regularly scheduled meeting.

**ARTICLE IV. Operations and Support**

1. Operations

CACNR operations shall be guided by:

- A. all relevant local and state laws for public meetings and
- B. a comprehensive set of adopted bylaws that guide and govern the operation, administration, funding, and management of CACNR and its activities.

2. Technical and Administrative Support

- A. Technical and administrative support may be provided by ACPAA.
- B. Additional technical and administrative support may be obtained by CACNR as it deems necessary.

**ARTICLE V. Adoption and Effective Date**

1. Adoption of MOU

This MOU shall be deemed adopted and effective upon approval by at least two-thirds of the Regular Members listed in Article III herein.

2. Term of MOU

This MOU and any subsequent amendments to the document shall remain in effect indefinitely:

- A. as long as the membership conditions of Section 3 in this Article are met;
- B. until it is superseded by another MOU; or
- C. until CACNR is dissolved.

3. Conditions for MOU to Remain in Effect

The original adopted MOU, and any subsequent amended and adopted version of the MOU, shall remain in effect so long as at least four Regular Members remain Regular Members of CACNR.



## **ARTICLE VI. Amending the MOU**

1. This MOU may be amended by approval of at least two-thirds of the Regular Members' Representatives at any regularly scheduled meeting.
2. Proposed amendments shall be drafted by at least 25% of the Regular Members' Representatives and submitted in writing to the Secretary no later than two weeks before the next meeting. Written notification of the proposed amendments shall then be provided, via email, to all Representatives at least one week in advance of that meeting.
3. If amended, the MOU must be readopted by each Regular Member's governing body.

## **ARTICLE VII. Dissolution of CACNR**

1. **Process**  
CACNR may be dissolved at a regularly scheduled meeting if a two-thirds majority of its Regular Members adopt a resolution to do so.
2. **Effective Date of Dissolution**  
The effective date of dissolution of CACNR shall be not less than 30 days after the vote to dissolve the organization.
3. **Status of CACNR Funds, Documents, and Records**  
The status of CACNR funds, documents, and records shall be determined by CACNR as part of its dissolution action.

**SAMPLE**  
**A Memorandum of Understanding  
for the Formal Creation of the  
Centennial Airport Community Noise Roundtable**

IN WITNESS WHEREOF, the Parties have executed the Memorandum of Understanding in counterparts as of the date set forth below.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 2014.

CACNR REGULAR MEMBER: ARAPAHOE COUNTY

\_\_\_\_\_  
NAME

\_\_\_\_\_  
TITLE

FOR: ARAPAHOE COUNTY

*(A page will be included for every Member of CACNR.)*

**Centennial Airport Community Noise Roundtable**  
**Annual Funding Structure Proposal for Operations and Activities**  
**Centennial Airport Community Noise Roundtable**  
**DRAFT – WITH REPRESENTATIVES’ COMMENTS & STUDY GROUP RESPONSES**  
**03/06/15**

**BACKGROUND**

With approximately 320,000 annual take-offs and landings on three runways, Centennial Airport ranks among the busiest general aviation airports in the United States. Those aircraft operations affect residents in nearly a dozen cities and towns and in the unincorporated areas of two counties.

The Centennial Airport Community Noise Roundtable (CACNR) was created in 2009 pursuant to an FAA 14 CFR, Part 150 Noise Compatibility Program.

CACNR’s purpose, adopted in 2009, states “CACNR is a voluntary association of the Airport Authority (ACPAA), neighboring communities federal and state agencies, and airport users created to address aircraft noise issues impacting the communities surrounding Centennial Airport. In a non-adversarial, interactive and collaborative open forum, CACNR will seek to identify the dimension of noise issues, discover possible mitigation actions, find opportunities for implementation, and evaluate the effectiveness of the mitigations. While CACNR’s initial efforts in the development and implementation of a Work Program will be directed to noise issues associated with current aircraft operations, consideration of future noise issues also will be addressed, including interaction with roundtable activities at other airports.”

**A. Existing Annual Funding**

CACNR has historically and is currently funded solely by the Arapahoe County Public Airport Authority (ACPAA), as part of its annual budget. CACNR Regular Members (nine cities/towns and two counties) have not financially contributed annual funding to CACNR. CACNR receives an annual amount of \$10,000 from the ACPAA budget, and per ACPAA fiscal policy, any funds remaining at the end of the fiscal year must be returned to ACPAA and cannot be carried over to the next fiscal year. This structure limits CACNR’s ability to address the aircraft noise issues of concern to its Members.

**B. Existing CACNR Support**

Technical staff support is provided to CACNR by ACPAA, via its staff, and through consultants retained by ACPAA or from CACNR’s allotted funds. ACPAA staff also provide some administrative and operational support. However, most of the oversight of CACNR administration, operations, and activities is provided through the voluntary efforts of the CACNR officers (Chair, Vice-Chair, Secretary, and Treasurer) who are appointed Representatives from CACNR Members. CACNR does not have any dedicated staff to assist with the implementation and oversight of its operations and activities, nor to provide recommendations to it on key airport noise issues.

**PROPOSED CACNR ANNUAL FUNDING STRUCTURE**

To address the need to dedicate sufficient resources for pursuing implementation of effective aircraft noise mitigation actions, including retaining potential staff or consultant support to assist CACNR regarding operations, coordination with advisory agencies, and input on key issues, it is recommended the current CACNR funding structure be revised.

The proposed CACNR annual funding structure would consist of the following:

**A. Annual Funding from the Arapahoe County Public Airport Authority (ACPAA)**

The current annual funding in the amount of \$10,000 from ACPAA would remain in place for the next two fiscal years, although CACNR acknowledges the actual appropriation of funds is subject to the annual budget and appropriations. process of ACPAA.

**B. Annual Funding from CACNR Regular Members**

Additional revenue would be generated by an annual funding contribution from each CACNR Regular Member (cities/towns/counties). The intent of this approach is to generate funding that is comparable to the amount currently provided by ACPAA, thereby creating more of a “partnership” between ACPAA and the communities in support of CACNR, and to improve CACNR’s ability to address the aircraft noise issues of concern to its Members.

The proposed amount of annual funding from those Regular Members would be structured as follows: \$1,000 per city/town and \$2,000 per county. The proposed funding from the two counties is higher because they each have two Representatives who serve on CACNR.

The specific individual amounts would be as follows:

Arapahoe County	\$2,000	City of Cherry Hills Village	\$1,000
Douglas County	\$2,000	Town of Foxfield	\$1,000**
City of Aurora	\$1,000	City of Greenwood Village	\$1,000
City of Castle Pines	\$1,000	City of Lone Tree	\$1,000
Town of Castle Rock	\$1,000	Town of Parker	<u>\$1,000</u>
City of Centennial	\$1,000	<b>TOTAL</b>	<b>\$13,000</b>

**C. Total Annual Funding**

Under the proposed structure, the annual funding would generate a total of \$23,000 as follows:

ACPAA	\$10,000
CACNR Regular Members	<u>\$13,000</u>
<b>TOTAL</b>	<b>\$23,000</b>

It is proposed this funding structure would be in place for the next two years, subject to annual appropriations. For the second year and thereafter, CACNR anticipates providing ACPAA and each Regular Member with an annual invoice, so that funds can be appropriated for the coming year. Any unspent funds in a fiscal year would be carried over to the next fiscal year and shown as revenue for that year. IS THAT ALSO TRUE ABOUT THE ACPAA FUNDS? IN ‘A’ IT STATES THAT THOSE FUNDS ARE TO BE RETURNED IF NOT USED. (Study Group – yes, this sentence is intended to be true for funds from all sources, and has been clarified in ‘A.’ above.)

**D. Sample CACNR Budget**

The expenditure amounts in the right-hand columns below are preliminary estimates to illustrate how the additional funds could be distributed to improve CACNR’s operations and aircraft noise mitigation efforts. Note the bulk of the total is assigned to Work Program items, to direct the majority of CACNR’s resources to effective aircraft noise mitigation actions. The contingency fund is a discretionary flexible fund for unforeseen expenses. The actual annual expenditure items and related amounts would be determined by CACNR as part of its annual budget preparation and adoption.

\*\*\*...CACNR IS TRYING TO PUT TOGETHER SOMETHING SIMPLE TO PROVIDE FUNDING, BUT AS PREVIOUSLY INDICATED, THE FUNDING MECHANISM PROPOSED IS A COMPLETE NON-STARTER FOR THE TOWN OF FOXFIELD. IT IS NOTED THAT THE PER RESIDENT FUNDING FOR THE TOWN OF FOXFIELD IS ALMOST 10 TIMES HIGHER THAN THAT OF CHERRY HILLS VILLAGE AND 20 TIMES HIGHER THAN GREENWOOD VILLAGE AND LONE TREE.” (The Study Group recommends all cities and towns contribute the same amount)

SAMPLE

Estimated CACNR 2015 Budget

Income:

ACPAA	\$10,000
Regular Member Contributions	<u>\$13,000</u>
	\$23,000

Expenditures:

Estimated Amounts

A. Work Program	\$12,000	
1. Community Outreach	2,500	
2. Fly Quiet Program Development	4,000	
3. Use of Noise Monitor Data	2,500	
4. Consultation/Staff Support	3,000	
B. Overall Operations Support Activities	\$ 5,000	
1. Travel/Training/Education	4,000	
2. Membership Dues	1,000	
C. Administration/Operations	\$ 5,000	
1. Part-time staff support	1,000	
2. CACNR web site support	3,000	
3. Printing/copying	250	
4. Other (newsletter, annual report, etc.)	750	
D. Contingency fund	<u>\$1,000</u>	
	Total	<u>\$23,000</u>

## Centennial Airport Community Noise Roundtable (CACNR)

By-Laws

Adopted June 2, 2010

**DRAFT – PROPOSED AMENDED VERSION WITH REPRESENTATIVES' COMMENTS & STUDY GROUP RESPONSES  
03/06/15**

### Article I – Purpose of Bylaws

The purpose of these by-laws is to establish guidelines for the internal structure and conduct of meetings of the Centennial Airport Community Noise Roundtable (hereinafter referred to as CACNR), and its interface with elected and/or appointed officials, and the general public. These bylaws are adopted in accordance with Article IV(1)(B) of the CACNR Memorandum of Understanding (MOU).

### Article II – Statement of CACNR Purpose

- a. CACNR is a voluntary association of the Arapahoe County Public Airport Authority (ACPAA), neighboring communities, federal and state agencies and airport users created to address aircraft noise issues impacting the communities surrounding Centennial Airport. The participation and advice of these entities is essential to the success of CACNR.
- b. In an ~~non-adversarial~~, interactive and collaborative open forum, CACNR will adopt a Work Program which includes identifying the dimension of noise issues, discovering possible mitigation actions, finding opportunities for implementation, and evaluating the effectiveness of the mitigations.
- c. While CACNR's initial efforts in the development and implementation of a Work Program will be directed to noise issues associated with current aircraft operations, consideration of future noise issues also will be addressed, including interaction with noise roundtable activities at other airports.

### Article III – Membership & Participation (also see Appendices I and II attached hereto and incorporated by reference.)

- a. CACNR membership shall consist of Regular Members (voting members) and Advisory Members (non-voting members) as shown in Appendix I.
- b. New members, both Regular and Advisory, may be added from time to time in accordance with Article III of the adopted MOU. Members, both Regular and Advisory, may withdraw from time to time in accordance with Article III of the adopted MOU.
- c. Members' Representatives and/or Alternates are expected to attend all regular and special meetings. If a Member's voting Representative or Alternate does not attend at least 75% of such meetings annually in the period from April 1 through March 31, the Member will be notified for potential appointment of a replacement(s). A vacancy in the position of any Member's Representative and/or Alternate shall be filled as soon as possible by that Member.
- d. All Representatives and Alternates who serve on CACNR shall serve at the pleasure of their appointing Members. CACNR encourages and recommends Representative and Alternates be appointed to serve a minimum of two years.
- e. An Alternate shall attend and have full authority to represent a Member at any CACNR meeting when the designated Representative is absent, including the authority to vote if the Member is a Regular Member.
- f. If both the Representative and Alternate of any Regular Member will be absent for a CACNR meeting, the Chair/Mayor of such Member may designate a Representative as a substitute ~~or FOR~~ **(correction of typographical error)** that meeting only, and shall notify the CACNR Chair of that designation, in writing, preferably at least two days before the meeting.

### Article IV - Officers and Terms of Office (also see Appendix II attached hereto and incorporated by reference)

- a. The Officers of CACNR shall consist of a Chair, Vice Chair, Secretary, and Treasurer, elected from the Regular Membership by a majority of the Regular Member Representatives present at the meeting when elections are held. All officers will continue to hold voting rights during their terms. Terms of office shall be one year. Elections shall be held at the March meeting of each year and officers will serve from April through March of the year following. There shall be no term limits.
- b. The officers of CACNR may resign from their positions at any time with written notification to CACNR. Upon resignation of the Chair, and until such time as new elections are held, the Vice Chair shall serve as the Chair. Upon resignation of the Vice Chair, Secretary, or Treasurer, the Chair shall appoint a new officer subject to approval of a majority of the Regular Member Representatives present at the meeting when any appointment is made.
- c. In the absence of the Chair at a meeting, the Vice Chair shall serve as the chair for that meeting. In the absence of the Secretary at a meeting, the Chair will appoint an acting Secretary for that meeting.

### Article V – Conduct of Meetings

- a. All meetings of CACNR shall be open to the public.
- b. Meetings of CACNR shall be conducted in accordance with Robert's Rules of Order Newly Revised.

- c. A quorum of CACNR shall consist of at least fifty percent of the Regular Member Representatives, one of whom must be the Chair or Vice Chair. In the event the fifty percent is an even number, a quorum shall be fifty percent plus one. An official meeting cannot be held if a quorum is not present, as determined by the roll call. In the absence of a quorum, the Chair may decide to:
  - i. Delay the start of the official meeting as a means to achieve a quorum, if possible, or
  - ii. Ask for consensus from the Representatives/Alternates present to hear the information items only on the agenda.
- d. To assure advancement of the work of CACNR through active participation in the formation and implementation of CACNR's Work Program, all present at meetings will be expected to present new, supportive, or differing ideas or testimony in a cooperative, respectful and objective manner.

Article VI – Schedule and Location of CACNR Meetings

- a. Regular meetings of CACNR shall be held monthly at a time and location agreed upon by a majority of CACNR Regular Representatives, and posted on the CACNR and the Centennial Airport websites. Meetings may be canceled and/or not scheduled in advance in the absence of sufficient business, ~~as AT~~ (correction of typographical error) the discretion of the CACNR Chair.
- b. Special meetings shall be held at the request of no fewer than 25% of the Regular Representatives at a time and place to be determined by the Chair, but within one week of the request having been made.

Article VII – Notice of Meetings

Notice of regular CACNR meetings shall be given to all representatives at least 72 hours in advance of each meeting. Notice shall include an agenda which has been formalized by the Chair, and all available supporting material. These items shall also be posted on the CACNR and Centennial Airport websites.

Article VIII – Record of Meetings and Availability of Materials

- a. The minutes of each meeting shall be recorded by the Secretary and made available ~~FOR~~ (omission of word) Members' Representatives as well as to the public. The minutes shall be reviewed, corrected as necessary and approved by CACNR at the next regular meeting. All records of CACNR meetings shall be posted on the CACNR and Centennial Airport websites after approval.
- b. Whenever possible, materials that are a significant part of CACNR deliberations shall be sent in advance to all Representatives via electronic mail. Copies of these materials shall also be available for the public in printed form at CACNR meetings.
- c. The CACNR Work Program shall be reviewed biennially, to show progress and revise goals. Such review shall take place at the March meeting, with notice provided by the Secretary at the February meeting of each review year.

Article IX – Public Participation

Specific opportunities and time limits for public comment shall be designated on each meeting agenda. At the discretion of the Chair, opportunities for public comment may be offered during discussion of specific topics or during presentations.

Article X – Committees

- a. There shall be an Executive Committee, consisting of the Chair, Vice Chair, Secretary and Treasurer. The Executive Committee shall have the authority to act for CACNR between regular meetings. None of its acts shall conflict with CACNR policies, procedures, or actions previously taken. The Executive Committee, through the Chair, shall report at the next regularly scheduled meeting on any activities undertaken in accordance with this paragraph.
- a. The CACNR Chair, at his/her discretion, may appoint committees to work on specific issues that come before CACNR. Committee chairs shall be appointed by the CACNR Chair and shall be CACNR representatives. Committee membership shall include appropriate or interested CACNR representatives, and may include members of the public with skills or knowledge relevant to the committee's assignment.
- b. Any recommendations from CACNR committees shall be considered final and official only upon approval of a majority of the Regular Member's Representatives.

Article XI – Amendments to the By-Laws

- a. These by-laws may be amended by a majority vote of all Regular Member Representatives, at any regularly scheduled meeting. Proposed amendments shall be drafted by at least 25% of the Regular Representatives and submitted in writing to the Secretary no later than one week before the meeting at which their adoption is to be considered. Written notification of the proposed amendments shall then be provided, via email, to all representatives at least 72 hours in advance of such meeting.

Signed by: \_\_\_\_\_ Date: \_\_\_\_\_  
CACNR Chair

\_\_\_\_\_ Date: \_\_\_\_\_  
CACNR Vice Chair

APPENDIX I  
MEMBERS OF CACNR\*

REGULAR MEMBERS (voting)

Arapahoe County (2)  
Douglas County (2)  
Arapahoe County Public Airport Authority (1)  
Aurora, City of (1)  
Castle Pines, City of (1)  
Castle Rock, Town of (1)  
Centennial, City of (1)  
Cherry Hills Village, City of (1)  
Foxfield, Town of (1)  
Greenwood Village, City of (1)  
Lone Tree, City of (1)  
Parker, Town of (1)

ADVISORY MEMBERS (non-voting)

Aircraft Owners and Pilots Association (AOPA)  
Colorado Airport Business Association (CABA)  
Colorado Department of Transportation – Aeronautics  
Division (CDOT)  
Federal Aviation Administration Centennial Control Tower  
Federal Aviation Administration Airports District Office (FAA)  
Federal Aviation Administration Terminal Radar Approach  
Control (TRACON)

\*The following were also invited to become initial members of CACNR, but subsequently decided not to be involved: Cherry Hills, and the City and County of Denver. Cherry Hills Village did become a member in 2014.

APPENDIX II  
RESPONSIBILITIES OF CACNR MEMBERS, REPRESENTATIVES/ALTERNATES, AND OFFICERS

MEMBERS: Members in good standing of CACNR will

1. appoint their Representatives and Alternates, or their replacements, in a timely fashion;
2. understand and support the objectives and activities of CACNR;
3. communicate with CACNR through their Representatives/Alternates;
4. maintain their financial obligations in accordance with the CACNR MOU.

REPRESENTATIVES/ALTERNATES: All Members' Representatives/Alternates to CACNR will

1. coordinate with each other to assure their Member's representation at all CACNR meetings;
2. become familiar with the agenda and other meeting materials prior to each meeting;
3. assure confidentiality of designated information shared during CACNR meetings;
4. support the work of CACNR through active participation in the formation and implementation of CACNR's Work Program;
5. present new or differing ideas in a cooperative, respectful and objective manner;
6. assume responsibilities related to the CACNR Work Program as requested by the Chair.

CHAIR: The Chair of CACNR will

1. chair all regular and special meetings of CACNR, and coordinate with the Vice Chair if unable to be present at any meeting;
2. assure business of CACNR is conducted in accordance with Robert's Rules of Order Newly Revised;
3. assure business of CACNR is conducted with decorum and with respect for differing points of view;
4. notify any Member whose Representative(s) or Alternate(s) have not attended at least 75% of CACNR meetings as established in Article III c. of the bylaws, or has behaved in a manner detrimental to the advancement of CACNR's Work Program or has displayed disruptive or rude behaviors, documenting such absences or behaviors, and requesting replacement of that Representative or Alternate;
5. represent CACNR to the general public and at outside functions as appropriate;
6. coordinate CACNR activities with Centennial Airport, the FAA, and any other appropriate agencies or organizations;
7. oversee implementation of the CACNR Work Program and develop plans to advance its various components;
8. serve as Chair of the CACNR Executive Committee;
9. as necessary, appoint committees to address the various matters relating to CACNR's Work Program;
10. upon the resignation of any officer, appoint a replacement to fill the unexpired term, subject to the approval of CACNR's Regular Representatives;
11. upon the absence of the Secretary at any meeting, appoint an Acting Secretary for that meeting;
12. have the authority to sign CACNR checks;
13. determine the time and place for any special meeting requested by at least 25% of the Regular Representatives;
14. prepare the agenda for all regular and special meetings, in coordination with Centennial Airport staff;
15. in coordination with the Treasurer, prepare a CACNR budget for approval of the Regular Representatives;
16. assume other responsibilities and tasks as directed by the members' representatives.

VICE CHAIR: The Vice Chair of CACNR will

1. perform the duties of the Chair in her/his absence;
2. serve on the CACNR Executive Committee;



3. work closely with the Chair to develop and implement plans to advance CACNR's Work Program;
4. assist the Chair in monitoring the implementation of the CACNR Work Program;
5. have the authority to sign CACNR checks in the absence of either the Chair or the Treasurer;
6. assume other responsibilities and tasks as requested by the Chair or as directed by the Members' Representatives.

SECRETARY: The Secretary of CACNR will

1. record and keep the minutes of each regular and special meeting of CACNR which, when approved, shall be posted on the CACNR and Centennial Airport websites;
2. record meeting attendance at each regular and special meeting of CACNR;
3. assure the records of all meetings are available to the Members' Representatives and to the general public;
4. be the custodian of CACNR records, and may coordinate with airport staff to assure maintenance of the CACNR archives;
5. assume responsibility for maintaining and updating the CACNR Work Program which, when approved, will be posted on the CACNR and Centennial Airport websites;
6. provide for notice of the biennial review and updating of the CACNR Work Program as required by the bylaws;
7. receive any written, proposed amendments to the bylaws, confirm such amendments have been provided by at least 25% of the Regular Members' Representatives, and provide electronic notification of the proposed amendments to the CACNR Members' Representatives at least 72 hours in advance of the next meeting.
8. serve on the CACNR Executive Committee;
9. have the authority to sign CACNR checks in the absence of either the Chair or the Treasurer;
10. assume other responsibilities and tasks as requested by the Chair or as directed by the members' representatives.

TREASURER: The Treasurer of CACNR will

1. serve as the chief financial officer of CACNR;
2. establish and manage the fund containing the monies from the CACNR Members;
3. monitor and provide oversight for CACNR funds and expenses;
4. in coordination with the Chair, prepare a CACNR budget for approval of the Regular Members' Representatives;
5. provide financial reports to CACNR at every regularly scheduled meeting, and as otherwise requested;
6. have the authority to sign CACNR checks;
7. serve as a member of the CACNR Executive Committee;
8. Assume other responsibilities and tasks as requested by the Chair or as directed by the members' representatives.

03/06/15

MEMORANDUM OF UNDERSTANDING (MOU)—

- 1. Under Article I.1; the MOU creates a formal public body. What is the format of the public body; who will be responsible for managing it and how will its finances be managed?** (The MOU formally creates CACNR as it has existed since 2009.)
- 2. Under Article 1.2 & 3.A, 3.C, etc.; the MOU changes the Roundtable from an FAA sanctioned advisory body for the purpose of making monitoring programs implemented as a result of the NCP, including the Fly Quiet Program and the Noise Monitoring Program as opposed to “implementing” mitigations and setting policy. We recommend that the purpose of CACNR stay close to the authorized language and that the language documents stipulate throughout that CACNR is an advisory body to the ACPAA** (The MOU reflects the Statement of Purpose adopted in July, 2009 whose content had been received from an ACPAA-retained consultant. The MOU does not include language that says CACNR will implement mitigations or set policy; the language indicates CACNR will discover possible mitigation actions, find opportunities for implementation, and evaluate the effectiveness of the mitigations. Actual implementation and policy are the responsibility of the Arapahoe County Public Airport Authority (ACPAA). Additional clarifying language is proposed in the draft MOU dated 3/6/15.)
- 3. Under Article III.2.A; the proposed language could allow a city within a County to have more than one representative and alternate. It is recommended that both (all) representatives and alternates come from the unincorporated part of the county, rather than “from the county as a whole.”** (The current language is believed to adequately address the composition of CACNR. However, additional clarification is proposed by the inclusion of “County” as shown in Article III.2.A.)
- 4. Under Article III.2.B; Is there a better way to permit an individual to legally speak and vote on matters of policy on behalf of his or her entire council or board. Perhaps it should say that votes by representatives on CACNR are non-binding votes.** (The current language is believed to be appropriate.)
- 5. Under Article III.2.D; while appointments to CACNR have always been at the pleasure of the appointing agencies, it is silent as to whether the CACNR serves at the pleasure of the airport authority. We recommend that the preamble to all three documents not only be consistent as to language but include “advisory” language as stated in (2) above.** (The current language is believed to be appropriate.)

Proposed By-Laws —

- 1. Under Article II.a; It is recommended that the purpose of CACNR be consistent with the charter established by the FAA as part of its Part 150 recommendations. The proposed language differs from the MOU and the Annual Funding Proposal language. We recommend that the language be consistent for all three documents as --stated in (2) above.** (The language of the Purpose stated in the bylaws has been in place since it was adopted July 15, 2009, and in the bylaws since they were were adopted June 2, 2010. While the formatting may be slightly different, the content is the same.)
- 2. Under Article IV.a; We recommend that the appointments of officers (not representatives or alternates) be term-limited consistent with the appointing agencies’ policies on term limits.** (As provided for in the current bylaws and in the proposed amended version, CACNR Officers are not appointed, but rather are elected annually by the Representatives.)
- 3. Article IV.x; If member agencies have the power to appoint, they also have the power to remove; it is suggested that CACNR have a process to request removal of a representative if in the opinion of 2/3 of the representatives, the respective representative does not abide by the principles set forth in the MOU or By-Laws or for cause.** (This does not seem to be an appropriate role for CACNR to assume.)

Page 1 of 2

\*\* Sections are color-coded to match the corresponding document to which they refer: the MOU utilizes blue; the Funding Structure Proposal utilizes green; and the Bylaws proposals utilize red.

4. **Article X.a; It is recommended that representatives and alternates abide by the policies of CACNR as well as their respective appointing agencies.** (The current language here is felt to be appropriate, as it relates to the actions of a committee. The responsibilities of Representatives and Alternates are contained in Appendix II.)
5. **Appendix I; ACPAA may not be able to participate as a voting member but Counsel will review.** (CACNR will await that determination by ACPAA.)
6. **Appendix II; please make sure that the legal name for Centennial Airport pursuant to the CRS is the Arapahoe County Public Airport Authority ("ACPAA") and this should be applied consistently throughout the document.** (Any needed changes will be made accordingly, with the suggestion that references to the Centennial Airport website remain as such due to that website's internet address, and other references which are specific to the Airport itself remain as included in all documents.)

Annual Funding Structure Proposal—

1. **It is recommended to make the language in "Background" be consistent with the language in (2) above?** (The background is currently consistent with the draft Bylaws and draft Memorandum of Understanding documents.)
2. **What will be the financial structure of the revised CACNR look like, e.g., will it be a not-for-profit; and, how will it handle the fiduciary requirements of an agency managing public funds from nine communities, two counties and the airport?** (To be determined.)
3. **Who will conduct annual audits and who will be responsible for tax filings?** (Should not be applicable.)
4. **Will the airport authority be considered in default of the federal assurance pertaining to revenue diversion if it is responsible for approximately 43% of the annual cost?** (Apparently not, as other airport noise roundtables are funded by their airports in amounts considerably higher than that which CACNR receives from ACPAA.)

Dear Roundtable Members,

Attached is the 2015 Work Program Action Plan (herein "Action Plan"), and separately its Appendices A and B.

- This version represents editing, clarification, and the combining of similar action items (previously called "goals" in the 2013 Work Program). This is a much more user-friendly document!
- Action Items that have been completed, combined, or removed are so-described in the Appendix A "Completed or Removed" table. The fact that an action item is listed in Appendix A does not mean that the goal was eliminated. Its core concept has likely been modified and is still in the Action Plan. This is especially very likely for anything that is significant to the Roundtable's mission.
- In the main body of the Action Plan, following an action item, the reference in parenthesis is a tie-back to the underlying goal or goals from the 2013 Work Program that are now represented by the action item. If none is shown, the action item is generally new.
- The Work Plan Committee proposes to eliminate these references in a cleaner "public version" of the Plan for posting on the website.
- Under the Work Plan Committee section, the future establishment of the Land Use Committee is now proposed to require some deliberation as to its purpose and activities (see Longer Term Action Item #1, p.7). The goals for the Land Use Committee as described in the 2013 Plan suggested that the Roundtable immediately jump into commenting on land use proposals, as an example. A full discussion about the potential Land Use Committee, prior to its activation, seems appropriate.
- The Work Plan Committee Action Items include multiple statements about "monitoring" of identified activities. These references are to items that warrant tracking but do not necessarily entail direct activities of the Committee.
- Please provide any "redline" comments to Work Program committee members at the end of Thursday's meeting, if you have specific comments.

The Work Plan Committee would propose adoption of the Action Plan at the Thursday meeting. If after discussion, further adjustments are needed, final adoption can occur at the April meeting.

Thanks!

Work Program Committee members

Alison Biggs, Joe Fowler, Brad Pierce

Centennial Airport Community Noise  
Roundtable (CACNR)  
2015 Work Program Action Plan  
*DRAFT March 6, 2015*

2015 CACNR MEMBERSHIP

Arapahoe County  
Douglas County  
City of Aurora  
City of Castle Pines  
Town of Castle Rock  
City of Centennial  
City of Cherry Hills Village  
Town of Foxfield  
City of Greenwood Village  
City of Lone Tree  
Town of Parker

Aircraft Owners and Pilots Association  
Arapahoe County Public Airport Authority  
Colorado Aviation Business Association  
Colorado Department of Transportation  
    Aeronautics Division  
FAA Centennial Airport Control Tower  
FAA District Office  
FAA TRACON

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE

**VISION:** Quieter Skies for Our Communities

**MISSION:** Utilizing Partnerships to Reduce Airport Noise for the Benefit of Neighboring Communities

**VALUES:** In order to develop successful community partnerships, CACNR Members and Representatives value and adhere to the following:

RESPECT

- Mutual respect for all opinions, questions and responses
- Non-judgmental reaction and response to views expressed
- Listening with intention
- Value for the diverse view and perspectives of all Members and Representatives
- Trust of one another

ETHICS

- Honesty
- Keeping commitments
- Refrain from gossip
- No hidden agendas

COMMITMENT TO

- Attendance and participation
- The shared CACNR Vision and Mission Statements
- Team effort
- Continual learning and education
- Sharing of ideas
- An open environment conducive to development and mutual support of common goals
- Transparency of activities and information
- Resolution of conflicts and differences
- The entire community

ACCOUNTABILITY

- To one another
- To our represented communities and constituents
- For the dissemination of information among ourselves, the ACPAA Board, our represented communities, constituents, and other stakeholders

INNOVATION

- Foster an environment which encourages creative thought and implementation
- Seek solutions outside our comfort zone
- Remain persistent and persevere in achieving the CACNR Vision and Mission

The Mission, Vision, and Values of the Centennial Airport Community Noise Roundtable are implemented, in part, through the efforts of its committees, as described on the following pages.

### **2015 Community Outreach Committee Action Items**

1. Develop and implement a Community Outreach Plan. (12-c, 12-g).
  - a. Develop content and objectives for outreach, including brochures and newsletters. (12-h)
  - b. Provide information regarding the noise hot line to the public. (11-f)
2. Continue to update and improve the CACNR website materials and functionality. (12-f)
  - a. Include Fly Quiet information on the CACNR website. (12-a)
  - b. Include information that supports public awareness of significant issues including:
    - i. aircraft overflight and noise impacts in neighborhoods and future development areas,
    - ii. the Airport's plans and projections for operations and facilities growth, and
    - iii. sound mitigation techniques in residential construction (10-b, 10-g, 10-h).
  - c. Continue to provide opportunities for public comment and input at meetings, as stated in the CACNR Bylaws. (12-b)
3. Identify and share CACNR progress and success with the community and other interested parties. (17-a) (12-j)
4. Coordinate outreach efforts between CACNR and Airport staff. [New]
5. Follow up noise complaints with an email or other response that includes a link to the CACNR website. (11-g)

## **2015 Fly Quiet Committee Action Items**

### **2015-16 PRIORITY ACTION ITEMS**

1. Develop a program to effectively reach pilots not based at Centennial Airport for fly quiet information (potentially to include such items as WhisperTrack). (1-o)
2. Develop and implement incentives for voluntary use of Fly Quiet Procedures. (1-m, pt 1)
3. Dialogue with flight schools and flying clubs with a focus on fly quiet techniques and other good neighbor practices. (2-a) (LHF) (2-g)
4. Require noise abatement as a mandatory part of training at Centennial Airport. (2-d) (LHF)
5. Work with helicopter operators to utilize established routes, including to and from fueling stations and to encourage climbs and descents on Airport property when possible. (3-a) (3-c)
6. Review and update elements of the Fly Quiet Program, identified in the adopted 2013 Work Program, as determined necessary.

### **LONGER TERM ACTION ITEMS**

1. Reduce night-time noise events between 10 p.m. and 7 a.m. through:
  - a. establishment of a voluntary operations curfew, including night-time training traffic and helicopter operations;
  - b. development of voluntary late night departure procedures; and
  - c. development of other measures as determined appropriate.(1-p, pt 1 & pt 2) (2-c) (1-h) (1-r) (3-e)
2. Identify noisy general aviation aircraft types and work with operators of these aircraft to develop and implement Fly Quiet procedures noise abatement education campaign. (1-i)
3. Explore use of penalties and incentives. (1-m, pt 2)
4. Investigate implementation of a night time fee structure, based on weight, if flying between 11 p.m. and 7 a.m. (1-p, pt 2)
5. Consider investigation other locations for training over less populated areas and encourage their use. This can be explored with Flight Schools. (2-e)
6. Develop a "letter of commitment" to use Fly Quiet Procedures and seek its approval and implementation by based-aircraft owners, pilots, flight schools, flying club members, and support personnel. (1-s)



## **Noise Monitor Committee 2015 Action Items**

In consultation with the Roundtable and Centennial Airport Noise Office:

1. Develop noise reports on monthly, quarterly, and annual basis for provision to the Roundtable, community, member jurisdictions, and others as appropriate.

Examples of information for possible inclusion in the noise reports: Number of operations; number, percentage and directions of arrivals and departures, and types of flight operations including itinerant, touch and go, helicopter, late night, day time, VFR/IFR; number of operations; noise events at each monitor; and flight track data for subcategories of aircraft, arrivals departures., etc.

2. Determine appropriate criteria for development and presentation of data, information and analysis.
3. Develop a method to correlate noise complaints as documented by complaint and/or noise monitor data to aircraft operation types [VFR, IFR, itinerant and touch-and-go], flight tracks, and altitude for reporting to Roundtable and others as appropriate. Identify and account for complaints about Denver International Airport (DIA) traffic versus noise complaints from Centennial traffic as part of this process. (1-a, 2-f, 6-a, 6-b, 13-e, 11-b, 11-c, 11-d, 11-g)
4. Develop criteria for determining which noise events warrant further investigation and analysis.
5. Develop a method to determine the impact of north, northwest, south, southwest, and late night arrivals and departures on neighboring communities for reporting to Roundtable and others as appropriate. (5-a)
6. Investigate specific causes and times of both daytime and late night aircraft noise and report to Roundtable and others as appropriate. (3-f, 5-f)
7. Investigate speed and altitude control over the ILS including RNAV procedures for reporting to Roundtable and others as appropriate. (4-a)
8. Develop flight track maps as needed to demonstrate frequency and location of overflights and which depict residential density and non-residential uses, etc. (1-a)
9. Identify and establish "gates" (delineated airspace) of interest and collect and correlate data related to flight paths, noise, complaints, altitude, and other characteristics, and report to Roundtable and others as appropriate.
10. Work with the Fly Quiet Committee to develop reports and information to improve the Fly Quiet Program.
11. Analyze helicopter routes and flight tracks and determine percent of compliance, noise complaints, and effectiveness of routes for reporting to Roundtable and others as appropriate.
12. Develop additional reports as deemed appropriate by the Airport, Roundtable, or Noise Monitor Committee.

**Longer Term Action Item:** Evaluate RNAV (aerial navigation) system impacts (6-a).

## **2015 Work Plan Committee Action Items**

### **2015-16 PRIORITY ACTION ITEMS**

1. Monitor and obtain updates on action items formerly shown under Strategic Planning Policy, CACNR and Land Use Committees, as described below, for significant change in circumstances that affect the Roundtable's adopted Mission and require consideration by the Roundtable.
  - a. Monitor implementation of CFR Part 150 planning process by Airport staff, inclusive of the following steps:
    - i. Development of updated CFR Part 150 Noise Compatibility Plan (7-b)
    - ii. Updating of noise contour lines (7-c)
    - iii. Creation of future noise exposure maps (7-d)
    - iv. Studying of existing aircraft operational information (7-f)
    - v. Continuing work on noise compatibility (7-g)
    - vi. Review and evaluation of what Aircraft Operating Restrictions might accomplish (14 Code of Federal Regulations, Part 161) (8-a)
    - vii. Updating of the Airport's zone of influence (9-a)
  - b. Monitor progress on the designation and use of alternate arrival, departure, and training routes including:
    - i. Workable flight tracks away from residential communities, inclusive of RNAV Alternative 2 (LOOP SID), which will be modeled for Federal Aviation Administration (FAA) approval (5-c, 7-e, 7-h)
    - ii. Preferential departure/arrival routes established through the Part 150 update (7-h)
    - iii. Collaboration with the Airport, Air Traffic Control (ATC), and pilot groups.(5-b)
2. Monitor Federal legislation in cooperation with N.O.I.S.E, inclusive of the law which prohibits scheduled passenger service at airports having more than 300,000 operations per year (0-Seat Law), and provide feedback (14-b)
3. Continue to engage with the Airport Authority Board through presentations at Board meetings, personal contact, and tracking of their activities, and improve effectiveness of communications with the Board. (16-a, 16-b, 16-c and 16-e)
4. Utilize CACNR Bylaws in fulfillment of responsibilities of the CACNR officers, members and members' representatives; and the annual review and revision of the Work Program. (15-a)
5. Work with other Committees on implementation of the Work Program as needed.

## **LONGER TERM ACTION ITEMS**

1. Monitor the timing and need for creation of a Land Use Committee (10-a) to include evaluation of:
  - a. Potential role in supporting Airport land use referral recommendations regarding noise compatibility. (9-b, 10-f)
  - b. Potential engagement with local jurisdictions to address compatibility between Airport operations and land use through updates to master plans and relevant land use regulations. (10-c, 10-d)

*CACNR 2015 **DRAFT** Action Plan  
Appendix A, "Completed and Removed" Action Items  
March 6, 2015, p.1*

<b>Goal</b>	<b>Action Item</b>	<b>Status</b>	<b>Comments</b>
Fly Quiet Program, 1-b	Continue the Community Noise Roundtable	Removed 2013	Approved through CFR Part 150, established in 2009. This is being implemented and does not need to be stated as an Action Item.
Fly Quiet Program, 1-c through 1-g, 1-n	<p>Develop Fly Quiet Procedures such as: No Early turns; Recommended times on Touch-and-Go's; Use full length of runway(1-c) (LHF)</p> <p>Fly Quiet Procedures distributed electronically and in hard copy (1-d) (LHF)</p> <p>Merge Fly Quiet Procedures with Pilot Guide in all flight manuals, training &amp; helicopter routes (1-e) (LHF)</p> <p>Publish flight guide and make it visible on website. (1-f) (LHF)</p> <p>Develop Fly Quiet for use of Pilot Guide (1-g)(LHF)</p> <p>Work with pilots to develop departure throttle control procedures for quiet take-offs, and encourage their use.(1-n)</p>	Completed 2015	These items were determined to have been achieved by the Fly Quiet Committee as of October 2014. An Action Item to update the Fly Quiet Program has been established.
Fly Quiet Program 1-h (LHF)	Voluntary curfew compliance on Stage 2 aircraft between 10 p.m. and 7 a.m.	Removed 2015	<p>Federal Law will prohibit Stage 1 and 2 turbojet aircraft starting January 1, 2016. 1-h. Ban for Stage 1 and Stage 2 disapproved by FAA in Part 150;</p> <p>Virtually no Stage 2 aircraft left &amp; Stage 1 aircraft have had voluntary curfew since 2001.</p> <p>Mirror Stage I &amp; New Brochure standard: Voluntary curfew from 2200-0700 until January 1, 2016 (air ambulance exempt until 1/1/16).</p>
Fly Quiet Program, 1-i (LHF)	Eliminate preferential runway use procedure to the south.	Completed 2013	Approved by FAA during Part 150, August 12, 2008.
Fly Quiet Program 1-j (LHF)	Establish a maximum dB level for days and nights; report to CACNR on Naples, Orange County and Santa Monica policies on dB levels.	Removed 2015	Maximum dB levels cannot be agreed upon by all jurisdictions. Not all communities have Max dB limits.

*CACNR 2015 **DRAFT** Action Plan  
Appendix A, "Completed and Removed" Action Items  
March 6, 2015, p.2*

<b>Goal</b>	<b>Action Item</b>	<b>Status</b>	<b>Comments</b>
Fly Quiet Program 1-k (LHF)	Investigate incentives to separate designation of services between airports in Denver Metro area, such as: flight training, general aviation.	Removed 2015	Removed in 2014. Not achievable.
Fly Quiet Program, (1-m, pt 2)	Explore use of penalties and incentives.	Concept combined 2015	Concept maintained: Combined with "Develop and implement incentives..." Reference to use of penalties removed. (FQ #2).
Fly Quiet Program, (1-p, pt 1)	Develop voluntary late night departure procedures and work to secure their utilization.	Concept combined 2015	Concept maintained: Combined with "Reduce night-time noise events..." action item (FQ #7).
Fly Quiet Program, (1-p, pt 2)	Implement a nighttime pay structure, based on weight, if flying between 11PM and 7AM.	Concept combined 2015	Concept maintained: Combined with "Reduce night-time noise events..." action item (FQ #7).
Fly Quiet Program, 1-q	Develop preferential flight corridors and procedures and work to secure their utilization.	Removed 2013	Superseded by RNAV.
Fly Quiet Program, 2-b, part 1 (LHF)	Publish and advertise suggested routes for Touch and Go traffic.	Completed 2015	These items have been achieved by the Fly Quiet Committee as of October 2014. (Note, also combined into 2015 FQ various goals)
Fly Quiet Program, 2-b, part 2 (LHF)	Explore touch and go restrictions	Removed 2015	These items have been achieved by the Fly Quiet Committee as of October 2014. (Note, also combined into 2015 FQ various goals)
Continue to work with helicopter operators, Tower and Airport to reduce helicopter noise, 3-b (LHF)	Publish helicopter routes in the Pilot Guide / Noise Abatement Guidelines document.	Removed 2015	Helicopter routes were not published in the Noise Abatement Guidelines to avoid confusion among helicopter operators, as explained by staff. Communicate with operators. Record compliant and non-compliant aircraft on data sheets.
Continue to work with helicopter operators, Tower and Airport to reduce helicopter noise, 3-d	Work with helicopter operators, the Tower and the Airport on specific routes for helicopters to use when traveling to their fueling stations, including but not limited to Sky Ridge Hospital.	Removed 2013	Highly duplicative of 3-a under Fly Quiet.

*CACNR 2015 **DRAFT** Action Plan  
Appendix A, "Completed and Removed" Action Items  
March 6, 2015, p.3*

<b>Goal</b>	<b>Action Item</b>	<b>Status</b>	<b>Comments</b>
Investigate the ILS for potential impacts to airport noise and operation, 4-b	Investigate moving training routes from the ILS. (4-b)	Removed 2011	This subtopic was investigated during a March 2, 2011 presentation to CACNR about the ILS and its operation and use. Because the ILS must be aligned with the runway, it would be impossible to relocate the ILS unless the runway was first moved, an unlikely occurrence. Accordingly, the investigation was considered completed, and the subtopic was deleted from the Work Program. (2010)
Investigate the ILS for potential impacts to airport noise and operation, 4-c	Investigate if Global Positioning System (GPS) approaches would add noise reduction benefits	Removed 2013	Superseded by RNAV.
Investigate problematic arrival and departure routes, 5-c	Investigate implementation of 010 degree heading at night	Removed 2015.	Revised as part of Work Plan Committee Action Item 1-b. <ul style="list-style-type: none"> <li>• FAA approved RNAV EA in Sept. 2012.</li> <li>• RNAV Alternative 1 underway. Airport staff lobbying FAA for implementation of Alternative 2 (including LOOOP SID).</li> <li>• Part of Alternative 2 of RNAV Implementation – SIDS procedure over the CC Reservoir (LOOOP)</li> <li>• Likelihood ATC will route both GPS and VFR aircraft over RNAV routes.</li> <li>• This action item is under formal consideration by TRACON et al.</li> </ul>
Investigate problematic arrival and departure routes, 5-d	Test 24-hour flight tracks between 350 and 010 degrees	Removed 2013	Disapproved by FAA during Part 150 RNAV. Superseded by RNAV. Likely that Control Tower will route both GPS and VFR aircraft on RNAV routes. Noise Monitor Committee Action Items address this concept as well.

CACNR 2015 **DRAFT** Action Plan  
Appendix A, "Completed and Removed" Action Items  
March 6, 2015, p.4

Goal	Action Item	Status	Comments
Investigate problematic arrival and departure routes, 5-e	Implement 170 degree departure to 4 DME or 8,000 MSL (+/- 20 degrees)	Completed 2013	Superseded by RNAV. Disapproved by FAA during Part 150. Likely that Control Tower will route both GPS and VFR aircraft on RNAV routes.
Investigate problematic arrival and departure routes, 5-g	Determine the impact of cargo flights on north, northwest, south, southwest, and late night arrivals and departures. (5-g)	Removed 2015	Few cargo flights remain at APA due to paperless banking rule implementation.
Monitor RNAV, 6-c	Investigate optimum vertical separation between DIA and Centennial flights (6-c)	Completed 2015.	Implemented as part of RNAV Alternative I. Vertical separation standards are set by the FAA and are determined on the basis of safety only.
Update the 14 Code of Federal Regulation (CFR) Part 150 Noise Compatibility Plan, 7-a (LHF)	Begin process of application for Part 150 grant	Completed 2015.	Application made 2012. Funding programmed for 2015-16 and pending Noise Monitor Data. Once FAA funds are in hand, need to hire consultant to perform study. All items listed in <u>7-a through 7-h</u> are part of the scope of work of a Part 150 Update. Work Plan Committee to work with staff and FAA to summarize the significance of these steps in a publishable document. Exact status to be established in writing.
Update Centennial Airport's Zone of Influence, 9-c	Update maps and convert to Geographic Information Systems (GIS) for accurate mapping.	Completed 2015	This is a standard business practice of the airport and is underway
Encourage the integration of community master plans, land use zoning ordinances, and the airport's master plan, 10-b	Develop an understanding of the Airport's Master plan and forecasted airport utilization and growth. (10-b)	Removed (revised) 2015	Formerly a Land Use Committee item. Revised partially as Action Item 2-b in Community Outreach Committee. (See also 10-g, 10-h)
Encourage the integration of community master plans, land use zoning ordinances, and the airport's master plan, 10-d	Seek amendment of community plans and zoning ordinances.	Removed 2015	Revised within Work Plan Committee Action Item 5

*CACNR 2015 DRAFT Action Plan  
Appendix A, "Completed and Removed" Action Items  
March 6, 2015, p.5*

<b>Goal</b>	<b>Action Item</b>	<b>Status</b>	<b>Comments</b>
Encourage the integration of community master plans, land use zoning ordinances, and the airport's master plan, 10-e	Encourage the Airport to consider land use in adjoining jurisdictions during its master plan update process.	Removed 2015	Unclear as to original meaning, as presented. Duplicative of multiple statements about flight path re-routing.
Encourage the integration of community master plans, land use zoning ordinances, and the airport's master plan, 10-g	Encourage notification of potential buyers in new home developments about aircraft overflight noise.	Removed 2015	Revised. Relocated to Community Outreach Committee AI 2-a.
Encourage the integration of community master plans, land use zoning ordinances, and the airport's master plan, 10-h	Encourage appropriate sound attenuation in new residential construction determined to be impacted by aircraft overflight noise.	Removed 2015	Revised. Formerly Land Use Committee. Relocated to Community Outreach as Action Item 2-b by which information will be disseminated via website.
Encourage the integration of community master plans, land use zoning ordinances, and the airport's master plan, 10-i	Upload the airport's master plan to the website.	Concepts combined 2015	Community Outreach Committee has multiple Action Items addressing provision of information including Airport growth projections and impacts. Placing the Airport Master Plan on its website is an ACPAA decision. Transparency of information regarding projected growth in operations is encouraged. The Airport has a significant stake in informing the public regarding its business model.
Encourage the integration of community master plans, land use zoning ordinances, and the airport's master plan, 10-j	Update all maps of surrounding areas using GIS.	Completed 2015	Updates to GIS are undertaken by jurisdictions and made available to Airport staff. Airport staff has GIS capabilities.
"Noise hotline system." (11-a)	Ensure hotline information collected is confidential.	Removed 2015	Existing business practice. Airport to continue implementation.
"Noise hotline system." (11-b)	Determine what information is desired from hotline calls and assure questions asked will provide that information.	Revised and combined 2015	<ul style="list-style-type: none"> <li>• 11-b, -c and -d seem were addressed within revised Noise Monitor Committee (NMC)</li> </ul>



*CACNR 2015 **DRAFT** Action Plan  
Appendix A, "Completed and Removed" Action Items  
March 6, 2015, p.6*

<b>Goal</b>	<b>Action Item</b>	<b>Status</b>	<b>Comments</b>
"Noise hotline system." (11-c)	Ensure information received from the noise hotline is sufficient to advance noise reduction goals.	Revised and combined 2015	Action Item 2. <ul style="list-style-type: none"> <li>For 11-b, 11-c and 11-d, the depth of information available to the public and to Airport staff has increased substantially with installation and use of Noise Monitors, Flight Track and GIS.</li> </ul>
"Noise hotline system." (11-d)	Examine how hotlines are handled at other airports, including what information is being collected and how it is used.	Revised and combined 2015	Much analysis of other airports hotline systems has been completed. This approach may be used as determined necessary in general research efforts and practices.
"Noise hotline system." (11-e)	Review efforts of noise roundtables [regarding noise hotline information and collection processes] at other airports for potential usefulness to Centennial Airport and CACNR.	Removed 2015	30+ airports identified (3/6/13). Critical to the new noise monitoring system. On-going practice. N.O.I.S.E. and consultants will provide additional resources.
"Noise hotline system." (11-g)	Follow up noise complaints with an email or other response and provide a link to the CACNR website.	Removed 2015	Existing business practice implemented by Airport staff.
Implement community input and communication plan, 12-d	Create a public information section on the websites, including but not limited to such things as local city noise ordinances and developments/ progress related to the CACNR Work Program.	Removed 2013	Redundant
Implement community input and communication plan, 12-e	Develop a Table of Contents for the Noise 101 section on the website.	Completed 2013	Table is shown on website.
Implement community input and communication plan, 12-i	Ensure CACNR communications efforts and activities accurately reflect the working relationship between CACNR and the Airport.	Removed 2013	Normal business practice. Removed in 2013
Implement community input and communication plan, 12-k	Create pamphlet with mission, group contact information, 5 mile map with work items in bullet points	Removed 2015	Removed in 2014, Unclear. Addressed in Community Outreach action items.

*CACNR 2015 **DRAFT** Action Plan  
Appendix A, "Completed and Removed" Action Items  
March 6, 2015, p.7*

<b>Goal</b>	<b>Action Item</b>	<b>Status</b>	<b>Comments</b>
Noise Monitoring System, 13-a	Ensure a working, effective Noise Monitoring System	Completed 2015	Removed in 2014 as NMS is up and running
Noise Monitoring System, 13-b	Actively participate in selection of sites for installations of the noise monitors.	Completed 2013	
Noise Monitoring System, 13-c	Continue to monitor the consultant's scope of work and timetables.	Completed 2013	
Noise Monitoring System, 13-d	Work to ensure city, county, and special districts' ordinances allow for and support installation and use of sound monitoring equipment.	Completed 2013	
Continue to monitor the FAA and legislative activity on State and Federal levels, 14-a	Review progress on the legislative phase out of Stage 2 aircraft less than 75,000 pounds.	Completed 2013	Stage 2 not allowed in January 2016.
Continue to monitor the FAA and legislative activity on State and Federal levels, 14-d	Identify ways for CACNR to be appropriately involved with any of the above (sic).	Deleted 2015	Captured in revised Noise Monitor Committee 14-b.
Relationships with CAA Board, 16-a, 16-b, 16-c and 16-e.	Engage with the Airport Authority Board through presentations at Board meetings, personal contact, and tracking of their activities, and seek to improve effectiveness of communications with the Board.	Deleted 2015	Revised. As previously stated in 2013 Work Program, action items 16-a, 16-b, 16-c and 16-e were combined into Work Plan Committee AI #3.
Relationships with CAA Board, 16-e	Develop an understanding of the minimum standards used by the Board and how they impact the work of CACNR.	Completed 2015	A presentation on the Airport Minimum Standards was made in 2014.
These items were included in the adopted 2013 CACNR Work Program but were not previously a Work Program Goal. They are maintained for tracking purposes.	Investigate the possibility of relocating the ILS.	Removed 2011	This subtopic was investigated during a March 2, 2011 presentation to CACNR about the ILS and its operation and use. Because the ILS must be aligned with the runway, it would be impossible to relocate the ILS unless the runway was first moved, an unlikely occurrence. Accordingly, the investigation was considered completed, and the subtopic was deleted from the Work Program. (2011)

*CACNR 2015 **DRAFT** Action Plan*  
*Appendix A, "Completed and Removed" Action Items*  
*March 6, 2015, p.8*

<b>Goal</b>	<b>Action Item</b>	<b>Status</b>	<b>Comments</b>
	Understand the physical restrictions of Centennial Airport runways; determine runway expansion possibilities; review the Airport's current weight restrictions for aircraft.	Removed 2011	Current runway restrictions notwithstanding, the Airport Director may allow aircraft in excess of 75,000 pounds to use Centennial, and does so on an average of once a week. Noise caused by these aircraft is unknown. The topic was considered completed and was deleted from the work program. (2011)

## Appendix B Supplemental Notes

The following statements are notes from the 2013 Work Program comments column. These may be useful to the committees for reference purposes. This list does not include notes associated with the "Removed or Competed" section of the Work Plan (Appendix A, herein). The "Status" column related to individual action items remains available on the adopted March 6, 2013 Work Plan.

### **Community Outreach Committee**

- (12-c) Utilize comments period at city council meetings, reach out to established community groups.
- (12-f) Letters to Federal and State Legislators.
- (12-b) Create multi-purpose brochure for handout to guests, greet guests as they come in, ask for follow-up opportunities in their community.

### **Fly Quiet Committee**

- (1-c) As approved through the CFR Part 150, fly quiet procedures must be a voluntary program. Consider if appropriate for both north and south. Utilize research from other Fly Quiet Programs throughout the nation as appropriate.
- (1-d) (LHF) Airport staff to support Fly Quiet Program and continually distribute guides when pilots refueling; and make available on website, Twitter, Facebook, and Applications.
- (1-e) Need procedure to ensure updates are always included. Gather examples from other communities.
- (1-f) Material also should also be placed on Twitter and Facebook, if appropriate.
- (1-h) Ban for Stage 1 and Stage 2 disapproved by FAA in Part 150; Federal Law will prohibit Stage 1 and 2 in Jan. 2016. Virtually no Stage 2 aircraft left & Stage 1 aircraft have had voluntary curfew since 2001. Mirror Stage I & New Brochure standard: Voluntary curfew from 2200-0700 until January 1, 2016 (air ambulance exempt until 1/1/16).
- (1-i) List of problematic aircraft provided to CACNR.
- (1-n) Incorporate into Pilot Guide. Communicate with training schools.
- (2-a) (LHF) Policies for implementation and compliance need to be established. Voluntary program in place with major flight schools.
- (2-c) (LHF) Noise data to determine participation.
- (2-d) (LHF) Airport staff reports recommending a voluntary approach first and will consider making it mandatory if there is little cooperation.
- (2-e) Provided noise is not moved from one neighborhood to another. Consider economics and incentives.
- (3-a) Specific routes have been established in pilot guide.
- (3-c) (LHF) Communicate with operators. Designate flight paths to be used.
- (3-e) Voluntary night time operations.

### **Noise Monitor Committee**

- (1-a) Understand content of "standard noise monitor reports" and determine if additional information is desired.
- (6-a) Utilize noise monitor data. (Recommend relocation to "Completed" section. CACNR Standing Agenda item.)
- (6-b) Begin work on this goal prior to and concurrent with development of initial noise monitor data. Consider potential integration of noise hotline and noise monitor information relative to RNAV impacts on noise contours.
- (3-f) Pending noise monitor data.
- (5-f) This has been an on-going effort by airport staff based on noise complaints.

### **Work Plan Committee**

- (7-a through 7-h) All items listed in 7-a through 7-h are part of the scope of work of a Part 150 Update.
- (7-c) Application made 2012. Funding programmed for 2015-16 and pending Noise Monitor Data. Once FAA funds are in hand, need to hire consultant to perform study. Work Plan Committee to work with staff and FAA to summarize the significance of these steps in a publishable document. Exact status to be established in writing.
- (8-a) Examine what Part 161 study entails. Partially implemented with ban to be implemented January 21, 2016.
- (9-a) Arapahoe County Land Use Planning staff determined the boundaries many years ago based on noise data, natural landmarks, safety zones and noise compatibility factors
- (5-c) Airport staff lobbying FAA for implementation of Alternative 2 (including LOOOP SID). Likelihood ATC will route both GPS and VFR aircraft over RNAV routes. RNAV Alternative I underway. Part of Alternative 2 of RNAV implementation – SIDS procedure over the CC Reservoir (LOOOP). FAA approved RNAV EA in Sept. 2012. This action item is under formal consideration by TRACON et al.
- (5-b) Departure changes were considered as part of RNAV air space redesign, e.g. LOOOP SID.
- (14-b) CACNR is a member of National Organization to Insure a Sound Controlled Environment (NOISE).
- (16-e) Minutes of the CACNR proceedings are included in the Board Agenda every month and a report is made to the board at the same time by staff.
- (15-a) Further review Work Program goals and format to maximize functionality, clarity, usefulness to Roundtable, Committees and public.
- (10-a) Communication with the cities and counties should occur with Land Use Committee and Roundtable representative from that jurisdiction.

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# *MEMORANDUM*

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**DATE:** March 5, 2015  
**TO:** ACPAA Board Members  
**FROM:** Scott Drexler, Noise & Planning Specialist  
**RE:** Land Use Review

The following is a list of Land Use Development referrals that have been reviewed by Centennial Airport staff from Oct 01, 2014 through Dec 31, 2014 :

<i>Date</i>	<i>Development</i>	<i>Location</i>	<i>Govt. Entity</i>	<i>Type</i>	<i>Recom.</i>
11/7/2014	Meridian International Business Center Filing No. 7G, 1st Amendment	NW Corner of Bristleridge Dr & Meridian Village Pkwy, Parker, CO	Douglas County	R	S
12/17/2014	Dove Valley V / L1 / Confluent Project	NE Corner of S Potomac St & Otero Ave	Arapahoe County	C	S

**Type of Development:** R = Residential  
C = Commercial  
I = Industrial

**Recommendation:** A = Approved as Submitted  
S = Subject to Comments  
N = Not Recommended