

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE

MINUTES

June 3, 2015

Approved as Amended July 1, 2015

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 6:34 p.m. by Chair Harold Anderson. A quorum was present, which included:

Douglas County – Joe Fowler & Mike Acree
Arapahoe County – Nancy Jackson & Thad Bagnato
Aurora – Brad Pierce
Castle Pines – Maureen Shul
Castle Rock – Heather Lamboy
Centennial – Andrea Suhaka
Greenwood Village – Bette Todd
Lone Tree – Harold Anderson

Parker – Ryan McGee
ACPAA – Mike Fronapfel
AOPA – Robert Doubek
CABA – Don Kuskie
FAA APA Control Tower – Scott Stapp
FAA District Office – Linda Bruce
FAA TRACON – Gerald Huthoefer

Alternate Representatives for *Aurora*, Porter Ingram and *APA Control Tower*, Ted Michalakes were in attendance. ACPAA staff member Scott Drexler was also present.

Those absent were:

Cherry Hills Village – Katy Brown
Foxfield – Dave Goddard
CDOT Aeronautics Division – Todd Green

2. APPROVAL OF THE AGENDA: On the motion of Joe Fowler, duly seconded, the agenda was approved as emailed.

3. PUBLIC COMMENT: Bill Connors commented that he lives at the Vallagio near I-25 and Dry Creek Road, and is a leader of an informal group that wonders whether there is a process for proposing the voluntary touch and go guidelines be amended so that all planes do not go west. He stated that now there is a lot more development west of the training runway (17R/35L). Chair Anderson responded that the reason that the touch and go landings are on that runway is because the parallel runway handles the main business of the airport. There are two runways that are parallel, the one runway can be utilized by touch and go, and the other runway is used for the business of the airport (17L/35R) and is longer to accommodate larger planes. He added that planes departing the airport must take off into the wind (typically north).

Mr. Connors responded that he got a call from Robert Olislagers who commented touch and go operations sometimes also departed eastward. Chair Anderson stated that he has never observed both runways being utilized for touch and go operations. Scott Drexler offered an explanation and showed a graphic (attached) illustrating plane circulation around Centennial. Historically the shorter western runway has been used for touch and go operations. The other runway is longer to accommodate daily air arriving and departing the airport, the touch and go runway is primarily built for training traffic. He stated that occasionally touch and go operations are permitted on the east runway, but that depends on how busy the airport is and does not happen often. Mr. Drexler added that there are a lot of variables as to whether the east runway can be used for touch and go operations. Typically Centennial Airport is very busy, with multiple aircraft in the pattern departing and arriving on the long runway and the cross runway. Mr. Drexler stated that the Airport tries to limit training operations to after 6am, and pilots want to be out as early as possible because the weather is better. Referring to the graphic, Mr. Drexler explained that the training planes go as high as 1,000 feet, but are lower during the initial ascent and final descent. Mr. Drexler clarified that Federal regulations state the airport cannot prevent aircraft from arriving or departing from the airport because of aircraft noise; however, airports and their associated noise roundtables can make recommendations and requests to make improvements to the planes and how they approach the airport to mitigate the noise.

Mr. Connors asked why the planes do not fly over I-25, and Mr. Drexler responded that for safety reasons pilots want to stay as close to the runway as possible during training, and when the pattern is shifted west, the Airport gets complaints from other neighborhoods. Chair Anderson added that the Federal government has implemented regulations to improve engines and decrease the impact of jet engine noise (not applicable to propeller planes). Mike Fronapfel stated that development along the interstate is considered transit-oriented development, and when development was approved the Airport made comments to the developer about anticipated noise.

4. CONSENT AGENDA: Both the Minutes of the May 6, 2015 Roundtable meeting and the Treasurers report were approved with no changes on the motion of Joe Fowler, and duly seconded.
5. NEW BUSINESS: Chair Anderson commented that he would like to add the complaint of the resident north of the airport to New Business.

6. COMMITTEE REPORTS:

A. Community Outreach – Maureen Shul stated that she would like to move the report for the Outreach Committee to next month.

B. Fly Quiet – Harold Anderson reported the committee had met, looked at 2-3 items to pursue, and will meet again.

C. Noise Monitors – Bette Todd reported that the Noise Report is in the new format as recommended by the Noise Committee. She stated that she would like the Roundtable to review the reports over the next few months, and then make any recommendations regarding potential changes to the format or the need for any other information. Ms. Todd reviewed the noise report and the number of complaints. Chair Anderson added that at the Airport Authority Board Meeting, the Board was intrigued by why 5 people are doing most of the complaining. Mr. Drexler reviewed the issues with people who complain often, oftentimes contact information is not provided. If there is contact information, the airport staff will contact the person who filed the complaint. Mr. Drexler explained that airport staff is setting up portable monitors in Cherry Hills Village and Aurora.

Brad Pierce offered that a monitor should be placed near a home that complains often. Bob Doubek suggested that the staff send a certified letter stating that airport staff would like to put a portable monitor to determine the noise impact at that location. Mr. Doubek stated that if there is no response, and then just disregard the complaints. Thad Bagnato suggested getting smaller noise monitors for ease of use. Joe Fowler stated that there are some people will be disturbed by lower degrees of noise, and he pointed out that everyone has a different level of sensitivity. Mr. Fowler stated that it is important to acknowledge that and it is likely that the Roundtable and airport staff won't be able to solve noise impacts for everyone. He said that noise criteria can be met, yet some citizens will still be sensitive to noise that meets criteria.

Bette Todd asked whether the complaints noted were referencing aircraft from Centennial Airport or DIA. Mr. Drexler affirmed that it is Centennial air traffic and that staff can get this information from the noise monitor system. Ms. Todd commented that people can get tired of calling the airport because of perceived inaction. Mr. Drexler asked when DNL is 45 decibels, how can staff respond when the level is below the FAA standard of 65 decibels. Nancy Jackson responded that it would be appropriate to send the certified letter as suggested by Bob Doubek. She stated that it would show that at least the airport staff is responding. She suggested sending a certified letter to the top 5 households. Ms. Todd commented that it could be only 1 or 2, since they represent a large number of complaints. Ms. Jackson responded that it is interesting that the top 5 are in different places, it would be helpful to get samples of noise in each of those neighborhoods. There was a discussion regarding if there was no response to the certified letters, the complaints will be disregarded unless staff finds that there is an issue with noise.

Mike Fronapfel suggested revising the noise report so that the top 5 complainers are removed. He noted that Centennial now has a very objective noise system that provides substantial data. It was determined that the airport staff would continue to count them, but not include them on the noise report. Nancy Jackson moved that the noise report should be revised to remove the top 5 noise complainers if there was no response to the

certified letter sent by airport staff requesting a response from the complainer regarding the degree of noise and their concerns (by motion of Nancy Jackson, seconded by Maureen Shul). The motion was approved by a voice vote. It was determined that the report will be reformatted after the airport sends letters to the top 5 complainers in an attempt to engage in dialogue regarding their concerns.

Bette Todd observed that departures represented the largest percentage of complaints, but noted that arrivals and training are also an issue. Brad Pierce suggested putting the DNL for the month on the table on Page 11 of the noise report. Scott Drexler responded that the DNL is computed at each monitor, and that he would include it on the table as suggested by Mr. Pierce. Bette Todd commented that there are not many monitors in the metro area, and that they are very spread out. Mr. Pierce responded that the FAA standard is DNL, which would help the public fully understand the impact of noise relative to FAA standards. He added that the DNL could be used as a metric to determine whether mitigation (insulation, windows, etc.) may be required. Scott Drexler stated that the noise contours are modeled by utilizing the flight tracks to model the noise exposure level.

On another issue, Bette Todd commented that she was happy that Gerald Huthoefer was promoted, and stated that he was a great asset to the Roundtable. Mr. Huthoefer stated that he would continue to assist the Roundtable as a TRACON representative.

D. Work Program – Brad Pierce reported that the Work Program was approved a few months ago, and the committees are supposed to be working on their Program items. He stated that it may be good for the committees to report on their progress in the coming months.

E. Study Group – Brad Pierce reported that Robert Olislagers committed to meeting with the Study Group and the airport's attorney, and Mr. Olislagers submitted the proposed Memorandum of Understanding (MOU), Bylaws, and funding structure for the attorney's review. Comments from the Airport and its representatives will be reviewed by the Study Group, and then the documents will be brought forward to the Roundtable once there is agreement. Chair Anderson stated that it feels like the process is slow going, however, he thought it very positive that the Roundtable has made progress to this point. Bette Todd pointed out that it is important to have additional funding for the Roundtable to allow for additional learning opportunities and consultants, until this point all the jurisdictions have tried to work together to mitigate noise when we can within the current budget. She also pointed out that at times individual jurisdictions (like Greenwood Village) have paid for travel associated with Roundtable business. She stated that the agreements would formalize the Roundtable's purpose and help the jurisdictions, the FAA, and Centennial Airport staff to work together.

Nancy Jackson stated that she has a concern with 3 Arapahoe County Commissioners who are part of the Airport Authority Board having concern about the authority of Roundtable to create and negotiate an agreement with various jurisdictions. She stated that on the surface, it does not seem problematic; however legally there may be a concern. Ms. Jackson suggested that the Roundtable have Airport Authority attorney look and see whether the proposed MOU and Bylaws are within the purview of Roundtable. Chair Anderson responded that the documents have been shared with the Airport Authority prior to presenting to Centennial Airport staff. Chair Anderson stated that Dave Carbone, the Roundtable's consultant regarding Roundtable structure and purpose, stated that the Centennial Airport Roundtable's biggest flaw is that there is no MOU. Bette Todd pointed out that it is not the Roundtable's MOU; the MOU is between the municipalities and the Airport Authority.

Bob Doubek commented that the Airport Authority's attorney is reviewing the documents. Ms. Jackson responded that if the Airport Authority Board has said it was okay to proceed, then she is okay with proceeding. Mr. Doubek pointed out that the Roundtable would be a beneficiary. Chair Anderson stated if the MOU and Bylaws go to the Board, and don't get approval, then the Roundtable will not proceed with the MOU. Mike Fronapfel stated that the attorney is completing the review, will attend the meeting with the Study Group on June 15.

Chair Anderson stated that in the past the Centennial Airport administration has threatened to disband the Roundtable, and he wants it clarified that it cannot just be disbanded by the actions of one person. Mr. Fronapfel asked whether it would be considered revenue diversion if the Roundtable is financially independent. Brad Pierce noted that the airport staff has been struggling with who will be the keeper of money. He stated that if the airport is the fund manager that would likely negate the revenue diversion issue. Chair Anderson stated that the Roundtable will still be dependent on the airport. He stated the purpose was getting the communities invested in the Roundtable's process, and allows flexibility in the use of funding. That way, the Roundtable will not be expending all of the airport's funding for conference attendance, educational

opportunities, and workshops. Mr. Pierce pointed out that the gold standard of Roundtables is San Francisco, and San Mateo County collects the money collected from the jurisdictions represented at its Noise Roundtable. He commented that a lot of Roundtables have larger budgets than Centennial's Roundtable. Mr. Drexler commented only 2 airports with Roundtable MOUs that he knows about are Oakland and San Francisco.

6. REGULAR MONTHLY REPORTS:

A. Arapahoe County Public Airport Authority Board – Bob Doubek reported that no business items were presented other than the usual Financial Reports, Fuel and Operations Reports, Noise Report and Legislative Report. Six items were on the Consent Agenda, however, two controversial items, involving a proposed Lease Transfer Fee were removed for further study and discussion. Brad Pierce presented the Centennial Airport Community Noise Roundtable Update including minutes of the April 1, 2015 CACNR Meeting. Brad also presented a draft copy of a letter to Congressman Mike Coffman requesting him to join the Quiet Skies Caucus in the U. S. House of Representatives. Other members of the Noise Roundtable attending the Board Meeting included Harold Anderson, Alison Biggs and Bette Todd.

B. Airport Director's Report – Mike Fronapfel reported that Scott Drexler was not deployed and will continue as Centennial Airport staff. He stated that he worked with Linda Bruce of the FAA to close out the Noise Monitor grant, which has been completed. He thanked the FAA for their help with closing the grant. He also reported that Alpha taxiway is being reconstructed and the flight pattern will change because of intersection takeoffs. He stated that there will be construction at the airport for the next 2 ½ months.

C. Centennial Airport Air Traffic Control Tower – Scott Stapp was introduced as the acting manager of the Control Tower, now that Gerald Huthoefer has taken his position with TRACON. Mr. Stapp stated that because of the construction it is likely that the complaints may increase in both directions. During certain phases of construction, airplanes will have to be further north/south to allow aircraft to get off the runway. High speed turnoff will be required with departures, which is a 45 degree angle, whereas the regular turnoff is 90 degrees. It is anticipated that there will be approximately 90 days of construction including a weather contingency. Mr. Stapp commented that the tower can run opposite direction procedures, but it is very hard to implement. Bette Todd commented that she was looking at the flight track website, and saw a lot of DIA traffic southbound and just east of airport. Gerald Huthoefer explained that Denver has a runway closed (35R), and this has altered the traffic pattern. Mr. Stapp commented that the SE track is a normal track coming from DIA. He clarified that aircraft at DIA that were landing on 35R will be landing farther west.

D. N.O.I.S.E. – Brad Pierce reported that he is going to Washington to meet with the Next Gen Advisory Committee. He said that the Committee will talk about Next Gen and how it has been or being implemented. He stated that they will review the Blueprint for success for implementing Performance Based Navigation (Next Gen). Mr. Pierce also stated that Atlanta is working on wake recategorization, and the airport staff decided the wake is not as big as they thought. Atlanta is now having the planes closer together for takeoff, which allows for more planes departing in a shorter timeframe. However, there is no mention of noise impacts of the wake recategorization, and the airport made a point of stating that there are fuel savings. Bette Todd asked whether Centennial will be utilizing Metroplex or Next Gen. Scott Stapp responded that Metroplex is a 3-year project, and Gerald Huthoefer commented that, once implemented, the technologies in Metroplex are much better than Next Gen.

7. OLD BUSINESS:

A. Recent Land Use Proposals Considered by ACPAA – No report was given.

B. Congressional Quiet Skies Caucus & Colorado Delegation – Brad Pierce also reported that he and Chair Anderson met with the Congressman Coffman's local office regarding the Quiet Skies Caucus. Chair Anderson stated that he was surprised about aviation knowledge amongst the staff, one had Department of Transportation experience and another had FAA experience. They offered the suggestion of extending the crosswind runway to southeast to alleviate the complaints from the north/south runways. Chair Anderson commented that the idea went out for a vote several years ago, and noted there are 3 schools lined up with the southeast runway and there was concern with having more plane traffic in that area.

C. Items for CACNR Report to ACPAA June 18, 2015 Meeting – Nancy Jackson reported that she had a conflict and would not be able to attend the ACPAA on June 18. Thad Bagnato offered to attend in her

place and asked what was needed for the report. Scott Drexler suggested that the Roundtable come up with a template so that it will be easier for Roundtable representatives to draft the memorandum.

8. NEW BUSINESS: Chair Anderson commented that he wanted to review the complaint from the resident north of the runway. He read an email from Robert Olislagers (attached). The email stated that the airport staff advised the resident not to buy the house if he was noise sensitive, and commented that the resident then should not have bought the house anyway. Chair Anderson stated that part of the Roundtable's job is to hear the complaint and see if there are any potential solutions, and it is important to check to see if someone is flying improperly. He stated that the resident sent a photo of the plane. Mike Fronapfel reported Robert Olislagers investigated the noise event, which happened about noon on May 30, when the airport had a really busy day. Because of the number of planes arriving and departing, the extended pattern becomes the airport pattern temporarily. Therefore, planes will be flying low due to extended pattern. Mr. Fronapfel commented that there can be 7 or 8 aircraft in a pattern in addition to those taking off. The airport is required to have minimum runway separation, and the Tower staff tries to get airplanes to see each other and follow where comfortable. It was noted that the resident quoted FAA regulation Part 91, which does not apply when an aircraft is taking off or departing. Linda Bruce offered that if it is a safety concern, Denver Flight Standards District Office (303-342-1170) can investigate and discuss the issue with the pilot if there is a problem. She observed that the complaint had more to do with safety than noise. Mr. Bagnato commented that he just wanted to know how to explain the issue to the resident and discuss what can and cannot be done.

Mike Fronapfel expressed that the airport staff has some frustrations with communication with the resident, and that staff explained the landing and taking off configuration is exempt from Part 91. Linda Bruce reiterated that it appears that it is not a noise complaint, but rather a complaint about a low-flying hazardous pattern and it is appropriate to let the FAA handle the concern. Mr. Fronapfel stated that the airport did a study of the flight pattern in a 1/2 mile radius north of Arapahoe Road, and the house is to the east of the flow (study attached). He said that staff placed a gate north of Arapahoe. A gate is an analysis tool that produces a 3-dimensional grid that bisects the flight pattern and graphs the height of aircraft. The graph illustrates that planes closer to the airport are lower. At the location of the gate, the one low-flying plane was 400' high; most of the aircraft were between 500-1000' in the landing and departure pattern. Mr. Fronapfel commented about Katy Brown's previous observation that some aircraft were below 400 feet. He said that those planes were on approach and not picked up by the gate analysis at its location. It was suggested to have the resident fly with a certified flight instructor to educate him about the required flight patterns. Mr. Fronapfel stated that he reached out to the resident to coordinate a flight at a time similar to what was experienced last Saturday. That way the resident can observe the whole operation. Mr. Fronapfel stated that they did a study for the entire weekend, not just Saturday, and the lowest aircraft was 360' high. He stated that he cannot match up any plane flying at 150' to the time frame of complaint, and the picture provided does not have a date/time stamp or horizon reference.

Bette Todd commented that 500 feet is low, and hopefully the traffic will not be extending over the community north of Arapahoe Road. On busy days, there is a lot of traffic from Centennial Airport. She commented that when one lives near an airport, noise is expected. She added that residents don't expect low-flying training aircraft constantly circling their homes. Ms. Todd stated that there are thousands of homes impacted north of Arapahoe. Scott Drexler pointed out that the resident's complaint is a safety issue, not a noise issue. He stated that Centennial Airport will opt for safe air operations over noise. Ms. Todd responded that over the past 1 1/2 years there has been a huge improvement. When flight schools cooperate to keep pattern south of Arapahoe Road, the noise is much improved. Gerald Huthoefer stated that there was tricky weather for the past several weeks, and that weekend was the first opportunity for the flight schools to fly. He stated there were 1300-1400 operations in that single day. He commented that number of operations might not be the norm, but with the weather conditions and demand, he cannot promise the extended pattern will not happen.

Bob Doubek pointed out that the normal glide slope is 3 degrees, and for every mile a plane descends 318 feet, and that there are set altitudes in the pattern. Bette Todd acknowledged that things have improved greatly, and Chair Anderson responded that there will be unique circumstances occasionally. Ms. Todd commented that she saw the touch and go operations that weekend with aircraft that had not been observed as part of touch and go operations previously.

Brad Pierce suggested conducting a gate analysis over the household that has complained 220 times and the other top complainers. He stated that will give the Roundtable information on the actual impact of airplane operations. Mike Fronapfel suggested that the airport would do that in conjunction with the placement of a portable noise monitor.

9. PUBLIC COMMENT: None

10. COMMENTS FROM ROUNDTABLE REPRESENTATIVES AND STAFF: Linda Bruce confirmed that the noise grant has been completed, and that the FAA is waiting for final approval for the funding to do the update of the Centennial Airport Noise Contour map. Bette Todd asked about the funding issues with the FAA. Ms. Bruce responded that it was a big proposition to handle air traffic through a public/private partnership, and that the proposal would likely be continued to the next fiscal year. She added that the Federal procurement rules have caused issues with modernizing airport systems. A public/private partnership would shift the operations to a private entity, with funding from the FAA. Ms. Bruce commented that the partnership will help with improving technology at airports and potentially make operations more efficient. She commented that the public/private partnership has happened in Canada, but it was at a much smaller scale. If the partnership were to be approved, the FAA would be moved to the Department of Transportation. Ms. Bruce warned that if there was not some form of agreement, air operations would be affected in the future because air traffic systems would not be modernized. She commented that the Airline Ticket Tax is also up for reauthorization.

11. NEXT MEETINGS:

CACNR – July 1, 2015, Ramada Hotel & Suites, 7770 S. Peoria Street, Englewood, CO, 6:30 p.m.
August 5, 2015, Ramada Hotel & Suites, 7770 S. Peoria Street, Englewood, CO, 6:30 p.m.

ACPAA – June 18, 2015, Wright Brothers Room, Centennial Airport, 7800 S. Peoria St., Englewood, CO
Thad Bagnato representing CACNR; 3:00 p.m.
July - No July meeting

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

Heather Lamboy, Acting Secretary