

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE

MINUTES

July 1, 2015

Approved August 5, 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 6:33 p.m. by Chair Harold Anderson. A quorum was present, which included:

Douglas County – Alison Biggs & Joe Fowler
Arapahoe County – Thad Bagnato & Jim Dawkins
Aurora – Brad Pierce
Castle Pines – Rex Lucas
Castle Rock – Heather Lamboy
Centennial – Keith Gardner
Cherry Hills Village – Katy Brown

Foxfield – Dave Goddard
Greenwood Village – Karen Blilie
Lone Tree – Harold Anderson
Parker – Ryan McGee
ACPAA – Mike Fronapfel
AOPA – Robert Doubek
CABA – Don Kuskie

Alternate Representative for *Aurora*, Porter Ingram was in attendance. ACPAA staff member Scott Drexler was also present.

Those absent were:

CDOT Aeronautics Division – Todd Green
FAA APA Control Tower – Diane Hanley

FAA District Office – Linda Bruce
FAA TRACON – Gerald Huthoefer

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

3. PUBLIC COMMENT: Communications between airport staff and a resident had been shared and were read by Chair Anderson (the original communication to airport staff was not available):

From staff to resident, June 11 – *“Thank you for taking the time to fill out a complaint on Centennial Airport’s website. The complaint has been logged, and I apologize for any inconvenience the noise has caused. The location of your house is located 1.5 miles directly south of the airport’s main runway, which puts you right under the departure and arrival corridor. This runway is equipped with an instrument landing system that allows aircraft arriving from the south to land in almost all types of weather conditions. The aircraft establish on this system in the Castle Rock vicinity, and therefore cannot be moved to the east or west when arriving as they must fly a straight path. Aircraft that depart south bound usually do not take much time to travel the 1.5 miles over your house before they turn or continue south. This explains the times of almost constant traffic over your home. “If you have any other questions or concerns, please feel free to call or email me directly.”*

From resident to staff, June 19 – *“Thank you for your response in regard to my concern. As I understood it appears that Centennial Airport doesn’t have any solution for sound pollution that cause by Airplanes in our surrounding neighborhoods.*

*“As you are aware thousand residents live in this neighborhood and constantly flying airplanes (sometimes of day one aircraft every minute) over surrounding neighborhoods can affect the quality life of all residents special the senior residents who live in assisting living buildings in that neighborhood. **“I do understand that the centennial airport should be operated every day. But I don’t see the fine balancing the needs of the community with the needs of the airport.** As you are aware, one the best way to eliminate the hazard is the administrative and engineering control to minimize any potential hazard such as sound pollution.*

“As I have mentioned in my previous email there are large plain area in east side of I-25 between Lincoln and gateway avenue (no houses or apartments in that area). I have noticed that some aircrafts were passing though this area. Therefore, I would like to ask you why the other aircrafts don't using this corridor for landing even for takeoff to minimize the sound pollution in our surrounding neighborhoods for instant the aircrafts that established in the Castle Rock vicinity.

“Therefore I would like to ask you to bring up this subject in the next noise roundtable to resolve the above issues. Your response to my request would be greatly appreciated. Thanks,”

From staff to resident, June 25 – “Thank you for the response. I will forward this to our Roundtable Chair and your Douglas County Representative’s on the Roundtable for discussion at the July 1st Meeting.”

From resident to staff, June 30 – “Thank you for your response. I certainly appreciate that you forwarded our neighbor’s concern to the roundtable for discussion at the July 1st Meeting. I hope the result of discussion will resolve the noise in our neighborhood. Thanks,”

Discussion noted the area involved was closer to the airport than another area south of the airport from which many similar complaints had been received in the past. Being only 1.5 miles from the end of the runway, and under the ILS flight path, leaves little opportunity for noise relief. Airplanes using the area the resident noted on the east side of I-25 between Lincoln and Gateway Avenue had possibly been directed to use the parallel runway. The initial response provided to the resident by staff seemed to accurately reflect the situation present in the resident’s location. CACNR had previously explored the idea of seeking a relocation of the ILS by the FAA, but the possibility of this occurring had been shown to be essentially impossible. It is a difficult situation for the resident, and frustrating for CACNR to have so little to offer as a solution to the problem.

4. CONSENT AGENDA:

A. Minutes – June 3, 2015 - Request was made to take the minutes of June 3, 2015 off the consent agenda so some clarifications could be sought.

B. Treasurer’s Report – Report as of June 25, 2015, showed a balance of \$5,033.33.

On the motion of Keith Gardner, duly seconded, the one item remaining on the consent agenda was approved.

Minutes, June 3, 2015 – questions were asked about the meaning of a few areas of the minutes, and following discussion and clarification, on the motion of Keith Gardner, the minute were approved as amended.

INTRODUCTION: Harold Anderson introduced Jim Dawkins who was joining CACNR as the Arapahoe County Alternate Representative for Nancy Jackson. He was welcomed by the group.

5. COMMITTEE REPORTS:

A. Community Outreach – Keith Gardner reported Joe Fowler had volunteered to work with the committee on the website, and asked Fowler to comment. Fowler recapped the continuing need to get the website up and running again, and CACNR’s desire to obtain some comparative bids for site maintenance once that occurred. He recommended getting the website functioning soon as the top priority, rather than waiting for the completion of a bid process, the availability of funds, and thinking through what the site should eventually contain, all of which would remain to be done.

The site has been down since December, 2014; the initial creator of the site had been able to retrieve files from the old site for \$350, but nothing further had occurred. An undated Proposal for CACNR Website Maintenance from Foxden Web Solutions indicated the following:

“I am the original developer of the CACNR website and know the code behind creating the site so it would be in your best interest to have me continue to maintain the site with any changes that are needed. If someone else came in, they might not understand how the site is setup and with any changes they attempt, this could break the site completely.

“Website maintenance and updates would include adding any new pages, content and changing content.

“My fee of \$100/month would cover 2 hours of work on the site adding, changing or updating content and pages. An extra hour would be added monthly for no fee. Anything over 3 hours per month would be charged at the rate of \$50/hour rounded to the nearest ½ hour. Signed/Cori Foxworthy

Following discussion, Dave Goddard moved to budget using CACNR funds as specified in the proposal for the rest of the year, and to include an additional \$200 for Foxden to host the site during that time. Motion was seconded and carried.

It was noted redesign of the site for the future needed to be done ASAP, with a target of completion by the end of the year.

B. Fly Quiet – Harold Anderson reported the committee had nothing new to report.

C. Noise Monitors – Mike Fronapfel reported the grant for the noise monitors had been closed out and the system accepted. Bruel & Kjaer had been here to tie up any loose ends, and the airport now had considerable data, although correlating noise events to specific aircraft remained to be accomplished.

Scott Drexler provided noise reports for the period ending May 31, 2015. Categories which have evolved so far as content for the reports include Noise Complaints per Month; Noise Complaints per Municipality; Day and Night Complaints per Month; Monthly Operations and Complaints for 2014 & 2015; locations and numbers of the top 5 households complaining; Complaints by Aircraft Type; Complaints by Operations Type; Maps with Monthly and Year to Date Complaint Locations (also in relation to the noise monitors); Runway Usage Percentage Statistics; a Radar Track Density Map; Monthly Aircraft Noise Events, in selected decibel ranges, at each noise monitor.

The number of noise complaints had decreased slightly from April to May, as had the number of operations. Propeller aircraft continued to be the object of the most complaints, and departures caused more complaints than arrivals.

Katy Brown thanked staff for placing a portable noise monitor in Cherry Hill Village, and it may be there for as long as a month.

A copy of the letter sent to the top 1, 2, & 4 complaining households for the year had been shared (household #3 lived close to noise monitor #12, so did not receive a letter). Two recipients had responded positively. It was clarified the letter was a one-time occurrence, with the need to send additional letters to be evaluated monthly.

INTRODUCTION: Harold Anderson introduced Karen Blilie, who was representing Greenwood Village for this meeting. Blilie had a long history of involvement with Centennial Airport and CACNR, including chairing the group almost since its inception.

Returning to discussion of the letter to the complaining households, question was asked would will happen if one of the top complainers changed from those who had already received a letter. Response was the airport would reach out to the household and evaluate as noted above. Information from the portable monitors was requested when they are placed and when their use at a site was completed.

Some discomfort was expressed regarding discussion from the last meeting about not counting complaints from any of the top five households if they did not agree to accept a noise monitor. Ignoring complaints was perceived as problematic. Instead, it was suggested to see where the letters lead, and then reevaluate the approach for dealing with the complaining households in relation to data gathered from the noise monitors.

D. Work Program – This committee had not met.

E. Study Group – Brad Pierce reported a meeting had been held on June 15 between the Study Group, the Airport Director Robert Olislagers, the ACPAA Attorney Brian Magoon, and ACPAA Chief Financial Officer Roxana Hahn. Following that meeting, the three MOU-related documents were being revised again, and a brief summary of areas for revision was provided. Question was asked about the status of jurisdictions which opted not to comply with the funding contribution being considered. Regular membership as currently defined in the MOU did include the fund contribution; consideration was being given to allowing those who did not contribute to request advisory status instead. Other roundtables apparently deal with this type of situation in a similar fashion, with acceptable results. Following further discussion, Alison Biggs moved to allow advisory status for those CACNR members who do not meet the funding structure contained in the MOU. The motion was seconded and carried.

A. REGULAR MONTHLY REPORTS:

A. Arapahoe County Public Airport Authority Board – Bob Doubek reported on the June 18, 2015 ACPAA meeting as follows:

The Audit of the ACPAA Financial Statements for the years ending December 31, 2014 & 2013 was presented by BKD LLP. The audit report was clean with no matters reportable.

Also presented was a Table of ACPAA Noise Expenditures for the years of 2010 to 2014 actual with a 2015 estimate. The results are summarized as follows:

<u>YEAR</u>	<u>ACPAA COSTS</u>	<u>FEDERAL COSTS</u>
2010 -2014	\$614,220	\$1,135,876
2015 Est.	<u>\$212,240</u>	<u>\$441,224</u>
Total 6 yrs.	\$826,460	\$1,577,100

ACPAA costs include: personnel cost, Roundtable budget, cell service, radar data, consulting expense, noise monitoring grant match and miscellaneous costs. Beginning in 2020 there will be expenditures for the maintenance agreement for noise monitoring equipment starting at \$78,000 per year.

Thad Bagnato presented the Roundtable Update.

A draft copy of the letter to be sent to households with the most complaints was presented. The letter requests permission to place a portable noise monitor on the property for one week.

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A copy of the Table of ACPAA Noise Expenditures was provided to CACNR Members.

B. Airport Director's Report – Mike Fronapfel indicated there was no report from the Airport Director.

C. Centennial Airport Air Traffic Control Tower – No report. Mike Fronapfel informed CACNR there was a new tower manager at Centennial Airport, and he would provide her name to CACNR. She had been invited to attend CACNR meetings, and apparently would try to attend at least every other month.

D. N.O.I.S.E. – Brad Pierce had provided information from N.O.I.S.E.: “We wanted to make you aware that Congressional Leadership indicated this morning that the House Transportation and Infrastructure Committee will introduce their version of the FAA Reauthorization bill next week and hold hearings and a committee “mark-up” on Thursday, July 9. This is the first step in the reauthorization process, which needs to be completed or extended by September 30, 2015 when the current law expires. The last reauthorization process was extended by nearly ten years, so we will keep you updated on discussions of timeline for final passage.

“N.O.I.S.E. has been actively engaged in this process and will continue to work with the Congressional Quiet Skies as well as Leadership in Congress to insure that the legislative priorities of N.O.I.S.E. are reviewed and considered. The N.O.I.S.E. Board is also requesting that the Committee hold a hearing dedicated to community noise impacts. The Quiet Skies Caucus has made this request as well, at our urging. We will keep you updated on developments and upcoming opportunities for our organization and airport-adjacent communities to engage with the relevant committees and highlight our priorities and these issues of critical importance.”

Pierce further reported Emily Tranter of N.O.I.S.E. planned to meet with Representative Mike Coffman's staff in Washington, D.C. There was again discussion about inviting Representatives Diana DeGette and Ken Buck to consider also joining the Congressional Quiet Skies Caucus (QSC), as their districts include communities effected by noise from Centennial Airport. Katy Brown noted Cherry Hills Village had a meeting scheduled with Representative DeGette's office in September, and she would be happy to bring up the subject at that time. After further discussion, it was felt it might be best for CACNR representatives to meet with both offices, with QSC membership as the only agenda item, as they had done with Congressman Coffman's staff.

By consensus, Harold Anderson, Brad Pierce, and Katy Brown will schedule meetings accordingly, with Representative DeGette's and Representative Buck's offices.

7. OLD BUSINESS:

A. Recent Land Use Proposals Considered by ACPAA – It was reported a second quarter report will go to ACPAA in August, but as the reports are staff-generated, it may be possible to also bring that report to bring that report to CACNR in August. Staff will be going to the Douglas County Planning Commission to express opposition to the potential development of an apartment complex 1,500 feet west of the edge of the airport's parallel runway. It was noted the developer had agreed to sound mitigation, and apparently will include aviation easement signatures on contracts or at closing, but these may not affect renters.

While action on specific developments remains the responsibility of ACPAA, there was discussion of the role of CACNR in relation to land use in the area. Increasing education for elected officials and the public were considered, and a variety of opportunities such as the Mayors' meeting to which CACNR representative had made a presentation were mentioned. The Apartment Association was also mentioned as a possible audience. It was suggested some of the remaining CACNR budget might be utilized for "consciousness-raising" efforts through a CACNR "road trip," to provide education about the need to include attention to noise, and safety, in land use guidelines for areas affected by the airport

B. Congressional Quiet Skies Caucus & Colorado Delegation – see discussion under N.O.I.S.E. above.

8. NEW BUSINESS: None

9. PUBLIC COMMENT: None

10. COMMENTS FROM ROUNDTABLE REPRESENTATIVES AND STAFF: Mike Fronapfel provided an article from the *Denver Post Your Hub* section, about the noise monitors. He also provided the latest Noise Abatement Program from the National Business Aviation Association, which featured a picture taken at Centennial Airport on the cover.

A member of the public who had lodged complaints had taken a tour of the airport with Mike Fronapfel and Scott Drexler, and they reminded that such tours are available to anyone interested.

10. NEXT MEETINGS:

CACNR – August 5, 2015, 6:30 p.m., Ramada Hotel & Suites, 7770 S. Peoria Street, Englewood, CO,
September 2, 2015, 6:30 p.m., Ramada Hotel & Suites, 7770 S. Peoria Street, Englewood, CO,
October 7, 2015, 6:30 p.m., Ramada Hotel & Suites, 7770 S. Peoria Street, Englewood, CO,

ACPAA – July - No July meeting
Aug 13, 2015, 3:00 p.m., Wright Brothers Room, Centennial Airport, 780 S Peoria Street,
Englewood, CO (Harold Anderson representing CACNR)
Sept 10, 2015, 3:00 p.m., Wright Brothers Room, Centennial Airport, 780 S Peoria Street,
Englewood, CO (Keith Gardner representing CACNR)
Oct. 8, 2015, 3:00 p.m., Wright Brothers Room, Centennial Airport, 780 S Peoria Street,
Englewood, CO (Joe Fowler representing CACNR)

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

Alison Biggs, Secretary