

MINUTES

August 05, 2015

Approved September 2, 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 6:30 p.m. by Chair Harold Anderson. A quorum was present, which included:

<i>Arapahoe County:</i>	Nancy Jackson & Thad Bagnato	<i>Lone Tree:</i>	Harold Anderson
<i>Douglas County:</i>	Joe Fowler & Alison Biggs	<i>ACPAA:</i>	Robert Olislagers
<i>Aurora:</i>	Brad Pierce	<i>AOPA:</i>	Robert Doubek
<i>Castle Pines:</i>	Maureen Shul	<i>CABA:</i>	Don Kuskie
<i>Centennial:</i>	Keith Gardner	<i>FAA APA Control Tower:</i>	Diane Hanley
<i>Cherry Hills Village:</i>	Katy Brown	<i>FAA District Office:</i>	Linda Bruce
<i>Greenwood Village:</i>	Bette Todd	<i>FAA TRACON:</i>	Gerald Huthoefer

Alternate Representatives for *Douglas County*, Mike Acree; *Castle Pines*, Rex Lucas; *Centennial*, Andrea Suhaka; and *ACPAA*, Mike Fronapfel were in attendance, as were *ACPAA* staff members Scott Drexler and Aaron Repp.

2. APPROVAL OF THE AGENDA: On the motion of Nancy Jackson, duly seconded, the agenda was approved as emailed.
3. PUBLIC COMMENT: None
4. CONSENT AGENDA: The Consent Agenda included the July 1, 2015 Minutes and the Treasurer's Report as of August 03, 2015 (balance continued to be \$5,033.33). On the motion of Brad Pierce, duly seconded, both items were approved as presented.
5. ITEMS REMOVED FROM CONSENT AGENDA: None
6. RECENT CORRESPONDENCE FROM THE PUBLIC: Several written noise complaints had been received since the last meeting, and they had been compiled for reference and discussion.

#1 – Harold Anderson read the following:

“July 14, 2015 Hi Bette: This is Dave Giem from over on Hanover Way. I see that Denver Post & Greenwood Village Newsletter had articles on Centennial noise complaints, so I am sending you some of my data.

“I have been calling Centennial Noise since 2007 (1213 loud jets noted) and went through the FAR 150 and noise meetings.

“Well in 2014 I gave up and tried to ignore the aircraft noise and let the new noise monitoring do its thing.

“However, in June 2015 things seemed worse so I thought might try keeping track of the loud aircraft over my house.

“So for 2015, I tried two different week days.

“My records showed Thursdays were the worst and averaged about 8 loud jets a day.

“However in 2015 11 June 17 jets low & loud directly over my house 17 June 25 jets low & loud directly over my house

“My records showed Mondays were the lightest and averaged about 3 loud jets a day. 22 June 23 jets low & loud directly over my house

“Looks like things are getting worse.

“1) The number of flights have increase. I had some of these flights only 2 minutes apart in the morning. 2) The pilots are not following noise reduction practices. They fly straight out to the north west maintaining take-off thrust and don't climb up and then level out at reduced thrust.

*I have NOT noticed loud jet noise nor called on any Jets that follow noise reduction: a) start from south end of runway, b)climb sharply to the north at take-off thrust, c)then turn west at cruse thrust as they pass over our homes and schools. **Have A Nice Day, Dave”***

It was noted this individual had tracked noisy aircraft for quite some time. His location is near Havana, Orchard, Berry & the Cherry Creek Reservoir. It is between Noise Monitors 11 & 12, south of the Hills West Park. ACPAA staff indicated there had been no correlation between the mentioned aircraft and any information from the Noise Monitors, but flights generally are between 800 & 1500 feet above ground in this area. Comment was made that most jets are on instruments and pull back when they reach 2,000 feet, or an assigned altitude, so there was surprise at the reported lack of reduced thrust. ACPAA staff was not sure if the individual had lodged any complaints about any flights mentioned in the letter.

Question was asked if there was a standard response sent when members of the public complain, to at least acknowledge the complaint. Staff indicated the staff responds when a response is requested. Question was asked if CACNR sees complaints when they are specifically directed to CACNR, and should CACNR itself be responding to those, in addition to whatever the staff does. One member stated she would forward any complaints she received individually to the airport staff, and let the complainer know his/her communication had been forwarded accordingly.

#2 – Chair Anderson read one of the letters referenced by the Airport Director below, and the response the correspondent had received, noting that both seemed well done:

“July 20, 2015

“Dear Commissioners and CACNR Members;

“Attached please find copies of letters complaining about aircraft noise, which were sent to directly to two companies using Centennial Airport. The letters were written on the basis of information pulled from the new noise monitoring system recently installed at the airport as well as other sources.

“Centennial Airport and the Roundtable have had a longstanding policy to protect the identity of residents that complain about aircraft noise as we protect the identity of aircraft operators. This policy was established many years ago after a pilot began to retaliate against noise complainants by filing notices of defect on their properties. With the new noise monitoring system it is now possible for residents to obtain aircraft owners and operators information and complain directly to these operators, effectively diminishing the role of the Roundtable and airport staff to manage such complaints on a case by case basis. Aside from the fact that such actions are not in keeping with long held policy, we want to avoid potential retaliation at all cost. It is too early to tell at this point if there is also a deleterious impact on the airport as an economic driver.

“Effectively immediately, I have ordered staff to disable the ability to track the identity of aircraft until the Roundtable can discuss this issue in greater detail. While that may not stop individual citizens from pursuing individual action, we wish to preclude a potential back and forth that is detrimental to the collaborative stakeholder process we have all worked so hard to achieve.

“Thank you for your time and please do do not hesitate to contact me should you have any further questions. Sincerely, Robert Robert Olislagers, Executive Director 303-218-2907 (direct)”

“July 10, 2015

*Office of the CEO
Moser Aviation LLC
8001 Interport Blvd.
Englewood, Co 80112*

“Dear Sir or Madam:

“Last July 2nd, 2015 at 5:10 AM, according to the Centennial Airport ‘Web Trak software, your Raytheon Model 400A aircraft, tail number N302TB, came right over our home at 2,200 feet, 255 mph and the Orchard Road noise monitor, approximately ½ mile to the northwest of us, recorded a noise level of 70 decibels. Your intrusion awakened us from a sound sleep and I subsequently filed a noise complaint with the Airport Noise Office.

“Our home is less than 2 miles from the north end of the active runway and we occasionally have a noise event from the airport close by, but rarely are we awakened as we were on this morning. I sincerely hope there was some sort of a real emergency to cause this intrusion upon our peace and quiet and I further, really hope, that the airport noise office has relayed our concerns over this event to you.

"This letter is sent directly to your office on the chance that your office might not be aware of the disturbances caused by such flight practices and to ask you to discontinue such practices in the future.

"Thank you for your consideration.

"Cc: Ms. Bette Todd, Greenwood Village City Council Member and City Representative to the Centennial Noise Roundtable

Ms. Nancy Sharpe, Arapahoe County Commissioner, District 3

Arapahoe County Airport Authority Board

Mr. Scott Drexler, Centennial Airport Noise Office

Ms. Linda Bruce, FAA District Office"

"July 10, 2015

Office of the CEO

Pro Tech Leasing LLC

3003 N. 73rd St.

Scottsdale, AZ 85251

"Dear Sir or Madam:

"Last June 25th, at 6:20 PM, according to the Centennial Airport Web Trak software, your Cessna 650 aircraft, tail number N989PT, came right over our home at 1,200 feet, 255 mph and the Orchard Road noise monitor, approximately ½ mile to the northwest of us, recorded a noise level of 78 decibels. Your intrusion was very loud and a little frightening and I subsequently filed a noise complaint with the Airport Noise Office.

"Our home is less than 2 miles from the north end of the active runway and we occasionally have a noise event from the airport close by, but rarely are we as alarmed as we were on this occasion. I sincerely hope there was some sort of a real emergency to cause this intrusion upon our peace and quiet and I further, really hope, that the airport noise office has relayed our concerns over this event to you.

"This letter is sent directly to your office on the chance that your office might not be aware of the disturbances and alarm caused by such flight practices and to ask you to discontinue such practices in the future.

"Thank you for your consideration.

"Cc: Ms. Bette Todd, Greenwood Village City Council Member and City Representative to the Centennial Noise Roundtable

Ms. Nancy Sharpe, Arapahoe County Commissioner, District 3

Arapahoe County Airport Authority Board

Mr. Scott Drexler, Centennial Airport Noise Office

Ms. Linda Bruce, FAA District Office"

"July 21, 2015

"Thank you for your July 10, 2015 letter making us aware of the noise issue created by our company airplane on June 25, 2015. I apologize up front for the alarming intrusion.

"I have reviewed the incident with the flightcrew to determine why the deviation from our normal noise abatement procedures occurred. I can tell you that an emergency was not the cause of the intrusion. However, there were severe thunderstorms in the area that eventually shut down departures and arrivals into the Denver area.

"Please understand that safety is our number one priority. In order to avoid flying through one of those storm cells, the flightcrew deemed it necessary to make an early turn after takeoff which caused them to deviate from the standard noise abatement flight path. Conditions adding to the issue were the high airport elevation, the high temperature and the takeoff weight of the airplane. These conditions reduce climb performance thus causing the airplane to be at a lower altitude. This added to the louder than normal noise footprint.

"We are based at Scottsdale airport in Arizona in close proximity to residential areas and are keenly aware of, and sensitive to, our neighbor's noise concerns. We always do our best to mitigate noise at all airports we frequent.

“Rest assured that on future visits to Centennial Airport our flightcrews will make every effort to be good neighbors by reducing our noise footprint to the extent possible.

“Again, please accept my apologies for the disturbance.

*“Sincerely,
Tom Frazier, Chief Pilot
Pro-Tech Products Inc.
Cc: Mr. Scott Drexler, Centennial Airport Noise Office
Mr. RandyWinter, Pro-Tech Products”*

Request was made to discuss the airport’s response, and whether complaints, complainers, and the identity of noisy aircraft were considered a matter of public record. There was concern taking down the public’s access to part of the noise monitor system because it made the public’s access to information too easy was not a good thing and lacked transparency. After spending so much money to install the noise monitor system and promoting it as giving the public the ability to identify offending aircraft, and now not to allow that to happen seemed disingenuous. Individuals should have the right to complain to anyone they choose, and the letters cited did not appear to be retaliation, but rather were appropriate expressions of concern; the one response letter seemed similarly respectful and responsive to the original correspondence. It was noted CACNR could not control what ACPAA had done about disabling the public’s ability to track any aircraft’s identity.

Robert Olislagers indicated he had mentioned retaliation because many years ago a pilot had retaliated by filing legal actions against homeowners who complained about noise. There was also a security issue, per the FAA, with making specific aircraft known to the public, as some aircraft had been known to turn off their beacon numbers if they thought they were being identified. Further, some companies have been known to use false names in connection with their aircraft, so there could be no identification by anyone in relation to any of their aircraft, nuisance or otherwise.

Olislagers further indicated he did not want citizens or CACNR doing the kind of homework tracking offending aircraft that the ACPAA staff does, and that he did not feel CACNR should be looking at this kind of detail. ACPAA has to be transparent for its clients, as the aircraft have a legal right to fly.

Comment was made that perhaps it might take legal action to get something done for the citizens, as has happened at some other areas. Linda Bruce noted the FAA was not created to hassle pilots, and pilots can file against an airport if they feel they are being harassed. Olislagers indicated even though the public’s ability to see identifying information about specific aircraft is blocked, the ACPAA staff can still learn “who did what” and can ask for improved cooperation on noise. He felt all the pilots using Centennial Airport are “good guys.” He suggested a small committee might study the issue of aircraft identification and develop a CACNR policy.

Comment was made there would have to be a legitimate reason to form such a committee; a group such as CACNR generally cannot restrict the public’s right to information. Linda Bruce informed the group that Olislagers had been on a slippery slope with the FAA until he had disabled the public’s access to the information, and would have been advised to do so if he had not already done it.

It was again pointed out no one could control individual citizens who wish to express concern about something. Having identifying information is helpful in pointing out problem aircraft to the airport, and detecting patterns involving aircraft which are the subject of more than one complaint. The complainant who wrote the two letters had reported incidences on June 25th and July 2nd, but had heard nothing from the airport, so wrote to the involved companies on July 10. It was suggested if the public would no longer have access to specific information, ACPAA might need to be more proactive in contacting pilots and letting the public know that such action had been taken. This had been requested at one time, but CACNR did not know if such a routine had been established. Olislagers indicated staff would try to figure out what might be done to communicate with pilots in this regard.

Observation was again made that the FAA was not in favor of identifying pilots. Observation was also made again that CACNR has no authority over what the airport does in matters such as this. It would seem there was

no need for a committee about this issue as had previously been suggested, as the FAA had made its wishes known. The focus might instead be on working with ACPAA staff to determine what really happens when complaints are lodged.

It was reported that the information on the web sites of some other airports with noise monitors had been checked, and those websites did show tail numbers and identifying information about the aircraft owners. Why is Centennial Airport different? Response was that one company had been selling data (not necessarily Centennial Airport data) about air traffic; that had been stopped and the company was being watched carefully by the FAA. Observation was made that information about Centennial flights used to be available from the DIA Webtrak system, but it is no longer there. Linda Bruce responded this was due to new security rules. She also noted DIA paid for its noise monitor system, while the FAA had paid for the system at Centennial Airport.

Question was again raised about the formation of a CACNR committee to address this issue, with a repeat response that there seemed like no point in doing so. Other comments included the need for attention to how to work collaboratively; should all complaints be directed to a small committee which would serve as a watchdog to make sure ACPAA staff responded to both pilots and the public; and a question if this was something that the volunteers serving on CACNR could take on in addition to what they were already doing. The Chair suggested this issue might be placed on the September agenda for further discussion. It was noted the Noise Monitor Committee had been working with ACPAA staff on the use of information from the system, responses to complaints and to the public, linking complaints to specific flights, establishing patterns, etc.

Mike Fronapfel noted CACNR receives in excess of 3,000 complaints a year, and the current staff does not respond to them all. There is apparently some kind of filter system which identifies multiple complaints about any one operator; if the operator is considered approved or there were extenuating circumstances such as weather, those complaints are then filtered out. If there had been other, better alternatives to what the aircraft had done, then contact would be initiated. Request was made that these types of topics be reviewed by the Noise Monitor Committee with ACPAA staff before the next meeting, since CACNR does not set policy about what the airport does.

#4 – These materials were follow-up from the communications considered at the July, 2015 CACNR meeting. The author of the correspondence, Al Biria, was present and was introduced to the group, which thanked him very much for attending.

“July 13, 2015

“Dear Mr. Drexler,

“Thank you for your support and consideration. Since you forwarded my concern regard to noise in our neighborhood to Roundtable Chair and Douglas County Representative’s on the Roundtable for discussion at the July 1st Meeting, I haven’t heard anything from you. Therefore, I would like to know the outcome of Roundtable at the July 1st. Thanks,”

“July 16, 2015

“Al, several days ago you asked about the details of the discussion of the Noise Roundtable and your complaint.

“I received the notes from Alison Biggs, our secretary, today. I read your e-mail and the reply from Scott Drexler to you. The fact that you are a mile and a half south of the main runway puts you right on the main flight path. You would be about eight and a half miles north of the approach ILS (instrument landing system) to Centennial Airport.

“I am a member of the Lone Tree City Council and we face the same problem when we develop our area east of I-25. We have the following ways to resolve this:

“1. Develop the area as commercial and make certain the tenants understand they are on the main flight path.

“2. Require all homes, condos and apartments built to have extra insulation and more noise resistant windows such as triple pane.

“I wish we has a better answer for you.

“Harold Anderson, Chair, Centennial Airport Noise Roundtable”

"July 20, 2015

"Harold,

"Thank you for your response and your consideration to my concern. It is greatly appreciated that you and the people in roundtable work with the airport to find ways to reduce and mitigate the impact of aircraft noise on surrounding communities. As you know, the surrounding neighborhood that we live is a noise sensitive area (an average of 300 to 350 aircrafts for landing and takeoff daily) that has a lot of impact to quality of live for people who live in this neighborhood, therefore; I would like to suggest an alternative solution for this issue.

"As you are aware, on the East side of I-25 between Lincoln Avenue and RidgeGate Parkway there is huge area that hasn't been developed yet for any commercial or residential projects and I am sure that this area will be zoned only as commercial not for residential in future development.

"Therefore, I would like to suggest if you could change the flight pass (landing and takeoff) such that aircrafts overfly from this particular geographic area in lieu of our neighborhood (see attached) to reduce significantly sound pollution in our neighborhood.

"I do fully understand that air traffic runway selection is depended on several factors but if the centennial airport do some research and a feasibility study to reroute the main flight pass to this particular geographic area , this could be great balancing the needs of the airport with the needs of the community.

"As I have mentioned before this is my suggestion and I hope that you bring up this subject to the roundtable meeting and make a decision about it. Best Regards,"

"July 20, 2015

"Al, I'm not fully clear exactly where you live. Can you give me your address so I can see exactly where you live.

"As for the large area of land south of the airport, that is the area in Lone Tree that will be expanding. It will be both residential and commercial. In my mind the residential will need additional soundproofing.

"With your address I can better see how the flight path affects you. Harold"

"July 20, 2015

"Harold, this is my home address -----, Parker, CO 80134.

"I believe the area that I am taking about is part of Parker (East of I 25) as shown on Douglas County Map. However, I will be happy to see you in person and explain in more detail how the flight pass affects the neighborhood. Thanks,"

"July 20, 2015

"Al, I looked up your address on GoogleEarth and you are south of Lincoln SE of the Wildlife Experience and the golf course. You are also lined up with Runway 35R - 17L. This is the instrument runway for the airport. Aircraft flying under instrument flight rules will frequently fly right over you.

"Our next Noise Roundtable meeting is Wednesday, August 5th, 6:30 pm at the Ramada Inn, Centennial Airport. There will be some airport representatives with the history of your neighborhood and the airport. This all happened before I had any involvement with the airport but I recall the the airport fought the project for the same noise reasons you have.

"The Roundtable and airport personnel will be happy to explain the rules for VFR (visual flight rules) and IFR(instrument flight rules) and how those affect your neighborhood.

"It is very likely that the FAA will have absolutely no flexibility on IFR flights. Very likely the FAA will be represented at that meeting."

"Harold Anderson, Chair, Centennial Noise Roundtable"

"July 21, 2015

*"Harold, Thank you for your quick response. I am glad that you want to recall it on next meeting. And I hope that FAA will have some flexibility to reconsider for instrument runway for the airport. Please keep in mind, this request is not just for me it is for entire neighborhood because changing a few angle of instrument runway can **significantly** reduce the noise in our surrounding neighborhood.*

"For your information, there is a new apartment construction in Peoria street close to our home and I am sure once the construction is done, more people complaint about the noise (for an average of 300 to 350 aircrafts for landing and takeoff daily) and the closeness and low altitude to buildings (about 200 ft and sometimes they are so scary).

"However, the FAA are also human and can understand people concerns. I hope you mention our concern in the meeting and FAA can make a right decision about it. Please keep me posted for any update. Thanks,"

"July 21, 2015

"Al, there may have been some misunderstanding in my e-mail to you. First, when it comes to instrument runways in IFR or IFR flight plans, the FAA has NO flexibility. There is no way they can and still put safety first.

"What attending the next meeting will do is to help you to better understand why these flights go right over your neighborhood and why these flights can't be moved. Attending will give you the opportunity to not only talk to members of the Noise Roundtable but Centennial Airport management, quite possibly members of the FAA and the chair of the airport board.

"Please don't misunderstand, your attending the meeting will help you to better understand the takeoff and landing operations, not to change the process. If every person in your HOA complained, the process would not change. The location of your neighborhood with airplane noise is why I recall Centennial Airport worked so hard to stop during the planning process. Harold"

The Chair invited Mr. Biria to address the group if he wished. Mr. Biria commented he had moved here from Tennessee about a year ago, and bought his home with no knowledge of the airport or its proximity. Flights seem to go over the location between 300-400 feet off the ground, and he wondered if there was any possibility of a change in the runway or flight path. ACPAA staff noted the location is near Noise Monitor 8, and involves both the ILS and runway 35R. ACPAA had objected to that development when it was in the planning stage, but the objection had not been heeded and now more homes are being built in the general vicinity but even closer to the airport.

Linda Bruce indicated the runway and the ILS would have to be moved entirely to achieve Mr. Biria's request, and since the airport had been built with Federal funds, the funds used to build the runway and install the ILS would have to be repaid if they were to be moved. Mr. Biria asked if the flight path could curve around his neighborhood, as there was a large, unpopulated area to the west which planes sometimes use and which helps. ACPAA staff indicated that area was currently platted for 15,000 homes by Lone Tree. Further response indicated flights using the ILS are on instruments and pilots do not watch the geography below them; it is hard to almost impossible to zig zag around in what is actually a small maneuvering space – aircraft cannot maneuver with as much ease as automobiles. It was noted new jets will be quieter, but it will be a long time before they replace all the models currently in use. There will be no more Stage II aircraft in use after 12/31/15, but there are few if any which use Centennial Airport now. Linda Bruce indicated Centennial Airport had originally been built as a training airport and it won't go away.

The resident asked if planes could at least slow down on landing. Response was each aircraft has parameters within which it must function in order to land safely. Reference was made to the original promise made that RNAV would allow fights to glide in for landing from a higher altitude, thus lessening the noise. RNAV has not been fully implemented yet. Robert Olislagers indicated the landing process here is a short final, not step downs which can glide and Mr. Biria's home is under the short final area. Shawn Reuth, an air traffic controller and the NATCA Facility Representative for Centennial Airport, who was in the audience, indicated the glideslope angle on the ILS was increased and is now steeper at Centennial Airport. Aircraft on an ILS approach into the airport should be higher with a steeper descent on the final approach than they were a year ago. If an aircraft is on an instrument approach, i.e. ILS or RNAV into the airport, the aircraft should be established on final approach at about 8 miles out.

Question was asked about some prior legislation which would have required disclosure of the airport's impact on communities. Robert Olislagers indicated there are avigation easements in many areas now which

homeowners have to sign at closing but which are usually buried in the paperwork, so many are not aware of them. However, many realtors will not disclose anything about the airport, one in the past going so far as to leave a total blank space where the airport was located on its maps (since corrected). Suggestion was made that some information to communities about mitigation measures might be helpful for the future, although there is little funding available any longer from the FAA for such work.

Robert Olislagers noted he had tried to get noise impact notification legislation enacted in the past, and it might be tried again, to apply to new development only. It was noted disclosure of airport noise impacts should be made early, as it is too late to inform buyers when they are at closing. There was discussion about the need for more prominent signs showing locations of the airport influence areas, and work with developers to encourage greater use of sound mitigation measures when homes were being built. Such measures had reportedly been included for homes in Mr. Biria's area. There is additional construction going on now which will be greatly affected by the airport, and the airport had opposed the project, but once again it had been approved by the County involved. Olislagers offered to take Mr. Biria on a small plane flight so he can experience what kinds of things pilots deal with.

Another audience member (Secretary's Note - Sorry – the Secretary missed getting the individual's name during the meeting, and apparently the public sign-in sheet had not been used) indicated she had lived here for 20 years, to the Cherry Creek Vista area, and had mistakenly assumed some approval from residents would be necessary for any airport expansion. At the present time, she frequently cannot watch TV in her own home because of aircraft noise, has complained with no response or noticeable effect, and she was now very concerned about the airport's negative influence on her home's value, because she needs to sell. She reported July had been horrible with noise and traffic continuing to increase; noise begins around 4:30 a.m. and frequently lasts until 11:50 p.m.

ACPAA staff noted there has been a dramatic increase in jet traffic lately. It was also noted night cargo flights which leave Centennial and shuttle to DIA can be quote noisy. The opening of DIA dramatically impacted the traffic and noise emanating from Centennial Airport, and this is further impacted by flights in and out of Centennial being held down due to the priority given to DIA traffic.

#3 – The Chair read the following, received by two CACNR Representatives, and Robert Olislager was in attendance to speak to his response and the issue.

“July 4, 2015

“Are any of you receiving these emails? The emails I've received, and there have been 19 so far, are being sent to Senator Bennet as well as several Members of Congress, all of the Arapahoe County Commissioners and Members of the Centennial's City Council. – Keith Gardner

“Here is the text from the email

“MORE HARASSMENT OF COLORADO FAMILIES BY CENTENNIAL AIRPORT; CLOSE IT DOWN NOW!

“KEY SLIME AIR/FLIGHTS INC. SENT DIRECTLY OVER OUR HOMES BY AIRPORT MANAGERS. AIRPORT BUSINESS, PULL THEIR BUSINESS LICENSE AND FIRE AIRPORT MANAGERS.

“Castle Rock has more noisy low flying aircraft directly over our families, some just 800 feet over our families, some at 350 to 400 MPH. Centennial Airport continues to ignore community complaints regarding noise. Somehow they believe noisy cargo planes and screaming jets are more important then Colorado families and their children. Centennial Airport's director is either unable or unwilling to resolve noise issues created by the existence of their airport. If airport managers are unable to address and correct noise issues in a satisfactory manner, then get rid of them and find someone that can, if not then close the airport. Colorado would be a much better place without Centennial Airport.

“FORCE THE CLOSURE OF ARAPAHOE COUNTY'S WORTHLESS AIRPORT

“Concerned Colorado Families”

“When I receive other copies of the email, there is some new text in the header but the body of the email is the same. – Keith Gardner”

- *“Reckless pilot from Centennial Airport flies just 500 feet above our children at play at 350+ MPH. MORE DRUG TESTING NEEDED AT CENTENNIAL AIRPORT, INCLUDING AIRPORT PERSONNEL.*
- *“Again Centennial Airport targets sleeping children in the middle of the night. It's time to close this poorly managed airport for good.*
- *“MORE HARASSMENT OF COLORADO FAMILIES BY CENTENNIAL AIRPORT; CLOSE IT DOWN NOW!*
- *“07/02/15 @ 9:15 AM - More unacceptable noise from planes landing at Centennial Airport; 15+ miles along the ground to land a tiny plane, pure stupidity”*

“On Jul 22, 2015, at 2:04 PM, Katy Brown wrote: “I received a copy of this email - wanted to forward it to the Roundtable for your information.

“From: Castle Families [crco.families@comcast.net]

Sent: Thursday, July 02, 2015 8:20 AM

Subject: 07/02/15 7:30 AM - More unacceptable noise from planes landing at Centennial Airport; 15+ miles along the ground to land a tiny plane, pure stupidity

“Castle Rock has more noisy low flying aircraft directly over our families, some just 800 feet over our families, some at 350 to 400 MPH. Centennial Airport continues to ignore community complaints regarding noise. Somehow they believe noisy cargo planes and screaming jets are more important than Colorado families and their children. Centennial Airport's director is either unable or unwilling to resolve noise issues created by the existence of their airport. If airport managers are unable to address and correct noise issues in a satisfactory manner, then get rid of them and find someone that can, if not then close the airport. Colorado would be a much better place without Centennial Airport.

“FORCE THE CLOSURE OF ARAPAHOE COUNTY'S WORTHLESS AIRPORT

“Concerned Colorado Families”

“July 22, 2015

“All,

“I will be happy to provide a brief regarding this particular complainant at the next Roundtable meeting. Mr. Ed Palson uses multiple aliases to send very vitriolic emails to every elected official and has done so for several years. It is his Constitutional right. Most have blocked all emails he sends. He refuses to talk to anyone or become engaged. His sole goal is to shut down Denver International Airport and Centennial Airport. I will fill you in on his other tactics including filing false email complaints using his neighbors email addresses. They have threatened to sue him if he did cease and desist. More at the August meeting but please do not hesitate to contact me should you have any questions.

“Thank you, Robert Sent from my iPhone”

Robert Olislagers indicated this individual had been a malcontent for at least three-four years, complaining not only about aircraft noise, but children and dogs and other things in his Sapphire Pointe neighborhood, which is at the end of the ILS east of Happy Canyon Road. Because of the content and nature of his complaints, he has been reported to several law enforcement or investigative agencies, and although ACPAA staff have tried to engage him in discussions, he has refused to interact or respond, and refuses to return phone calls. Although he is within his First Amendment rights, apparently some of his correspondence feels threatening. Several elected officials to whom he has directed his correspondence have blocked his communications, and he has been told Centennial Airport will not take any more of his messages. There appeared to be little CACNR could do, considering the past history and what had already been attempted by ACPAA staff.

Joe Fowler summarized a letter he had received from a Highlands Ranch resident (east of Quebec), a copy of which is below:

“August 3, 2015

“RE: Centennial Airport Noise Complaints.

“Mr. Joe Fowler

“Douglas County Planning Service

"I was referred to you by Maureen Wailer, Citizens Connect Inquiry. I hope you may have given you a head up that I would be contacting you and am hoping for some assistance in this matter.

"We have lived in the northeast section of Highlands Ranch for approximately twenty years and have had little concern about Centennial Airport (approximately 4 miles northeast) until three years ago. It seems somebody has altered the flight path to fly directly or near our area with ever increasing number of flights both day and night. In my opinion this is affecting our health, our safety, our property value and the ability to sell our home. It's to a point that a real estate agent is not telling the truth to prospective new buyers (that is according to our new neighbors who moved here from out of town).

"I have recently taken to filling noise complaints averaging 30+ a day. Frequently, these planes fly very low (some at tree top level) and are very loud. I can only guess these planes are making one very sharp 90 degree turn to get over our house. According to their web site we are supposed to be in a noise sensitive zone but that does not seem to be the case. I have talked or written to some folks at Centennial Airport but received no assistance in this matter. From my conversation it does not seem they really are concerned or care. They pass it off as the pilot's responsibility. That is truly scary for one day last year while cutting the grass I watch two planes flying towards each other. One was a single engine and the other was a twin. I thought for sure I was going to have airplane parts as a new lawn ornament. The twin engine plan I have seen several time in the past flying very low over the street. I assume whoever lived in Lone Tree and was buzzing their house.

"In my opinion, this matter should have been addressed several years ago and an area set aside to accommodate increasing airport traffic. But, the powers to be decided to build housing south of the airport and now we have this dilemma. My suggestion is that all government's concerned assist in relocating the airport to a more remote location (they did it to Stapleton), or restricts traffic in and out of the airport away from our noise sensitive zone. I am sure neither are very popular ideas.

"Thank you for your consideration in this matter and any assistance you can offer. Sincerely,"

Fowler indicated he would respond to the correspondent, and someone from the County Commissioners' office would as well. One of the portable noise monitors would be placed in the reported area within the next few weeks.

7. COMMITTEE REPORTS: Some Committee reports were deferred by the Chair in the interest of time.

- A. Community Outreach – Deferred
- B. Fly Quiet – Deferred
- C. Noise Monitors – Deferred. No new Noise Reports were available
- D. Work Program – Deferred
- E. Study Group – Brad Pierce briefly reported the group continued to work on another draft of the three involved documents and anticipated bringing them to the September CACNR meeting. If approved, CACNR Representatives would then be able to take them to their Member jurisdictions.

Pierce also indicated there would be a meeting of the South Metro Mayors/City Council Members on August 20, 2015. CACNR Representatives who are members of that group had made a well-received presentation about CACNR at a previous meeting, and they would mention the current work on the MOU and its focus at the coming meeting, as well as provide information on the other activities of CACNR.

8. REGULAR MONTHLY REPORTS: These reports were deferred by the Chair in the interest of time.

9. OLD BUSINESS: Deferred by the Chair in the interest of time.

10. NEW BUSINESS: None

11. PUBLIC COMMENT: None

12. COMMENTS FROM ROUNDTABLE REPRESENTATIVES AND ACPAA STAFF: Scott Drexler informed the group an Aircraft Rescue and Firefighting (ARFF) Equipment Dedication & Wet Down Ceremony, following time honored tradition, to commission and place into service two new pieces of equipment, would be held August 13, 2015, following the ACPAA meeting.

Robert Olislagers mentioned there would be a “wheels and wings” event at the airport on August 22, 2015, sponsored by the Morgan Adams Foundation. The event raises money to improve the quality of life and survival rate of children diagnosed with pediatric brain tumors and other rare cancers. The event would include a ½ hour closure of airspace at the airport, for an aerial demonstration.

Robert Olislagers announced Scott Drexler had been promoted to Senior Planner, and his current position would be filled, as of October 1, 2015, by Aaron Repp, who was introduced to and was welcomed by the group. Drexler will stay in the loop with CACNR activities in a fashion similar to Mike Fronapfel.

Olislagers also noted there would likely be an increase in airport traffic with the beginning of the election season.

Linda Bruce introduced Diane Hanley who was taking Gerald Huthoefer’s position at the Centennial Airport Control Tower. She had worked at Centennial Airport before, so has a familiarity with it. She was welcomed by the group.

13. NEXT MEETINGS:

CACNR – Sep 2, 2015 6:30 p.m. Ramada Hotel & Suites, 7770 South Peoria Street, Englewood, CO
Oct 7, 2015 6:30 p.m. Ramada Hotel & Suites, 7770 South Peoria Street, Englewood, CO
Nov 4, 2015 6:30 p.m. Ramada Hotel & Suites, 7770 South Peoria Street, Englewood, CO
Dec 2, 2015 6:30 p.m. Ramada Hotel & Suites, 7770 South Peoria Street, Englewood, CO

ACPAA – Aug 13, 2015 3:00 p.m. Wright Brothers Room, Centennial Airport, 780 S. Peoria Street, Englewood, CO (Harold Anderson representing CACNR)
Sep 10, 2015 3:00 p.m. Wright Brothers Room, Centennial Airport, 780 S. Peoria Street, Englewood, CO (Keith Gardner representing CACNR)
Oct 08, 2015 3:00 p.m. Wright Brothers Room, Centennial Airport, 780 S. Peoria Street, Englewood, CO (Joe Fowler representing CACNR)
Nov 12, 2015 3:00 p.m. Wright Brothers Room, Centennial Airport, 780 S. Peoria Street, Englewood, CO (???? representing CACNR)
Dec 10, 2015 3:00 p.m. Wright Brothers Room, Centennial Airport, 780 S. Peoria Street, Englewood, CO (Katy Brown representing CACNR)

14. ADJOURNMENT: The meeting was adjourned at 8:45 p.m.

Alison Biggs, Secretary