

MINUTES
September 2, 2015
Approved October 7, 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 6:31 p.m. by Chair Harold Anderson. A quorum was present, which included:

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| <i>Arapahoe County:</i> | Thad Bagnato & Jim Dawkins | <i>Greenwood Village:</i> | Bette Todd |
| <i>Douglas County:</i> | Joe Fowler & Alison Biggs | <i>Lone Tree:</i> | Harold Anderson |
| <i>Aurora:</i> | Brad Pierce | <i>Parker:</i> | Ryan McGee |
| <i>Castle Pines:</i> | Rex Lucas | <i>ACPAA:</i> | Robert Olislagers |
| <i>Castle Rock:</i> | Heather Lamboy | <i>AOPA:</i> | Robert Doubek |
| <i>Centennial:</i> | Keith Gardner | <i>CABA:</i> | Don Kuskie |
| <i>Cherry Hills Village:</i> | Katy Brown | <i>FAA District Office:</i> | Linda Bruce |
| <i>Foxfield:</i> | Dave Goddard | | |

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

Those absent were: *CDOT Aeronautics Division* – Todd Green; *FAA APA Control Tower* - Diane Hanley/Ted Michalakes; and *FAA TRACON* - Gerald Huthoefer.

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

3. PUBLIC COMMENT: Glenn Hathaway from the Stonegate area, indicated he had lived there for 23 years, and had never seen/heard as many overflights as recently, with the previous three days being particularly awful. He wondered what the Control Tower was doing, as there had been a tremendous increase in turns over his home, with flights going west to east being the most noticed. He did not understand where this escalation was coming from so suddenly, although much training traffic did not seem to be using the designated practice area to the east. Such a huge change made it appear no one was following the rules. He indicated he had written Arapahoe County about the situation.

Robert Olislagers and Scott Drexler responded they would have to look into the situation. Harold Anderson noted CACNR would follow-up with staff as well, and would request a report at the next CACNR meeting. Request was also made for CACNR to be apprised of how any information about the situation was communicated to the complainant. Mr. Hathaway was thanked for bringing his concerns to the group by attending and speaking at this meeting.

A. Recent Correspondence from the Public - Deferred

4. CONSENT AGENDA: The Consent Agenda included the August 05, 2015 Minutes and the Treasurer's Report as of August 28, 2015 (balance continued to be \$5,033.33). On the motion of Keith Gardner, duly seconded, both items were approved as presented.

5. ITEMS REMOVED FROM CONSENT AGENDA: None

6. AIRPORT FOLLOW-UP ON NOISE COMPLAINTS: Airport staff indicated those who complain on-line are provided with a place to check if a response is desired. Those who complain via the telephone hotline are asked to provide contact information if a call back is wanted. Staff responds to either only if a response is specifically requested, and otherwise, no acknowledgement of the complaint is done. No statistics were available regarding the number of complainants who request a response v those who do not. Requested responses are usually accomplished within one – two weeks, and follow-up may include a call to an involved pilot.

If the request is for a follow-up call, the complainant is thanked and whatever the specific issue was is addressed. Usually, specific issues can be more fully discussed verbally than through an on-line response. It was reported about 70% of the complaints received are on-line, and 30% are from the telephone hotline. Some phoned complaints come to the airport's main telephone number, rather than to the complaint hotline.

Discussion points included:

- Everyone who complains deserves an acknowledgement of some sort
- It would be easy to provide an instant acknowledgement of an email complaint
- How often are pilots called? Response indicated such calls are random, with no statistics kept on frequency
- The content of any response, whether verbally or on-line, may not leave people satisfied
- Would an acknowledgement of a complaint, without any agreeable resolution to the problem of perceived excess aircraft noise, just create administrative work?

- In 2014, Centennial Airport received about 3,000 noise complaints; in the first seven months of 2015, 2,394 complaints had been received (79.8% of the 2014 complaints, in 58.3% of the year)
- There is a difference between not getting a response at all and not getting a lessening of noise, which is the response all complainers want
- At least those who attend CACNR meetings can learn, such as the gentleman who came and was offered a flight so he could see what pilots have to deal with
- There is a deeper issue – Centennial Airport does reply to the public when asked, but is there any attempt to identify and reach repeat offenders and speak with them about the problems they cause?
- If the Memorandum of Understanding and its accompanying increased funding for CACNR is adopted, there will be more resources for use in addressing noise issues affecting neighboring citizens

- Many of the noise causes cannot be solved, so how can CACNR educate people about what can and can't happen, beyond what the airport staff already does?
- CACNR needs to know what the airport believes has been solved or what has been done to solve which problems, such as when there were conversations with pilots who were not aware of the effect their actions were having, and if they were agreeable to change when possible
- The airport staff has done this kind of thing
- But CACNR does not know what has been done on an ongoing basis – if such actions could be quantified or summarized and provided to CACNR, it would be helpful
- The Community Outreach Committee was working on a process for community education, such as with town councils, homeowners associations, etc.

- There needs to be more done by CACNR to “sell” the airport and its financial benefits to the surrounding communities
- CACNR's charge is to address noise, not to sell the airport or explain its operation – that is the responsibility of the airport

Mr. Hathaway asked if he might comment, and was welcomed to do so. He did not believe anyone should dismiss his problem with noise as inconsequential just because the airport earned money for itself and its surrounding communities. He wished the airport well, but the issue had to do with his life and his enjoyment thereof; he had lived in his home before the airport noise became such a problem. All he wanted was the truth, and for action to be taken to lessen the noise if and whenever possible.

Robert Olislagers indicated promoting the airport was indeed his job, and there must be a balance between elected officials, the public, and the needs of the airport. The public's quality of life issues cannot be ignored. While there are efforts to effect positive change, he does not always have answers which satisfy the public.

Discussion continued:

- The Community Outreach Committee had been developing content for presentation to public groups, and the plan was to bring a draft to the October CACNR meeting
- Responses should include solutions achieved
- Logging numbers of complaints does not provide much except perhaps create a massive bureaucracy to gather numbers, but there is an important need to know if corrective action was taken, and if so, what it was – the communities need to know, with hard data backup

Robert Olislagers stated the airport's annual reports do that, and the noise monitors will provide baseline data. The noise exposure maps are being updated and will use data from the monitors. Concern was expressed that the noise exposure maps may shrink geographically, depending on what measurements are used, and that may not be in the best interests of areas bothered by noise.

- Observation was again made that CACNR did not know of any communications (conversations or letters) which had occurred with pilots or companies who had caused problems, nor what, if any, other follow-up had been done in this regard
- There might be a possibility complaints could go down if what had been done to help the noise problems could be reported, and there was some indication about its effectiveness
- In business, measures of progress need to be in place, and there did not seem to be any here on the problem of noise. Perhaps the information from the noise monitors would be able to quantify if things are getting louder or quieter
- The data CACNR had gotten to date had not seemed to present a clear picture; example given was the need to clarify how the top 5 complainer statistics are compiled considering the same households are not always in the top five every month

Robert Olislagers noted the FAA was currently doing a study related to the use of the 65 DNL – it has been reported 12% of the population is highly annoyed with noise at that level. Naples, Florida is the only airport in the country which is allowed to use 60 DNL, as the result of a lawsuit which the airport won. The study will also address the effect of the frequency of noise events. If the noise exposure maps do shrink, this will result in more development closer to the airport, with a potentially resulting increase in noise complaints and problems.

- Total noise complaints have decreased over the years; even though they have not been a reliable measure, they have been the only one available until the noise monitors became operational
- Even the 12 noise monitors do not provide accurate information for all of the problem areas; there has been no method developed for accurately determining the noise level over a home which may be at x distance from a monitor
- Some planes are noisier than others
- Does the airport staff talk to the FBOs about their aircraft and their pilots? Response was this had been done in the past, but not recently. One owner who had complained about noise was spoken with and it had been determined he was complaining about his own aircraft
- Some efforts had been made to get some to operate out of Front Range Airport, but little had transpired
- What about legitimate complaints and how long should it take to learn what if anything had been communicated to the offending aircraft or company – there may be a breakdown of communications which needs to be fixed – waiting almost three weeks seems excessive
- If the airport communicates with those causing reported noise in a reasonable amount of time, and lets the complainer know of the action taken, it would seem the airport would get “credit” with the public and there would not be such a feeling that the public is being ignored
- CACNR also needs to be informed of actions taken as noted in the comment above
- Pilots and FBOs are customers of the airport, and the airport should go to them when there are problems
- Perhaps the Pilot Outreach Committee, working with the Noise Monitor Committee might look into making suggestions on parameters for the airport to consider using

Robert Olislagers indicated he wanted CACNR to tell the airport what the parameters should be. Once CACNR provides guidelines, the airport staff will do a “deeper dive” into those suggestions.

- As previously requested, CACNR needs to know what has been done with pilot problems in the past, and the results – that knowledge is needed before new or different approaches can be developed
- This also needs to be done in relation to operators of helicopters; will they be asked to resign or renew their letters of agreement with the airport, and how is that system working?
- What problems have been solved by the airport, and by what methods?

Question was asked how many on CACNR had ramp or gate passes? Few, if any, responded. Apparently, those who do have them received a letter which included something about noise, but CACNR had no knowledge of it; it would have been helpful to have been informed. There may be an opportunity to add something to the

Automatic Terminal Information Service (ATIS) system which all pilots listen to – it was noted in some locations, there is a message which says “Be a good neighbor – Fly Quiet.” However, Robert Olislagers indicated since this was not a safety message, the FAA would not let it be added here; the pilot’s union would also have to be involved. Suggestion was made that something might be added to the Automated Weather Observing System (AWOS). Linda Bruce offered to speak with the Control Tower manager to see what might be done at Centennial Airport; Robert Olislagers indicated he would also call the same person about the matter.

Due to time, the Chair indicated Agenda Item 6.C., “Blocking access to information from the noise monitor system” would be deferred to the October meeting. Comment was made that, with the number of complaints, it was probably hard for airport staff to match all complaints with actual information. Access to the information necessary to do such research should accordingly not be restricted to the airport. There was agreement there were many components to be included in the discussion of this topic, and by consensus, it was tabled until the October CACNR meeting.

7. UPDATE ON MOU AND RELATED DOCUMENTS: Brad Pierce provided a recap of the development of the draft Memorandum of Understanding, the proposed Initial Funding Structure document, and proposed amendments to the CACNR Bylaws that had originally been adopted in June, 2010. The documents had been discussed with the Airport Director Robert Olislagers, the ACPAA Attorney Brian Magoon, and ACPAA Chief Financial Officer Roxana Hahn on June 15, 2015, as previously reported to CACNR. Changes from that meeting, and inclusion of language to allow advisory status for those CACNR members who do not meet the funding structure contained in the MOU – approved at the June, 2015 CACNR meeting – were all reflected in the documents brought to this meeting. Airport staff personnel were also reviewing these drafts.

The problem of funding by Foxfield was revisited. It was noted DRCOG has categories related to the size of the various jurisdictions involved. The sizes of the jurisdictions involved in CACNR, based on 2010 data were: Aurora – 345,803; Castle Pines – 10,360; Castle Rock – 53,063; Centennial – 100,377; Cherry Hills Village – 5,987; Foxfield – 685; Greenwood Village – 13,925; Lone Tree – 10,218; Parker – 48,608; Arapahoe County – 572,003; and Douglas County – 285,465.

A variety of options and related ramifications had been considered by the Study Group, including the option of advisory status as used successfully by other noise roundtable-type groups; how the other jurisdictions might view it if one contributing less had the same vote as those paying the full amount; if a per capita fee should be considered; if a percent scale should be utilized; at what population point should a dividing line between those paying the full amount and those paying less be established, etc. It had seemed the option to move from regular to advisory or advisory to regular membership status was the most equitable and most likely to avoid any slippery slope in the future for determining fee amounts.

There was some discussion of how population parameters might be set, or if an appeals process should be put in place. It was noted the proposed Funding Structure document would be in place for two years after it goes into effect, and the situation could be revisited at that time. It was also noted the other jurisdictions will be reviewing the documents before signing on, and would have opportunity to consider the issue as well.

On the motion of Keith Gardner, duly seconded, Section A.3. of the the Initial Funding Structure Proposal was amended to reduce the Foxfield amount to \$250, by a vote of 9 – 3, with one abstention. By consensus, adjustments to other parts of that document would be made to reflect the change.

In the proposed Bylaws amendments, a typographical error was noted in Appendix I in reference to Cherry Hills Village. By consensus, all references to that jurisdiction would be corrected to be consistent.

Question was asked what would happen if the CACNR fund grew large. Response was the documents spell out that, when funds are requested, the request would be accompanied by an accounting of how monies had been used in the prior year, what the budgeted plans were for the coming year, and the request for that year would be tailored accordingly. As CACNR would have to approve the budget each year before any request would be made, if the Members’ Representatives felt the fund was growing too large, it would be handled at the CACNR level before any request would be put forth. Each jurisdiction would continue to be free to move to advisory status if it did not wish to contribute.

There were no further comments about any of the documents. On the motion of Katy Brown, all three documents were approved as amended.

Robert Olislagers indicated he would see what the airport legal counsel had to say and would get back to CACNR. It was agreed if no further changes needed to be considered, the documents would go to ACPAA, and then to the CACNR Members.

8. COMMITTEE REPORTS:

A. Community Outreach – Keith Gardner reported the CACNR website was back in operation. Various files and images need to be updated, and the pictures also need to be changed per previous discussions. These tasks may take some time. Question was asked if CACNR documents were also available on the airport's website. All CACNR documents indicate its materials are available on both websites. There are also links between the two websites. The CACNR website address is www.centennialairportnoiseroundtable.com.

B. Fly Quiet – Deferred

C. Noise Monitors – Deferred

D. Work Program – Deferred

9. REGULAR MONTHLY REPORTS:

A. Arapahoe County Public Airport Authority – Deferred

B. Airport Director's Report – Robert Olislagers indicated there was nothing new legislatively. Five fund raising events were coming up at the airport. He had also just had word a military helicopter from Fort Carson had gone down about 2 hours ago, with two possibly injured; he had no further details.

C. Centennial Airport Air Traffic Control Tower/TRACON – None

D. N.O.I.S.E. – Brad Pierce indicated the next N.O.I.S.E. conference, in conjunction with the National League of Cities, would be in Nashville, Tennessee on November 4, 2015. CACNR has an established policy to send someone to this conference; Pierce will also be attending as the national N.O.I.S.E. President. Katie Brown was named the representative for CACNR, if she could arrange her schedule accordingly.

10. OLD BUSINESS:

A. Land Use Proposals, Second Quarter 2015 – None

B. Congressional Quiet Skies Caucus & Colorado Delegation – Katie Brown reported discussing this Caucus with Congresswoman Diana DeGette recently, and also sharing a letter from Grace Meng of New York, one of the founding members of the Caucus. Congresswoman DeGette is considering joining the Caucus, and Emily Tranter of N.O.I.S.E. will speak with her at an appropriate time. She will also be speaking with Congressman Mike Coffman to assure his commitment. DeGette will receive a letter of invitation to join the Caucus from Harold Anderson and Brad Pierce, and Anderson thanked airport staff for getting the letter processed quickly when asked.

C. CACNR Representation for November 12, 2015 ACPAA Meeting - Deferred

11. NEW BUSINESS: None

12. PUBLIC COMMENT: None

13. COMMENTS FROM ROUNDTABLE REPRESENTATIVES AND ACPAA STAFF: None

14. NEXT MEETINGS:

CACNR – 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 – 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)

15. ADJOURNMENT: The meeting was adjourned at 8:34 p.m.

Alison Biggs, Secretary