

MINUTES

October 7, 2015

Approved November 4, 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 6:37 p.m. by Chair Harold Anderson when a quorum was present, which included:

<i>Arapahoe County:</i>	Thad Bagnato	<i>Lone Tree:</i>	Harold Anderson
<i>Douglas County:</i>	Joe Fowler & Alison Biggs	<i>ACPAA:</i>	Mike Fronapfel
<i>Aurora:</i>	Porter Ingrum	<i>AOPA:</i>	Robert Doubek
<i>Castle Rock:</i>	Heather Lamboy	<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		

Alternate Representatives for *Centennial*, Andrea Suhaka and *APA Control Tower*, Ted Michalakes were in attendance, as were ACPAA staff members Scott Drexler and Aaron Repp.

Those absent were: *Arapahoe County*, Nancy Jackson/Jim Dawkins; *Castle Pines*, Rex Lucas/Maureen Shul; *Foxfield*, Dave Goddard; *Parker*, Ryan McGee/Bryce Matthews; *CDOT Aeronautics Division* – Todd Green; *FAA*; 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: None
4. CONSENT AGENDA: The Consent Agenda included the September 2, 2015 Minutes and the Treasurer's Report as of October 2, 2015 (balance continued to be \$5,033.33). Harold Anderson had a question about the draft minutes, so they were moved off the Consent Agenda. On the motion of Joe Fowler, duly seconded, the Consent Agenda was approved.
5. ITEMS REMOVED FROM CONSENT AGENDA: The September 2, 2015 Minutes indicated the airport staff would do follow-up about the complaint from the Stonegate resident who had attended that meeting. Chair Harold Anderson asked for the follow-up. Aaron Repp provided copies of an Overflight Report he had done in relation to the complaint, for the month of July, 2015, with comparative data for July, 2014. A copy of the letter sent to the resident was also provided. There had been a decrease in arrival flights over the residence from 2014 – 2015 (206 – 125); a decrease in departures (359 – 326); and an increase in training flights (129 – 132).

Also in relation to the content of the September 2, 2015 minutes, Chair Anderson inquired if Katie Brown had cleared her schedule to represent CACNR at the 2016 N.O.I.S.E. meeting being held in conjunction with the League of Cities in Nashville in November. Her response was in the affirmative.

On the motion of Keith Gardner, duly seconded, the September 2, 2015 minutes were approved as written.

6. AIRPORT FOLLOW-UP ON NOISE COMPLAINTS: Agenda item 6.A.1. had been discussed under Agenda item 5.

It was agreed to postpone discussion of Agenda item 6.B. again, until ACPAA Representative Robert Olislagers could be present, or the December, 2015 CACNR meeting, whichever came first. It was noted a resolution to this topic would be appreciated soon, as questions had arisen about it. ACPAA staff indicated they would share this discussion and the reason for the postponement with him. It was noted he apparently still desires the formation of a sub-committee to address the topic, but further noted some felt this would not be appropriate, since it was airport policy and not under the purview of CACNR.

ACPAA staff provided information about communications they have had with various owners/operators of noisy aircraft (Agenda item 6.C.). An example was given of a helicopter service operator which came to the airport about how to be a good neighbor. Another example related to numerous complaints about late night flights, determined to be caused by a night cargo operator. That operator was approached, and was able to split its operations over more than one location, which did help those bothered on the ground. A third example related to complaints about twin engine training flights after 10:00 p.m. There had been acknowledgement that night training was necessary, but question if it had to be so late at times when darkness arrived earlier than 10:00 p.m. This operator was also receptive, and indicated new instructors would be directed accordingly and familiarized with the Noise Abatement Guidelines.

A draft letter for those complaining about aircraft noise was shared, but staff indicated they preferred an individualized approach. Observation was made that if communications come to CACNR at the airport, the airport should provide CACNR with a copy of the communication along with any response the airport has sent. Staff indicated this should be and is being done. Another observation was made that the airport director knows noise problems are a problem, and the airport should be responding. For maximum effectiveness, CACNR's consultants, and speakers at noise forums and symposiums, have consistently pointed out airports need to actively champion the use of flying quiet measures.

Request was made for CACNR to receive a monthly report on the numbers and types of airport contacts made with pilots or aircraft operators. Staff requested guidance from CACNR about how extensive the report should be. Ideas included the % of complainers who requested responses v those who did not (numbers as well), with a comparison with prior months; how many of these were from night flights; how many exceeded a certain decibel level; if a particular flight had caused complaints from multiple households, and if from one area or along its flight path. It was agreed this discussion should be continued with the Noise Monitors Committee.

Question was asked why not send a form-type letter to everyone who complains, to at least attempt to show the public the airport is listening to its complaints. Response was it would take too much staff time, and perhaps reaching out to pilots and aircraft operators might be a better use of that time. It was noted there could be better communication between airport staff and CACNR members. Example given was the correspondence provided at both the last meeting and this, where the CACNR member representing a complainer's area was not aware of any problem from that area because it had not been shared. CACNR Representatives need to be in the loop when there are identified problems, as they can't help if they don't know about problems. Staff indicated it keeps the identity of complainers confidential, but perhaps they could be asked if they minded having their CACNR Representative brought into the correspondence loop. It was noted CACNR cannot help if it does not know problems exist, and it can be very useful for the elected officials who sit on CACNR to be involved – it brings a different level of importance to the problem sharing.

7. UPDATE ON MOU AND RELATED DOCUMENTS: Brad Pierce, Bette Todd, and Harold Anderson recapped the meeting of the South Metro Mayors/City Council Members they had attended. They had presented the development of the Memorandum of Understanding, and its demonstration of local involvement, and had received a very positive response from the attendees. A conversation about the airport's offer to take someone who had multiple noise complaints up in the cockpit to see what was involved received a positive reaction. There had been some discussion of the types of noise complaints these official get, and there had been some observations made about all the apartment complexes being built in the area.

The three documents had been revised in accordance with the action taken at the September CACNR meeting, and provided to the Airport Director. A response containing several changes had been received, so the Study Group would need to meet again to review that material. Contrary to what had been said at the last meeting, when the changes were returned, the Airport Director had indicated a desire for a timely review by each stakeholder, so he could review final drafts before sending them to ACPAA for a vote.

There was an observation about timing, and the seeming Catch-22 nature of the situation. There had been earlier agreement the cities and counties would want to know of airport support before signing on, and now it seemed the airport wanted to have final versions approved by the cities and counties before the documents would be presented to ACPAA for its agreement. Suggestion was made the material be presented with a request that tinkering and wordsmithing be avoided unless any one group had a huge objection to something. It seemed to some that a reaction from ACPAA was essential, and comment was made that ACPAA was ready to look at the documents, as it had had no opportunity to do so.

Suggestion was made that, when the documents go to the jurisdictions, a summary of the key points be provided, to assist the respective staffs. As each jurisdiction functions differently, CACNR should be as helpful as possible to them. It was noted some of the jurisdictions may use the same legal firm.

POINT OF ORDER: Request was made to prepare future agendas so the FAA Representatives could provide information earlier during the meeting. Because their input on many issues is so frequently helpful, they would of course be encouraged to stay for the whole meeting, but with this change, could feel free to leave if their schedules required. By consensus, future agendas would be crafted accordingly. Chair Anderson reiterated CACNR's appreciation of their involvement and attendance.

By consensus, the discussion moved to Agenda item 9.C. Diane Hanley commented about a 'good neighbor departure' effort which will involve aircraft using RNAV, and indicated she will bring more information in the future. Its use may be more common in the coming winter months.

Linda Bruce indicated she had information about the release of information about aircraft, but as that section of the agenda (item 6.B.) had been postponed until the next meeting, she would bring it then.

## 8. COMMITTEE REPORTS:

A. Community Outreach – Committee Chair Keith Gardner provided a hard copy of a Presentation to Citizens which had been developed by the committee. He requested feedback from CACNR Representatives. In addition to being used for meetings with community groups, the Presentation will also be on the website, and will include graphics about the data which is being gathered by the noise monitors. It was noted this might possibly be used in conjunction with or as an introduction to the MOU. The committee was thanked for the creating the presentation, which will be very important for getting the word out about CACNR and its work.

B. Fly Quiet – This committee would be meeting upon the adjournment of this meeting.

C. Noise Monitors – The August Noise Report was reviewed. The household with the highest number of complaints was again in Highlands Ranch, near its border with Lone Tree. Staff had spoken with the homeowner, and a portable monitor is scheduled to be placed there soon. Request was made to continue showing Highlands Ranch as Unincorporated Douglas County (UDC) as had been done in the past, so the comparative numbers will include the same areas; perhaps a 'bullet' or some other indication could be used to show the subset of Highlands Ranch in the overall UDC category.

Suggestion was made that everyone from problem areas might be invited to 'town hall' type meetings about airport noise and CACNR. Everyone with whom the staff speaks about noise and noise complaints is invited to attend any CACNR meeting. Staff indicated they like to go to HOA meetings, and from now on, will be sure to tell the CACNR Representative for the area involved about such meetings.

Question was asked about getting the information from the portable noise monitors, as none had been received as yet. Response was it was being developed.

Question was asked if there was any pattern to explain the increase in complaints from Greenwood Village; response was no. Request was made to look at ow to better reflect the types of complaints, with and without the top five complainers. The maps showing the 'complaint circles' do help identify the areas with the most complaints. Being able next to link those area and complaints with the data from the noise monitors would be extremely useful. It was noted that the Meridian area noise monitor records considerable noise, there are relatively few complaints from there.

Concern was expressed about the seeming lack of concern about noise by the developers who build in areas surrounding the airport. Concern was also expressed about the problems which are caused for future residents when the politicians who control the zoning and other facets related to residential construction approve building in areas known to be under flight paths and in other areas where excessive noise can logically be anticipated. Although noise mitigation components exist and can be used during construction, such measures can do nothing for the residents' enjoyment of their outside activity spaces if the area is subject to aircraft noise.

Question was asked about jets departing outside the typical pattern, and how that might compare to jet arrivals. Response was it was random, but most like to use standardized procedures. There was a follow-up question about a low flight last Thursday which did not show up on either DIA or Centennial Airport's systems. It was noted that the noise the flight made should show up on the nearest noise monitor, if it was close enough to register. Question was asked what % of flights do not show up on Webtrack. Response was there was no way to know, but perhaps 92% - 95% do. There was a reminder of the time lag for flights to show up on Webtrack, sometimes as much as a day.

Observation was made that flights cannot be watched on Webtrack as well as they used to be, and it seemed as though something needed to be fixed as had been required one time before. Response was that systems throughout the country were having problems with radar feeds. Question was asked if this was an Excellus problem, or a Bruel & Kjaer problem. Staff indicated screen shots are sent to B & K when flights which do not appear as they should, and if others note similar absences, that information should be shared with staff.

D. Work Program – No report

#### 9. REGULAR MONTHLY REPORTS:

A. Arapahoe County Public Airport Authority – ACPAA Chair Robert Dubek had submitted a written report to the September CACNR meeting, but had not had the opportunity to present the information due to time constraints. That report is provided here:

*ACPAA BOARD MEETING NOTES AUG. 13, 2015*

*Two Public Hearings were held which are of interest to the Roundtable. The first hearing was an application from FLY 5280 to conduct aircraft rental. FLY 5280 is owned by Jason and Susan Kostner. They have two 1977 Cessna aircraft based at Centennial that are being offered for rental at affixed rate with no membership fees.*

*Two letters of concern were received from Grandview Estates objecting to additional aircraft being based at the airport. The objections were concerned regarding 1) aircraft noise and 2) potential aircraft accidents. However, since the aircraft were already based at the airport, no additional adverse noise or safety concerns would result and the application was approved.*

The second Public Hearing involved an INTERPORT Master Plan to construct a new road titled Isbill Drive which will provide access to the future Wings Over the Rockies museum site. Subject to several conditions, the INTERPORT Master Plan Public Improvements Development Plan was approved.

Bette Todd presented the monthly Noise Roundtable Update.

rjd/9/1/2015

Chair Doubek had also submitted a report of the September 10, 2015 ACPAA meeting, as provided here:  
*ACPAA Board Meeting Notes September 10, 2015*

As previously reported, the contract for the Noise Exposure Map Update was awarded to Harris Miller Millar & Hanson Inc. (HMMH) in the amount of \$500,924.

AIP-49 Grant for the construction and extension of Taxiway C was approved. The project is expected to cost at least \$3,661,665.

CACNR representative Joe Fowler presented an update on the previous Roundtable Meetings.

Rjd 10/5/2015

Question had been asked at that meeting who was to be involved in the revision of the noise exposure maps. Response was the contract called for "interested parties," apparently defined as the counties, and no notice would be provided to any others. One request had been made to modify/broaden the contract to include involvement of the communities affected by airport noise, but that had not occurred, so no one else will receive any information or be involved. FAA Representative Linda Bruce noted the information would be in the Federal Register, but question was raised as to how many actually read the Federal Register, or can take the time to read it every day to find the information when it is printed. Staff noted the airport has to follow the FAA guidelines; there may be outreach to anyone in a 65 DNL area. Staff also indicated it will get the word out to CACNR. Comment was made that it would be important for CACNR to try to be educated and involved with this process, and to try to help avoid problems such as those which occurred in relation to the RNAV process. Apparently something will also be published in a local paper, but staff from individual localities will not be involved.

It was announced that a representative from Harris Miller Miller and Hanson, Inc. (HMMH), the company which was awarded the contract for the noise exposure map update, would be coming to the November CACNR meeting.

It was also noted that the AIP-49 Grant noted above would involve the end of runway 1028 and would start in the Fall, 2015, with target for completion in May of 2016.

B. Airport Director's Report – Mike Fronapfel presented this report. Wings Over the Rockies is building an annex at Centennial Airport to their main museum which is located at the old Lowry Airforce Base. The facility at Centennial Airport will have a main lobby with a restaurant and observation tower and include a "Blue Sky" Hangar with a flying exhibit, and a "Black Sky" Hangar that will have aerospace exhibits. At full buildout, there are also plans to have an Aviation Charter School for grades 6-12. Wings is having a dedication ceremony for the newly completed ramp on October 14<sup>th</sup> that will include the Experimental Aircraft Association's B-17 "Aluminum Overcast" The B-17 was scheduled to be at the Airport on the Signature ramp from Oct. 14<sup>th</sup>-21<sup>st</sup> and would be providing scenic flights each morning and then be open to the public for ground tours in the afternoon.

FAA had its funding extended through March of 2016. However, the first round of federal grants are typically awarded around the April to May timeframe. The Airport is expecting to receive a grant for the rehabilitation of the main runway next year but that will be contingent of the FAA having funding at that time.

The Douglas County commissioners recently approved the Inverness Views multifamily development rezoning despite their Planning Commission voting unanimously against it. The property is currently zoned as light industrial/ commercial and would be rezoned to include residential. The development is located in the Inverness Business park just to the east of the Colorado Athletic Club and is 1,500ft from the closest runway and in the middle of the touch and go training pattern. The Airport and the Gates Corporation who has a manufacturing facility adjacent to the property were strongly opposed to the project and were present at both the Planning and County Board public hearings. The Airport has subsequently filed a Part 106 complaint with the Douglas County courts on this issue. Douglas County has never adopted the Airport's Land Use Guidelines and follows their own set of land use guidelines in relation to residential development around the airport called the CARA or Centennial Airport Review Area. In most cases the CARA is far less restrictive of residential development than the Airport's Land Use Guidelines.

C. Centennial Airport Air Traffic Control Tower/TRACON – Previously covered under the Point of Order.

D. N.O.I.S.E. – As previously covered during discussion of the September, 2015 minutes, Katie Brown had agreed to represent CACNR at the next N.O.I.S.E. conference, being held in conjunction with the National League of Cities, in Nashville, Tennessee on November 4, 2015. Brad Pierce will also be attending as the national N.O.I.S.E. President. Both will miss the next CACNR meeting which is on the same date.

The UC Davis Noise Symposium will be held in Palm Springs, February 28 – March 2, 2016. CACNR's policy is to send two Representatives to that meeting.

10. OLD BUSINESS:

A. Land Use Proposals, Second Quarter 2015 – A report was received from staff which contained the land use development referrals reviewed by ACPAA staff from April 1, 2015 through June 20, 2015. Of the twelve referrals which had been reviewed, six had not been recommended by ACPAA, although it appeared many of them had been or would be approved by the county or city involved regardless; one of those had been mentioned earlier in the meeting. Four of those not recommended were located in Parker, one was in Douglas County, and one was in Centennial.

CACNR Representatives appreciated being kept informed about the ACPAA activity in relation to development around the airport which could ultimately lead to more complaints about aircraft noise.

B. Congressional Quiet Skies Caucus & Colorado Delegation – By consensus, it was agreed to also ask Congressman Ken Buck to consider joining this Caucus. CACNR would then have invited all of the members of the US House of Representatives whose districts include either Centennial Airport, or areas affected by noise from the airport. to join the group. The same invitation process used with Congresswoman Diana DeGette and Congressman Mike Coffman would be followed.

C. CACNR Representation for November 12, 2015 ACPAA Meeting – Heather Lamboy volunteered to fulfill this responsibility.

11. NEW BUSINESS: Question was asked if flight patterns had changed in relation to areas west of Quebec, as there had been an increase in complaints directly to that area's Representative. Response was no change had occurred. A final report had recently been presented to the involved city council, giving compliments to the airport for some easing of noise in the area, but today the noise had been dreadful and seemingly continuous. Areas along Dayton, and east on Orchard had been particularly affected. Diane Hanley indicated she would look into what had been occurring; it might have been increased traffic necessitating an extension of the pattern. Question was asked if the pattern has to be extended, could the aircraft at least go higher, as so many of them are reported as being so low. Question was also asked if the flight schools could be asked to look at their numbers when the pattern needs to be extended, to see if some better balance might be achieved.

Heather Lamboy indicated the Denver Regional Council of Governments was in the process of developing a MetroVision document, which included policies related to Denver International Airport, but currently had only passing reference to the other airports in the area. Because of Centennial Airport's activity and impact on the metropolitan area, it was felt perhaps the airport might wish to be more involved with the development of the document, and she would get information to the airport staff for ACPAA determination of appropriate follow-up.

12. PUBLIC COMMENT: None

13. COMMENTS FROM ROUNDTABLE REPRESENTATIVES AND ACPAA STAFF: None

14. NEXT MEETINGS:

CACNR – 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  
Jan 6, 2016 6:30 p.m. Ramada Hotel & Suites, 7770 South Peoria Street, Englewood, CO

ACPAA – 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  
(Heather Lamboy 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 8:35 p.m.

Alison Biggs, Secretary