

MINUTES

November 4, 2015

Approved as amended, December 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 6:35 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>	Robert Olislagers
<i>Aurora:</i>	Porter Ingrum	<i>AOPA:</i>	Robert Doubek
<i>Castle Pines:</i>	Rex Lucas	<i>FAA APA Control Tower:</i>	Diane Hanley
<i>Centennial:</i>	Keith Gardner	<i>FAA District Office:</i>	Linda Bruce
<i>Greenwood Village:</i>	Bette Todd		

Alternate Representatives Mike Acree (for part of the meeting) for *Douglas County*; Andrea Suhaka for *Centennial*; Mike Fronapfel for *ACPAA*; and Ted Michalakes for the *FAA APA Control Tower*, were in attendance, as were *ACPAA* staff members Scott Drexler, and Aaron Repp.

Those absent were: *Arapahoe County*, Nancy Jackson/Jim Dawkins; *Castle Rock*, Mark Heath/Heather Lamboy; *Cherry Hills Village*, Katy Brown; *Foxfield*, Dave Goddard; *Parker*, Ryan McGee/Bryce Matthews; *CABA*, Don Kuskie; *CDOT Aeronautics Division*, Todd Green; and *FAA TRACON*, Gerald Huthoefer.

GUESTS: Present for Harris Miller Miller and Hanson, Inc.: Gene Reindel, Principal in Charge; Rhea Gundry, Project Manager; Marc Champigny, C & S, aviation forecaster; and Lisa Bachman, Bachman PR, public outreach.

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 October 7, 2015 Minutes and the Treasurer's Report as of October 30, 2015 (balance continued to be \$5,033.33). On the motion of Keith Gardner, duly seconded, the Consent Agenda was approved.

5. PRESENTATION BY HARRIS MILLER MILLER & HANSON, INC (HMMH): This presentation, arranged by Centennial Airport staff, was introduced as being a project kickoff for the Noise Exposure Map Update per 14 CFR Part 150. HMMH had been selected by the airport as the consultant firm handling the project. The Power Point Presentation (perhaps to be made available on-line if the airport approved), first covered an introduction to FAA Part 150, Airport Noise Compatibility Planning (NCP). NCP includes the elements of a Noise Exposure Map (NEM) and a Noise Compatibility Program (NCP).

The NCP includes proposed actions to minimize existing and future noise/land use incompatibilities, such as noise abatement measures; noise mitigation or compensation measures; preventive land use measures; and program management measures.

The NEM update process identifies the airport layout and operations; land uses in the vicinity of the airport; noise/land use compatibility; and aircraft related noise exposure contour maps. Information must be provided for the year of submission (anticipated to be 2016) and a five year forecast map (2021). The NEM must be updated every five years for the airport to be eligible for funding by the FAA. Accordingly, Centennial Airport is only addressing the NEM at this time.

The airport is not proposing to update its NCP at this time.

Centennial Airport is the project sponsor and will submit the study to the FAA. Other than the consultants and the airport staff, those to be involved in the update were identified as airport users, and local governments, with Arapahoe and Douglas Counties spelled out as the specific local governments to be included.

Question was asked why the other local governments affected by airport noise were excluded. Response was there would be a public workshop in the next couple of months, and CACNR would be notified when that was to occur. Gene Reindel indicated he would include CACNR in emails.

Question was asked how much time the materials related to the public workshop would be available in advance, so jurisdictions could formulate questions, observations, and comments in order to maximize their input. There was no specific response.

Question was asked if noise from DIA that affects local communities would be accounted for in any fashion in this project. Response was it would include noise related to Centennial Airport only.

Question was asked about how military and transient aircraft will fit into the project. Response was that flight track data, the fleet mix, percentages of aircraft using the airport, and tower counts would be utilized.

The history of the Part 150 conducted at Centennial Airport was briefly reviewed. The original NEM had been completed in 1999; the NEM and NCP had been updated in 2006; the FAA had published its Record of Approval in 2008, with 8 of the 12 recommended actions approved. There was also a review of various noise metrics.

A NEM Update Overview was shared, along with a project schedule:

<u>Overview & Next Steps</u>	<u>Approximate Date/Timeline</u>
Project Commencement	September, 2015
Coordination with CACNR	?
Data Collection - aircraft operations & land use	September, 2015 – February, 2016
Process one year of flight track data	
Development of aviation forecasts for 2016 & 2021	
Obtain land use for mapping	
Generate aircraft noise exposure contours	
Evaluate noise compatibility	
Prepare draft document	
Hold public workshop to present draft	January, 2016
Complete data collection, forecasts and base map	
FAA approval of aviation forecasts	February, 2016
Set up, input data and run the noise model (INM)	
Draft noise exposure contours	Spring 2016
Draft NEM	Late Spring/Early Summer, 2016
Public Workshop & 30-day public review	Summer 2016
Final NEM update submitted to FAA	Fall 2016

Methodology was explained as understanding historical aircraft operations and fleet mix for up to 10 years; the use of various sources such as the airport, the FAA, ATADS, ANOMS, FlightAware, etc.; interviews with airport users and undesignated stakeholders. Information would be assessed with multiple forecast methodologies to produce short term forecasts (1 and 5 years). The airport's last master plan adopted by ACPAA will also be used. Comparison will be made with FAA TAF and if there is more than a 10% variance, more review will be needed.

Question was asked about the target audiences for the public workshops. Response was basically anyone, and the affected jurisdictions. Information will be published in a local paper. Stress was made that the workshops were not intended to be public hearings or occasions for complaints, but rather public learning opportunities.

Question was asked about how helicopter flights, or flights which "disappear" would be handled. Response was that data from the noise monitors cannot be used to determine noise contours, only information from flight tracks. Question was asked how the new reservoir route would be factored in. As it is an RNAV procedure, it would not be included, but could be discussed in the narrative; it could be used to update the NEM, but not the noise contours.

HMMH representatives were thanked for attending and sharing the information.

6. ITEMS REMOVED FROM CONSENT AGENDA: None

7. FAA – DISTRICT OFFICE, CENTENNIAL AIRPORT AIR TRAFFIC CONTROL TOWER, & TRACON: Diane Hanley and Ted Michalakes indicated night times have been somewhat slow lately, so the effect of the 'good neighbor departure' route had not yet been seen. That may change during the winter months. It will involve only RNAV equipped turbojets.

Linda Bruce indicated she had done considerable research on the issue of releasing information about aircraft owners/operators such as tail numbers. While care must be taken to avoid discrimination or harassment, the FAA has to comply with the Federal Transparency statute; the information under consideration is also available to the public from other sources, and the FAA cannot prevent its release. If harassment of pilots or aircraft owners occurs, there are legal remedies and pilots/operators can request their information be filtered.

8. COMMITTEE REPORTS:

A. Community Outreach – Committee Chair Keith Gardner provided an updated copy of the Presentation to Citizens which had been developed by the committee. Some feedback had been provided after the last meeting.

B. Fly Quiet – The fly quiet committee had considered asking the control tower to add some words on the ATIS such as "Centennial Airport is a fly quiet airport." Harold had spoken to tower manager Diane Henley who explained that only safety information can be placed on ATIS; there is a limited number of words which can be used in the loop and it is not intended for such things as a fly quiet reminder.

Anderson brought an aviation radio to the meeting so non-pilots could hear it. He explained what they would hear and why. The ATIS does indeed play only safety information such as weather, active runway, obstacles, etc.

Robert Doubek noted he had met with the manager of a flight school which has 37 different instructors and 51 aircraft. The manager indicated they conduct safety meetings once a month, and use the Noise Abatement Guidelines brochures during those meetings. The school recommends their people fly at 7,800 feet and 7,500 feet coming to and going from the airport whenever possible, and he was very interested in being cooperative in relation to noise.

Question was asked if the committee should meet again with other flight schools, which had been done some years ago. It was agreed this was a good idea, and perhaps the airport could set up a regular schedule to do the same.

C. Noise Monitors – Bette Todd reported this committee had discussed criteria for when a letter should be sent to the operator of an offending aircraft. In the interest of time, details would be brought to a future meeting.

The committee had also discussed the blocking of the public's access to information from the noise monitoring system. It had agreed to recommend to CACNR that CACNR recommend to ACPAA that it reconsider the blocking action and allow the information to be returned, in the interest of transparency. (See prior comments on this issue from Linda Bruce, above.) Again, due to time constraints, discussion of this topic will be delayed until December.

Aaron Repp presented a brief review of the September Noise Report. The portable noise monitor had not yet been installed at the household with the highest number of complaints. In the meantime, airport staff will be looking at available data, although the location is some difference from an existing monitor.

It was noted operations were up slightly from September of last year (30,071 in 2015; 29,524 in 2014), while September complaints were up considerably (903 in 2015; 262 in 2014). Year to date, there have been 418 night time noise complaints (8.7%) and 4,369 daytime noise complaints (91.3%). As of September 30, 2015, the airport had received 4,787 complaints from 252 households. Noise events at each monitor were provided. As might expected, most events fell in the 60 – 69 decibel range (4,070), with high numbers in the 70 – 79 decibel range (6,107), lesser numbers in the 0 – 89 decibel range (932), and the least in the 90+ decibel range (66). No correlations between decibel levels at each monitor and noise complaints had yet been accomplished.

D. Work Program – none

E. Study Group - This group reported it had not yet completed its review of the latest comments received from the Airport Director on the MOU and the Funding Structure documents. Those comments had been provided to CACNR with the materials for this meeting. It appeared some items would not appreciably change the documents as they had been approved by CACNR in September; others would need additional consideration. In the interest of moving the matter forward rather than getting stuck in a continuing round-robin of "tweaking," Bette Todd moved that CACNR approve the Study Group making changes which did not alter the intent of the material as approved, and moving them forward. Motion was seconded.

Robert Olislagers indicated his proposed language was considered acceptable to the airport's legal counsel, and he wanted it included without exception. If any versions of the documents were not consistent with that language, he would not forward them on to ACPAA. If everything on his list was included, he would take them to ACPAA.

Comments included:

- The documents were intended to recognize and encourage cooperation among all those involved with CACNR, providing an outline of relationships for all Members to understand and agree upon.
- Other CACNR-type groups around the country have similar documents with their members and they seem to work together.
- CACNR might approve all of the changes advanced by the airport to get the documents to ACPAA.
- Should the versions approved at the September CACNR meeting be shared with ACPAA so areas of differences could be discussed directly with that group.
- There would undoubtedly be additional suggestions from the staffs and attorneys of the other CACNR Members, before the documents were finalized for approval by all Members.

- Additional wordsmithing will likely result from those reviews.
- Some of the Airport Director's desired language might leave other CACNR Members wondering if CACNR wrote the documents, or if they were written by airport personnel.

Olislagers indicated the submitted changes were what the airport attorney had wanted.

Further comments:

- Some of the changes do appear to alter the basic content which CACNR had approved.
- Stress on the document supposedly being a cooperative approach among all CACNR Members, not something dictated by one.
- It has taken almost 1.5 years to get to a point where the documents can be shared with the Members for their responses and reactions; it is time to move on.
- It is time to learn what are considered sticking points by ACPAA as well as the other Members of CACNR.

Linda Bruce indicated the FAA neither approved nor disapproved the formation of CACNR, as that was not within the FAA's authority.**

Robert Olislagers indicated a concern about CACNR being a stand-alone entity, and stressed the importance of its existence being solely at the determination/discretion of the airport. He wanted to avoid any violation of Federal Assurances and charges of revenue diversion, and would prefer not to deal with noise at all. He indicated he had never wanted these documents.

It was noted that the revenue diversion issue had supposedly been resolved by housing the fund at the airport, during the last meeting between the Study Group, the Airport Director, Airport's legal counsel and Chief Financial Officer, and it was discouraging to have it raised again now. The existence of CACNR solely at the discretion of the airport had not been a topic of discussion at that meeting. The Study Group had been told if the concerns raised at that last meeting were handled as the airport wanted – which they had been – then the documents could be presented to ACPAA.

Robert Olislagers announced that Thad Bagnato had been appointed to ACPAA and would become Nancy Jackson's alternate on CACNR. Jackson's previous alternate, Jim Dawkins, would take Mr. Bagnato's seat as the Representative for Unincorporated Arapahoe County. Question was asked about how difficult it would be for him to address CACNR issues while also wearing the ACPAA "hat." Which role would take precedence, even subliminally?

The primary sticking points seemed to be the issue of whether the ACPAA would be a voting or non-voting Member of CACNR, and whether the airport would unilaterally be able to dissolve CACNR, regardless of the wishes of the other

 The following was received from Linda Bruce after the meeting:

"Alison,
 "At Wednesday's Roundtable Committee meeting, there was some confusion regarding the FAA's approval of the creation of the committee and what this approval means. To clarify the matter for the meeting minutes, I reviewed FAA's Record of Approval (ROA) for Centennial's NCP, dated 8/12/08. It's been a while since I've read the document and I wanted to make sure I was quoting it correctly.

"On Page 2 of the ROA, the FAA states that its approval of the NCP elements indicates only that these elements would, if implemented, "be consistent with the purposes of Part 150." FAA's approval do not constitute a decision to implement the NCP elements. The ROA states that "subsequent decisions concerning possible implementation of these actions may be subject to applicable environmental procedures, aeronautical, of other procedures or requirements." As such, FAA's approval of the establishment of the roundtable committee only means that it would not be in conflict with Part 150 requirements. This approval didn't empower the roundtable committee with any type of authority or oversight responsibilities.

"Further, FAA's approval was based on the condition that the committee's establishment and composition would be at the discretion of the airport authority (see Page 9, Section 3 – *Program Management Elements, #4. Establish Follow-up Roundtable/Committee (Page G.27)*). To do otherwise would limit the airport sponsor's ability to comply with Federal grant assurances that require the airport sponsor to maintain rights and powers necessary to operate and maintain the airport in accordance with Federal requirements (see AIP Grant Assurances No. 5, Preserving Rights and Powers, available at http://www.faa.gov/airports/aip/grant_assurances/media/airport-sponsor-assurances-aip.pdf);

"I hope this clarifies the matter. Please don't hesitate to call if you have questions."

members of the group. The Study Group did not feel presenting the documents with the latter provision demonstrated a cooperative approach and was doubtful about how it would be received by the other Members.

Keith Gardner called the previous question. Bette Todd's motion as stated above was passed by a vote of 5-3.

9. REGULAR MONTHLY REPORTS:

A. Arapahoe County Public Airport Authority – ACPAA Chair Robert Dubek had submitted a written report of the October 8, 2015 meeting, and the report had been distributed with the materials for this meeting. It was not discussed due to time constraints.

B. Airport Director's Report – None

C. N.O.I.S.E. – Brad Pierce and Katy Brown were in attendance at the N.O.I.S.E. conference, being held today in conjunction with the National League of Cities, in Nashville, Tennessee.

Pierce had submitted a written summary of the NextGen Advisory Committee meeting he had attended on October 8, 2015 in Memphis. That report was not discussed due to his absence from the meeting, and time constraints.

The UC Davis Noise Symposium will be held in Palm Springs, February 28 – March 2, 2016. Basic information was provided for this meeting; the program was posted on the website: <https://sites.google.com/site/2016ucdaviationsymposium/program>. CACNR's policy is to send two Representatives to that meeting. There was no further discussion due to time constraints.

10. OLD BUSINESS:

A. Land Use Proposals, Third Quarter 2015 – A report was received from staff which contained the land use development referrals reviewed by ACPAA staff from July 1, 2015 through September 30, 2015. Of the ten referrals which had been reviewed, four had not been recommended by ACPAA, and the remainder were subject to comment. All four of the referrals which had not been recommended were in Parker, in the general areas north of E 470 & Chambers, Jordan Road & Chambers, and two near Cottonwood Drive & Chambers. There was no discussion due to time.

B. Congressional Quiet Skies Caucus & Colorado Delegation – It was reported he invitation to Congressman Ken Buck to consider joining this Caucus would be extended in the near future.

11. NEW BUSINESS: Bette Todd indicated this would be her last meeting, as she had been term limited off her Council seat in Greenwood Village, and she would be out of the state at the time of the December CACNR meeting. She indicated how much she had learned and appreciated working on CACNR issues, and noted she would retain an interest in seeing how those issues were resolved in the coming months. Members of CACNR and airport staff thanked her for all her commitment and effort while she had represented Greenwood Village as both its Representative and, prior to that, its alternate Representative.

12. PUBLIC COMMENT: None

13. NEXT MEETINGS:

CACNR – 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 – 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)

14. ADJOURNMENT: The meeting was adjourned at 8:52 p.m.

Alison Biggs, Secretary