

MINUTES

December 2, 2015

Approved January 6, 2016

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 6:36 p.m. by Chair Harold Anderson when a quorum was present, which included:

<i>Arapahoe County:</i>	Nancy Jackson	<i>Greenwood Village:</i>	Karen Blilie
<i>Douglas County:</i>	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>	Tara Vargish	<i>AOPA:</i>	Robert Doubek
<i>Centennial:</i>	Keith Gardner	<i>FAA District Office:</i>	Linda Bruce
<i>Cherry Hills Village:</i>	Katy Brown		

Alternate Representatives Andrea Suhaka for *Centennial*; and Mike Fronapfel for *ACPAA* were in attendance, as was *ACPAA* staff member Aaron Repp.

Those absent were: *Arapahoe County*, Jim Dawkins; *Douglas County*, David Weaver/Joe Fowler; *Foxfield*, Dave Goddard; *CABA*, Don Kuskie; *CDOT Aeronautics Division*, Todd Green; *FAA APA Control Tower*, Diane Hanley; and *FAA TRACON*, Gerald Huthoefer.

Karen Blilie indicated she had been appointed the alternate for Greenwood Village some time ago, but apparently the communication to that effect had never made it to CACNR, so she brought an appointment letter with her. The Greenwood Village Representative will be Steve Moran, with Blilie as the Alternate Representative. Tara Vargish was introduced as the new Alternative Representative for Castle Rock. Both were welcomed by the group, and the Secretary indicated she would update the roster again.

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 November 4, 2015 Minutes and the Treasurer's Report as of November 30, 2015 (balance of \$3,983.22 reflected inclusion of expenses for CACNR Representative Katy Brown to attend the N.O.I.S.E. Policy Summit). Harold Anderson requested the Minutes of November 4, 2015 be removed from the consent agenda. On the motion of Keith Gardner, duly seconded, the Consent Agenda was approved as amended.

5. ITEMS REMOVED FROM CONSENT AGENDA: On Page 2 of the November 4, 2015 minutes, Harold Anderson noted an incomplete sentence at the end of the first paragraph under agenda item 7. By consensus, that material was deleted, and on the motion of Keith Gardner, duly seconded, the minutes of November 4, 2015 were approved as amended.

6. FAA – DISTRICT OFFICE, CENTENNIAL AIRPORT AIR TRAFFIC CONTROL TOWER, & TRACON: FAA – District Office Representative Linda Bruce indicated she had no particular report. Question was asked about the structure of the FAA, and who there should be contacted about the control of drones. Following a brief discussion, Bruce indicated she would provide follow-up information to the questioner. Robert Olislagers indicated DIA had a group working on the topic of drones; there are safety concerns at airports around the country about their proliferation.

7. COMMITTEE REPORTS:

A. Community Outreach – Committee Chair Keith Gardner indicated he was term limited in his position with Centennial, and would be leaving office on January 4, 2016. He was not sure who would become the CACNR Representative after that time, but indicated he would be willing to maintain involvement with the group and this committee if that was desired by CACNR. He was sincerely thanked for his many contributions in the past, and the group looked forward to working with him in the future.

Gardner brought another draft of the CACNR brochure being worked on by the committee, and again asked for comments. Further work was being done on the website and once those two items were up-to-date, the committee planned to begin going out to communities.

B. Fly Quiet – Committee Chair Harold Anderson indicated the committee was developing plans for attending meetings with new pilots, in cooperation with the flight schools.

C. Noise Monitors – The committee had previously met and discussed criteria for what would trigger the airport sending a letter to those causing aircraft noise. Data from the noise monitors would be used to determine if noisy aircraft had been within established altitude and other allowed criteria. Noise events exceeding 80 db at two or more monitors would be investigated, as would any events over 90db, and all events resulting in complaints during the night hours.

The committee had previously 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. However, as no one from the committee was able to attend this meeting, there was no discussion of this recommendation.

Aaron Repp presented a brief review of the October Noise Report. The portable noise monitor had not yet been installed at the household with the highest number of complaints due to the homeowner's refusal. Suggestion was made that airport staff look for a location near that household, so some accurate data might be obtained for analysis. Robert Olislagers indicated he would work on getting a portable monitor at the Lone Tree Golf Course which is very close to the homeowner; Sweetwater Park might also be a possibility. Question was asked if there had been a change in flight tracks or departure routes since July, when the homeowner's complaints really started to escalate. Other than the occasional traffic 'drift,' there was no report of any changes since that time.

It was noted operations were down slightly from September (29,831 v. 30,071), but up very slightly from October of last year (29,831 in 2015; 29,259 in 2014), while October complaints were up considerably (863 in 2015; 238 in 2014). Year to date, there have been 482 night time noise complaints (8.5%) and 5,168 daytime noise complaints (91.5%). As of October 31, 2015, the airport had received 5,650 complaints from 268 households. Noise events at each monitor were provided. In October, most events continued to fall in the 60 – 69 decibel range (20,942), with a high number in the 70 – 79 decibel range (6,927), a lesser number in the 80 – 89 decibel range (1,094), and the least in the 90+ decibel range (61). Correlations between decibel levels at each monitor and noise complaints still were not available.

In descending order, the jurisdictions with the most complaints were Highlands Ranch, Greenwood Village, Centennial, Unincorporated Arapahoe County, Unincorporated Douglas County, Aurora, Lone Tree, Parker, Castle Rock, Cherry Hills Village, and Castle Pines. Propeller aircraft accounted for 65% of the complaints in October, and departures accounted for 45% of the complaints. A radar track density map was provided from April, 2015. Request was made for that map to be updated if possible. Question was asked if some additional clarity might be accomplished, as the colors have very little differentiation and it was also difficult to tell what was "underneath" all that density.

As the noise monitors were installed and functioning, it was agreed to remove the separate agenda item related to them. Information from the monitors would continue to be included in the noise reports, and if anything noteworthy occurred about any of them, airport staff would keep CACNR informed.

D. Work Program – Committee Chair Alison Biggs indicated a 2014-2015 Annual Report would be prepared after the end of the year. Committees were asked to review their progress in relation to the 2014 & 2015 Work Programs, and provide that information to this committee, for inclusion in the report. Everyone was encouraged to begin consideration of what goals should be established for CACNR for 2016, so the Work Program can be updated accordingly.

E. Study Group - This group reported CACNR Chair Harold Anderson had provided the draft MOU and draft Funding Structure to ACPAA at its November meeting, during the Public Comment portion of that group's agenda. Although CACNR was not aware of it, Robert Olislagers had given his preferred version to ACPAA, so it seemed fitting ACPAA would have both approaches for consideration. During his presentation, Anderson had requested a meeting with ACPAA to discuss CACNR's version of the documents. Brad Pierce had followed up with an invitation to meet on December 10, 2015, before the next ACPAA meeting. Robert Olislagers informed the group at least four of the five voting ACPAA members had indicated an ability to attend. It would be a meeting open to the public, so all were invited.

8. REGULAR MONTHLY REPORTS:

A. Arapahoe County Public Airport Authority – ACPAA Chair Robert Doubek had submitted the following report of the November 12, 2015 ACPAA meeting: *"Board Meeting Notes – November 12, 2015 By Resolution No. 150580 of the Arapahoe County Board of Commissioners, Thad J. Bagnato was appointed to serve on the Arapahoe County Public Airport Authority Board effective 10/27/2015. The term will expire on 2/7/2017. Commissioner Bagnato is assuming the unexpired term of Commissioner Neukirch who resigned in September 2015.*

Mike Fronapfel presented the Centennial Airport Community Noise Roundtable September Meeting Minutes. Rjd: 11/30/2015"

The October CACNR minutes had also been provided for the meeting. Doubek indicated Bagnato was not a pilot, but was a member of the business community. Observation was made that he would be a voting member on both ACPAA and CACNR, and question was asked if that would be a conflict of interest. Nancy Jackson felt the joint appointment was good.

It was noted that, in his seat as Jackson's alternate, he should be acting on behalf of the citizens of Arapahoe County, and not the ACPAA Board, if that was possible and any difference discernable.

B. Airport Director's Report – Robert Olislagers noted Peter Neukirch had been the longest serving ACPAA Board member since the airport's inception. There would be a reception in his honor after the ACPAA meeting on December 10, 2015. He further reported there was no legislative activity going on, although lots of lobbying was taking place. Funding has been approved for extension of light rail in the Lone Tree area. He also noted it was twenty-eight days from the full phase out of Stage 1 and Stage 2 aircraft throughout the country.

C. N.O.I.S.E. – Brad Pierce had submitted a written summary about the NextGen Advisory Committee meeting he had attended on October 8, 2015 in Memphis, for the November 4, 2015 CACNR meeting. He and Katy Brown had attended the N.O.I.S.E. conference held in conjunction with the National League of Cities, in Nashville, Tennessee. He noted a gentleman from the Boston area had done an extensive analysis of what had happened to the communities surrounding Logan Airport there before and after the implementation of NextGen by the FAA. For some, the result was good, but for other it was almost devastating. Katy Brown indicated she found the report very illuminating; prior to NextGen, all neighbors had suffered equally, and now this individual's community had been hit with a 500% increase in noise events. Some neighborhoods can be winners with NextGen, but the losers are really big losers.

Brown also indicated she found the N.O.I.S.E. meeting extremely interesting, with much useful content. She provided an example of the San Francisco roundtable, which recognizes good neighbors among the aviation community, and suggested CACNR follow-up on some of its earlier ideas for doing something similar. If CACNR does not wish to do so, perhaps some of the involved communities could.

Robert Olislagers indicated the different aviation population at Centennial Airport would make it harder to do any kind of recognition than those airports which deal with commercial companies. It was suggested something could be started involving the flight schools, which can voluntarily implement good neighbor actions. Some have indicated they do address noise issues in their training, and that kind of cooperation could be built upon and recognized.

9. OLD BUSINESS:

A. Congressional Quiet Skies Caucus & Colorado Delegation – It was reported Congressman Mike Coffman had joined this group. Katy Brown would do follow-up with Congresswoman Diana DeGette, and Harold Anderson and Brad Pierce would visit Congressman Ken Buck in the near future to invite him to join the Caucus.

B. Brad Pierce and Alison Biggs were named the CACNR Representatives to attend the UC Davis Aviation Symposium. Early registration would be due December 16, 2015, so perhaps that expense could be taken from the 2015 CACNR budget; airport staff would assist with this.

10. NEW BUSINESS: Robert Olislagers indicated the aviation community had lost two remarkable individuals recently, Carl Williams and Dr. Gwen Mayo. Both were well-known to several CACNR Representatives, and their loss was noted with regret.

10. PUBLIC COMMENT: None

11. NEXT MEETINGS:

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

ACPAA – Dec 10, 2015 3:00 p.m. Wright Brothers Room, Centennial Airport, 780 S. Peoria Street, Englewood, CO
(Katy Brown representing CACNR)

13. ADJOURNMENT: The meeting was adjourned at 7:54 p.m.

Alison Biggs, Secretary