CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE

MINUTES

March 12, 2015

Approved as Amended April 1. 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. A quorum was not present. Those in attendance were:

Arapahoe County –Bart Whitehouse ACPAA – Mike Fronapfel Douglas County – Alison Biggs and Joe Fowler Aurora – Brad Pierce ACPAA – Mike Fronapfel AOPA – Robert Doubek CABA – Don Kuskie

Greenwood Village – Bette Todd Lone Tree – Harold Anderson

Alternate Representatives for *Douglas County,* Mike Acree and *Aurora*, Porter Ingrum, were present, as was ACPAA staff member Scott Drexler. Ted Goodlin from TRACON was later identified as being seated in the audience.

Those absent were:

Arapahoe County - Nancy Jackson

Castle Rock - Mark Heath/Heather Lamboy

Castle Pines - Maureen Shul/Rex Lucas

Centennial - Keith Gardner/Andrea Suhaka

Cherry Hills Village - Katy Brown

Foxfield - Dave Goddard

Parker - Ryan McGee

CDOT Aeronautics Division - Todd Green

FAA District Office - Linda Bruce/Kandace Krull

FAA APA Control Tower - Gerald Huthoefer/Ted

Michalakes

FAA TRACON - Jim Borge

- 2. <u>APPROVAL OF THE AGENDA</u>: Approval of the agenda was dispensed with. Those present agreed to proceed with topics which did not require formal action. (Discussions below are referenced with their agenda designations, even though agenda order was not followed.)
- 3. PUBLIC COMMENT: None

<u>INTRODUCTION:</u> Alison Biggs introduced the new Alternate Representative from Unincorporated Douglas County, Mike McAcree. He is a past Douglas County Sheriff and lives in the Grandview Estates area. Harold Anderson welcomed him on behalf of the group.

<u>INFORMATION:</u> Harold Anderson noted Bart Whitehouse lives in Greenwood Village, and was therefore ineligible to serve as the Unincorporated Arapahoe County Representative. This had been called to the attention of the Arapahoe County Commissioners, with an accompanying copy of the CACNR Bylaws. A new Representative for Unincorporated Arapahoe County will be appointed as soon as possible. Chair Anderson indicated Mr. Whitehouse would continue to attend meetings until that appointment was made.

4. <u>MINUTES – February 4, 2015</u>: Although no formal action could be taken, the minutes were reviewed. In Section 6.E., detail was requested in reference to the 2015 ACPAA budget regarding the "forecasted noise expense is estimated to be \$74,500 not counting staff salaries assigned to aircraft noise issues." How was it anticipated that amount would be utilized, and did it include the \$10,000 allocated to CACNR? Staff indicated a response would be brought to the April 1, 2015 meeting.

Two typographical errors were noted, and suggestion was made to delete the third sentence in 5.B. and replace it with "The pilots related the headset visual to being quiet." Those changes will be made and an amended draft will be brought to the April 1, 2015 meeting for approval.

7. OLD BUSINESS:

B. <u>UC DAVIS NOISE SYMPOSIUM</u> – Harold Anderson reported he had gone to the ACPAA meeting earlier in the day, and had provided that group with information about topics and things learned at this symposium. He and Alison Biggs had attended for CACNR. Bette Todd had attended in her role on the symposium planning committee, with the majority of her expenses handled by Greenwood Village or personally. She had been specifically instrumental in getting a General Aviation Forum on Best Practices on the program

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and in securing a particularly knowledgeable and entertaining speaker from Witham Field, Marin County, Florida. Attendees were from all over the United States and Canada. The observations he had shared with ACPAA included:

- The FAA realizes NextGen is not going well
- Some airports and noise roundtables are using social media very well to educate the public, more than Centennial Airport is
- Giving awards to fights schools, jet operators, and others for improvement in noise works very well at many airports, and that needs to be considered here
- The interaction with other symposium attendees may be as important as the content of the meeting itself
- At many airports, the noise roundtable, airport management, the control tower and TRACON
 personnel work well as a team while there is improvement here, we are not at the level noted in
 some other locations
- The CACNR budget is considerably smaller than that of most noise roundtables, and CACNR is attempting to address that somewhat through the proposed MOU and related documents.

ACPAA members had seemed interested in the program and information, and had asked several questions.

Concerns about NextGen implementation were noted throughout the symposium; the public had not been engaged in several locations, and air traffic had been moved to many places where it had never been before. This has resulted in increased activity by the public such as in Phoenix, Chicago, and New York. Although the implementation of RNAV here has been relatively smooth, the FAA's plan to do a Metroplex study here may bring other components into play. Its use of Categorical Exclusions in relation to environmental assessments is very problematic; there was an announcement of what it will be doing in that regard, but there seemed to be a lack of clarity and considerable unrest with that situation, particularly the lack of citizen involvement.

Observation was made about the problems with the development and roll-out of RNAV here, the use of conflicting data in the environmental assessment that was done, misrepresentation of where traffic would be routed, etc. Question was asked about how much comfort there might be with a Metrolpex process given that past history. Response was it may be like comparing apples to oranges, as apparently a different modeling structure will be used. Question was asked if further NextGen implementation could undo RNAV here. Cooperation with the airport, the FAA, TRACON, and the Control Tower will be important.

Other items from the symposium mentioned at this meeting were:

- Staff of the Oakland Airport Community Noise Forum had produced a 64 page Glossary of Selected
 Airport and Aviation Terms an extremely useful tool. A few extra copies had been brought back, and
 ACPAA staff and others were provided with them. There were two left, and if there is interest,
 information of obtaining more can be sought.
- Recurring comments were made about the importance of the airport taking the lead in letting airport users know what the expectations are regarding noise containment efforts... that point was made at least ten times during the conference
- There is a need for proactivity by a robust airport Noise Office
- Learned that change does not have to wait for approval of a Part 150 study (Noise Offices can be
 proactive in getting many things done on their own) and some airports avoid them purposefully, feeling
 such studies actually can be counterproductive by setting limits
- Learned there are systems already available to do many things, such as produce the kinds of reports
 which CACNR would like to have from the noise monitors, freeing the Noise Office from having to
 laboriously create and maintain them on a one-by-one basis
- Places which accomplish things for their communities and airports seem to have dedicated noise roundtable staffs and substantial budgets – some in the \$100,000 range, with most of the funds provided by the airports

Volunteers with essentially no budget or staff cannot do what could be accomplished

- Certainly we are in better shape than some locations, but we do have ample room for improvement
- Learned many airports work very well with their towers and TRACON to effect change without having a Part 150 or a Part 161. If no one says they can't do something, they are willing to give it a try, very similar to what is happening here with the implementation of the LOOOP procedures
- Replace perception with fact there need to be mechanisms for the public to be able to connect data to reality

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- As much information as possible should be placed on the Web for the public transparency is essential
 to trust, and will equal increased trust when it becomes the norm
- Outreach to communities is good for the airport as well as educational for citizens one airport reported a budget of \$950,000 for outreach/PR activity and its program was impressive
- Learned of a Congressional Quiet Skies Caucus no Colorado members; do not know if any have been approached.
- Stress was placed on the usefulness of noise roundtables maintaining close contact with legislators
- Learned University of Minnesota is doing a noise analysis, with the Minneapolis airport, of the nation's top 35 airports
- Learned of the FAA Noise Abatement Policy of 1976 regarding airports' responsibility to proactively
 engage with the community
- Many things are being done at other airports regarding noise where there is cooperation, there is progress, and apparently no airports have been harmed in the making of that progress
- There were also continuing references to the need for the community to be seen as a partner, not a
 roadblock or something to just be tolerated, in efforts to address noise issues

There is a choice of going it alone, or partnering for success

Citizens are the ones who suffer when the FAA, the airport, and the community are not working together

- Obtained copies of a White Paper on Helicopter Community Noise Prediction Methodology for INM/ADT and ACRP 02-44 Helicopter Noise Modeling Guidance
- This conference is important enough ACPAA might consider sending some of its members to the 2016 event – they are busy people, but it would provide a first-hand perspective about possibilities for implementation here

Request was made to explore the most appropriate way to approach members of the Colorado Congressional Delegation about joining the Quiet Skies Caucus; this might be done jointly with ACPAA. It was agreed to place this on the April agenda. There were several other ideas for possible follow-up here which can be brought to the group or shared with committees as appropriate in the coming months.

5. COMMITTEE REPORTS:

- A. <u>Community Outreach</u> Keith Gardner had reported to the Chair that he had been working on getting the website operational again, and an invoice for \$350 had been submitted from Foxden Web Solutions for work on that restoration. Action on payment of the invoice was deferred to the April CACNR meeting. Proposals for updating and the upkeep of the website (i.e. a webmaster) would be sought, hopefully in time for the April CACNR meeting; Katy Brown would be asked to submit a proposal. ACPAA staff reminded anything over a \$3,000 level required three bids. Representatives agreed on the importance of maintaining a quality website which would be updated regularly. ACPAA staff indicated the www.centennialairport.com website would also include CACNR materials and information again, as well as a link to the CACNR website.
- B. <u>Fly Quiet</u> Twenty-five posters had been obtained for distribution to the flight schools, FBOs, and possibly other locations such as maintenance facilities. Harold Anderson will accompany ACPAA staff doing the distribution. There was discussion about the presentation of the posters, with encouragement for them to be mounted and framed well, to enhance their impact. Question was asked if any additional Noise Abatement Guidelines were needed by now; response was that no additional copies were necessary.
 - C. Noise Monitors Nothing new to report.
- D. <u>Work Program</u> The latest draft of the Work Program's Actions Items for 2015 had been provided. As no action could be taken due to the lack of a quorum, suggestion was made that electronic approval be requested, with a ten day response time, before the next meeting so committees could begin work and report any progress to that meeting. Joe Fowler volunteered to send out the request for approval. It was noted the Bylaws should include language which would specifically allow for electronic voting, and under what circumstances.
- E. <u>Study Group</u> Drafts of the Memorandum of Understanding (MOU); the Funding Structure; and proposed amendments to CACNR's Bylaws had been provided. Discussion and action on those documents were deferred to the April meeting due to the lack of a quorum.

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6. REGULAR MONTHLY REPORTS:

- A. <u>Treasurer's Report</u> A Treasurer's Report dated as of March 9, 2015 had been received from ACPAA staff. It showed an expenditure of \$1,000 to date, for membership in N.O.I.S.E. A placeholder had been inserted for expenses from the UC Davis Aviation Noise and Air Quality Symposium.
- B. <u>Noise Report</u>– The 2014 Year End Noise Reports, distributed for the February, 2015 meeting, had again been provided by ACPAA staff. Reports for January and February, 2015, which had been given to the March 12, 2015 ACPAA meeting earlier in the day, were provided at this meeting. No other specific data from the noise monitors was presented.

Centennial had accounted for 65% of the complaints in January, with 225. Greenwood Village tallied 53% of the complaints in February, with 83. Overall, although the number of complaints dropped rather dramatically from January to February (346 from 41 households to 155 from 20 households), the number of complaints for both months was higher than corresponding months in 2014. Slightly less than 11% of complaints in January, 2015 had related to nighttime flights. 11.6% of complaints in February, 2015 related to nighttime events. Staff noted 43% of complaints had come from the top five households in February.

- C. <u>Noise Monitor Update</u> Mike Fronapfel reported a wrong utility board had been installed in noise monitor #4, so it had been losing data in cold weather. That board had been replaced and the monitor was expected to be functioning properly now. An air traffic control recorder still needed some correction, but it was anticipated that should be handled soon so the system could be accepted shortly. The FAA was very interested in having grant closure as soon as possible.
 - D. Legislative Report Nothing new was reported.
- E. Arapahoe County Public Airport Authority Board Robert Doubek gave a report from the February 12, 2015 ACPAA meeting, and provide it in written form: Two new Board members from Douglas County were introduced. They are: Commissioner James Huffman who is an aviator, and owns an aircraft based at Centennial. Also appointed is Commissioner, and former sheriff, Mr. David Weaver. They will be joining Commissioner John Sieber as Ex Officio members of the authority.

Congratulations were expressed to Robert Olislagers who was recently appointed, to a three year term, to the Colorado Division of Aeronautics by Governor Hickenlooper.

In accordance with the Authority's By-laws, the Airport Board of Commissioners elected the following officers for the next two years expiring in February 2017: Robert J. Doubek, Chairman; Nancy A. Sharpe, Chair Pro-Tem; Nancy A. Doty, Clerk; Bill L. Holen, Treasurer and Assistant Clerk

A Public Hearing was opened for Resolution 2015-4 pertaining to a Transfer Fee to be applied to all new leases that are later sold or transferred to third parties, as well as lease extensions. A vote was not taken and the Resolution was continued to the March 12 Board Meeting.

Don Kuskie presented the Centennial Airport Community Noise Roundtable (CACNR) update. rjd 3/1/2015 Doubek indicted the issue of a Transfer Fee noted in February had been revisited at the March meeting, and had been dropped, so there would be no such fee charged by ACPAA.

Don Kuskie noted there had been a meeting on the LOOOP departure route between the Centennial Airport Control Tower, TRACON, and several pilots, one of whom had flown the LOOOP route. Question was asked about the goal of the LOOOP; response was a reduction in aircraft noise, particularly through avoidance of areas in Greenwood Village and Unincorporated Arapahoe County to the northwest of the airport. The route had been tested by some small aircraft, with additional testing by bigger aircraft to come on March 13. Ted Goodlin from TRACON, present but seated in the audience, noted various aspects of using the LOOOP were being worked out with pilots, and routes and roles were making progress. Tracking the relationship of the LOOOP use with data from the noise monitors is anticipated.

Scott Drexler informed CACNR that HMMH had been approved as the consulting firm to do the update of the noise contours.

- F. Airport Activity or Upcoming Events of Interest to CACNR Nothing new was reported.
- G. Centennial Airport Air Traffic Control Tower Nothing new was reported
- H. N.O.I.S.E. Brad Pierce reported he had learned the Air Force Thunderbirds will be in the Denver area May 29, 30, and 31, 2015, and the Navy Blue Angels will be here in the Fall of 2016. Most likely they will fly out

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of either Buckley Air Force Base or the Air Force Academy. These groups sometimes may draw attendance of about 30,000 people a day.

Pierce had attended the latest meeting of the NextGen Advisory Committee in Atlanta. This group has four main priorities, with committees focused on each one: Performance Based Navigation (PBN); Surface Operations; Multiple Runway Operations (MRO); and Data Communications (Data Comm).

He had also attended the N.O.I.S.E. annual Legislative Summit in Washington, DC, held in conjunction with the National League of Cities. The identified legislative priorities for N.O.I.S.E. include:

- 1. Support for expanded environmental review for implementation of Performance Based Navigation
- 2. Support for federal funding and investment into the research and development on the health and psychological impacts of the concentration of flights caused by some PBN procedures
- 3. Support for implementing sound insulation programs that result from Part 150 studies to the standards used prior to the September 2012 Public Guidance Letter PGL-12-09

(Issues Papers on these three topics had been provided to CACNR for its December, 2014 meeting.) While at the Legislative Summit, he and Emily Tranter, N.O.I.S.E. National Coordinator, had met with Steve Israel from New York who was one of the creators of the Congressional Quiet Skies Caucus. The group's goal is to raise awareness on the issue of aircraft noise and work to find meaningful solutions to the problem. The caucus consists of members from across the country whose constituents are adversely affected by incidents of airplane and helicopter noise; there currently are no Colorado members.

7. OLD BUSINESS:

A. <u>Invoice for Web Site Recovery</u> –Previously discussed under the Community Outreach Committee.

8. NEW BUSINESS:

A. <u>Election of CACNR Officers:</u> As a quorum was not present, this election could not be held and would be rescheduled for the April 1, 2015 meeting.

9. PUBLIC COMMENT: None

10. <u>COMMENTS FROM ROUNDTABLE REPRESENTATIVES AND STAFF:</u> Mike Fronapfel and Scott Drexler indicated the money for noise expense in the 2014 ACPAA budget had been expended for such things as \$40,000 for consultants to assist with GIS mapping, maintaining the noise office (absent staff salaries), cell phone service, radar data equipment, and travel. Anticipated expenses for the use of the \$74,500 in the 2015 budget would probably include similar items, minus the \$40,000 for GIS mapping; details would be provided for the April meeting.

11. NEXT MEETINGS:

- CACNR April 1, 2015, Ramada Hotel & Suites, 7770 S. Peoria Street, Englewood, CO, 6:30 p.m May 6, 2015, Ramada Hotel & Suites, 7770 S. Peoria Street, Englewood, CO, 6:30 p.m June 3, 2015, Ramada Hotel & Suites, 7770 S. Peoria Street, Englewood, CO, 6:30 p.m.
- ACPAA April 9, 2015, Wright Brothers Room, Centennial Airport, 7800 S. Peoria St., Englewood, CO Dave Goddard representing CACNR; 3:00 p.m.
 - May 14, 2015, Wright Brothers Room, Centennial Airport, 7800 S. Peoria St., Englewood, CO Brad Pierce representing CACNR; 3:00 p.m.
 - June 18, 2015, Wright Brothers Room, Centennial Airport, 7800 S. Peoria St., Englewood, CO Nancy Jackson representing CACNR; 3:00 p.m.
- 12. ADJOURNMENT: The meeting was adjourned at 8:25 p.m.

Alison Biggs, Secretary

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