

MINUTES

March 07, 2018

Approved 04/04/18 (with a notation on page 2)

VISION – QUIETER SKIES FOR OUR COMMUNITIES

MISSION – UTILIZING PARTNERSHIPS TO REDUCE AIRPORT NOISE FOR THE BENEFIT OF NEIGHBORING COMMUNITIES

Chair: Brad Pierce Vice Chair: Katy Brown Treasurer: Jamie Hartig Secretary: Alison Biggs

1. **CALL TO ORDER, ROLL CALL, and QUORUM:** The meeting was called to order at 6:34 p.m. by Chair Brad Pierce.

The following were in attendance:

Arapahoe County:	Kathleen Conti	Greenwood Village:	Tom Dougherty
Douglas County:	Jamie Hartig	Lone Tree:	Susan Squyer
Douglas County:	Alison Biggs	Parker:	Amy Holland
Aurora:	Brad Pierce	ACPAA:	Mike Fronapfel
Castle Pines:	Melissa Coudeyras	AOPA:	Robert Doubek
Centennial:	Andrea Suhaka	CABA:	Don Kuskie
Cherry Hills Village:	Katy Brown	FAA APA Control Tower:	Diana Hanley

Also, in attendance were Aurora Alternate Liia Koiv-Haus; and ACPAA Staff Dylan Heberlein.

Those absent were:

Arapahoe County:	Jim Dawkins	CDOT Aeronautics Division:	Todd Green/Vacant
Castle Rock:	Brett Ford/Sandy Vossler	FAA District Office:	Linda Bruce/Kandace Krull
Foxfield:	Dave Goddard/Vacant	FAA TRACON:	Steve Martin/Bill Dunn

2. **APPROVAL OF THE AGENDA:** By consensus. the agenda was approved.

3. **PUBLIC COMMENT:** None

4. **CONSENT AGENDA:** The Consent Agenda included the February 7, 2017 Draft Minutes, and a Treasurer’s Report as of March 5, 2018 which showed a balance of \$9,975.02. On the motion of Katy Brown, duly seconded, the Consent Agenda was approved.

5. **ITEMS REMOVED FROM CONSENT AGENDA:** None

6. **COMMITTEE REPORTS:**

A. **COMMUNITY OUTREACH** – Susan Squyer presented a press release which the committee anticipated airport staff would distribute to CACNR Representatives for their distribution to and use by the appropriate personnel in their jurisdictions. Question was asked if jurisdictions would be allowed to use pieces of the release, or alter it as needed to address individual areas of interest. There was general agreement the release should not be altered if it was used over CACNR’s name. However, jurisdictions could select information from it or paraphrase as necessary when using the information in their own materials; the resulting document would be attributed to the jurisdiction, not to CACNR. Question was asked how the version sent out would reflect the date it was used if it was not to be edited. That would be addressed before it was sent to the CACNR Representatives. Question was asked if essentially, it would be up to the various jurisdictions’ public relations personnel to determine if/how to use it locally. Response was yes. Andrea Suhaka moved to approve the press release for use as outlined. Motion was seconded and carried.

Katy Brown reported she had followed-up on obtaining the domain name that had erroneously been printed in the Noise Abatement Guidelines (www.centennialnoiseroundtable.com) so it could be seamlessly redirected to CACNR’s proper website address (www.centennialairportnoise.com). Apparently, the holder of the name had just renewed it for a year, and was now squatting on it, perhaps hoping to be paid to release it; this is not an uncommon occurrence, it seemed. Susan Squyer moved to spend up to \$150 to acquire the name, for the purpose discussed. Motion was seconded and carried.

B. **FLY QUIET** – Don Kuskie indicated his committee also had had an interest in getting the domain name problem resolved and appreciated Brown’s efforts. The committee was starting on the list it shared at the last meeting and was looking at the use of a designated runway under certain conditions. The actions on the last Part 150 recommendations needed to be taken into consideration, and the committee will keep researching the viability of some approach to this idea.

There was also concern that some aspects of the CACNR website had not been found to be user friendly on some devices, and the placement of some information made it hard for pilots to find. Further exploration of these items would be coordinated with the Community Outreach Committee and website design. Request was again made to have a map of the location of the noise monitors placed on the website so the public would know where they were generally located.

Mike Fronapfel provided a brief summary of the old night-time preferential runway use program which had aircraft arriving and departing to the south when there was no wind factor involved. The FAA had approved removing that program in the Part 150 study. How that action might factor into the committee's ultimate recommendation remained to be explored.

A sample of the poster which had previously been placed with the FBOs and the flight schools was shown. Request was made for staff to ascertain what the price would be to update and reprint the poster, to reflect the changes that had been made to the Noise Abatement Guidelines. There would also need to be determination of the number of posters needed, and research into who had paid for their original printing.

C. **NOISE MONITORS** – The ideas from November 2017 had been forwarded to the committee chair for its consideration.

Dylan Heberlein presented the Noise Reports from December 2017 & Year End Statistics, and January 2018.**

By the end of 2017, there had been 331,375 total operations; local operations for the year were 153,944. Overall, there had been 12,873 noise complaints during 2017, from 335 households. The breakdown of Year-To-Date Noise Complaints by municipality was not available. The breakdown of Year-To-Date Noise Events by noise monitor was not provided.

For 2017, with the top complaining household removed, 50% of the complaints had involved prop aircraft; 47% were about jets; and 3% were about helicopters. Also, with the top complaining household removed, 49 % of the complaints were about departures; 28% of the complaints involved arrivals; 12% were about training aircraft; 7% were unknown; and 4% were overflights.

For the year, the top five complaining households were, in descending order, from Highlands Ranch; Unincorporated Arapahoe County; Unincorporated Douglas County, Greenwood Village; and Greenwood Village. These represented 80% of the year's total complaints.

For December 2017, there had been 25,979 total operations, down from 27,627 in November; 30,463 in October; and 30,612 in September. Local operations had decreased to 11,965 from 12,848 in November; 14,464 in October; and 15,044 in September.

There had been a total of 20,303 noise events during December 2017:

Noise events by decibel range in December were:

14,778 in the 60 – 69 decibel range	746 in the 80 – 89 decibel range
4,706 in the 70 – 79 decibel range	73 in the 90+ decibel range

Total noise events in December 2017 at each monitor were:

6,712 events at the Golf Course monitor on airport property	700 events at the Lone Tree monitor
4,142 events at the Meridian monitor	687 events at the Castle Rock monitor
2,524 events at the Airport East monitor on airport property	620 at the Greenwood Village monitor
1,879 events at the State Park monitor	409 events at the Hunters Hill monitor
1,227 events at the Grandview Estates monitor	162 events at the Sagebrush Park monitor
1,107 events at the Parker monitor	134 events at the Castle Pines monitor

Correlations between noise events at the monitors and noise complaints from the related jurisdictions were not available.

In December, 6 households in Centennial had lodged complaints, 5 in Greenwood Village, 3 in Lone Tree; 2 each from Unincorporated Douglas County, Parker and Other; and 1 each in Highlands Ranch, Unincorporated Arapahoe County, Aurora, Cherry Hills Village and Denver for a total of 36 households.

The response to the October request for a comparison of the numbers of households complaining year to date from the various jurisdictions with that number from 2016 was not available.

In December, 354 complaints came from Highlands Ranch; 67 from Centennial; 14 from Unincorporated Arapahoe County; 13 from Aurora; 12 from Lone Tree; Centennial; 21 from Unincorporated Douglas County; 20 from Greenwood Village; 19 from Other; 18 from Aurora; 15 from Lone Tree; 6 each from Greenwood Village and Other; 3 each from Parker and Denver; and 2 from Unincorporated Douglas County; and 1 from Cherry Hills Village, for a total of 540 complaints.

Of the 540 complaints lodged in December, there were 481 daytime complaints (89.1%), and 59 nighttime complaints (10.9%). Year to Date day – night complaints were 91.49% and 8.51% respectively.

** Clarification/corrections to some of the numbers in the reports presented at this meeting and reported here were provided at the April 4, 2018 CACNR meeting. Please see those minutes for specifics.

With the complaints from the top complaining household removed, there had been 186 complaints in December. Operations in December had been 25,979.

In December, with the complaints from the top complainer removed, jets were responsible for 50% of the complaints, props were responsible for 45% of the complaints, and helicopters were responsible for 5%. Departures continued to account for the most complaints, at 42%, with arrivals at 31%, training at 15%; overflights at 9%, and 3% were unknown.

For January 2018, there had been 28,121 operations at the airport, up from 25,979 in December 2017. The increase was largely attributed to the weather being mild and dry, with considerable training going on. Noise events at each monitor were:

7,383 events at the Golf Course monitor on airport property	905 events at the Lone Tree monitor
4,089 events at the Meridian monitor	573 events at the Greenwood Village monitor
3,002 events at the Airport East monitor on airport property	542 events at the Castle Rock monitor
2,129 events at the State Park monitor	380 events at the Hunters Hill monitor
1,327 events at the Grandview Estates monitor	197 events at the Castle Pines monitor
1,205 events at the Parker monitor	172 events at the Sagebrush Park monitor

Correlations between noise events at the monitors and noise complaints from the related jurisdictions were not available.

In January 2018, 757 complaints had come from Highlands Ranch; 68 from Centennial; 55 from Unincorporated Arapahoe County; 36 from Aurora; 23 from Greenwood Village; 21 from Lone Tree; 16 from Unincorporated Douglas County; 6 from Other; 3 each from Castle Rock and Denver; 2 from Cherry Hills Village; and 1 from Parker, for a total of 991 complaints.

Those complaints had come from: 7 each from Unincorporated Arapahoe County and Greenwood Village; 6 from Unincorporated Douglas County; 4 each from Centennial, and Lone Tree; 2 each from Aurora, Denver, Highlands Ranch, and Other; and 1 each from Castle Rock, Cherry Hills Village, and Parker, for a total of 39 households complaining. Of these, there had been responses requested from 5 email complaints and 16 telephone complaints.

Of the 991 complaints lodged in January, there were 913 daytime complaints (92.13%), and 78 nighttime complaints (7.87%).

With the complaints from the top complaining household removed, there had been 236 complaints in January 2018. Jets were responsible for 49% of the complaints; props were 46%, and helicopters were 5%. Departures accounted for 43% of the complaints; arrivals were 40%; training was 9%; overflights were 4%; and 4% were unknown. Three complaining households were outside of the map area provided. One was from Golden, one from Elizabeth, and one from Unincorporated Jefferson County.

Question was asked if either of the portable monitors were being used. Response was not at the present time.

There was discussion of the need to determine how to use the data we now have accumulated during the approximately 4 years the monitors have been in operation. Residents continue to express frustration that little is being done to address their noise complaints – why complain if nothing changes?

There was discussion of the cause of the traffic reflected on the west side of the area map. That involved the training practice area near Chatfield Reservoir. The other such practice area is near Elizabeth/Kowa and does not show on the map. Complaints have come from the Chatfield area, and airport staff does encourage the flight schools not to do concentrated training on a regular basis in that area.

A December 2017 Radar Track Density Map was provided.

D. **WORK PLAN** – The committee had not met. The poll of possible dates for the retreat had not provided any clearly favored date, as many had not responded to it. There was a possibility potential dates could be extended into May. The background mailing had been held due to a need to bring the materials up to date, to avoid confusion.

E. **STUDY GROUP** – This group was continuing to develop individual responses to the various jurisdictions relative to their comments on the MOU. Study Group members will discuss anything which the jurisdictions wish, and all would be asked to sign on.

7. **FAA REPORTS:**

A. **DISTRICT OFFICE** – None

B. **APA AIR TRAFFIC CONTROL TOWER** – Diana Hanley indicated traffic had increased earlier in the year as noted in the noise report, but so far, March had been somewhat less. She was again welcomed and thanked for coming.

C. **TRACON** – None

8. **OTHER REGULAR MONTHLY REPORTS:**

A. **ARAPAHOE COUNTY PUBLIC AIRPORT AUTHORITY** – Robert Doubek, ACPAA Chair, had provided a written report from the February 8, 2018 ACPAA meeting. He highlighted two land use proposals which were worrisome to ACPAA and noted ongoing work with the developers of each to address airport concerns. The lease on this Ramada Hotel was being shifted to another company; any effect that might have on CACNR's use for its monthly meetings was unknown. The bank loan to finance construction of the new airport administrative building was progressing. Kathleen Conti had represented CACNR at the February ACPAA meeting. She noted she had already reported on the CACNR meeting to the Arapahoe County Commissioners earlier that week, so doing it again for ACPAA had seemed duplicative.

B. **AIRPORT DIRECTOR'S REPORT** – Mike Fronapfel reported for Robert Olislagers. Legislatively, the Chair of the House Transportation and Infrastructure Committee had now retreated from his effort to privatize the air traffic control system, due to lack of support from his colleagues. Focus will now turn to the reauthorization legislation, where significant differences exist over what that legislation should contain.

At the State level, HB18-1083 was beginning to move. The bill creates a sales and use tax exemption for the purchase, storage, use, or consumption of an aircraft for use in interstate, intrastate, or foreign commerce by an on-demand air carrier if the aircraft is purchased by a person and then subsequently leased or subleased to an on-demand air carrier or if the aircraft is purchased by an on-demand air carrier. Supporters indicate the bill will create new jobs.

10 seats were being made available for CACNR for the 50th Anniversary event on May 25, 2018, at ½ price per ticket (\$125). The event is a fund raiser for the airport's foundation. Following discussion, it was agreed airport staff would send an email to CACNR Representatives and Alternates to ascertain who would be able to attend. Suggestion was made that the individual jurisdictions might be willing to purchase tickets for their Representatives.

There was still interest in having Wings Over the Rockies CEO John Barry come to discuss its project at Centennial Airport and what it would mean for noise in the area. Robert Olislagers had indicated he could arrange a ½ hour presentation, 6:30 p.m. – 7:00 p.m., at either the March or April CACNR meeting, whichever fit Mr. Barry's schedule. It was agreed either the April or May meeting would also be acceptable. Mike Fronapfel agreed to follow-up with Olislagers.

C. **METROPLEX** – Mike Fronapfel reported the latest word is that the FAA is now "rescoping" Metroplex nationwide. Apparently, different approaches will be used in different locations, including no implementation at all in some areas. There has been nothing in writing as yet, so what might happen in the DIA/Centennial area is officially unknown. The letter which Senator Cory Gardner had sent to the FAA, shared by email with CACNR, was acknowledged.

D. **UC DAVIS NOISE SYMPOSIUM; N.O.I.S.E. & NEXTGEN ADVISORY COMMITTEE** - The next NextGen meeting was coming up later in March in Florida, and the N.O.I.S.E. Legislative Summit will occur March 12 in Washington, DC. Brad Pierce will attend both meetings.

Both Brad Pierce and Melissa Coudeyras had submitted written reports of the UC Davis Noise Symposium, and an agenda had also been provided. Coudeyras felt the meeting had been great, and she would welcome going again. There had been a session on how community groups could work with the FAA, and noted the FAA seemed to be trying to reach out to communities more, particularly in light of the Phoenix lawsuit and others yet to be settled. She was impressed with several of the presentations and surprised at the work Boeing is doing in relation to community noise and emissions reduction. She noted Boom Supersonic is building a prototype here at Centennial that will eventually be test flown out of Edwards Air Force Base.

Brad Pierce noted a variety of topics which had been presented including as the use of biofuels, new approaches to aircraft design and flight/landing technology. The FAA's Community Involvement Manager had noted the FAA knows there are concerns about noise, it cares, and it is acting, including operationalizing enhanced community involvement and a Community Involvement Manual. Concerns should be taken to the FAA's Regional Administrator. Panelists had agreed trust, agreement on the facts of situations, a commitment by all to stay engaged, no anger, no overuse of jargon, having a work plan, working to develop solutions, and working with the FAA Regional Administrator were all essential to success on a regional basis. He noted there was considerable research occurring on the effects of aircraft noise on such things as sleep disturbances, heart disease, and the impact on overall health. There had also been some thought to moving the conference around the country, rather than always having it in California.

Dylan Heberlein had also attended the conference. In addition to the above, there had been a session for airport noise officers and environmental managers which he had attended. He too noted the FAA seemed to be trying to step up more on noise issues.

There was agreement a report on the conference should be included on the CACNR website, with a focus on items the public might find of most interest. Pierce and Coudeyras agreed to develop the report.

E. **4TH QUARTER LAND USE REVIEW** – Dylan Heberlein presented the 4th quarter land use review, which covered October 1, 2017 through December 31, 2017. There had been twenty-two developments reviewed in that time, with five approved as submitted and the remainder considered subject to comment. Of particular concern to the airport, Ridgeway East Village and City Center, referred to by Lone Tree, was a combined planned development on the east side of I-25 and south of Lincoln, to include commercial, low, medium and high density residential housing and elementary middle and high schools. The property is directly in line with the ILS, with as many as 18,000 new housing units involved. Noise impacts the development would experience as well as the proposed building heights were of main concern to the airport. The developer was amenable to doing noise disclosures. There had been some resistance to aviation easements, but progress was perhaps being made.

9. OLD BUSINESS:

A. **CACNR 2018 MEETING SCHEDULE AND REPRESENTATION TO ACPAA MEETINGS** – No one was available to attend the CACNR meeting in March. Mellissa Coudeyras would go in April, and Andrea Suhaka would attend in May. A sign-up sheet will be circulated in April to fill the rest of the year's dates.

B. **CONGRESSIONAL QUIET SKIES CAUCUS** – Nothing new on follow-up to the invitation letter to Congressman Ken Buck. Brad Pierce will continue attempting to accomplish this.

10. NEW BUSINESS:

A. **INFORMATION SHARING** – Dylan Heberlein informed the group there would be an active duty Army helicopter unit at Centennial from March 23 – April 7. Training will include the helicopters flying from here to Wyoming. The group indicated it would use the helicopter routes as designated in the Noise Abatement Guidelines and was working to be very cooperative with the airport. Question was asked if there would be more daytime or nighttime flights; answer was unknown.

B. **ELECTION OF OFFICERS** – On the motion of Katy Brown, duly seconded, the following were elected for the upcoming year: Chair – Brad Pierce; Vice-Chair – Katy Brown; Treasurer – Jamie Hartig; Secretary – Alison Biggs.

11. **PUBLIC COMMENT:** None.

12. NEXT MEETINGS:

A. CACNR – Apr 04, 2018 6:30 p.m., Ramada Hotel & Suites, 7770 South Peoria Street, Englewood, CO
May 02, 2018 6:30 p.m., Ramada Hotel & Suites, 7770 South Peoria Street, Englewood, CO
June 06, 2018 6:30 p.m., Ramada Hotel & Suites, 7770 South Peoria Street, Englewood, CO

B. ACPAA – Mar 08, 2018 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S. Peoria Street, Englewood, CO
(no one representing CACNR)
Apr 12, 2018 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S. Peoria Street, Englewood, CO
(Melissa Coudeyras representing CACNR)
May 10, 2018 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S. Peoria Street, Englewood, CO
(Andrea Suhaka representing CACNR)
June 21, 2018 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S. Peoria Street, Englewood, CO
(?? representing CACNR)

13. **ADJOURNMENT:** The meeting adjourned at 8:30 p.m.

Alison Biggs, Secretary