

MINUTES

May 4, 2016

Approved 06/01/16

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, in a change of location to the Wright Brothers Room at 7800 S. Peoria Street, Englewood, CO, was called to order at 6:34 p.m. by Chair Harold Anderson, who noted he had missed the last meeting due to a health problem, but was doing considerably better.

A quorum was present, which included:

<i>Arapahoe County:</i>	Thad Bagnato	<i>Greenwood Village:</i>	Steve Moran
<i>Douglas County:</i>	Joe Fowler	<i>Lone Tree:</i>	Harold Anderson
<i>Douglas County:</i>	Alison Biggs	<i>ACPAA:</i>	Robert Olislagers
<i>Aurora:</i>	Brad Pierce	<i>AOPA:</i>	Robert Doubek
<i>Castle Pines:</i>	Rex Lucas	<i>CABA:</i>	Don Kuskie
<i>Castle Rock:</i>	Julie Kirkpatrick	<i>FAA District Office:</i>	Linda Bruce
<i>Cherry Hills Village:</i>	Katy Brown		

Arapahoe County Representative Nancy Jackson, Alternate Representative Mike Acree for *Douglas County*, and immediate past CACNR Representative Bette Todd from Greenwood Village were also present. ACPAA staff member Aaron Repp was in attendance.

Those absent were: *Arapahoe County* - Jim Dawkins; *Centennial* - Candace Moon/Andrea Suhaka; *Foxfield* - Dave Goddard; *Parker* – Ryan McGee/Bryce Matthews; *FAA APA Control Tower* – Diane Hanley; *CDOT Aeronautics Division*- Todd Green; and *FAA TRACON* - Gerald Huthoefer.

2. APPROVAL OF THE AGENDA: On the motion of Alison Biggs, duly seconded, the agenda was approved.

3. PUBLIC COMMENT: None.

4. CONSENT AGENDA: The Consent Agenda included the April 6, 2016 Draft Minutes and the Treasurer's Report as of April 29, 2016. The Treasurer's Report reflected payment of N.O.I.S.E. dues and expenses for both of the CACNR Representatives who attended the UC Davis Aviation Symposium, for a balance of \$4,247.86. On the motion of Steve Moran, duly seconded, the Consent Agenda was approved.

5. ITEM(S) REMOVED FROM CONSENT AGENDA: None.

6. FAA REPORT:

A. District Office – Linda Bruce reported the FAA was awaiting the rest of its funding from Congress, and work on the Noise Exposure Maps for Centennial Airport was progressing.

An update was requested on the reauthorization and the status of privatization, and if anything specific to noise was included in any of the various legislative approaches. It appeared there would be another continuing resolution, and the version which had passed the Senate did include some attention to noise. The House sponsor of the measure which included privatization was insisting on that feature. The April 27, 2016 *Wall Street Journal* had published a positive article about the privatized Canadian system, entitled "The Air-Traffic System U.S. Airlines Wish They Had." It was noted ACPAA and numerous others in the industry in this country do not support privatization. Robert Olislagers indicated he would send out anything that was included in the various approaches related to noise, and noted that Senator Mc Cain from Arizona was concerned about the FAA's Metroplex, as were personnel at DIA and Centennial Airport. One Metroplex route would add considerable miles and costs for aircraft to use, as well as add noise to new areas; safety was also a factor. Question was asked about drones and local ordinances, with more information to come.

B. APA Air Traffic Control Tower – None.

C. TRACON – None.

7. COMMITTEE REPORTS:

A. Update on Committee Appointments – A list of of his committee appointments was distributed by the Chair: Community Outreach.....Mike Acree, Julie Kirkpatrick, Rex Lucas, Ryan McGee Steve Moran

Chair for this group was pending

Fly Quiet.....Chair Don Kuskie, Robert Doubek, Dave Goddard, Porter Ingrum

Noise Monitors.....Chair Dave Goddard (tentative), Jim Dawkins, Don Kuskie, Candace Moon, Bette Todd

Staff, Aaron Repp

Study Group.....Chair Brad Pierce, Alison Biggs, Katy Brown, Andrea Suhaka
Work Plan.....Chair Alison Biggs, Joe Fowler, Robert Olislagers, Brad Pierce

The Chair reported he was still trying to contact some Representatives, so would bring an updated list to the next meeting. Committees were encouraged to begin their work as soon as possible with the personnel named so far.

B. Community Outreach – No report.

C. Fly Quiet – The Committee would be meeting after this meeting, to update progress on the calls to other airports, with a plan to bring a report to the June meeting.

D. Noise Monitors - Aaron Repp presented the noise report which contained information from March, 2016. Overall, the twelve noise monitors had recorded 21,540 noise events for the month.

Noise events at each monitor were provided. In March, 115,783 events were in the 60 – 69 decibel range; 4,957 were in the 70 – 79 decibel range; 720 were in the 80 – 89 decibel range; and 80 were in the 90+ decibel range.

There were 6,484 noise events at the Golf Course monitor on airport property; 3,568 at the Meridian monitor; 3,128 events at the Airport East monitor on airport property; 1,917 at the State Park monitor; and 1,487 at the Parker monitor. Next, there were 1,462 at the Grandview Estates monitor; 839 at the Castle Rock monitor; 824 at the Lone Tree monitor; 688 at the Greenwood Village monitor; 519 at the Hunters Hill monitor; 397 at the Sagebrush Park monitor; and 227 at the Castle Pines monitor. Correlations between decibel levels at each monitor and noise complaints were not available.

In descending numerical order, complaints came from Highlands Ranch, Unincorporated Arapahoe County, Greenwood Village, Centennial, Unincorporated Douglas County, Parker, Denver, Cherry Hills Village, Aurora, Lone Tree, Castle Rock, and Castle Pines.

Airport operations were up to 25,783 in March, from 24,332 in February, but down from 29,156 in March, 2015. This report showed 736 total complaints in March (up from 677 in February). Without the top complainer, who resides in Highlands Ranch and began complaining heavily in July, 2015, there were 115 complaints, up from 99 in February; in 2015, total complaints had registered 192 for the same time period.

The report reflected a change in the day/night hours, to the pattern used by the FAA – nighttime hours will now be shown as 10:00 p.m. – 6:59 a.m., and daytime hours will now be shown as 7:00 a.m. – 9:59 p.m. Figures from previous months had been adjusted to reflect the change. Daytime noise complaints were up from February (613 in February to 664 in March). Night time noise complaints were also up from February (64 in February to 72 in March). Daylight complaints were 90.2% of overall complaints; nighttime complaints were 9.8% of overall.

With the complaints from the top complainer removed from the numbers, jet aircraft were responsible for 57% of the complaints by aircraft type; in January and February, propeller aircraft had been the most complained about. Departures continued to account for the most complaints in March (59%), as well as in January and February.

Robert Olislagers reported he had discussed the concerns of the top complaining homeowner with the individual, who is apparently very noise sensitive and who reads a lot, so is prone to noticing noise disturbances. Although neighborhood noise is frequently higher than that caused by aircraft over the area, the duration of aircraft noise events is particularly attention-getting to him. The homeowner indicated he had lived in the area since 1998, and had started noticing a change in aircraft disturbances about 3 years ago. Although the area does have more air traffic, the data does not show that aircraft are always as low or as loud as they are perceived to be.

It was noted the individual's concerns were not being ignored by CACNR or the airport, but it was difficult to determine what steps might be taken to help alleviate his concerns. It was suggested the Noise Monitor Committee might look at outliers such as this, what decibel levels produce the greatest numbers of complaints, etc., to see if there are any patterns which might be addressed.

One Representative felt the most important statistic in the report was the number of households in his jurisdiction which had registered complaints. Another agreed, but felt the frequency of complaints, and frequency of complaints in relation to each other were also important. These types of trends and patterns need to be further explored, probably by the Noise Monitor Committee. Another Representative wanted further detail, such as the number of complaints generated by individual operations.

It was noted information about the year-to-date number of complaints per jurisdiction was no longer included in the report, and was still desired. Staff indicated this could be done, and the change would likely include two new columns on page 6 of the report, to show both monthly and year to date figures. The pie chart showing complaining households was also

requested to be returned, as well as the zone maps. The Noise Monitor Committee would attempt to meet before June to report back on these kinds of issues.

Question was asked about the increased number of noise events in excess of 90 decibels in the March report. Response was there had been an increase in military aircraft during that month. It was also noted that some Stage II aircraft had been outfitted with hush kits, so were considered approved to continue flying, but a hush kit does not necessarily result in an aircraft that is all that quiet. One such aircraft is based at Centennial, although it does not fly many operations. The increased number of complaints about jet aircraft in March was also noted.

The report included a Radar Track Density Map showing flight tracks into Centennial during March, 2016. The map will be updated quarterly. It did demonstrate the resulting effect of DIA and Buckley Airforce Base on Centennial's incoming traffic in the northeast quadrant, with traffic in the other areas being condensed accordingly.

There was discussion about RNAV, which had never been implemented for departures here. Metroplex is now "refining" flight paths. Concern was expressed about some changes the FAA has made through Metroplex, such as the categorical exclusions related to environmental assessments. The FAA seems to be using categorical exclusions to avoid doing environmental assessments even though the actions being taken are creating vast changes in noise and noise patterns. There is a perception nationwide that the various components of Metroplex do not reflect the reality with which the involved communities must contend. The FAA is, however, reportedly looking at lowering the 65 DNL threshold. It was noted the departure route over Cherry Creek Reservoir is a special route used here at night which would also be useful during the day, if approval could ever be obtained.

E. Work Program – The Committee continued to work on the annual report and the 2016 Work Program.

F. Study Group – The group continues to work with Information gathered at the U.C. Davis symposium.

8. OTHER REGULAR MONTHLY REPORTS:

A. Arapahoe County Public Airport Authority – ACPAA Chair Robert Doubek provided the following report from the April 14, 2016 ACPAA meeting: *"A Public hearing was held regarding an application from CD Pilot and Aircraft Management, LLC dba Precision Aircraft Management to conduct Aircraft Management and Contract Pilot Services.*

"As stated above, the applicant specializes in Aircraft Management and Contract Pilot services and currently manages two aircraft including a jet Citation 560XL and a turbo prop PilatusPC12. The three pilots involved are familiar with Centennial's Noise Abatement Procedures and the Application was approved.

"A discussion was held regarding office relocation for the airport's administration offices which are currently inadequate, space wise and functionally obsolete. Nine different alternatives were explored including purchase and new construction. It is recommended that new construction is the most economical and best alternative. The location is on Airport property and located on the NW corner of the main parking lot near TAC Air and Gate 1.

"Staff will visit several sites and develop preliminary specifications for Board Approval prior to architectural design and construction bidding."

In relation to the latter part of the report, Robert Olislagers noted the plan is to include some flexible space for tenants, meeting room space for groups such as the ACPAA Board and CACNR, etc. A stake holders committee will be created to be involved with the planning, and it is anticipated the entire project might be completed in 2.5 years.

B. Airport Director's Report – Robert Olislagers commented further on Metroplex and the concerns held by many, including corporate pilots. There is a feeling the FAA is being arrogant with this approach, and there is exploration of an injunction being filed to halt implementation of it.

The B-17 had arrived at Centennial, with media day scheduled for Friday. CACNR had received no specific information, so Representatives had not been able to alert their communities. Centennial Airport had not done the publicity about the event.

Discussion returned to Metroplex and the problems it had caused in other areas, as well as those foreseen to occur in the Denver area. Question was asked if there was an opportunity for stakeholders to be involved, and request was made for CACNR to be kept more in the loop about actions needed or being taken by Centennial Airport, since noise was an obvious by-product of revised routes. Robert Olislagers indicated he would "knock on CACNR's door" for help as needed. Observation was made that CACNR might ask for the involvement of Colorado's Congressional delegation, or educate them as to what has been happening. Robert Olislagers indicated he had said nothing yet to any of the Colorado Congressional delegation.

C. N.O.I.S.E. – Brad Pierce noted the next N.O.I.S.E. meeting would be held in conjunction with the National League of Cities in Pittsburgh in November. He would get the exact date, and would provide more information to CACNR. He would be attending the NextGen Advisory Committee in June in Washington, D.C. There will be attention given to PBN and Metroplex and efforts to get communities involved before changes are implemented rather than having to deal with problems later.

9. OLD BUSINESS:

A. Congressional Quiet Skies Caucus & Colorado Delegation – The letter to Congressman Ken Buck about joining this group should be sent soon..

B. CACNR Representation to ACPAA Meetings – Rex Lucas indicated he would be unable to attend the May 12, 2016 of ACPAA, but could attend on August 11. Mike Acree volunteered to fill the May slot, so the rescheduling was done accordingly. CACNR representation at the ACPAA meetings on September 8, October 13 and November 10 is still needed.

C. Land Use Proposals – A report on Land Use Development Referrals from 1/1/16 through 3/31/16 was provided. Of the nineteen referrals reviewed by airport staff, one had been approved; thirteen were subject to comments; and five, all in the Town of Parker, were not recommended. One, for a charter school, was barely outside of a runway approach area, and two were in the airport's restricted development area. Question was asked if the residents of Parker sign off on such development. Question was asked if CACNR should do something such as testify to voice concerns about such developments. Response was that the airport does testify but is frequently ignored. One example was given where the involved planning commission and the airport were in agreement about turning down a development, and the County Commissioners approved the project anyhow. The airport did file a lawsuit once, but it was withdrawn after an avigation easement was obtained. The location of apartments in a nearby business park area is also cause for concern by others involved with or interested in locating to that business park. The best way to handle inappropriate or unsafe land use development around the airport remains to be determined.

10. NEW BUSINESS:

A. Reconsideration of Date for July CACNR Meeting – The July meeting would be quite close to the July 4th holiday. A suggestion was made to shift the meeting date to July 13. There was no objection, and the meeting date was moved by consensus.

B. It was noted the Denver Police helicopter had been flying over Cherry Hills Village every night between 10:00 p.m. and 11:00 p.m. recently. Bette Todd indicated when this type of thing had happened before, over Greenwood Village, frequently between the hours of 8:00 p.m. and 9:00 p.m., she had addressed it through her city channels; the Greenwood Village Chief of Police had spoken with the Denver Chief of Police about the need for the police helicopter to use the established helicopter routes whenever possible. Aaron Repp stated he had spoken with the control tower about the matter. Robert Olislagers asked to be provided with precise information and he would see the aircraft were tracked, identified, and would do follow-up with the operator.

It was noted problems with drones were increasing in a variety of areas.

11. PUBLIC COMMENT: None.

12. NEXT MEETINGS:

CACNR – Jun 1, 2016 6:30 p.m. Ramada Hotel & Suites, 7770 South Peoria Street, Englewood, CO
Jul 13, 2016 6:30 p.m. Ramada Hotel & Suites, 7770 South Peoria Street, Englewood, CO
Aug 3, 2016 6:30 p.m. Ramada Hotel & Suites, 7770 South Peoria Street, Englewood, CO

ACPAA – May 12, 2016 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S. Peoria Street, Englewood, CO
(Mike Acree representing CACNR)
Jun 16, 2016 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S. Peoria Street, Englewood, CO
(Alison Biggs representing CACNR)
Jul 14, 2016 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S. Peoria Street, Englewood, CO
(Brad Pierce representing CACNR)
Aug 11, 2016 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S. Peoria Street, Englewood, CO
(Rex Lucas representing CACNR)

13. ADJOURNMENT: The meeting was adjourned at 8:34 p.m.

Alison Biggs, Secretary