

MINUTES

May 3, 2017

Approved 06/-717

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 6:37 p.m. by Chair Brad Pierce. The following were in attendance:

<i>Arapahoe County:</i>	Thad Bagnato	<i>Greenwood Village:</i>	Steve Moran
<i>Arapahoe County:</i>	Jim Dawkins	<i>Lone Tree:</i>	Susan Squyer
<i>Douglas County:</i>	Jamie Hartig	<i>Parker:</i>	Amy Holland
<i>Douglas County:</i>	Alison Biggs	<i>ACPAA:</i>	Mike Fronapfel
<i>Aurora:</i>	Brad Pierce	<i>AOPA:</i>	Robert Doubek
<i>Castle Pines:</i>	Melissa Coudeyras	<i>CABA:</i>	Don Kuskie
<i>Centennial:</i>	Andrea Suhaka	<i>FAA APA Control Tower:</i>	Ron Curry
<i>Cherry Hills Village:</i>	Katy Brown		

AOPA Alternate Representative John Hirshman and APA Staff Dylan Heberlein were also in attendance.

Those absent were:

*Castle Rock* – Brett Ford/Julie Kirkpatrick  
*Foxfield* – Dave Goddard/Vacant

*CDOT Aeronautics Division* – Todd Green/Vacant  
*FAA District Office* – Linda Bruce/Kandace Krull  
*FAA TRACON* – Steve Martin/Bill Dunn

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

3. PUBLIC COMMENT: None.

4. CONSENT AGENDA: The Consent Agenda included the March 1, 2017 Draft Minutes and a Treasurer's Report dated April 28, 2017. Request was made to remove the Treasurer's Report from the Consent Agenda. On the motion of Katy Brown, duly seconded, Item 4.A. of the Consent Agenda was approved, with Brad Pierce abstaining due to his absence from the meeting.

5. ITEM(S) REMOVED FROM CONSENT AGENDA: Item 4.B. Airport staff was asked if the invoice for N.O.I.S.E. dues had been received, which it had been. After a brief discussion of the benefits to CACNR of that membership, Brad Pierce moved that the invoice be paid. Motion duly seconded and carried. On the motion of Brad Pierce, duly seconded, Item 4.B. was approved. That April 28, 2017 Treasurer's Report showed expenses to date of \$750 for initial work on the CACNR website, and \$3,729.72 for two CACNR representatives to attend the UC Davis conference, leaving a balance of \$5,520.28.

6. COMMITTEE REPORTS: Chair Brad Pierce indicated he would be appointing those CACNR Representatives who were not currently on a committee, to a committee whose work was of interest to them.

A. COMMUNITY OUTREACH – Susan Squyer informed that the website was very nearly ready for a demonstration at the next CACNR meeting, with the goal of then having it approved and reactivated.

B. FLY QUIET – The March 2017 Noise Abatement Guidelines were distributed and were well received. 1,000 copies had been printed, and airport staff would begin distribution to flight schools.

Don Kuskie reported Lane Recher was no longer the Alternate Representative from CABA to CACNR, and he was working to obtain a replacement. He had heard nothing from Dave Goddard for quite some time in relation to the Fly Quiet Committee's work; he would continue to try to follow-up with him.

Kuskie also reported on his attendance at Metroplex community open houses, and seeing other CACNR Representatives there as well. He noted written comments were due to the FAA by June 4. Talking points requested from airport staff at the last meeting had not yet been received. Suggestion was made that CACNR should send a letter over Brad Pierce's signature.

Other Representatives who had also attended one or the other of the community open houses provided information they had received, and it became apparent that similar questions had elicited different responses, depending on the meeting and/or FAA personnel involved. There was considerable concern that no Environmental Assessment would be done, or that it would not cover the southern end of the involved area if one was done at all. Whether or not any modeling would actually be done was also questionable, and if done, would it include all the way to the ground or just to the 8,000 or 9,000 foot level.

Possibly, Metroplex arrivals to Centennial might be eliminated due to conflicts with DIA, but there was still concern about where flights would be brought over our area.

Attendees at the community meetings were apparently repeatedly told not to worry when questions were asked about exactly where flights were going to be directed as they descended from the Metroplex routes, but nothing definitive was provided to ease that worry. It had been stressed at one meeting that there was no need to worry because only jets would be involved, and only 6 or 7 per day. Another concern given little attention was that the maps provided at the open houses showed the new Metroplex routes, but not current routes, so no comparisons could be done with what currently exists.

Generally, due to differing responses provided at the open houses and the lack of specific information in response to questions, attendees basically felt that the FAA had conducted them mainly to be able to check off the box for "community involvement," rather than to educate the public and solicit true community feedback for consideration.

Brad Pierce requested that Mark Ostranic from the Metroplex staff be asked to attend the June CACNR meeting to provide the most current and accurate information about this project.

C. NOISE MONITORS – The committee had not met since the last CACNR meeting. Chair Jim Dawkins reported he also had difficulty in reaching Dave Goddard, and noted he would welcome additional members on the committee. He requested that the noise report monthly trend section be expanded to 13 months, so easy yearly comparisons could be made for each month.

A sheet of "Noise Event Parameters" was shared. Researched and identified in late 2014 when the noise monitors were first operational, the parameters reflected the ambient noise levels at each monitor, and were set as a baseline at each monitor. The ambient noise levels for some of the monitors had been the same for both night and day. Staff indicated there could be a recheck of the information to see if it was still accurate.

Dylan Heberlein indicated there might be a firefighting helicopter coming with the National Guard; he would let CACNR know so the information could be communicated to the communities. He reminded about the closure of the main runway for resurfacing, from May 30 to July 6. Ron Curry noted this may result in fewer touch and goes, so it would be interesting to see how much that affected noise complaints.

The noise report from March 2017 was presented by Dylan Heberlein.

There had been 26,195 operations, up from 21,242 in February.

In March, the twelve noise monitors had recorded 21,393 noise events up from 17,453 the prior month. Noise events by decibel range were:

15,536 in the 60 – 69 decibel range	700 in the 80 – 89 decibel range
5,111 in the 70 – 79 decibel range	46 in the 90+ decibel range

Total noise events in March 2017 at each monitor were:

7,050 events at the Golf Course monitor on airport property	839 events at the Greenwood Village monitor
4,283 events at the Meridian monitor	777 events at the Castle Rock monitor
2,506 events at the Airport East monitor on airport property	760 events at the Lone Tree monitor
1,809 events at the State Park monitor	413 events at the Hunters Hill monitor
1,333 events at the Parker monitor	146 events at the Castle Pines monitor
1,286 events at the Grandview Estates monitor	137 events at the Sagebrush Park monitor

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

However, in March 2017, in descending numerical order, a total of 970 complaints had come from 39 households in Highlands Ranch (508); Unincorporated Douglas County (173); Greenwood Village (144); Unincorporated Arapahoe County (91); Centennia (20); Other (17); Aurora (7); Parker (5); Lone Tree (3); and Denver (2). Households in Castle Pines, Castle Rock, and Cherry Hills Village had lodged no complaints.

YTD, there had been 2,789 complaints from 74 households. (Dylan – hate to ask, but how did we lose 4 households from last month's 78? Thought I was straight on how you figure these totals, but now I am not tracking again. Seems if we had 78 different households a month ago, where did 4 of them go?)

March 2017 daytime complaints were 890 (91.7%), and there were 80 nighttime complaints (8.2%).

With the complaints from the top complaining household removed, there were 463 complaints in March, up from 344 complaints in February; 291 complaints had been lodged in January 2017, and 169 complaints in December 2016. YTD totals: the top 5 household complainants had come from Highlands Ranch (1,690); Greenwood Village (258); Unincorporated Douglas County (239); Unincorporated Arapahoe County (169); and Unincorporated Douglas County (96). There were 335 other complainants.

In March, with the complaints from the top complainer removed, props were responsible for 51% of the complaints by aircraft type; jets were responsible for 43%; helicopters were 5% and 1% were unknown. Departures continued to account for the most complaints, at 46%, with arrivals at 32%, training at 16%, overflights at 5%, and unknown at 1%.

Three complaining households were not shown on the map because they were outside the map area. The Radar Track Density Map was updated for Mach 2017.

D. WORK PLAN – The final, approved 2017 CACNR Work Program Action Plan was included in the meeting materials packet.

E. STUDY GROUP – In relation to the proposed CACNR Memorandum of Understanding with the airport and the surrounding communities, an April 11, 2017 FAA letter clarified the FAA concurs *“that the use of airport revenue to support the purpose and function of the CACNR is an appropriate use of airport revenue under the FAA’s Policy and Procedures Concerning the Use of Airport Revenue (64 FR 7704, February 16, 1999). The CACNR serves as a community forum to address aircraft noise issues in surrounding communities resulting from Centennial Airport operation. There is a clear benefit between the airport’s contribution and the benefit to the airport by having good relations with the community in an effort to resolve issues over aircraft noise. Airport funds may be used for reasonable costs to support the operation of community roundtables. The FAA will not generally question the value of the benefit as long as there is a reasonable connection to the benefit of community acceptance for the airport.”*

Given this clarification of an earlier FAA communication, CACNR could now reach out to the Member communities to achieve sign-on to the MOU. The Study Group will be planning how to most efficiently do that, and welcomed comments from Representatives.

7. FAA REPORTS:

A. DISTRICT OFFICE – None.

B. APA AIR TRAFFIC CONTROL TOWER – Ron Curry noted efforts to avoid our noise sensitive areas. He also noted that noise problems seemed to be about 90% related to departures..

C. TRACON – None.

D. METROPLEX – None. (See the comments under the Fly Quiet Committee above)

8. OTHER REGULAR MONTHLY REPORTS:

A. ARAPAHOE COUNTY PUBLIC AIRPORT AUTHORITY – Robert Doubek, ACPAA Chair, submitted the following report: *“BOARD MEETING NOTES – APRIL 13, 2017  
“Two Public Hearings were held: An application from Constant Aviation, LLC to conduct Mobile Aircraft Maintenance activities, in accordance with Minimum Standards was approved.*

*“Likewise, an application from Peak Avionics, LLC to conduct Mobile Aircraft Support Service ( Avionics), in accordance with Minimum Standards was approved.*

*“The Centennial Airport Community Roundtable Update was presented by Andrea Suhaka. Rjd 4/26/2017”*

Doubek also noted the retirement of the airport’s attorney, and replacement by another member of that law firm.

B. AIRPORT DIRECTOR’S REPORT – In the absence of Robert Olislager, Mike Fronapfel provided an update on legislative activity at both the national and state levels. His comments included the Congressional continuing resolution to fund the government until September 30, 2017, with notation that Mr. Trump had threatened to shut down the government if a budget was not approved by then. CR money included \$6.4 billion for the FAA, with \$1 billion for NextGen. There was still Congressional interest in privatizing functions of the FAA.

C. N.O.I.S.E. & NEXTGEN ADVISORY COMMITTEE – Brad Pierce indicated the next N.O.I.S.E. meeting would be in November in Charlotte, NC. CACNR policy is to send one Representative to that meeting; Pierce would also attend in his capacity as Chair of N.O.I.S.E. He would be attending the NextGen Advisory Committee meeting in June in Memphis.

9. OLD BUSINESS:

A. REPORT FROM UC DAVIS – deferred to a future meeting.

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. Katy Brown indicated Representative DeGette had recently been reminded about the Caucus.

C. CACNR 2017 MEETING SCHEDULE AND REPRESENTATION TO ACPAA MEETINGS – Months which remained to be filled were August, September, October, and November. Jim Dawkins volunteered to serve in August.

10. NEW BUSINESS: Attention was called to the proximity of the July CACNR meeting to the July 4<sup>th</sup> holiday. Katy Brown moved to cancel the July 5, 2017 CACNR meeting. Motion was duly seconded and carried.

11. PUBLIC COMMENT: None

12. NEXT MEETINGS:

- A. CACNR – June 7, 2017 6:30 p.m. Ramada Hotel & Suites, 7770 South Peoria Street, Englewood, CO  
July 5, 2017 Meeting Cancelled  
Aug 2, 2017 6:30 p.m. Ramada Hotel & Suites, 7770 South Peoria Street, Englewood, CO
- B. ACPAA – May 11, 2017 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S. Peoria Street, Englewood, CO  
(Katy Brown representing CACNR)  
June 15, 2017 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S. Peoria Street, Englewood, CO  
(Melissa Coudeyras representing CACNR)  
July, 2017 No Meeting Scheduled  
Aug 10, 2017 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S. Peoria Street, Englewood, CO  
(Jim Dawkins representing CACNR)

13. ADJOURNMENT: The meeting adjourned at 7:48 p.m.

Alison Biggs, Secretary