

MINUTES
September 6, 2017
Approved October 4, 2017

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

Arapahoe County:	Kathleen Conti	Greenwood Village:	Steve Moran
Douglas County:	Jamie Hartig	Lone Tree:	Jennifer Drybread
Douglas County:	Alison Biggs	Parker:	Amy Holland
Aurora:	Brad Pierce	ACPAA:	Robert Olislagers
Centennial:	Candace Moon	AOPA:	Robert Doubek
Cherry Hills Village:	Katy Brown	CABA:	Don Kuskie

Centennial, Alternate Andrea Suhaka, new CABA Alternate Mike Straka, and ACPAA staff member Dylan Heberlein were also in attendance.

Those absent were:

<i>Arapahoe County:</i>	Jim Dawkins/Vacant	<i>CDOT Aeronautics Division:</i>	Todd Green/Vacant
<i>Castle Pines:</i>	Melissa Coudeyras/Ben Price	<i>FAA APA Control Tower:</i>	Constance Ritchie/Ron Curry
<i>Castle Rock:</i>	Brett Ford/Julie Kirkpatrick	<i>FAA District Office:</i>	Linda Bruce/Kandace Krull
<i>Foxfield:</i>	Dave Goddard/Vacant	<i>FAA TRACON:</i>	Steve Martin/Bill Dunn

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

3. PUBLIC COMMENT: Randy Johnson from the Louviers area indicated he had spoken with Jamie Hartig and Dylan Heberlein about planes circling overhead to the extent that he had had enough. Heberlein indicated this is a southwest practice area for both Centennial Airport and Rocky Mountain Airport, particularly considered "good" for practicing stalls and turns. There is a similar practice area near Elizabeth. Flights in these areas are frequently between 500 and 1,000 feet. Question was asked what might be done. Response was that flight schools could be asked to help, but there can be considerable spill over if numerous pilots need to practice those maneuvers. Spill over is also affected by the amount of non-training traffic at the airport.

Mr. Johnson wondered why the planes had to fly right over houses when his area is sparsely populated and they could easily move away from the homes. Heberlein noted the control tower has no level of control at this point; it is basically uncontrolled air space. Airport staff does meet periodically with the flight schools, and does ask them to be good neighbors. It was strongly suggested the staff put this topic on a proactive basis, to be mentioned every time they meet with any flight school.

Don Kuskie noted pilots have to do some work on such maneuvers every two years, and perhaps could be encouraged to do so over Chatfield Reservoir rather than homes. Robert Doubek noted the Aircraft Owners and Pilots Association (AOPA) Guide to Noise and Compatible Land Use does contain numerous recommendations related to noise sensitive areas and how pilots and trainers and airport management can address airport noise which affects communities. A link to this information might be useful on the CACNR website.

Melissa Panter from Greenwood Village, near Dayton and Orchard, indicated she works from home, and had gotten somewhat used to the corporate jets flying over her home, but now there seemed to be much larger and many more commercial type jets flying over on a constant basis. Between those, and propeller planes flying in circles over her home, it had become almost impossible to keep a log because they were so constant. There had not been this problem a year or so ago, but the number and volume have gotten very bad, with no let-up. She wondered if there would be a possibility of at least some kind of curfew.

Dylan Heberlein commented that Panter's complaints were very similar to those of Mr. Weiss from the Hills at Cherry Creek who had attended the CACNR meeting in August. Heberlein shared the initial findings he had done in relation to Mr. Weiss's concerns. Factors affecting the increased activity in both locations included wind direction, and activity at DIA and Buckley Air Force Base. He stated there had not been an overall uptick in operations, but one runway had been closed at DIA for a time as well. The sequencing of touch and go training flights also would impact noise. It was noted that other areas around Centennial Airport seem to have similar concerns. Such flights are supposed to stay south of Arapahoe Road – was this not happening? The work going on now with NextGen and Metroplex would undoubtedly impact noise in the area of Centennial Airport as well.

Robert Olislagers noted total operations at the airport had been about 340,000 last year, with 310,00 anticipated for 2017. As to the request for a curfew, a few airports had implemented them, but all were done prior to the passage of the Airport Noise and Capacity Act of 1990 (ANCA), which does not allow them. There has been concern that the FAA, in its work with RNAV and Metroplex, does not seem to care about the impact of the noise it creates or reroutes to surrounding neighborhoods.

It was noted that there has been much said about the financial impact of airports such as Centennial, but little attention is paid to the quality of life for those who are attracted to the areas accordingly. Olislagers indicated he would be going to Greenwood Village to discuss Metroplex and other issues on September 18. There was also an anticipation the data from the noise monitors could be useful in demonstrating the impact any new flight paths might bring.

Both Johnson and Panter were thanked for coming, and encouraged to maintain communications with CACNR and the airport.

4. CONSENT AGENDA: The Consent Agenda included the August 2, 2017 Draft Minutes and a Treasurer's Report, dated September 1, 2017. The Treasurer's Report showed total expenses to date of \$6,260.06, leaving a balance of \$3,739.94. On the motion of Jamie Hartig, duly seconded, the Consent Agenda was approved.

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

6. COMMITTEE REPORTS:

A. COMMUNITY OUTREACH – No report. By consensus, it was agreed to have Information about the Federal Circuit Court ruling involving the Phoenix Metroplex, provided to CACNR in a separate email on August 30, 2017, placed under the News/Events heading on the CACNR website. It was also agreed by consensus to have a map of the noise monitor locations placed on the website. Question was asked if there would be any way to have the Noise Abatement Guidelines made larger on the website.

B. FLY QUIET – Don Kuskie indicated the committee was working to educate pilots about the revised Noise Abatement Guidelines and the noise sensitive areas noted therein. Information in the Federal Register about the Denver area Metroplex Project was being reviewed.

C. NOISE MONITORS – Candace Moon stated the committee had made suggestions to staff for some changes in the noise report, and those had been included in the July 2017 provided for this meeting.

There had been 33,618 operations in July, up from 23,882 in June and 29,765 operations in May. Comparatively, there had been 25,729 operations in April; 26,195 operations in March; and 21,242 in February. Local operations had increased from 7,413 in June to 16,681 in July. Year to date operations as of July were 181,053.

In July, with the Lone Tree monitor still only on-line sporadically, there had been 22,425 noise events. The lowest number of events so far in 2017 had been recorded in February, at 17,453. The damaged solar panel in Lone Tree had still not been satisfactorily repaired.

Noise events by decibel range in July were:

15,340 in the 60 – 69 decibel range

6,020 in the 70 – 79 decibel range

998 in the 80 – 89 decibel range

67 in the 90+ decibel range

Total noise events in July 2017 at each monitor were:

7,266 events at the Golf Course monitor on airport property

4,381 events at the Meridian monitor

2,836 events at the Airport East monitor on airport property

2,016 events at the State Park monitor

1,619 events at the Grandview Estates monitor

1,327 events at the Parker monitor

826 events at the Greenwood Village monitor

599 events at the Castle Rock monitor

533 events at the partially operating Lone Tree monitor

551 events at the Hunters Hill monitor

207 events at the Castle Pines monitor

193 events at the Sagebrush Park monitor

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

In July, 32 households in Unincorporated Arapahoe County had lodged complaints, followed by 18 households in Unincorporated Douglas County; 14 in Greenwood Village; 10 in Lone Tree; 8 in Centennial; 5 in Aurora; 4 each in Denver and 'Other;'; and 2 each in Highlands Ranch and Parker, for a total of 99 households.

Year to Date, 59 households in Unincorporated Arapahoe County had lodged complaints, followed by 37 each in Unincorporated Douglas County and Greenwood Village; 32 in Centennial; 22 in Lone Tree; 9 in Parker; 8 each in Denver and 'Other;'; 6 in Highlands Ranch; and 2 each in Castle Rock and Cherry Hills Village, for a total of 229 households.

1,008 complaints came from Highlands Ranch in July; 224 from Unincorporated Arapahoe County; 149 from Unincorporated Douglas County; 68 from Lone Tree; 60 from Greenwood Village; 56 from Centennial; 51 from Aurora; 25 from 'Other;' 8 from Parker; and 4 from Denver, for a total of 1,649 complaints.

Year to Date, 4,653 complaints had come from Highlands Ranch; 911 from Greenwood Village; 844 from Unincorporated Arapahoe County; 692 from Unincorporated Douglas County; 243 from Centennial; 191 from Aurora; 131 from 'Other;' 122 from Lone Tree; 28 from Parker; 14 from Denver; 3 from Cherry Hills Village; and 2 from Castle Rock, for a total of 7,837.

Of the 1,649 complaints lodged in July, there were 1,500 daytime complaints (90.96%), and 149 nighttime complaints (9.04%). Year to Date day – night complaints were 91.26% and 8.74% respectively.

With the complaints from the top complaining household removed, there were 642 Complaints in July 2017 compared to 359 complaints in July of 2016. Operations in July 2017 had been 33,618, compared to 32,370 in July 2016.

In July, with the complaints from the top complainer removed, jets were responsible for 57% of the complaints by aircraft type; props were responsible for 42%; and helicopters were 1%. Departures continued to account for the most complaints, at 53%, with arrivals at 25%, training at 14%, unknown at 6%: and overflights at 2%.

It was agreed to eliminate the bar graph on page 9, as it was identical to the pie chart at the bottom of that page. A June Radar Track Density Map was provided.

D. WORK PLAN – No Report.

E. STUDY GROUP – The Study Group was continuing its work on the feedback from the attorneys from the various jurisdictions.

7. FAA REPORTS:

A. DISTRICT OFFICE – None. However, Robert Olislagers provided some history about the Noise Exposure Map for the members of the public who were present. The entire document as submitted to the FAA for approval was reportedly on the airport's website.

B. APA AIR TRAFFIC CONTROL TOWER – None.

C. TRACON – None.

D. METROPLEX – No one from the Metroplex staff was present to provide an update as previously requested. Question was asked if CACNR wished to retain this as an agenda item, considering the lack of response to the request. Robert Olislagers indicated he would ask if the FAA would provide CACNR with an update.

8. OTHER REGULAR MONTHLY REPORTS:

A. ARAPAHOE COUNTY PUBLIC AIRPORT AUTHORITY – Robert Doubek, ACPAA Chair, indicated the August meeting had been quiet. Jim Dawkins had been present to represent CACNR.

B. AIRPORT DIRECTOR'S REPORT – Robert Olislagers noted the Morgan Adams fundraiser on August 26 had brought in \$386,000. There would be a benefit for the Boys and Girls Clubs on September 15. The 8th annual Challenge Air event would be held on September 23, giving disabled youth from 7 – 21 an opportunity to help pilot a single-engine plane. Local pilots volunteer their time and aircraft to conduct this popular and appreciated event. The speaker for the 50th anniversary of Centennial Airport, to be celebrated on May 25, 2018 at the Marriott Denver Tech Center, will be Chesley "Sully" Sullenberger of Hudson River landing fame.

Legislatively, the FAA will be operating with a continuing resolution until December 2017. There were still efforts to privatize Air Traffic Control, including limiting the FAA to safety only, and it would not be subject to the National Environmental Policy Act.

Information about the Federal Circuit Court ruling involving the Phoenix Metroplex had been provided to CACNR in a separate email on August 30, 2017. Centennial Airport's letter to the FAA about the Denver Metroplex Project is reportedly on the airport's website; the next step from the FAA was not expected until the Fall of 2018.

Brad Pierce noted he had spoken about the privatization of air traffic control with staff at Senator Cory Gardner's and Congressman Ken Buck's offices, in his capacity as President of N.O.I.S.E. Reportedly, Senator Gardner does not support privatization. Olislagers indicated he would follow-up.

C. N.O.I.S.E. & NEXTGEN ADVISORY COMMITTEE – Brad Pierce reminded the N.O.I.S.E. Policy Summit & Community Involvement Workshop, would be held in Charlotte, NC, November 15, 2017. CACNR's policy is to send one Representative to that meeting; Pierce would also be attending in his capacity as N.O.I.S.E. President. For the benefit of the public attending this

meeting, he outlined his role on the NextGen Advisory Committee, representing communities and encouraging NextGen to remember there are people on the ground who are affected by NextGen's actions. The next meeting will be in October in Chicago.

The next UC Davis Aviation Noise & Emissions Symposium will be held February 25 – 27, 2018 at the Long Beach Renaissance in Long Beach, California. CACNR has a policy to send two Representatives to this symposium.

D. LAND USE REVIEW, 2nd QUARTER – Dylan Heberlein provided a summary of the 34 land use development referrals which has been reviewed by staff from April 1, 2017 through June 30, 2017. Three had been approved as submitted and twenty seven were subject to comments.

Four had not been recommended; three from Parker and one from Castle Pines North. They were not recommended because they were residential developments not compatible with the recommendations made under the Land Use Guidelines of the Airport Influence Area Map or fell under an area that would see constant overflights that cannot be changed due to being an instrument precision approach to the main runway.

9. OLD BUSINESS:

A. 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.

B. CACNR 2017 MEETING SCHEDULE AND REPRESENTATION TO ACPAA MEETINGS – Dates which remained to be filled were October 12 and November 19.

C. AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES – This conference would be held in Washington, DC, on October 9-11, 2017. Dylan Heberlein would be attending, and Robert Olislagers again indicated he would send the agenda to CACNR for its information.

10. NEW BUSINESS: Question was asked if there was still any interest in having John Barry from Wings Over the Rockies attend a CACNR meeting. Question was asked if those plans still included a high school; response was yes.

Don Kuskie introduced Mike Straka, who was his newly-appointed CABA Alternate Representative. A warm welcome was extended to Mr. Straka.

11. PUBLIC COMMENT: None

12. NEXT MEETINGS:

A. CACNR – November 1, 2017 6:30 p.m. Ramada Hotel & Suites, 7770 South Peoria Street, Englewood, CO
December 6, 2017 6:30 p.m. Ramada Hotel & Suites, 7770 South Peoria Street, Englewood, CO

B. ACPAA – Oct 12, 2017 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S. Peoria Street, Englewood, CO
(?? representing CACNR)
Nov 09, 2017 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S. Peoria Street, Englewood, CO
(?? representing CACNR)
Dec 14, 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 8:21 p.m.

Alison Biggs, Secretary