

MINUTES

October 4, 2017

Approved as Amended 11/01/17

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 Vice Chair Katy Brown.

The following were in attendance:

Arapahoe County:	Kathleen Conti	Lone Tree:	Susan Squyer
Douglas County:	Jamie Hartig	Parker:	Amy Holland
Douglas County:	Alison Biggs	ACPAA:	Mike Fronapfel
Castle Pines:	Ben Price	AOPA:	Robert Doubek
Centennial:	Candace Moon	CABA:	Mike Straka
Cherry Hills Village:	Katy Brown		

Heather Vidlock, former Greenwood Village Alternate Representative and current Greenwood Village Staff Member, AOPA Alternate John Hirshman, and ACPAA Staff Member Dylan Heberlein were also in attendance.

Those absent were:

Arapahoe County:	Jim Dawkins/Vacant	CDOT Aeronautics Division:	Todd Green/Vacant
Aurora:	Brad Pierce/Vacant	FAA APA Control Tower:	Constance Ritchie/Ron Curry
Castle Rock:	Brett Ford/Julie Kirkpatrick	FAA District Office:	Linda Bruce/Kandace Krull
Foxfield:	Dave Goddard/Vacant	FAA TRACON:	Steve Martin/Bill Dunn
Greenwood Village:	Steve Moran/Karen Blilie		

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

3. PUBLIC COMMENT: Melissa Panter of Greenwood Village, in the area of Dayton and Powers, indicated she had learned a lot at the last CACNR meeting. She noted she lives in the middle of a noise sensitive area, but it did not feel like that. She provided a log of the flyovers over her residence from September 12, 2017; there were some gaps in the log due to her being absent at times:

4:52 – prop/jet	10:47 – ?	13:36 – ?
5:14 – prop/jet	11:20 - ?	13:57 – ?
9:00 – prop	11:40 – prop	13:58 – military
9:20 – prop	11:50 – ?	15:15 – ?
9:22 – prop	12:11 – helicopter	16:05 – ?
10:40 – prop	12:23 – ?	16:12 – ?

Panter felt the prop flights were out of control and wondered what could be done with the FAA and the Metroplex project going on.

Dylan Heberlein noted reasons for flying lower in the area of Sundance Hills might have been low clouds or wind.

Barbara Bush, also of Greenwood Village, in Windemere, near Maplewood and Peoria, indicated her area had a terrible time with military jets. Noise has been much worse in the last four years, and particularly bad lately. She asked about the “designated” training area used by flight schools. Response was that the area was not official, and was outside the control of the airport and the air traffic controllers. ***

***Airport staff subsequently provided the following information about the designated practice areas: “There isn’t a set in stone or accurate location for any of the practice areas. Training traffic originating from the Air Force Academy, Pueblo, Centennial Airport, Rocky Mountain Metropolitan, Front Range, and others generally utilize the area from Chatfield State Park on the north down the Front Range as far as Colorado Springs Airport/Air Force Academy Airspace and between the foothills and Hwy-85/I-25. South west they generally utilize the rural areas surrounding Kiowa. The practice areas as we refer to them can vary by different flight schools and pilot communities. Something to keep in mind is these areas were formed by the different airspaces and how they interact. These areas fall outside of both Centennial Airport’s and Denver International’s respective airspaces and that is why smaller aircraft that need to practice maneuvers, utilize these areas. The Airport did not have any involvement in the origin of the areas. However, the Airport was involved in communication to pilots about minimizing overflights of residential areas to/from the practice areas beginning in the late 80’s to early 90’s when the development around those areas was much less than it is nowadays. Having said that, the Airport does meet with the flight schools based on Airport regularly to keep the training pilots educated of the surrounding residential areas.”

It seemed additional efforts should be made to get to the flight schools, although airport staff indicated no positive results could be guaranteed. Encouragement was expressed for efforts to be made, with development of a plan to deal with this problem for the future.

Mike Fronapfel noted this could be an opportunity for the airport and CACNR to take the lead with the flight schools to accomplish something with their cooperation that would help the communities.

An email from Melanie Downs to Brad Pierce was read:

“Subject: Air Traffic Noise Report for Roundtable Committee

“Dear B.M. Pierce:

“Linda Bruce, Colorado State Planner, indicated to me that it was acceptable to pass my concern on to this committee that meets monthly. I have also spoken to Dylan Heberlein, Noise and Environmental Specialist, on a number of occasions.

*“I am a resident of Plum Valley Heights in Littleton, Colorado. My address is *****. Two years ago we moved to this wonderful neighborhood of horse properties and would like to enjoy our "hobby" of caring for horses in a peaceful environment. My concerns regarding the noise from small aircraft have increased this spring and summer, and I began addressing them. Linda did inform me about how busy your airport is and that there may have been additional traffic in recent months due to a main runway being closed.*

“Is it possible to mention my concerns in your next meeting? There is an incessant amount of small propeller training aircraft that flies overhead. Between 10:30 and 10:40 this morning, there was even an incredibly low one over our pasture. Currently (11:19 a.m.) one flew over our property heading north. It turned around and headed south...over our property...it turned around and headed west...over our property. What are you able to do to bring relief to us so that your pilots and trainees can enjoy their hobby and so can we? Let's work together. I look forward to hearing from you.
“Sincerely, Melaine Downs”

It seemed her concerns were yet another expression of the problem of training traffic disrupting the lives of people on the ground. Her location is near the “designated training area” in the vicinity of Louviers. This would fit into the idea of the airport and CACNR taking the lead in working with the flight schools to address this seemingly growing problem.

4. CONSENT AGENDA: The Consent Agenda included the September 6, 2017 Draft Minutes and a Treasurer's Report, dated September 29, 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 – Chair Susan Squyer said the committee had not met, but would be working on raising awareness of the CACNR website's existence. Squyer indicated Lone Tree's Communication Manager could work with the committee to develop social media messages this Fall. Question was asked if CACNR had all the names and passwords and such for the server, log in information, etc. related to the website. Katy Brown volunteered to contact Cori Foxworthy about this. Question was asked where that information should be stored for use in the future. It seemed to make the most sense to have it housed with airport staff, as Representatives on CACNR change with some frequency.

B. FLY QUIET – In the absence of Chair Don Kuskie, Mike Straka noted the 8th annual Challenge Air event had been held on September 23, giving disabled youth from 7 – 21 an opportunity to help pilot a single-engine plane. Local pilots volunteered their time and aircraft to conduct this popular event. The weather had not been as cooperative as would have been desired, but the event received very positive press, and the appreciation of all involved.

C. NOISE MONITORS – There had been 35,639 operations in August, up from 33,618 operations in July; 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 and to 17,358 in August. Year to date operations as of August were 216,692, up from 181,053 in July.

In August, with the Lone Tree monitor fully functional again, there had been 26,218 noise events, compared to 22,425 events in July, when the Lone Tree monitor had only been on-line sporadically. The lowest number of events so far in 2017 had been recorded in February, at 17,453.

Noise events by decibel range in August were:

18,359 in the 60 – 69 decibel range	1,094 in the 80 – 89 decibel range
6,683 in the 70 – 79 decibel range	82 in the 90+ decibel range

The number of noise events had increased from the previous month in each range.

Total noise events in August 2017 at each monitor were:

8,493 events at the Golf Course monitor on airport property	1,423 events at the Parker monitor
4,889 events at the Meridian monitor	926 events at the Castle Rock monitor
3,177 events at the Airport East monitor on airport property	920 events at the Greenwood Village monitor
2,251 events at the State Park monitor	656 events at the Hunters Hill monitor
1,630 events at the Grandview Estates monitor	238 events at the Castle Pines monitor
1,423 events at the Lone Tree monitor	192 events at the Sagebrush Park monitor

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

In August, 25 households in Unincorporated Arapahoe County had lodged complaints, followed by 19 households in Greenwood Village; 16 in Unincorporated Douglas County; 13 in Lone Tree; 10 in Centennial; 4 in Denver; 3 in Aurora; 2 in Cherry Hills Village; and 1 in Highlands Ranch, for a total of 99 households.

Year to Date, 72 households in Unincorporated Arapahoe County had lodged complaints, followed by 48 in Greenwood Village; 46 in Unincorporated Douglas County; 36 in Centennial; 28 in Lone Tree; 11 in Denver; 10 in Parker; 9 from 'Other; 8 in Aurora; 6 in Highlands Ranch; 3 in Cherry Hills Village; and 2 in Castle Rock, for a total of 280 households.

1,000 complaints came from Highlands Ranch in August; 216 from Unincorporated Arapahoe County; 181 from Greenwood Village; 132 from Unincorporated Douglas County; 103 from Lone Tree; 77 from Centennial; 26 from Aurora; 6 each from Denver and Parker; 5 from 'Other; 3 from Cherry Hills Village; and 1 from Castle Rock, for a total of 1,756 complaints.

Year to Date, 5,653 complaints had come from Highlands Ranch; 1092 from Greenwood Village; 1,060 from Unincorporated Arapahoe County; 824 from Unincorporated Douglas County; 320 from Centennial; 225 from Lone Tree; 217 from Aurora; 136 from 'Other; 34 from Parker; 20 from Denver; 6 from Cherry Hills Village; 3 from Castle Rock, for a total of 9,593.

Of the 1,649 complaints lodged in August, there were 1,598 daytime complaints (91%), and 158 nighttime complaints (9%). Year to Date day – night complaints were 91.21% and 8.79% respectively.

With the complaints from the top complaining household removed, there had been 756 complaints in August (up from 642 complaints in July), compared to 542 complaints in August of 2016. Operations in August 2017 had been 35,639, compared to 34,140 in July 2016.

In August, with the complaints from the top complainer removed, jets were responsible for 64% of the complaints by aircraft type; props were responsible for 34%; and helicopters were 2%. Departures continued to account for the most complaints, at 58%, with arrivals at 31%, training at 4%, unknown at 6%; and overflights at 1%.

It was reported there had been 54 requests for a response to noise complaints during the month of August. That specific will become a regular part of the noise report. The June Radar Track Density Map was again 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 and developing a plan for addressing the responses.

7. FAA REPORTS: It was noted no one from any of the FAA related groups had attended during the year, with the exception of one individual from the Centennial Air Traffic Control Tower in May. Airport staff was asked to ask Robert Ollislagers if he would communicate with them as to why they were no longer coming, and to ask them to resume attendance. The original four-legged stool concept was missing a leg due to their absence.

A. DISTRICT OFFICE – None.

B. APA AIR TRAFFIC CONTROL TOWER – None.

C. TRACON – None.

D. METROPLEX – A presentation from the Denver Metroplex Project was scheduled for the November 2017 CACNR meeting, as noted on the agenda for this meeting. It was noted Robert Ollislagers had given an informative report to Greenwood Village about the Metroplex project.

8. OTHER REGULAR MONTHLY REPORTS:

A. ARAPAHOE COUNTY PUBLIC AIRPORT AUTHORITY – Robert Doubek, ACPAA Chair, had provided a written report from the September 14, 2017 ACPAA meeting. He reminded everyone that Centennial Airport does not have regularly scheduled commercial flights; the charter aircraft which utilize the airport do not fly on the same kind of fixed schedules which commercial airlines use. Andrea Suhaka had represented CACNR.

Question was asked about the reduction of fuel flowage fees mentioned in the report. At one time, a developer had wanted to put in 1,500 homes very close to the airport. To prevent that from happening, the airport and Arapahoe County took out a loan to buy the property involved, and raised the fuel fee to cover that loan. The loan had now been paid off, so the increase in the fuel fee was being rolled back per the original agreement. He further indicated some of the appeals of Centennial Airport which contribute to the volume of air traffic the airport experiences are the lack of landing fees and frequently the lowest fuel prices in the area.

B. AIRPORT DIRECTOR'S REPORT – Mike Fronapfel reported in the absence of Robert Olislagers: “*Following a vote to approve a six-month Continuing Resolution (budgetary authority extension), Chairman Shuster (R-PA) is once again looking to bring his Reauthorization bill, including a controversial proposal to separate ATC from the FAA, to the floor for a vote next week. As of this writing, it remains unclear whether he has the votes to pass the bill in the House. In the meantime, it appears that the Senate remains mostly opposed to separating the ATC function from the FAA. We may know more by the time of the Airport Authority's Board meeting.*

At the State level, staff is researching the possibility of two federal bills and two state bills for 2018. The state bills involve sales taxes on aircraft, and jet fuel. The aircraft sales tax abatement is being sponsored by the Colorado Aviation Business Association. The jet fuel tax currently charged is bundled with surface transportation tax revenue and redistributed to local agencies where the tax is collected. Federal law requires that the jet fuel sales tax can only go back to airports pursuant to the federal Airport Revenue Policy Act passed by Congress in 1999. For example, RTD will have collected approximately one half million per year in sales tax revenue from Centennial Airport. Agencies were ordered to come up with a plan by January 1, 2016 to reimburse those tax revenues back to airports but so far only Larimer County has agreed to do so. The problem stems from the comingling of revenues at the state level making it impossible for the agencies to know how much they must rebate. Arapahoe County has been collecting approximately \$30,000 a year since the order was issued and Douglas County approximately \$5,000 annually. The proposed legislation would require DOR to identify the sources of funds, which is not being done at this time.”

The Legislative Report Robert Olislagers had provided to ACPAA in June had been provided. It presented a good resource summary of the various aspects of the effort to reform air traffic control (ATC) by it away from the FAA.

C. N.O.I.S.E. & NEXTGEN ADVISORY COMMITTEE – Brad Pierce was attending the NextGen meeting, and would provide information at the November CACNR meeting. He had provided an alert from N.O.I.S.E. regarding the FAA reauthorization which highlighted the Congressional disagreements about privatizing air traffic control. Also, amendments related to Quiet Skies could not be considered due to a House of Representatives procedure. CACNR Representatives were 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; Brad Pierce would also be attending in his capacity as N.O.I.S.E. President.

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.

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. Apparently, no one was available to represent CACNR in October.

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: There was positive response to the “Information Sharing” portion of the agenda, so it will be retained for use as needed. The items provided in the advanced mailing were noted, and the AOPA Guide to Airport Noise and Compatible Land Use, or a link to it, will be placed on the CACNR website.

Mike Fronapfel noted the very recent denial of the Citizens for Quiet Skies' request for the Colorado Supreme Court to review its appeal of a lower court ruling on its complaint against Mile-Hi Skydiving. The airport involved was Vance Brand Municipal Airport in Longmont.

11. PUBLIC COMMENT: Randy Johnson, from the Louviers area, who had spoken at the last CACNR meeting, indicated there had maybe been a little less noise since that meeting, but he still had plenty of flights to report. Dylan Heberlein noted that there might be some decline in practice flights as the coming weather changes might have an effect.

Melissa Panter described several aircraft which fly over her area with some frequency, and wondered what type of planes they might be. Dylan Heberlein had some ideas about at least one, described as sounding like a Weed Whacker on steroids.

Question was asked what had or would happen to the land which had been purchased with the increased fuel flowage fees (see agenda item 8.A.). Response was it would be some type of non-aeronautical use, perhaps commercial or industrial use. The land is in unincorporated Arapahoe County.

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 – 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 7:46 p.m.

Alison Biggs, Secretary