

MINUTES

October 5, 2016

Approved November 2, 2016

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 6:32 p.m. by Vice Chair Katy Brown. A quorum was present, which included:

<i>Arapahoe County:</i>	Thad Bagnato	<i>Cherry Hills Village:</i>	Katy Brown
<i>Arapahoe County:</i>	Jim Dawkins	<i>Greenwood Village:</i>	Heather Vidlock
<i>Douglas County:</i>	Joe Fowler	<i>ACPAA:</i>	Mike Fronapfel
<i>Douglas County:</i>	Alison Biggs	<i>AOPA:</i>	Robert Doubek
<i>Aurora:</i>	Porter Ingram	<i>CABA:</i>	Don Kuskie
<i>Castle Pines:</i>	Rex Lucas	<i>FAA APA Control Tower:</i>	Ron Curry
<i>Centennial:</i>	Andrea Suhaka	<i>FAA District Office:</i>	Linda Bruce

Alternate Representative John Hirshman for AOPA, was also present.

Those absent were: *Castle Rock* – Mark Heath/Julie Kirkpatrick *Foxfield* - Dave Goddard
Lone Tree – Susan Squyer/Jennifer Drybread *Parker* – Ryan McGee/Bryce Matthews
CDOT Aeronautics Division – Todd Green *FAA TRACON* – Steve Martin/Bill Dunn.

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

3. PUBLIC COMMENT: Joe Fowler introduced Jamie Hartig as a new planner for Douglas County who would be taking his place as the Alternate for David Weaver on CACNR. A staff reorganization at the County level had resulted in this personnel switch. Fowler indicated he would attend the next meeting, work to help orient Hartig, and continue on the Work Plan Committee as it developed the next Annual Report. Hartig was welcomed.

Ron Curry introduced himself as the new Alternate for Diana Hanley of the Centennial Airport Control Tower. He is an air traffic controller, and was welcomed and invited to join the table in Hanley's absence. He indicated the controllers take the tower's role as a friendly neighbor at night seriously. Question was asked if the recent many small aircraft flights giving rides to special needs children had caused any particular problems for the airport. Response was not particularly. Suggestion was made that the event be remembered when the complaint and noise monitor data are available for October, to see if there was any discernable effect in those measures.

Question was asked if the main runway had been closed recently. It was noted the repair project was still anticipated to be done in March or April, 2017. The runway had been closed for three days, for minor repair projects.

4. CONSENT AGENDA: The Consent Agenda included the September 7, 2016 Draft Minutes and the Treasurer's Report as of September 30, 2016. The Treasurer's Report balance remained at \$4,104.04. On the motion of Alison Biggs, duly seconded, the Consent Agenda was approved.

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

6. FAA REPORT:

A. District Office – Linda Bruce reported progress was being made on the Noise Exposure Map, and the open house for the public would occur prior to the November CACNR meeting. Request was again made for the publicity for the event to be shared with CACNR Representatives so it could be shared with the jurisdictions.

She then provided a verbal report of an FAA reaction to the draft Memorandum of Understanding and Proposed Funding Structure documents. Following the meeting, the CACNR Secretary requested her comments in writing, to assure accuracy. Those comments are provided here:

"Linda Bruce of FAA's Denver ADO reported that FAA Headquarters (HQ) is still reviewing the CACNR MOU and hopes to have written comments to the ACPAA within a few weeks. In the meanwhile, Ms. Bruce was authorized to provide an overview of FAA HQ's concerns with the MOU, particularly the use of airport revenues to fund CACNR activities. FAA HQ has determined ACPAA's financial support of the CACNR to be revenue diversion. At Federally-obligated airports, revenue diversion is the unlawful use of airport revenue for purposes other than airport capital or operation costs. Airport revenue cannot be used to fund training and activities for roundtable committee members because they are not airport employees. However, noise-related activities the airport sponsor would normally fund if the CACNR didn't exist (such as community outreach, printing of Fly

Quiet training materials and noise training for airport staff) can be funded with airport revenue. FAA HQ also agreed with the Denver ADO that the ACPAA should not be required to repay airport funds previously provided to the CACNR so long as the airport no longer funds the committee's activities. Several committee members and airport staff noted that other airports fund their community noise groups and expressed concern that FAA was treating the CACNR differently. Ms. Bruce requested airport staff to provide contact information for these airports and she will research how these committees are funded. It's possible they are funded by the airport sponsor with funds not generated at the airport.

"If committee members would like to read more about revenue diversion, I suggest they review FAA Order 5190.6B, Airport Compliance Manual, Chapter 15, Permitted and Prohibited Uses of Airport Revenue (available at http://www.faa.gov/airports/resources/publications/orders/compliance_5190_6/media/5190_6b_chap15.pdf).

"Linda Bruce
Colorado State Planner
Federal Aviation Administration
Denver Airports District Office
(303) 342-1264"

In addition to those noted above, other thoughts had been expressed:

- Apparently, Arapahoe County and/or Douglas County or the various jurisdictions could fund CACNR, but ACPAA could not
- If there could be no funding from ACPAA, the MOU and the funding structure documents would need to be rewritten, after over two years of work
- Without knowing the FAA's overall reaction to the draft MOU and funding structure documents, CACNR has no idea what approach if any might be allowed for obtaining funds from other sources
- The revenue diversion concept had been mentioned by the Airport Director and Attorney for about a year while the MOU was being developed, but revisions to the documents had been thought by the Study Group to have accommodated that concern
- There was clarification airport moneys could not be used to fund anything for individuals who are not employed by the airport
- Some ACPAA staff support for CACNR might be possible, but that was unclear lacking written specifics from the FAA
- Even though ACPAA had funded CACNR for the 2016 calendar year, any expenditure of funds remaining had to immediately cease
- The agreement with FoxDen Solutions regarding the CACNR website could thus no longer be honored, so the owner would need to be notified to stop work immediately
- At this short notice, finding funds to carry out the CACNR policy of sending someone to the N.O.I.S.E. November conference would be difficult
- Representatives might ask if anyone from their jurisdiction was attending the League of Cities conference at which the N.O.I.S.E. meeting was being held, and if that person might attend the N.O.I.S.E. meeting as well; there was doubt this approach would work at this late date
- How would CACNR function with no financial support from ACPAA; does that cut off any affiliation
- Would a community-based group be a more effective way to address noise concerns
- Other airport roundtable receive funds from their airports – are all of those the result of lawsuits, or how is that possible elsewhere but not here
- CACNR needs to further discuss all the ramifications of this development and determine next steps

B. APA Air Traffic Control Tower – None.

C. TRACON – None.

D. Metroplex – Don Kuskie indicated CABA had held a meeting with Metroplex personnel, but there had been no discussion of routing at all. Apparently, the FAA is holding off providing information about the new routes until January 2018, when they will be made public and available for comments.

7. COMMITTEE REPORTS:

A. Community Outreach –No report.

B. Fly Quiet – The committee had met and was working on the update of the Noise Abatement Guidelines. It was also looking at the results obtained from the previously contacted three airports to evaluate any of their activities/ideas might be useful here.

C. Noise Monitors - Aaron Repp presented the noise report from August, 2016. There had been 34,140 operations in August, up from 32,370 in July. The twelve noise monitors had recorded 23,125 noise events.

Overall, noise events by decibel range were provided:

	16,421 in the 60 – 69 decibel range
	5,964 in the 70 – 79 decibel range
	694 in the 80 – 89 decibel range
	46 in the 90+ decibel range

Total noise events in August at each monitor were:

- 6,796 events at the Golf Course monitor on airport property;
- 4,816 events at the Meridian monitor;
- 2,490 events at the Airport East monitor on airport property;
- 2,351 events at the State Park monitor;
- 1,634 events at the Grandview Estates monitor;
- 1,435 events at the Parker monitor;
- 1,022 events at the Lone Tree monitor;
- 781 events at the Castle Rock monitor;
- 755 events at the Greenwood Village monitor;
- 609 events at the Hunters Hill monitor;
- 239 events at the Castle Pines monitor;
- 197 events at the Sagebrush Park monitor.

Correlations between noise events and noise complaints were not available.

These reports showed 1,108 total complaints from 56 households. Year-to-date, there had been a total of 7,052 complaints from 184 households.

For August, in descending numerical order, complaints came from Highlands Ranch, Unincorporated Douglas County, Unincorporated Arapahoe County, Greenwood Village, Centennial, Castle Rock, Lone Tree, and Parker. Aurora, Castle Pines, Cherry Hills Village, and Denver had lodged no complaints.

Year to date, in descending order, complaints had come from Highlands Ranch (5,033 from 8 households); Unincorporated Arapahoe County (667 from 53 households); Unincorporated Douglas County (480 from 23 households); Greenwood Village (467 from 39 households); Centennial (229 from 24 households); Lone Tree (62 from 10 households); Castle Rock (46 from 5 households); Parker (30 from 4 households); Aurora (16 from 8 households); Denver (10 from 4 households); Cherry Hills Village (9 from 4 households); Other (3 from 2 households); and Castle Pines (0 from 0 households).

With the complaints from the top complaining household removed, there were 523 complaints in August, up from 359 complaints in July, 2016 and 316 in July, 2015.

August daytime complaints had increased to 1,005 from 592 in July. Nighttime complaints had risen to 103 from 69 in July. Daytime complaints were 90.70% of overall complaints; nighttime complaints were 9.30% of overall.

With the complaints from the top complainer removed, jet aircraft were responsible for 57% of the complaints by aircraft type, props 39%, helicopters were 3% and the remainder were were unknown. Departures continued to account for the most complaints, at 62%.

The zone map, which shows the various zones around the airport and the complaints generated from each, was not available. The Radar Track Density Map had been updated in June and was provided again with this report.

D. Work Program – No report.

E. Study Group – No report. The group would meet to consider the information shared earlier by Linda Bruce, and would hope to have received something in writing from the FAA at the earliest possible time.

8. OTHER REGULAR MONTHLY REPORTS:

A. Arapahoe County Public Airport Authority – Rex Lucas had represented CACNR at the September ACPAA meeting. He had noted the concerns expressed by a member of the public at CACNR's September meeting, and there had been follow-up questions by ACPAA members. Robert Doubek, CACNR Chair, submitted the following report:

“BOARD MEETING NOTES – September 8, 2016

No Business items were presented other than non- controversial Consent Items which were all approved. Items included in the consent agenda were: Minutes of the last meeting, Two reapplications of Minimum Standards, One consent for sublease, A State Grant agreement for Rehab of Runway 17L/35R, and a change order for the same project.

“The Consent Agenda also included the July 2016 Financial Report which shows that overall, the Authority’s actual revenues and expenses thru July 2016 are tracking within the budgeted amounts.

“The Centennial Airport Community Noise Roundtable Update Report was presented by Rex Lucas. Rjd/9/30/2016”

B. Airport Director’s Report – Mike Fronapfel reported in the absence of the Airport Director. He noted an article from the *Denver Post* on September 23, 2016 about development around Colorado’s general aviation airports, using Centennial Airport and Vance Brand Airport in Longmont as examples. Among other topics, the increase in noise complaints from areas around Centennial Airport was noted, as was the action of Santa Monica to close the Santa Monica Municipal Airport by July 2018 due to heavy surrounding development and increased noise around the airport. Fronapfel commented the city of Centennial had recently turned down a development of 203 patio homes about which the airport had reacted negatively. The FAA had also submitted a letter of concern about that particular development. It was reported the city of Centennial was redoing its comprehensive plan, which contained language that discouraged activity considered unfavorable to Centennial Airport.

C. N.O.I.S.E. & NextGen Advisory Committee – Brad Pierce was attending a NextGen Advisory meeting in Orlando, Florida.

There was discussion of the N.O.I.S.E. Policy Summit and Community Involvement Workshop being held in Pittsburgh in conjunction with the League of Cities on November 16, 2016. CACNR had had a long-standing policy to send one representative to that workshop; Pierce attends as the President of N.O.I.S.E. Since CACNR no longer had any funding, per the prior report from Linda Bruce, it would be impossible to implement the policy unless one of the jurisdictions would agree to fund a Representative to attend, or if one the of the jurisdictions was sending someone to the League meeting who might be willing to go the N.O.I.S.E. meeting as well. Neither option seemed very feasible in the short time available for exploration.

9. OLD BUSINESS:

A. Congressional Quiet Skies Caucus – Nothing new on follow-up to the invitation letter to Congressman Ken Buck.

10. NEW BUSINESS: Rex Lucas announced he would be moving to California, and would therefore need to resign from CACNR. Representatives expressed regret at his leaving, and wished him well.

11. PUBLIC COMMENT: None

12. NEXT MEETINGS:

CACNR – Nov 02, 2016 6:30 p.m. Ramada Hotel & Suites, 7770 South Peoria Street, Englewood, CO
Dec 07, 2016 6:30 p.m. Ramada Hotel & Suites, 7770 South Peoria Street, Englewood, CO

ACPAA – Oct 13, 2016 Wright Brothers Room, Centennial Airport, 7800 S. Peoria Street, Englewood, CO
(Heather Vidlock representing CACNR)
Nov 10, 2016 Wright Brothers Room, Centennial Airport, 7800 S. Peoria Street, Englewood, CO
(Candace Moon representing CACNR)
Dec 08, 2016 Wright Brothers Room, Centennial Airport, 7800 S. Peoria Street, Englewood, CO
(Katy Brown representing CACNR)

13. ADJOURNMENT: The meeting was adjourned at 7:30 p.m.

Alison Biggs, Secretary