

**THE COMMITTEES WILL MEET AT 6:30 P.M.
THE REGULAR MEETING WILL BEGIN AT 7:00 P.M.**

**Centennial Airport Community Noise Roundtable
February 5, 2020**

Arapahoe Board Room, 6924 S. Lima Centennial, CO 80112

6:30 p.m. – 8:30 p.m.

Chair: Brad Pierce **Vice Chair:** Melissa Coudeyras **Treasurer:** Tom Dougherty **Secretary:** Alison Biggs
CACNR Mission: Utilizing Partnerships to Reduce Airport Noise for the Benefit of Neighboring Communities

AGENDA

1. CALL TO ORDER AND DETERMINATION OF QUORUM:

<i>Arapahoe County:</i>	Kathleen Conti/Bill Skinner	<i>Foxfield:</i>	Pam Thompson/Dave Goddard
	Paul Krier/Joseph Berger	<i>Greenwood Village:</i>	Tom Dougherty/Karen Blilie
<i>Douglas County:</i>	Abe Laydon/Lauren Pulver	<i>Lone Tree:</i>	Mike Anderson/Jennifer Drybread
	Alison Biggs/Mark Adams	<i>Parker:</i>	Amy Holland/Vacant
<i>ACPAA:</i>	Robert Olislagers/Michael Fronapfel	<i>AOPA:</i>	Robert Doubek/John Hirshman
<i>Aurora:</i>	Brad Pierce/Liia Koiv-Haus	<i>CABA:</i>	Don Kuskie/Mike Straka
<i>Castle Pines:</i>	Melissa Coudeyras/Kevin Rants	<i>CDOT Aeronautics Div:</i>	Todd Green/Vacant
<i>Castle Rock:</i>	Jason Gray/James Townsend	<i>FAA APA Control Tower:</i>	Diana Hanley/Ron Curry
<i>Centennial:</i>	Candace Moon/Don Sheehan	<i>FAA District Office:</i>	John Bauer/John Sweeney
<i>Cherry Hills Village:</i>	Al Blum/Afshin Safavi	<i>FAA TRACON:</i>	Steve Martin/Bill Dunn

6:30 pm – 7:00 pm COMMITTEE MEETINGS – COMMUNITY OUTREACH, FLY QUIET, NOISE MONITORS

7:00 p.m.

2. APPROVAL OF AGENDA:

3. PUBLIC COMMENT: (non-Agenda items – 3 minutes per person time limit; correspondence from the public)

4. CONSENT AGENDA:

- A. DRAFT MINUTES, December 4, 2019 – Alison Biggs, Secretary
- B. TREASURER'S REPORTS– Tom Dougherty, Treasurer
 - 1. December/Year End 2019
 - 2. January 2020

5. ITEMS REMOVED FROM CONSENT AGENDA

6. COMMITTEE REPORTS:

- A. COMMUNITY OUTREACH – Melissa Coudeyras, Chair
 - 1. Website Update – Amy Holland
- B. FLY QUIET – Don Kuskie, Chair
- C. NOISE MONITORS – Bette Todd, Chair
 - 1. Noise Report, November 2019
 - 2. Noise Report, December/Year End 2019
- D. WORK PLAN – Alison Biggs, Chair
 - 1. Work Program Review – Bylaws Article VIII – Record of Meetings and Availability of Materials
 - c. The CACNR Work Program shall be reviewed biennially, to show progress and revise goals. Such review shall take place at the March meeting, with notice provided by the Secretary at the February meeting of each review year.
- E. STUDY GROUP – Brad Pierce, Chair
 - 1. Bylaws Adopted 12/04/2019

7. FAA REPORTS:

- A. DISTRICT OFFICE – John Bauer
- B. CENTENNIAL AIRPORT AIR TRAFFIC CONTROL TOWER – Diana Hanley
- C. TRACON – Steve Martin

8. OTHER REGULAR REPORTS:

- A. ARAPAHOE COUNTY PUBLIC AIRPORT AUTHORITY – Dec 12, 2019, Bob Doubek; Treasurer & Melissa Coudeyras, CACNR
- B. AIRPORT DIRECTOR'S REPORT – Robert Olislagers
 - 1. Airport Activity
 - 2. Legislative
 - 3. Litigation
 - 4. Master Plan
 - 5. Other
- C. METROPLEX
 - 1. Denver Metroplex Final Environmental Assessment – Memo of 1/24/20
 - 2. Related Newspaper Articles
 - Denver Post 11/22/19 – "Southwest to grow at DIA"*

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C. **METROPLEX (continued)**

Denver Post 12/16/19 – “Gilpin County latest area to dread noise”

Denver Post 1/12/20 – “Housing “creep” worrisome”

Colorado Politics 1/14/20 – “Arapahoe County blasts FAA over air traffic findings”

Denver Post 1/20/20 – “FAA idea came from citizen”

Denver Post 1/22/20 – “Council approves more United gates at DIA

Denver Post 1/24/20 – “Feds give final OK to new DIA flight path plan despite objections”

D. **NEXTGEN ADVISORY COMMITTEE (NAC) – Brad Pierce**

1. Materials from December 12, 2019

E. **N.O.I.S.E. – Brad Pierce**

1. Notes from Policy Summit 11/20/19

F. **4th Quarter Land Use Review – Dylan Heberlein**

9. OLD BUSINESS:

A. UC DAVIS AVIATION NOISE AND EMISSIONS SYMPOSIUM 2020 – March 1 – March 3, 2020, San Diego

B. 2020 MEETING SCHEDULE FOR CACNR AND ACPAA, with CACNR REPRESENTATIVES TO ACPAA

C. CONGRESSIONAL QUIET SKIES CAUCUS

10. NEW BUSINESS:

A. INFORMATION SHARING

B. NOTICE OF MARCH ELECTION OF CACNR OFFICERS

Article IV - Officers and Terms of Office (also see Appendix II attached hereto)

a. The Officers of CACNR shall consist of a Chair, Vice Chair, Secretary, and Treasurer, elected from the Regular Membership by a majority of the Regular Member Representatives present at the meeting when elections are held. All officers will continue to hold voting rights during their terms. Terms of office shall be one year. Elections shall be held at the March meeting of each year and officers will serve from April through March of the year following. There shall be no term limits.

11. PUBLIC COMMENT: (3 minutes per person time limit):

12. NEXT MEETINGS:

A. **CACNR** – Mar 04, 2020 6:30 p.m. Arapahoe Board Room, 6924 S. Lima, Centennial 80112
Apr 01, 2020 6:30 p.m. Arapahoe Board Room, 6924 S. Lima, Centennial 80112
May 06, 2020 6:30 p.m. Arapahoe Board Room, 6924 S. Lima, Centennial 80112

B. **ACPAA** – Feb 13, 2020 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S Peoria Street, Englewood, CO
(??? representing CACNR)
Mar 12, 2020 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S Peoria Street, Englewood, CO
(??? representing CACNR)
Apr 09, 2020 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S Peoria Street, Englewood, CO
(??? representing CACNR)
May 14, 2020 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S Peoria Street, Englewood, CO
(??? representing CACNR)

13. ADJOURN

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE
MINUTES

December 4, 2019

DRAFT

VISION – QUIETER SKIES FOR OUR COMMUNITIES

MISSION – UTILIZING PARTNERSHIPS TO REDUCE AIRPORT NOISE FOR THE BENEFIT OF NEIGHBORING COMMUNITIES

Chair: Brad Pierce **Vice Chair:** Melissa Coudeyras **Treasurer:** Tom Dougherty **Secretary:** Alison Biggs

1. **CALL TO ORDER, ROLL CALL, and QUORUM:** The meeting was called to order at 6:30 p.m. by Chair Brad Pierce. A quorum was present, and the following were in attendance:

Arapahoe County:	Kathleen Conti	Centennial:	Candace Moon
Arapahoe County:	Paul Krier	Foxfield:	Pam Thompson
Douglas County:	Lauren Pulver	Greenwood Village:	Tom Dougherty
Douglas County:	Alison Biggs	Lone Tree:	Mike Anderson
ACPAA:	Mike Fronapfel	Parker:	Amy Holland
Aurora:	Brad Pierce	AOPA:	John Hirshman
Castle Pines:	Melissa Coudeyras		

Others in attendance were Arapahoe County Alternate Bill Skinner; Aurora 2nd Alternate Porter Ingram; Fly Quiet Committee Member Bill Wasmund; and ACPAA Staff Dylan Heberlein.

Those absent were:

Castle Rock:	Jason Gray/James Townsend	FAA APA Control Tower:	Diana Hanley/Ron Curry
Cherry Hills Village:	Al Blum/Afshin Safavi	FAA District Office:	John Bauer/John Sweeney
CABA:	Don Kuskie/Mike Straka	TRACON:	Steve Martin/Bill Dunn
CDOT Aeronautics Div:	Todd Green/Vacant		

Following the call to order and the roll call, the meeting was recessed so the committees could meet. The meeting was reconvened at 6:55 p.m.

2. **APPROVAL OF AGENDA:** In addition to the presentation by the new website designer, CACNR had guests from Gilpin County, with concerns about the Denver Metroplex project. On the motion of Alison Biggs, duly seconded, the agenda was amended to move the Metroplex discussion up so it could be considered with the presentation from the Gilpin County guests. As amended, the agenda was approved.

SPECIAL PRESENTATION: Amy Holland introduced Trisha Coberly of Cob-Web Creations, who was redesigning the CACNR website. Coberly presented 3 mock-ups of the “basics,” which were discussed and option #2 seemed to be preferred. Some additions were suggested, and there was general agreement there should be an uncluttered appearance, and flexibility to add or change with changing needs. Holland was thanked for spearheading this effort, and Coberly was also thanked for her work.

APPOINTMENT BY CHAIR: Chair Brad Pierce indicated he had appointed Tom Dougherty to be CACNR Treasurer until the next election, to replace Jamie Hartig who was no longer a Douglas County Alternate.

3. **PUBLIC COMMENT:** Donna Okray, Theresa Wirth, Rudy Garcia and Annie Christiansen (Dylan, would you check I have these names right and they are spelled right please) had come from various areas of Gilpin County to share their concerns and frustrations about the Denver Metroplex Project. They felt political maneuvering had already routed increased air traffic over them, and what had been a peaceful area for retirement had become a nightmare of noise. They had done considerable homework about the Metroplex project and felt they had been and possibly were being sold out in a variety of ways by the FAA and a variety of elected officials. They realized change was probably inevitable but did not feel they should be required to bear the pain without at least being consulted, which had not occurred. They requested any ideas or help which CACNR could provide for their next steps.

Brad Pierce thanked the group for coming and commended them on the work they had done. There was discussion about using the tracking tools available to gather additional data, to consider specifically what problems they need to have fixed and communicating with the control towers and TRACON. The group indicated their county had apparently done little to notify residents or to represent their concerns to the FAA, so that needed to be further pursued. Face to face meetings with various sources could prove to be useful, as could communications with other elected officials at the state and national levels, as well as sharing their story with the media.

Mike Fronapfel and Dylan Heberlein indicated there seemed to be little change in the FAA’s Final Environmental Assessment and Errata. Those who had initially commented were encouraged to refile those comments, and to consider filing an amicus brief to what ACPAA would be submitting. Further information would be coming from Heberlein. The Gilpin group was thanked again for coming and encouraged to keep in touch.

4. **CONSENT AGENDA:** The Consent Agenda included the November 6, 2019 draft minutes, and a Treasurer's Report dated December 2, 2019, which showed a balance of \$16,539.09. On the motion of Alison Biggs, duly seconded, the Consent Agenda was approved.

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

6. **COMMITTEE REPORTS:**

A. **COMMUNITY OUTREACH** – Mellissa Coudeyras noted the main report for the committee had been covered during the discussion of the website.

B. **FLY QUIET** – Bill Wasmund reported work was progressing on the updated signage. They are planning to simplify and update the message and perhaps change colors, but any change still had to be approved by the FAA. The cost to replace all four signs, including reflective paint, would be about \$788. Question was asked if ACPAA would be paying for replacing its 20-year-old signs, or if CACNR would need to do that. It was thought if CACNR had to pay for the signs, perhaps ACPAA would pay for their installation; clarity would be sought from the airport director. .

On the motion of Pam Thompson, duly seconded, it was agreed to approve the expenditure of \$788 for new signage, pending FAA approval and the response from the airport director regarding the need for CACNR to pay for the signs.

C. **NOISE MONITORS** – Candace Moon reported the TRACON tour was getting closer to happening, sometime in January. Caution had been given that Metroplex was not to be discussed during the tour; other details to come.

There was discussion about the use of the portable noise monitors and some individuals' reluctance to having one placed near their homes. Positives which could be emphasized when trying to change minds included the small size of the monitor, the short amount of time needed to gather a reasonable amount of data (1-2 weeks), and the need for data be able to actually evaluate what kinds of remedies might be available – basically, data is needed to help us help you. The staff would do more exploration.

The October 2019 Noise Report was reviewed by Dylan Heberlein. It showed there had been 27,750 total operations in October. 12,494 of those were local flights. Year to date, there had been a total of 299,321 operations.

During September, there were 24,360 noise events at the 12 noise monitors. Noise events at each monitor were:

7,038 events at the Golf Course monitor on airport property (4,707 in the 60-69 decibel range)
5,396 events at the Meridian monitor (4,155 in the 60-69 decibel range)
2,760 events at the Airport East monitor on airport property (1,601 in the 60-69 decibel range)
2,354 events at the State Park monitor (1,799 in the 60-69 decibel range)
2,074 events at the Parker monitor (1,866 in the 60-69 decibel range)
1,312 events at the Grandview Estates (1,159 in the 60-69 decibel range)

1,001 events at the Castle Rock monitor (922 in the 60-69 decibel range)
841 events at the Greenwood Village monitor (715 in the 60-69 decibel range)
816 events at the Lone Tree monitor (775 in the 60-69 decibel range)
390 events at the Hunter's Hill monitor (328 in the 60 – 69 decibel range)
216 events at the Castle Pines monitor (204 in the 60-69 decibel range)
390 events at the Sagebrush Park monitor (328 in the 60-69 decibel range)

Eliminating the two monitors on airport property, the top five locations with noise events in the 70-79 decibel range were:

Meridian – 1,200	Parker – 204	Greenwood Village – 116
State Park – 544	Grandview Estates – 149	

Eliminating the two monitors on airport property, the six locations with noise events in the 80-89 decibel range were:

Meridian – 31	State Park – 98
Greenwood Village – 9	Hunter's Hill, Grandview Estates and Castle Rock, each with 4

Eliminating the two monitors on airport property, only three locations had noise events in excess of 90 decibels:

Meridian – 10	State Park – 3	Greenwood Village – 1
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In October, there had been 430 complaints from 35 households:

Of the 35 households, 12 had been in Unincorporated Arapahoe County (34%); 6 were in Greenwood Village (17%); 5 were in Unincorporated Douglas County (14%); 3 each were from Aurora, Centennial, and Other (8.5% each); 1 each were in Denver, Lone Tree and Parker (2.9 % each).

Of the 430 complaints, 165 had come from Centennial (38%); 89 were from Unincorporated Arapahoe County (21%); 78 complaints had come from Unincorporated Douglas County (18%); 75 from Aurora (17%); 12 were from Greenwood Village (3%); 4 each were from Lone Tree and Other (1% each); 2 from Parker (1%); 1 from Denver (0.2%).

33 complainers had requested responses from the airport, with 24 of those requests made by email, and 9 by telephone.

Concern was expressed about the continuing number of complaints from the Centennial area. Staff reported very few requests for response from those complaining. Staff was requested to look for possible placement of one of the portable noise monitors, to try to get a more specific idea of what is happening there.

Year to date, there had been 4,759 complaints from 261 households:

The highest number of complaining households were: 76 from Unincorporated Arapahoe County (29%); 49 from Greenwood Village (19%); 36 from Unincorporated Douglas County (14%); 20 from Centennial (8%); 18 from Other (7%); 17 from Lone Tree (6.5%); 11 from Highlands Ranch (4%); 10 from Denver (4%); 9 from Castle Pines (3%); 7 from Parker (3%); 5 from Aurora (2%); and 4 from Cherry Hills Village (2%).

Of those households, 1,494 complaints had come from the 20 located in Centennial; 1,122 were from the 76 households located in Unincorporated Arapahoe County; 782 were from 36 households in Unincorporated Douglas County; 451 from 49 households in Greenwood Village; 391 from 5 households in Aurora; 300 from 17 households in Lone Tree; 74 from 7 households in Parker; 65 from the 18 in 'Other'; 35 from 11 households in Highlands Ranch; 24 from 10 households in Denver; 11 from 4 households in Cherry Hills Village; and 10 from 8 households in Castle Pines..

YTD, the top five complaining households came from Centennial (1,452); Unincorporated Arapahoe County (742); Unincorporated Douglas County (574); Aurora (333); and Lone Tree (135). There were 1,523 remaining complaints.

Of the 430 October complaints, 396 (92%) were about daytime flights and 34 (8%) were about nighttime flights. YTD, 4,238 (89%) of the complaints were about daytime flights and 521 (11%) were about nighttime flights.

Comparatively, there were 430 complaints resulting from 27,750 operations in October 2019 (15.5%). There had been 379 complaints resulting from 27,281 operations in October 2018 (14%).

Pops accounted for 64% of the complaints in October; jets caused 35% of the complaints; helicopters were the cause of 1%. Departures were responsible for 49% of the complaints; arrivals were 41%; training was 9%; and 1% were unknown.

The October complaint map showed the locations of the complaints, with 4 being outside the map boundaries: two were from Unincorporated Douglas County; two were from Jefferson County.

The Year to Date complaint map showed the wide geographic range of complaints about airport noise, not including the 18 households outside the map boundaries: Franktown, Elizabeth, Castle Rock, Jefferson County, Douglas County, Denver, Boulder, Golden, Black Hawk, and Lakewood. The Radar Track Density Map from September 2019 was again provided.

D. **WORK PLAN** – Nothing new.

E. **STUDY GROUP** – The Study Group presented the proposed bylaws reflecting the content of the MOU adopted in 2019. On the motion of Alison Biggs, on behalf of the Study Group, the bylaws were adopted.

7. **FAA REPORTS:**

A. **DISTRICT OFFICE** – None.

B. **APA AIR TRAFFIC CONTROL TOWER** – None

C. **TRACON** – None

8. **OTHER REGULAR MONTHLY REPORTS:**

A. **ARAPAHOE COUNTY PUBLIC AIRPORT AUTHORITY** – Robert Doubek, ACPAA Treasurer, had provided a written report from the November 14, 2019 meeting. CACNR's report had been presented by Candace Moon.

B. **AIRPORT DIRECTOR'S REPORT** – In the absence of Robert Olislagers, Mike Fronapfel indicated there was nothing further than what had already been brought up during the discussion with the representatives from Gilpin County.

C. **METROPLEX** – See above.

D. **NEXTGEN ADVISORY COMMITTEE (NAC)** – The next meeting of this group would be on December 12, 2019 and Brad Pierce would be attending.

E. **N.O.I.S.E.** – Brad Pierce shared highlights of the N.O.I.S.E. Policy Summit on November 20, 2019 in San Antonio. Of particular note was the development of software to correlate Noise Monitor Data with complaints, using SWIM – System Wide Information Management.

9. OLD BUSINESS:

A. **UC DAVIS AVIATION NOISE AND EMISSIONS SYMPOSIUM 2020** – Of those who had expressed an interest in going to this meeting, it was agreed to send Bill Wasmund and one other, as yet to be determined.

B. **2020 MEETING SCHEDULE FOR CACNR & ACPAA, INCLUDING CACNR REPRESENTATIVES TO ACPAA** –

The 2020 meeting schedule was reviewed, and it was noted the regular January CACNR meeting would fall on New Year's Day. It was also noted ACPAA had not officially approved its calendar yet, so some of those dates might change. By consensus, it was agreed to not hold a CACNR meeting in January 2020. On the motion of Karen Blilie, duly seconded, the 2020 meeting calendar was approved, with the understanding the ACPAA dates would be adjusted if necessary, to reflect that group's final schedule.

C. **CONGRESSIONAL QUIET SKIES CAUCUS** – Brad Pierce indicated he and Emily Tranter would be contacting Congressman Jason Crow about joining this caucus.

10. NEW BUSINESS:

A. **INFORMATION SHARING:** None

11. PUBLIC COMMENT: None

12. NEXT MEETINGS:

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May 14, 2020 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S Peoria St, Englewood, CO
(??? representing CACNR)

13. ADJOURNMENT: The meeting was adjourned at 8:49 p.m.

Alison Biggs, Secretary

CACNR 2020 BUDGET	Approved October 2, 2019		BUDGET	ACTUAL	NOTES
				TO DATE	
INCOME:	CARRY OVER FROM 2019		\$ 14,000	\$ 16,623	
	ACPAA		\$ 10,000	\$ 10,000	
	CACNR REGULAR MEMBERS		\$ 12,250	\$ -	Awaiting approval from municipalities
TOTAL			\$ 36,250	\$ 26,623	
EXPENDITURES:	WORK PROGRAM				
	COMMUNITY OUTREACH	Community meetings and materials	\$ 1,500		
		Website updating/maintenance	\$ 3,000		tbd with engagement of new web master
	FLY QUIET	Various Projects	\$ 2,000		license plate covers; signage
	NOISE MONITOR	Data Development and Use	\$ 1,500		
	WORK PLAN	Work Plan	\$ 500		annual report; orientation manual
	EDUCATION	2 Representatives to UC Davis Symposium	\$ 5,000	\$ 560	** see below. Includes registration , travel, ground transportation, lodging, meals Mike Anderson N.O.I.S.E Reimbursement
		2 Representaives to 2 N.O.I.S.E. Conferences	\$ 4,000	\$ 535	** see below. Includes registration, travel, ground transportation, lodging, meals
	CONSULTATION/TASK SUPPORT	Pilot Project with Jason Schwartz	\$ 3,000		
	MEMBERSHIP DUES	N.O.I.S.E.	\$ 1,000		
	ADMINISTRATIVE	Part-time secretarial assistance prn	\$ 1,000		
		Legal	\$ 1,000		
TOTAL			\$ 23,500	\$ 25,528.41	
CARRY OVER TO 2021			\$ 12,750		
<p>** The 2020 UC Davis Aviation Noise and Emissions Symposium will focus on ground-breaking efforts being undertaken by elected officials, airports, consultants, communities and the FAA to develop ways to work cooperatively to mitigate the environmental impacts of NextGen flight path changes. Find out from those who are leading this difficult and innovataive work what lessons they have learned and successes they have had in their search for solutions to NextGen noise impacts. Get updated from the FAA on their efforts to improve outreach to communitites, implications of recent health effects research, the latest techological advances, and much more. Symposium is in San Diego, March 1-3, 2020</p>					
<p>*** N.O.I.S.E. conferences are held annually in conjunction with the National League of Cities. The Spring meeting is always in the Washington, DC area, and the 2020 Fall meeting will be in Salt Lake City.</p>					
<p>FRAME OF REFERENCE: MOU Funding Structure adopted 12/13/2018 calls for initial funding to generate \$22,250, with \$10,000 from ACPAA and \$12,250 to come from CACNR's Regular Members. "This funding would be in place for the next two years, subject to annual appropriations. Thereafter, CACNR will provide ACPAA and each Regular Member with a report on the previous year's expenditures, and an annual invoice accompanied by a proposed budget indicating how the requested funds would be utilized, so that funds could be appropriated for the coming year."</p>					



MONTHLY | **November 2019** Noise Report



Centennial Airport
Arapahoe County Public Airport Authority

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2 DEFINITIONS

A-weighted Sound Level – A measure of sound level with weighted frequency characteristics that correspond to human subjective response to noise.

Arrival – The act of an aircraft approaching and landing at an airport.

Ambient Noise Level – The level of noise that is all-encompassing within a given environment for which a single source cannot be determined. It is usually a composite of sounds from many and varied sources near to and far from the noise monitor.

Community Noise Event Level (CNEL) – The average sound level over a 24-hour period, with a penalty of 10dB for nighttime hours between 10:00 PM and 7:00 AM.

Day Night Average Sound Level (DNL) – A measure of the average noise level over a 24-hour day. It is the 24-hour, logarithmic (or energy) average, A-weighted sound pressure level with a 10-decibel penalty applied to the nighttime event levels that occur between 10:00 PM and 7:00 AM.

Decibel (dB) – A logarithmic quantity reflecting the ratio of the sound pressure of the source to a reference pressure. This results in a sound pressure level of about 0 dB for the quietest sounds that we can detect and sound pressure levels of about 120 dB for the loudest sounds that can be heard without pain.

Departure – The act of an aircraft taking flight and leaving the airport.

Energy-Averaged Sound Pressure Level (Leq) – The value or level of a steady, non-fluctuating sound that represents the same sound energy as the actual time-varying sound evaluated over the same time period.

Flight Track – The path along the ground followed by an aircraft in flight.

Instrument Flight Rules (IFR) Rules and regulations established by the FAA to govern flight under conditions in which flight by outside visual reference is not safe. IFR flight depends upon flying by reference to instruments, and navigation is accomplished by reference to electronic signals. It is also a term used by pilots and controllers to indicate the type of flight plan an aircraft is flying, such as an IFR or VFR flight plan.

Local Operations – Operations in the local traffic pattern or within sight of the airport; flight in local practice areas within a 20 mile radius; execute simulated instrument approaches or low airport passes.

Maximum Noise Level (L_{max}) – The peak noise level for a single noise event.

Noise Exposure – The cumulative sound energy affecting a person over a specified period of time.

Overflight – Aircraft flight originating and terminating outside the area that transits the airspace without landing.

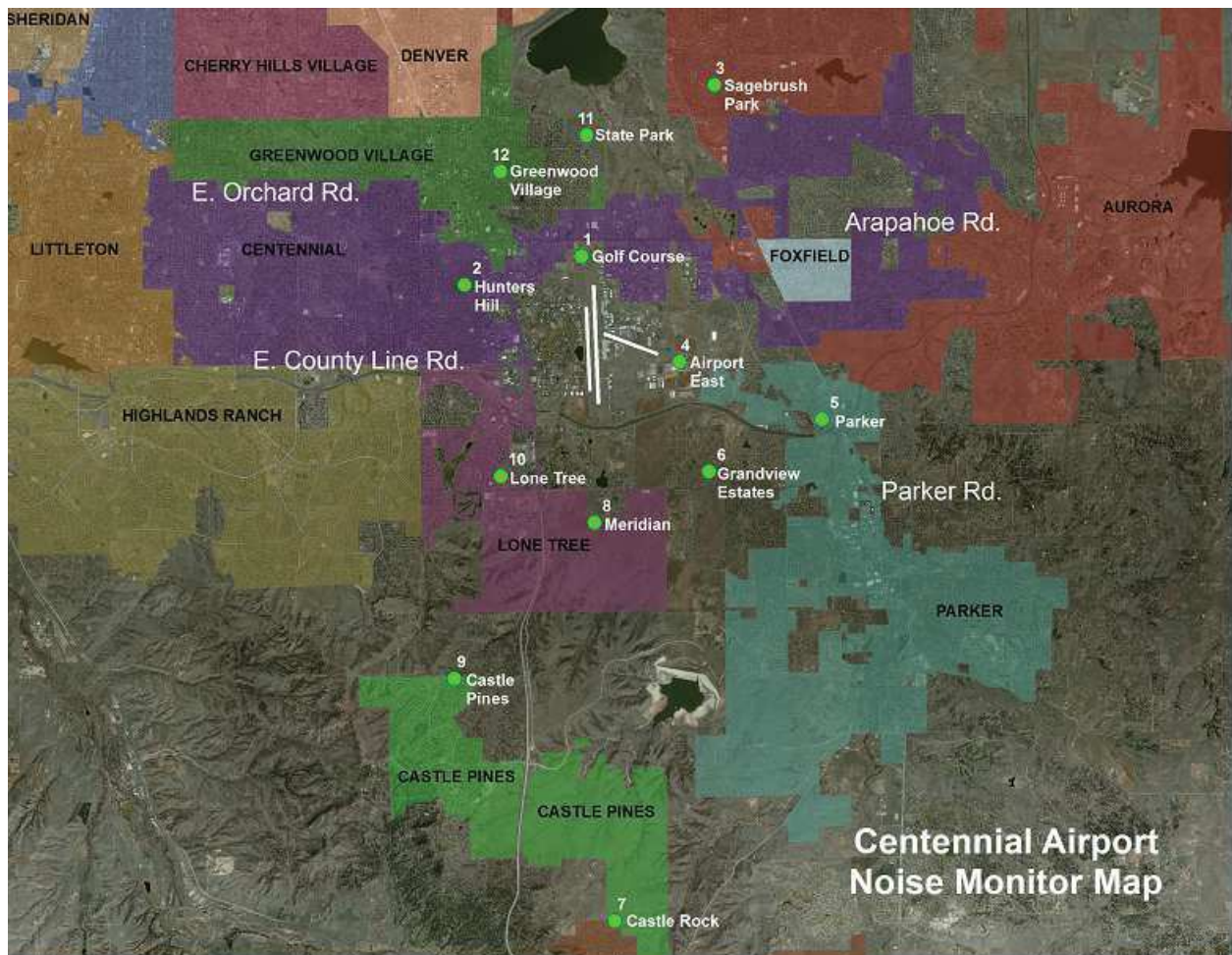
Visual Flight Rules (VFR) – A set of regulations under which a pilot operates an aircraft in weather conditions generally clear enough to allow the pilot to see where the aircraft is going. A flight plan is not required when the pilot is operating under Visual Flight Rules.

Sound Exposure Level (SEL) – The total energy in the A-weighted sound level measured during a transient noise event. SEL accounts for both the duration and the loudness of a noise event.

Overview

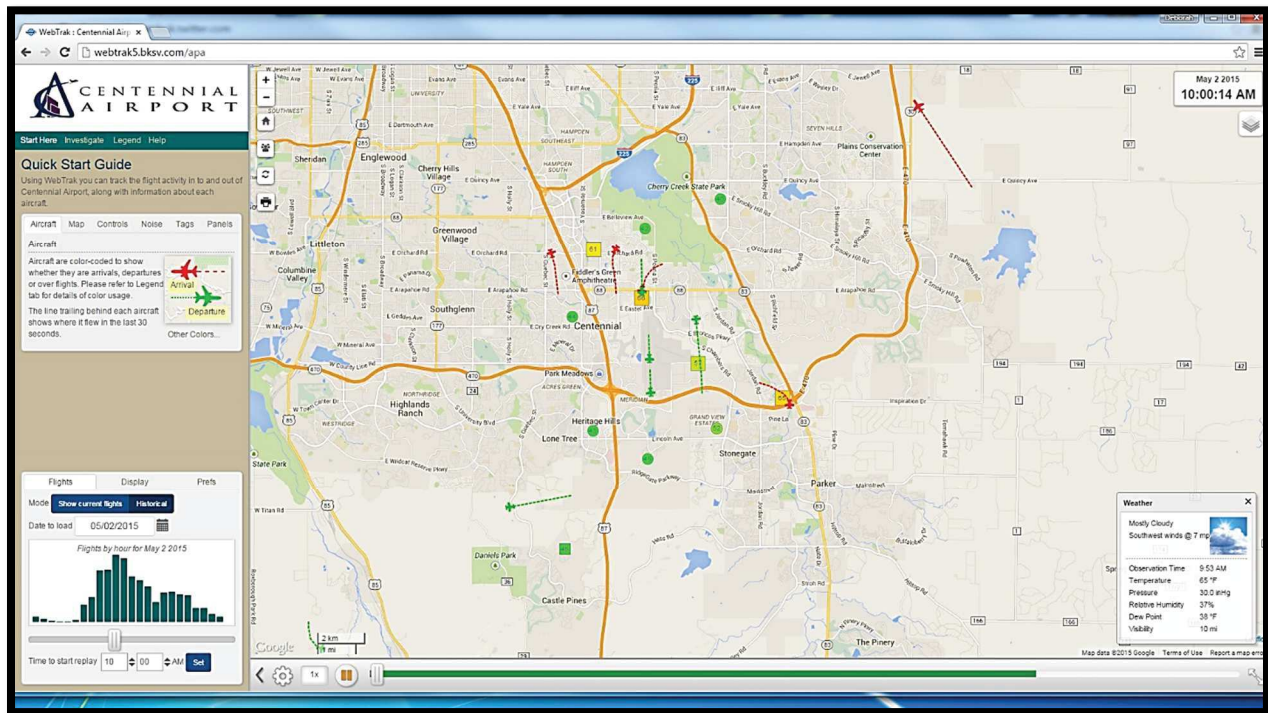
3 ABOUT APA'S NOISE MONITORING PROGRAM

Centennial Airport's (KAPA) Noise and Operations Monitoring System (ANOMS) is a new state of the art system that enables the Arapahoe County Public Airport Authority to monitor and better understand aircraft noise in the vicinity of Centennial Airport. This system is comprised of 12 fixed noise monitoring terminals in the community, as well as 2 portable monitors that are available for short term monitoring anywhere in the community.



4 ABOUT WEBTRAK™

As part of an ongoing program, Centennial Airport now offers an online tracking system for the movement of flights and air traffic patterns within the Denver Metro area. **WebTrak** Flight Tracking and Noise Information System allows concerned individuals to research data about flights to and from Centennial Airport, Denver International Airport, Rocky Mountain Metropolitan Airport, Front Range Airport and Buckley Air Force Base, as well as any transitional air traffic through the region.



How to participate

The general public may use **WebTrak** to investigate a noise or flight that occurred near their location. The system also simplifies the process of filing a noise complaint, offering an easy, online option for residents to register concerns regarding noise levels at the following web addresses:

APA WebTrak: <http://webtrak.bksv.com/apa>

Centennial Airport Website: <http://www.centennialairport.com>

In addition, noise complaints can also be submitted on our noise hotline:

APA Noise Hotline:
303-790-4709

5 OPERATIONS STATISTICS

	IFR ITINERANT				VFR ININERANT				LOCAL		
	AIR TAXI	G.A.	MILITARY	TOTAL INTINERANT	AIR TAXI	G.A.	MILITARY	TOTAL	G.A.	MILITARY	TOTAL LOCAL
January	2,142	3,332	98	5,572	460	7,586	68	8,114	11,190	45	11,235
February	2,122	3,206	157	5,485	425	6,566	97	7,088	9,406	53	9,459
March	2,394	3,658	116	6,168	347	7,898	118	8,363	12,487	38	12,525
April	2,123	3,237	179	5,539	434	9,263	199	9,896	15,269	131	15,400
May	2,325	3,358	203	5,886	445	7,968	131	8,544	15,120	66	15,186
June	2,276	3,498	126	5,900	476	10,052	155	10,683	16,873	117	16,990
July	2,284	3,660	147	6,091	463	10,335	197	10,995	14,678	139	14,817
August	2,418	3,971	205	6,594	645	10,636	161	11,442	17,277	67	17,344
September	2,296	3,774	255	6,325	598	9,483	203	10,284	15,172	143	15,315
October	2,349	3,341	194	5,884	582	7,999	140	8,721	12,414	80	12,494
November	2,145	2,742	97	4,984	553	7,867	83	8,503	12,559	93	12,652
December				0				0			0
Y-T-D Totals	24,874	37,777	1,777	64,428	5,428	95,653	1,552	102,633	152,445	972	153,417

	IFR OVERFLIGHTS				VFR OVERFLIGHTS						TOTAL OPERATIONS
	AIR TAXI	G.A.	MILITARY	TOTAL INTINERANT	AIR TAXI	G.A.	MILITARY	TOTAL			
January	2	15	7	24	127	242	18	387	January		25,332
February	2	11	4	17	111	166	6	283	February		22,332
March	5	16	7	28	111	259	16	386	March		27,470
April	2	4	7	13	139	292	5	436	April		31,284
May	6	7	2	15	77	336	18	431	May		30,062
June	4	13	2	19	104	351	13	468	June		34,060
July	1	9	2	12	77	348	13	438	July		32,353
August	4	7	2	13	133	719	13	865	August		36,258
September	5	4	3	12	98	374	12	484	September		32,420
October	3	4	2	9	125	448	69	642	October		27,750
November	3	0	2	5	138	321	10	469	November		26,613
December				0				0	December		
Y-T-D Totals	37	90	40	167	1,240	3,856	193	5,289	Y-T-D Totals		325,934

Definitions

Air Taxi – A company that operates aircraft that carry cargo or mail, or passengers on an on demand or charter basis.

General Aviation (G.A.) – All civil aviation operations other than scheduled air services and non-scheduled air transport operations for remuneration or hire.

Local – Operations are performed by aircraft which operate in the local traffic pattern or within sight of the airport; flight in local practice areas located within a 20-mile radius of the airport; execute simulated instrument approaches or low passes at the airport.

IFR Itinerant – Operations other than local operations conducted under Instrument Flight Rules.

VFR Itinerant – Operations other than local operations conducted under Visual Flight Rules.

Overflight – Operation performed by aircraft that transit the area and did not originate or did not terminate within the airspace.

6 NOISE MONITOR REPORTS

The following data displays the amount and associated decibel level of aircraft noise events at a given monitor. An aircraft noise event must contain the following characteristics:

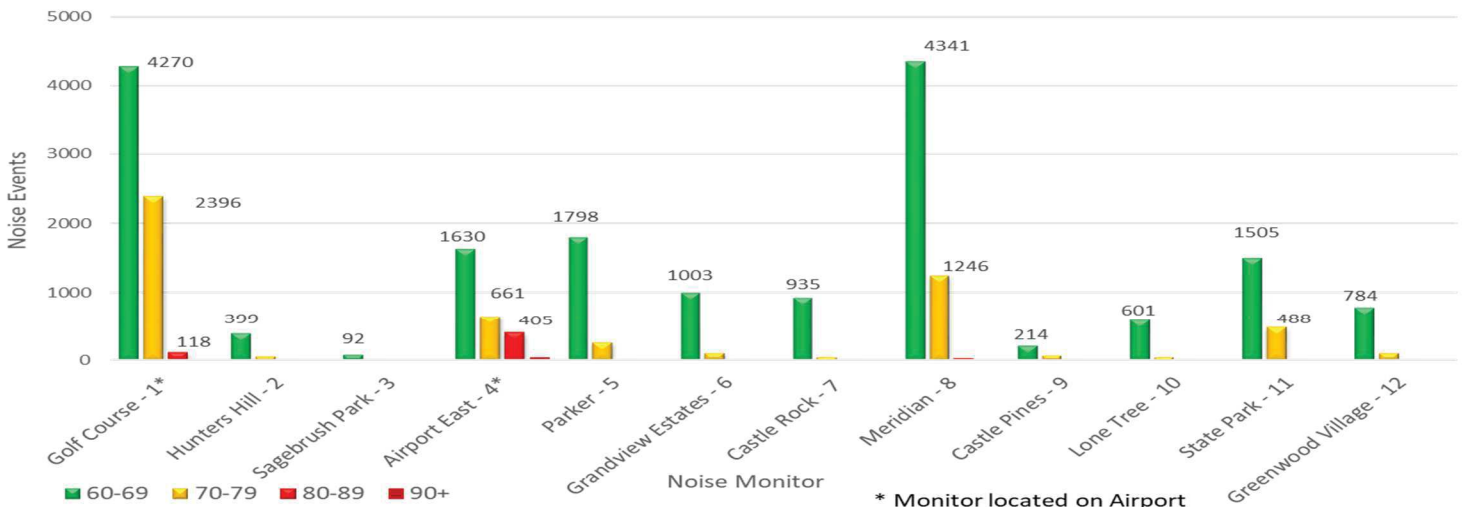
First, the noise event must exceed the ambient noise level. This number varies at every monitor, but is generally greater than 50-55db. Secondly, the noise event must last longer than 5 seconds. Lastly, using radar data, the system must correlate an aircraft with the noise event. This ensures that the sound is not associated with a 'community noise event' such as a lawn mowers or emergency sirens.

The information below reflects only aircraft noise events as described above.

November 2019 Aircraft Noise Event Decibel Range By Monitor					
Monitor	60-69	70-79	80-89	90+	Totals
Golf Course - 1*	4270	2396	118	7	6791
Hunters Hill - 2	399	59	5	0	463
Sagebrush Park - 3	92	9	0	0	101
Airport East - 4*	1630	661	405	37	2733
Parker - 5	1798	270	4	0	2072
Grandview Estates - 6	1003	110	9	0	1122
Castle Rock - 7	935	53	1	0	989
Meridian - 8	4341	1246	44	4	5635
Castle Pines - 9	214	77	1	0	292
Lone Tree - 10	601	50	1	0	652
State Park - 11	1505	488	9	3	2005
Greenwood Village - 12	784	113	6	0	903
Totals	17572	5532	603	51	23758

*Monitor located on Airport

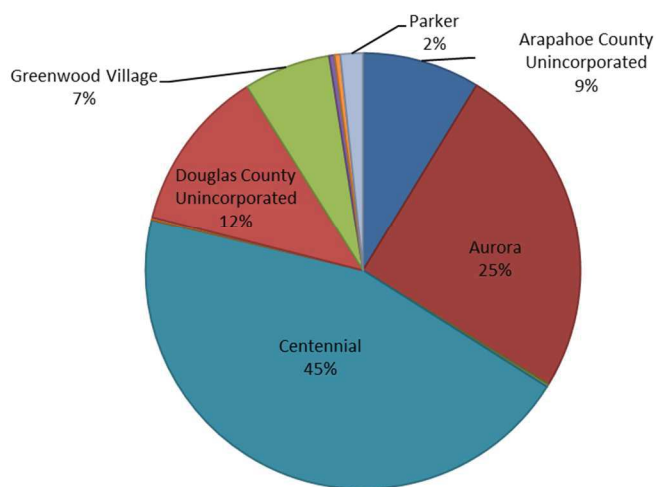
November 2019 Aircraft Noise Event dB Range by Monitor



7 NOVEMBER 2019 NOISE COMPLAINTS

For the month of November, Centennial Airport received 480 complaints from 30 households.

November 2019 Complaints per Municipality



Noise Complaints Response Requested

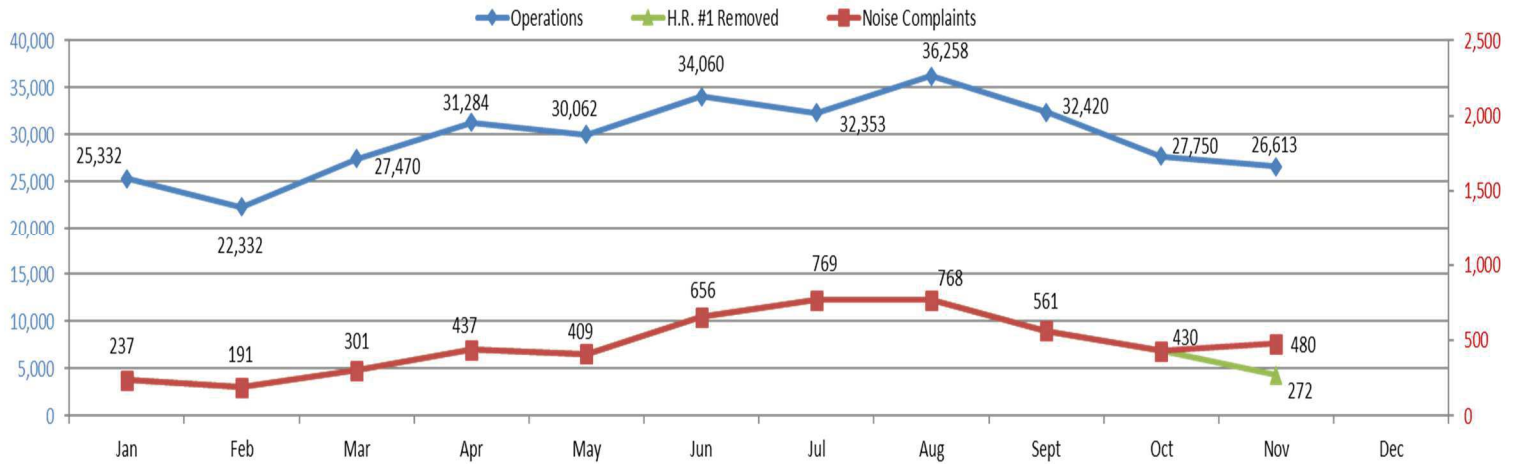
Email	9
Phone	6
Total	15

November 2019 Noise Complaints			YTD	
Municipality	Complaints	Households	Complaints	Households
Arapahoe County Unincorporated	42	4	1164	77
Aurora	120	3	511	6
Castle Pines	1	1	11	9
Castle Rock	0	0	0	0
Centennial	215	5	1709	22
Cherry Hills Village	1	1	12	4
Denver	0	0	24	10
Douglas County Unincorporated	58	6	840	37
Greenwood Village	31	6	482	50
Highlands Ranch	2	2	37	11
Lone Tree	0	0	300	17
Parker	8	1	82	7
Other	2	1	67	18
Total	480	30	5239	268

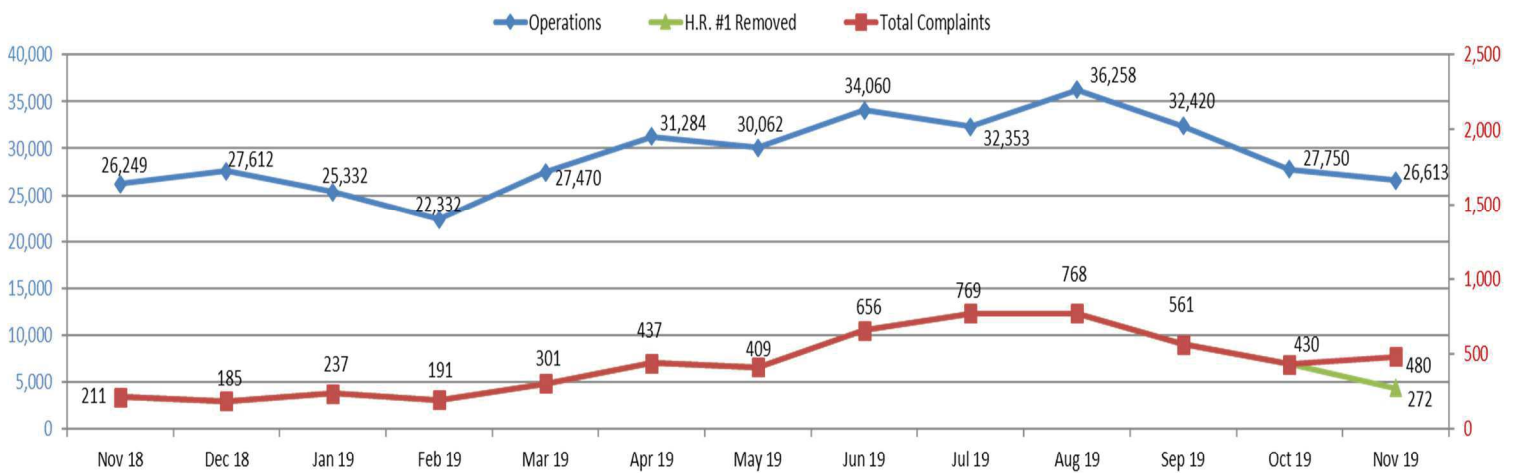
Month Comparison: 2019 Noise Calls - Daytime vs. Nighttime

Time Complaint Received	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	2019 YTD
Day Hours (7:00 am - 9:59pm)	203	166	277	386	374	570	674	687	505	396	455		4,693
Night Hours (10:00 pm - 6:59 am)	34	25	24	51	35	86	95	81	56	34	25		546
TOTAL	237	191	301	437	409	656	769	768	561	430	480	0	5,239

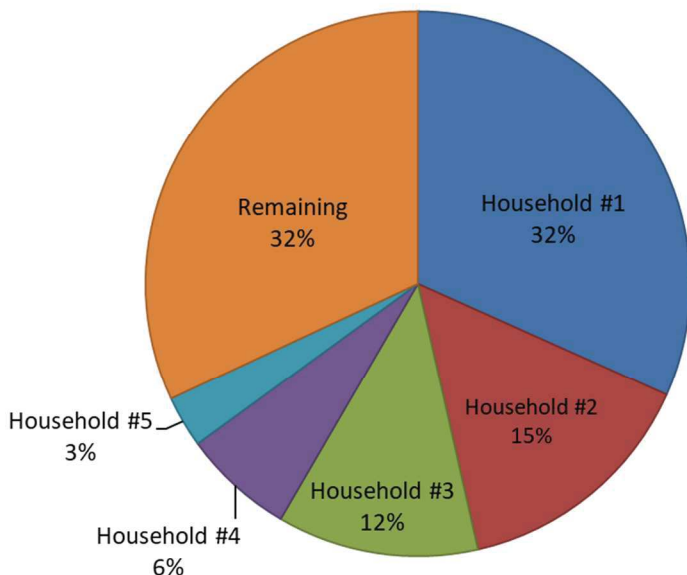
Current 12 Month Trend



Previous Year 13 Month Trend

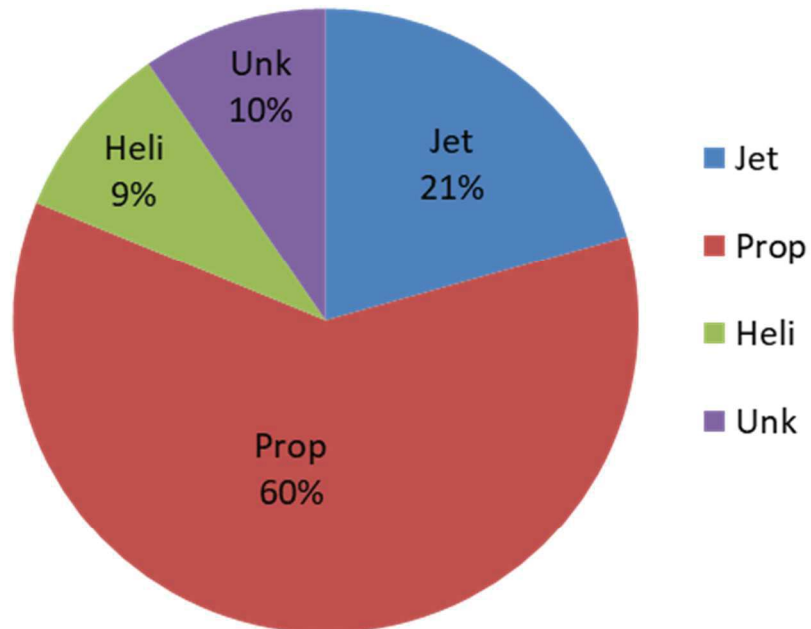


2019 YTD Top 5 Household Complaints



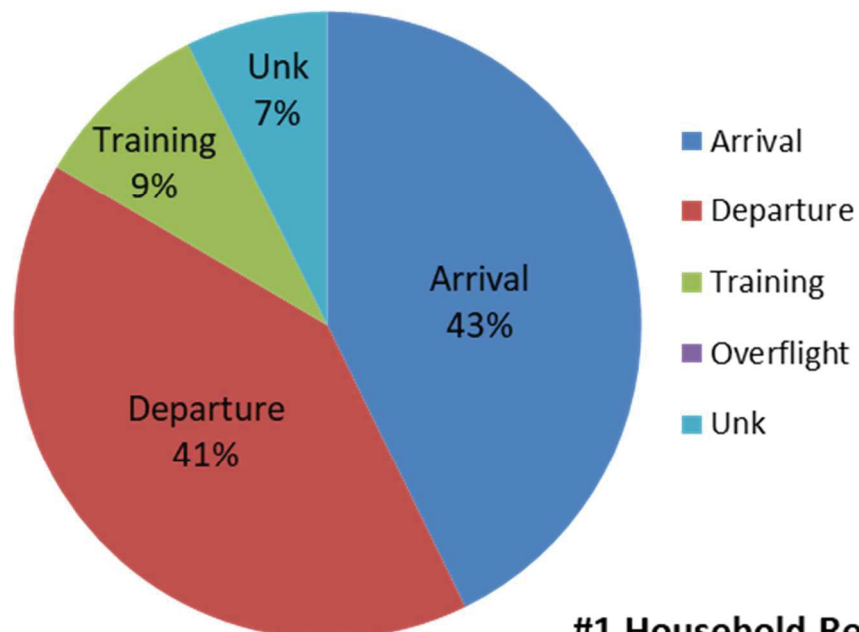
YTD Top 5 Household Complaints		
Household	Complaints	Municipality
Household #1	1660	Centennial
Household #2	774	Arapahoe County Unincorporated
Household #3	626	Douglas County Unincorporated
Household #4	345	Aurora
Household #5	161	Aurora
Remaining	1673	
Total	5239	

November 2019 Complaints by Aircraft Type



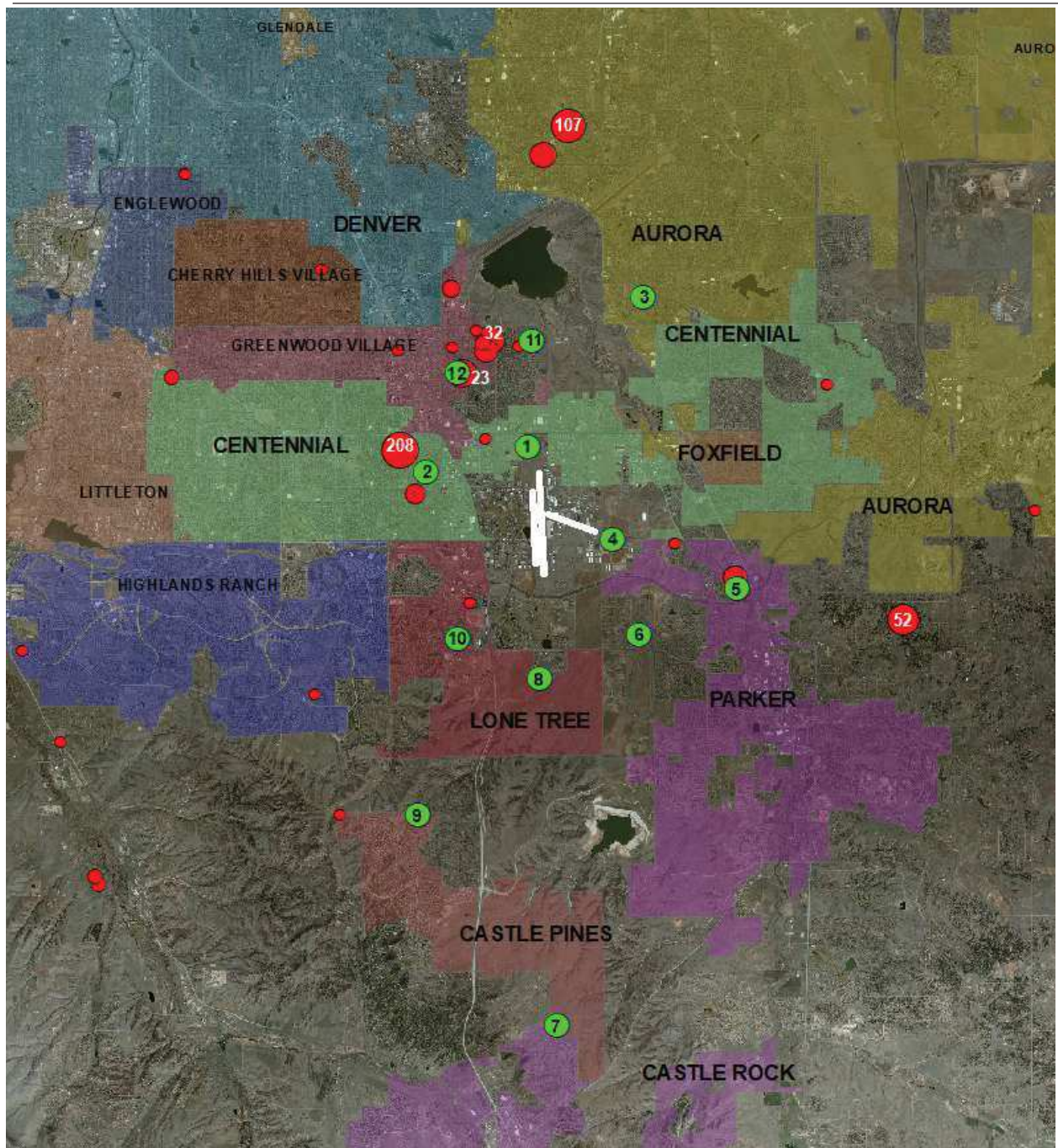
#1 Household Removed*

November 2019 Complaints by Operation Type



#1 Household Removed*

8 COMPLAINT MAP



November 2019 Complaints

*1 household outside map

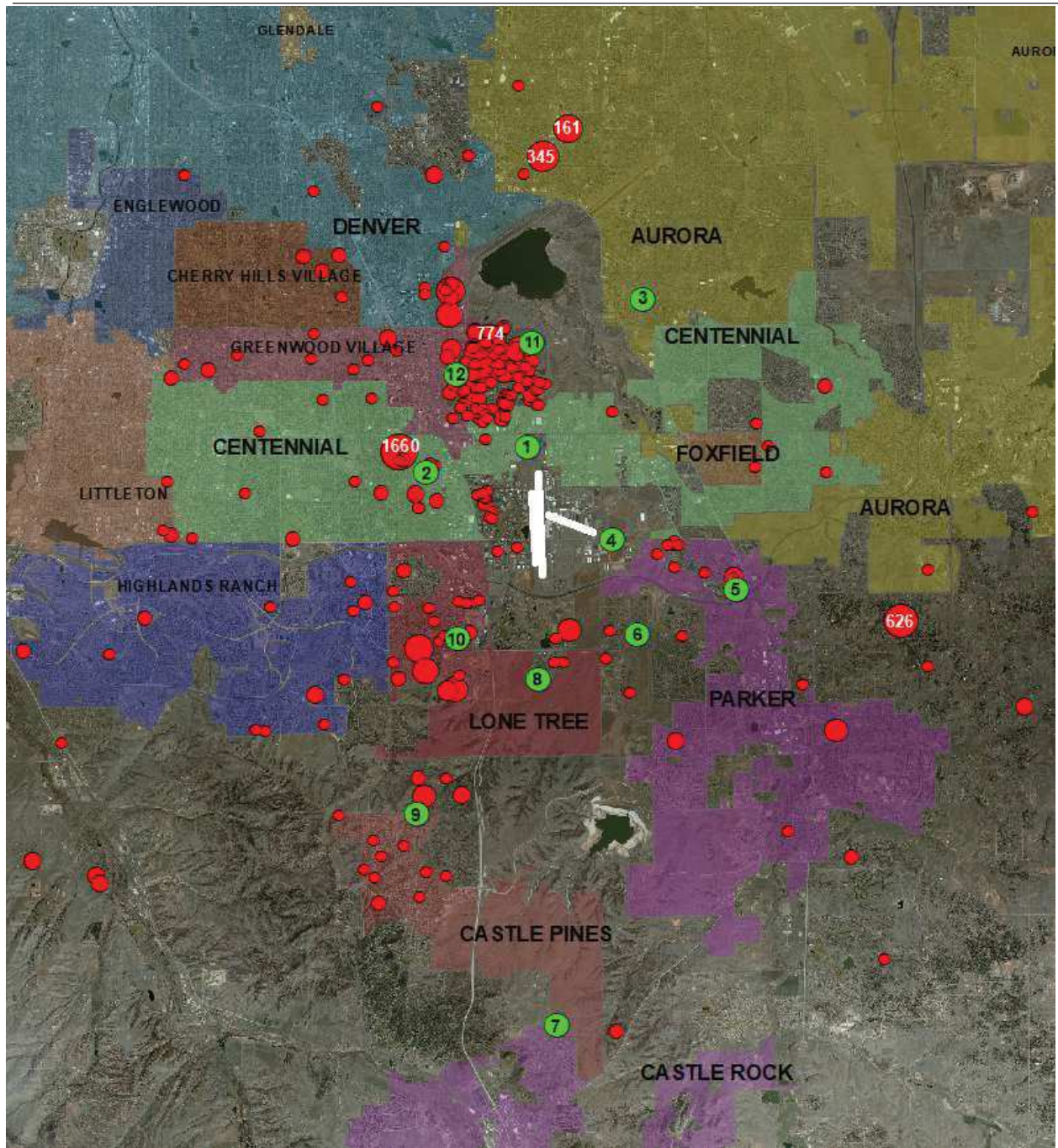
MAP LEGEND:

Green = Noise Monitor Locations

Red = Household Complaint Locations.

**Larger dots equate to more complaints for that particular household

9 YTD COMPLAINT MAP



YTD 2019 Complaints

*19 households outside map

MAP LEGEND:

Green = Noise Monitor Locations

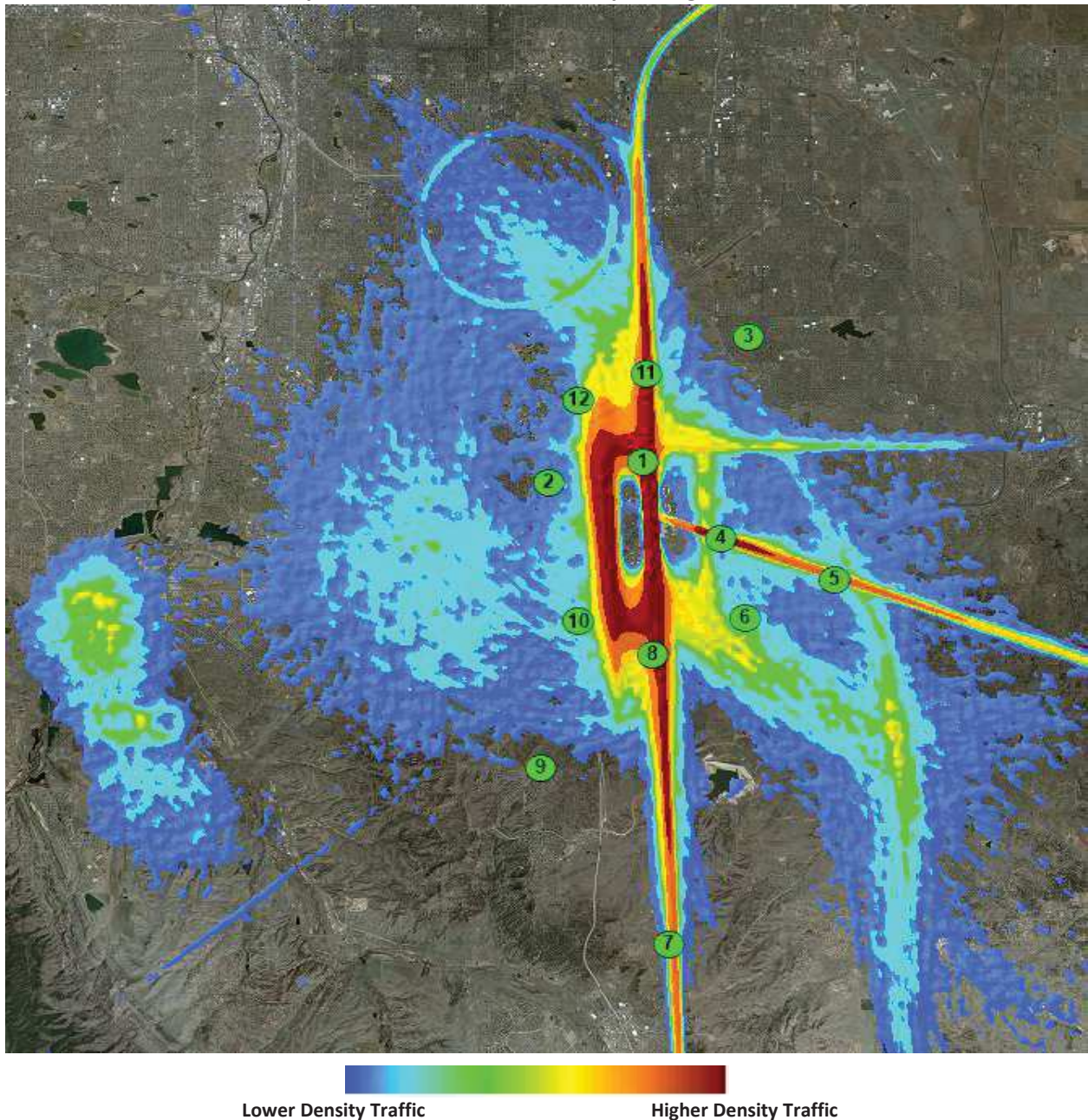
Red = Household Complaint Locations.

**Larger dots equate to more complaints for that particular household

10 RADAR TRACK DENSITY MAP

The following map takes all of the flight track data for the given time period and creates a line density plot. This enables everyone to have a better understanding of where the flight tracks are at, while allowing for historical comparisons. Dark red in the middle of the picture shows the highest density of flight tracks over the runways. The colors gradually move out to blue as the least dense.

September 2019 Centennial Airport Flight Tracks



11 NOTES AND DISCLAIMER

This report is for informational use only. Every effort has been made to ensure the accuracy of this data; however, the material may be altered as new information is added or updated in the system.

Centennial Airport disclaims any responsibility or liability for any direct or indirect damages resulting from the use of this data. We hope this information provides you with a valuable tool in which to review noise data and characteristics in your area. If you have questions or concerns, please contact the Centennial Airport Noise office at **303-790-0598**.



Noise Hotline: 303-790-4709

www.centennialairport.com

Centennial Airport Community Noise Roundtable 2019 – 2020 Work Program

Adopted March 6, 2019

CACNR MEMBERSHIP

Arapahoe County

Douglas County

City of Aurora

City of Castle Pines

Town of Castle Rock

City of Centennial

City of Cherry Hills Village

Town of Foxfield

City of Greenwood Village

City of Lone Tree

Town of Parker

Aircraft Owners and Pilots Association

Arapahoe County Public Airport Authority

Colorado Aviation Business Association

Colorado Department of Transportation

Aeronautics Division

FAA Centennial Airport Control Tower

FAA District Office

FAA TRACON

The Mission, Vision, and Values of the Centennial Airport Community Noise Roundtable (page 10) are implemented, in part, through the efforts of its committees, as described on the following pages.

COMMUNITY OUTREACH COMMITTEE

Melissa Coudeyras, Chair

Liia Koiv-Haus, Work Plan Committee Liaison

Mike Anderson; Mike Acree; Jennifer Drybread; Brett Ford; Amy Holland; Ryan McGee; Maureen Shul; Sandy Vossler

2019 PRIORITY TASKS:

1. Maintain the CACNR website to update the public about CACNR work and accomplishments. CACNR meeting agendas and minutes will be maintained here. The website will also include articles and information about significant issues related to airport noise that may interest the public.
2. Community Outreach Committee members will work with the airport staff to create press releases when necessary to give to CACNR Representatives to share with their municipalities.
3. Ensure that CACNR Representatives have information that comes to CACNR relating to airport noise, such as Metroplex updates, to share with their municipalities/counties/organizations.
4. Provide committee members to visit Member municipalities and present CACNR updates or answer question about CACNR information when requested.

2019 PRIORITY TASKS IDENTIFIED AT THE 2018 RETREAT:

1. Develop community outreach program.
2. Develop/update community outreach materials (i.e. reports, brochures, pamphlets, social media, etc., and the CACNR website) for a variety of audiences.
3. Share information about the roundtable's work and accomplishments.
4. Develop engagement strategy for working more effectively with city and county governments.
5. Engage local land-use planning authorities to collaborate on Improve transparency of airport influence areas (or Increase availability of information about the airport's influence area) through real-estate disclosure, home-buyer education and outreach, and the use of social media outlets. coordination in local land-use planning and zoning. *(Also see #1 in For Future Consideration in the Work Plan Committee).*

FOR FUTURE CONSIDERATION:

1. CACNR Website
 - A. Include information that supports public awareness of significant issues including such things as:
 - i. aircraft overflight and noise impacts in neighborhoods and future development areas
 - ii. the Airport's *((maybe ACPAA would be the better reference here, as that group has the ultimate responsibility for running the airport))* plans and projections for operations and facilities growth
 - iii. sound Mitigation techniques in residential construction.

2. Continue to provide opportunities for public comment and input at meetings, as stated in the CACNR Bylaws.
3. Coordinate outreach efforts between CACNR and Airport staff.
4. Follow up noise complaints with an email or other response that includes a link to the CACNR website.

ONGOING COMMUNITY OUTREACH COMMITTEE ACTIVITIES from PRIOR WORK PROGRAMS:

1. Follow up noise complaints with an email or other response that includes a link to the CACNR website.
2. Ensure CACNR communications efforts and activities accurately reflect the working relationship between CACNR and the airport.
3. Utilize and evaluate established plans for regular communication to/with the public.
4. Provide information regarding the noise hot line to the public (On website).
5. Continue to update and improve the CACNR website materials and functionality (See Priority Task #2 above.
6. Include Fly Quiet information on the CACNR website (On website).

FLY QUIET COMMITTEE

Don Kuskie, Chair

Brad Pierce, Work Plan Committee Liaison

Thad Bagnato; Karen Blilie; Kathleen Conti; Robert Doubek; Dave Goddard; Mike Straka; Bill Wasmund

2019 PRIORITY TASKS IDENTIFIED BY THE COMMITTEE:

1. Have NBAA Noise Abatement Program URL/Link be added to the CACNR website.
- 2.
3. Consider putting up signs on the airport entry gates about Airport Noise Abatement Guidelines. This is in line with attempting to inform all Pilots flying out of Centennial Airport. In addition to signs, the plan is to install our posters in the Self-Service fueling facility on TacAir ramp.
4. Develop a process to continue visiting Flight Schools urging them to add the noise abatement training to their curriculums with a check off box for completion.
5. Work with FAA airspace designers to promote the LOOOP departure procedure using the STAPP waypoint on north bound departures to help ease NW turns over noise sensitive areas for all hours of operation.
6. Continue renewed efforts to incorporate the Whispertrack program into pilots' i-Pads for a quick reference to learn of the noise guidelines for APA airport as well as many U S airports.
7. Study Night time operations(10pm-6am) and determine if there are problems which could be mediated.
8. Review the noise hotline calls to understand fully how they are processed and resolved.
9. Develop a "Letter of Commitment," subscribing to the Centennial Airport Noise Abatement Guidelines by Aircraft Owners, Pilots, Flight Schools, Flying Club Members and Support Personnel and develop incentives for subscribing to such.
10. Research noise silencing exhausts used on piston aircraft.

2019 PRIORITY TASKS IDENTIFIED AT THE 2018 RETREAT:

1. Develop engagement strategy to increase collaboration with the airport, FAA, aircraft operators, flight schools and flying clubs. See #8 above
2. Explore voluntary restrictions on flight training and nighttime.
3. Establish Letter of Commitment to encourage awareness and participation in Fly Quiet Program. See #8 above
4. Explore improvements in noise abatement procedures for both fixed-wing and helicopter operations.

FOR FUTURE CONSIDERATION:

1. Monitor and evaluate the effectiveness of helicopter routes with the noise monitoring equipment.
2. Work with helicopter operators to utilize established routes, including to and from fueling stations and to encourage climbs and descents on Airport property when possible.

3. Develop a program to effectively reach pilots not based at Centennial Airport for fly quiet information (potentially to include such items as Whispertrack).
4. Develop and implement incentives for voluntary use of Fly Quiet Procedures.
5. Require noise abatement as a mandatory part of training at Centennial Airport.
6. Reduce night-time noise events between 10 p.m. and 7 a.m. through *(see Priority Task #5 above)*:
 - A. establishment of a voluntary operations curfew, including night-time training traffic and helicopter operations;
 - B. development of voluntary late-night departure procedures; and
 - C. development of other measures as determined appropriate.
7. Investigate implementation of a night time fee structure, based on weight, if flying between 11 p.m. and 7 a.m. *(see Priority Task #5 above)*.
8. Consider investigation of other locations for training over less populated areas and encourage their use. This can be explored with Flight Schools.
9. Develop a “letter of commitment” to use Fly Quiet Procedures and seek its approval and implementation by based-aircraft owners, pilots, flight schools, flying club members, and support personnel.
10. Examine how hotlines are handled at other airports, including what information is being collected and how it is used.
11. Determine what information is desired from hotline calls and assure questions asked will provide that information.

ONGOING FLY QUIET COMMITTEE ACTIVITIES from PRIOR WORK PROGRAMS:

1. Identify noisy general aviation types. Work with operators of these aircraft with targeted noise abatement education campaign. *(see Priority Task #2 above)*.
2. Investigate specific causes and times of late-night aircraft noise *(see Priority Task #6 above)*.

NOISE MONITOR COMMITTEE

Bette Todd, Chair

Jamie Hartig, Work Plan Committee Liaison

Jim Dawkins; Tom Dougherty; Dave Goddard; John Hirshman; Candace Moon; Andrea Suhaka; Randy Weil

2019 PRIORITY TASKS IDENTIFIED BY THE COMMITTEE:

1. Request airport briefing describing the airport noise monitoring, operations system, and noise complaint process including the data that is available through the system and reporting capabilities.
2. Identify potential data sources for expanded reporting and community engagement.
3. Monitor status of RNAV development in the region. Work with airport staff and FAA to understand proposed Metroplex routes and their potential impacts to the community.
4. Develop a methodology to correlate aircraft noise events and complaints to identify relations to specific aircraft operations, overall trends, and appropriate follow-up actions.

To the extent possible, specific correlation objectives should include consideration of:

- type of aircraft operation (VFR, IFR, training, commercial, military, itinerant, touch-and-go, etc.);
- flight tracks (arrival, departure, heading, etc.);
- aircraft altitude;
- aircraft origin/destination (i.e. Centennial versus DIA or other airports);
- location of relevant noise monitor;
- time and recorded noise level associated with aircraft noise event; and
- number of associated noise complaints and their location(s).

This task will include consideration of how to optimally gather and analyze relevant data through existing airport data acquisition and analysis processes as well as the potential acquisition and use of appropriate software programs.

2019 PRIORITY TASKS IDENTIFIED AT THE 2018 RETREAT:

1. Request airport briefing describing the airport noise monitoring and operations system including the data that is available through the system and reporting capabilities.
2. Identify potential data sources for expanded reporting and community engagement.
3. Request airport briefing on noise complaint process.
4. Monitor status of RNAV development in the region. Work with airport staff and FAA to understand proposed Metroplex routes and their potential impacts to the community.

FOR FUTURE CONSIDERATION:

In consultation with the Roundtable and Centennial Airport Noise Office:

1. Develop noise and additional reports on monthly, quarterly, and annual basis for provision to the Roundtable, community, member jurisdictions, and others as appropriate.

Examples of information for possible inclusion in the noise reports: Number of operations; number, percentage and directions of arrivals and departures, and types of flight operations including itinerant, touch and go, helicopter, late night, day time, VFR/IFR; number of operations; noise events at each monitor; and flight track data for subcategories of aircraft, arrivals departures., etc.
2. Determine appropriate criteria for development and presentation of data, information and analysis.
3. Develop a method to determine the impact of north, northwest, south, southwest, and late-night arrivals and departures on neighboring communities for reporting to Roundtable and others as appropriate.
4. Investigate specific causes and times of both daytime and late-night aircraft noise events and report to Roundtable and others as appropriate.
5. Investigate speed and altitude control over the ILS including RNAV procedures for reporting to Roundtable and others as appropriate.
6. Develop flight track maps as needed to demonstrate frequency and location of overflights and which depict residential density and non-residential uses, etc.
7. Identify and establish “gates” (delineated airspace) of interest and collect and correlate data related to flight paths, noise, complaints, altitude, and other characteristics, and report to Roundtable and others as appropriate.
8. Work with the Fly Quiet Committee to develop reports and information to improve the Fly Quiet Program.
9. Analyze helicopter routes and flight tracks and determine percent of compliance, noise complaints, and effectiveness of routes for reporting to Roundtable and others as appropriate.
10. Approach aircraft operators whose flights cause frequent complaints, requesting consideration of voluntarily being better neighbors.
11. Look at what information other airports collect and how they use it.
12. Explore what type of computer programs or other resources are available which can correlate noise events at the noise monitors with noise complaints from the related jurisdictions.
13. Explore what type of computer programs or other resources are available which can track if a single aircraft had generated multiple complaints from different locations.
14. Research historical patterns of noise events at each monitor.
15. Determine the feasibility of becoming more proactive in letting citizens know of the availability of the portable noise monitors, particularly in areas when there has been an increase in complaints.
16. Consider doing some type of follow-up with those who have previously had a portable monitor at their locations.

Work Plan Committee

Alison Biggs, Chair

Jamie Hartig; Liia Koiv-Haus; Robert Olislagers; Brad Pierce

2019 PRIORITY TASKS IDENTIFIED BY THE COMMITTEE:

1. Establish training program for roundtable representatives and key stakeholders.
2. Develop an updated strategic plan (work program) based on priorities identified during the retreat.
3. Prepare 2017 & 2018 Annual Reports.

2019 PRIORITY TASKS IDENTIFIED AT THE 2018 RETREAT:

1. Establish training program for roundtable representatives and key stakeholders.
2. Develop an updated strategic plan (work program) based on priorities identified during the retreat.
3. Finalize the memorandum of understanding.

FOR FUTURE CONSIDERATION:

1. Monitor the timing and need for creation of a Land Use Committee (10-a) to include evaluation of *(Also see Priority Tasks 4 & 5 in Community Outreach Committee)*:
 - A. Potential role in supporting Airport land use referral recommendations regarding noise compatibility,
 - B. Potential engagement with local jurisdictions to address compatibility between Airport operations and land use through updates to master plans and relevant land use regulations.

ONGOING WORK PLAN COMMITTEE ACTIVITIES FROM PRIOR WORK PROGRAMS:

1. Monitor and obtain updates on action items formerly shown under Strategic Planning Policy, CACNR and Land Use Committees, as described below, for significant change in circumstances that affect the Roundtable's adopted Mission and require consideration by the Roundtable:
 - A. Monitor implementation of CFR Part 150 planning process by Airport staff, inclusive of the following steps:
 - i. Development of updated CFR Part 150 Noise Compatibility Plan,
 - ii. Updating of noise contour lines,
 - iii. Studying of existing aircraft operational information,
 - iv. Continuing work on noise compatibility,
 - v. Review and evaluation of what Aircraft Operating Restrictions might accomplish (14 Code of Federal Regulations, Part 161),
 - vi. Updating of the Airport's zone of influence.

- B. Monitor progress on the designation and use of alternate arrival, departure, and training routes including:
 - i. Workable flight tracks away from residential communities, inclusive of RNAV Alternative 2 (LOOOP SID), which will be modeled for Federal Aviation Administration (FAA) approval,
 - ii. Preferential departure/arrival routes established through the Part 150 update,
 - iii. Collaboration with the Airport, Air Traffic Control (ATC), and pilot groups.
 - 3. Monitor Federal legislation in cooperation with N.O.I.S.E, inclusive of the law which prohibits scheduled passenger service at airports having more than 300,000 operations per year (0-Seat Law) and provide feedback.
 - 4. Monitor implementation of CFR Part 150 planning process by Airport staff, including creation of future noise exposure maps.
 - 5. Annually review and revise the Work Program as stated in the CACNR bylaws.
 - 6. Work with other Committees on implementation of the Work Program as needed.
-

STUDY GROUP

Brad Pierce, Chair

Alison Biggs; Katy Brown; Andrea Suhaka

Priority Task from Retreat

- 1. Finalize the Memorandum of Understanding
-

ONGOING CACNR ACTIVITIES

- 1. Continue the Community Noise Roundtable.
- 2. Keep CACNR up to date with State and Federal legislation and current events which affect the airport, airport users, and residents.
- 3. Utilize CACNR Bylaws, Mission, Vision, and Values in relation to/fulfillment of the responsibilities of the CACNR Officers, Members and Members' Representatives and Alternate Representatives.
- 4. Continue to engage with the Airport Authority Board through presentations at Board meetings, personal contact, and tracking of their activities, and improve effectiveness of communications with the Board.
- 5. Develop a method for providing effective input to the Board on its agenda topics which affect the mission and work of CACNR.
- 6. Become acquainted with Board members and familiar with Board protocols and activities.

VISION: Quieter Skies for Our Communities

MISSION: Utilizing Partnerships to Reduce Airport Noise for the Benefit of Neighboring Communities

VALUES: In order to develop successful community partnerships, CACNR Members and Representatives value and adhere to the following:

RESPECT

- Mutual respect for all opinions, questions and responses
- Non-judgmental reaction and response to views expressed
- Listening with intention
- Value for the diverse view and perspectives of all Members and Representatives
- Trust of one another

ETHICS

- Honesty
- Keeping commitments
- Refrain from gossip
- No hidden agendas

COMMITMENT TO

- Attendance and participation
- The shared CACNR Vision and Mission Statements
- Team effort
- Continual learning and education
- Sharing of ideas
- An open environment conducive to development and mutual support of common goals
- Transparency of activities and information
- Resolution of conflicts and differences
- The entire community

ACCOUNTABILITY

- To one another
- To our represented communities and constituents
- For the dissemination of information among ourselves, the ACPAA Board, our represented communities, constituents, and other stakeholders

INNOVATION

- Foster an environment which encourages creative thought and implementation
- Seek solutions outside our comfort zone
- Remain persistent and persevere in achieving the CACNR Vision and Mission

ACPAA BOARD MEETING NOTES – DECEMBER 12, 2019

Robert Doubek, ACPAA Treasurer

The meeting was opened to Public Comment and two speakers referred to letters received from:

1. The National Air Transportation Association (NATA) signed by Timothy R. Obitts
2. The Cordillera Corporation, by Drew Testerman, representing local FBO's. The letters pertained to the Airport's refusal to approve a lease extension.

At the November Board meeting, an investor tenant with the Arapahoe Airport Joint Venture #1(Tenant) requested an extension of his lease with the airport authority. The tenant is not in good standing based upon documented negotiations during the past several years. The lease expires at the end of 2020 and is reversionary so that the property reverts to the airport at that time.

Both letters received from NATA and FBO's assume that the airport will operate the property in competition with its tenants.

The Consent Agenda was approved with no items moved for further discussion.

Jurisdiction was established for a Public Hearing and a motion was approved to Adopt the 2020 Budget and Resolution 2019-09. Secondly, the Public Hearing also discussed approval of the VMAX Lot 50 B/E Private Hangar Development Plan. VMAX is proposing to construct a private 19,750 square feet aircraft storage hangar with 1,760 square feet attached office. The Development Plan was approved with certain conditions to be met. The Public Hearing was then closed.

The Centennial Airport Community Noise Roundtable (CACNR) Report was presented by Melissa Coudeyras.

Rjd/1/18/2020

Members of the Roundtable,

Please see the announcement below from the FAA announcing that the Denver Metroplex Environmental Assessment (EA) has been issued as a Finding of No Significant Impact (FONSI):

BCC: Federal, State and Local Elected Officials, Airport Directors

FAA Denver Metroplex Project (DEN Metroplex) Final Environmental Assessment (EA) Finding of No Significant Impact (FONSI) and Record of Decision (ROD) – Notice of Availability

The Federal Aviation Administration (FAA) has prepared a Final Environmental Assessment (EA) to assess the potential environmental impacts of the DEN Metroplex Project. This notice announces that based on the information and analysis contained in the Final EA and after reviewing the comments received on the Final EA, as well as comments related to Section 106 of the National Historic Preservation Act, the FAA is issuing a Finding of No Significant Impact and Record of Decision (FONSI/ROD) for the DEN Metroplex Project. The FONSI/ROD documents the FAA's determination that the DEN Metroplex Project, as proposed, would not significantly affect the quality of the human environment and that an Environmental Impact Statement (EIS) is therefore not necessary. The FONSI/ROD documents the FAA's decision to proceed with the preferred alternative detailed in the Final EA. The DEN Metroplex Project will improve the efficiency of the national airspace system in the Denver metropolitan area by optimizing aircraft arrival and departure procedures at five area airports.

The FONSI/ROD and Final EA are available at:

http://www.metroplexenvironmental.com/denver_metroplex/denver_docs.html

For additional information, contact: Marina Landis, Federal Aviation Administration, Operations Support Group, Western Service Center, 2200 S 216th St., Des Moines, WA 98198-6547 or (206) 231-2238

Southwest to grow at DIA

Airline could add 1,000 jobs, 16 more gates

BY ALDO SVALDI
THE DENVER POST

Southwest Airlines has chosen Denver over Nashville, Tenn., and Houston for a major expansion that could bring more than 1,000 new jobs to Denver International Airport over the next eight years.

The Colorado Economic Development Commission awarded Southwest, which applied under the code name Project Garfield, \$12.5 million in job growth incentive tax credits Thursday morning at a meeting held in Cañon City.

“While we are still firming up our plans, the package makes Denver more attractive to longterm growth including the possibility of adding more flights and more jobs,” Jason Van Eaton, Southwest’s senior vice president of government affairs and real estate, said in an email.

To receive the full incentive, the Dallas-based airline must add 1,013 full-time jobs paying an average annual wage of \$128,115. It has eight years to make the hires.

Dan Landson, a Southwest spokesman, emphasized that the hiring won’t come all at once. As market demand grows, more flights will be added, which in turn will require adding more baggage handlers, gate agents, flight attendants and pilots.

Southwest ranks as DIA’s second-largest carrier, behind United Airlines, in the number of flights, with hometown Frontier Airlines holding the third slot. But measured in terms of local passengers moved around the country, Southwest is the largest carrier, Landson said.

“Denver is our fastest-growing city in our network,” Van Eaton said, “and we look forward to continuing serving the region’s travelers while connecting them to the places that are important in their lives with our world-class hospitality and low fares.”

DIA has launched a \$1.5 billion expansion that will add 39 gates on all three concourses and boost capacity by 30%, spokesperson Emily Williams said.

Southwest has asked for all 16 of the new gates coming to Concourse C, where the airline currently has 24 gates. Spirit Airlines has two gates and Alaska Airlines has one on C.

Williams said the airport will assign the new gates within the next six months, with the concourse expansions expected to wrap up by the end of 2021.

Sam Bailey, vice president of economic development at the Metro Denver EDC, said the jobs aren't just tied to adding new gates, but include positions that might have gone to other cities, such as operations staff and the basing of flight crews.

"There were other markets they were considering," Bailey said. "We had to make the case that metro Denver was the place for the net new growth."

Local economic developers spent months wooing Southwest executives, including visits in Dallas with the company's top leaders, he said.

Dallas is Southwest's largest employment hub, with 5,800 airport-based positions and 6,200 headquarters jobs. Chicago Midway is home to 5,400 Southwest workers, followed by Baltimore/Washington International with 4,800 and Phoenix Sky Harbor International with 4,600.

DIA ranks fifth in the Southwest system with 4,300 jobs. But it has the potential to jump a couple of slots if it continues to outpace Baltimore and Phoenix next decade.

The hiring plans are the latest in a series of moves Southwest has made to deepen its commitment to Denver.

In May, Southwest CEO Gary Kelly announced a \$100 million investment in a new maintenance facility in Denver capable of holding three Boeing 737 aircraft during the company's annual meeting, which was held in Denver.

"Our investment here has paid off very handsomely. We are adding more flights this year and we are planning for more growth in the future," Kelly said at the time. "(This hangar) is further evidence, of course, of our investment in the community."

Southwest chief revenue officer Andrew Watterson, while in Denver for a company retreat in August, estimated the additional 16 gates the company is pursuing would allow the airline to have more than 100 additional flights per day on top of the 200 to 225 it can now handle with its 24 gates.

“We’re proud to pay top-of-the-industry wages and provide great benefits to our employees, but we keep our costs low by keeping our people busy and the assets busy. That means that our planes fly a little bit more, our gates have more departures and our employees handle more flights,” Watterson said in August.

Besides Southwest Airlines, the Economic Development Commission approved two other job growth incentive tax credit requests Thursday morning.

Project Gemini, the code name for the U.S. subsidiary of a Japanese pharmaceutical firm, is considering metro Denver for a new manufacturing plant that could employ 175 people making an average annual wage of \$121,546.

The company, which specializes in antibody therapeutics, was approved for up to \$3.67 million in incentives.

Project Flywheel, an outdoor recreation company looking to expand in Colorado, received \$2.8 million in incentives tied to creating up to 92 new jobs paying an average annual wage of \$114,141.

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Gilpin County latest area to dread noise

BY JOHN AGUILAR

THE DENVER POST



“It’s not fair that they’re going to create a highway in the sky over tiny Gilpin County,” said Donna Okray Parman, who lives in the Dory Lakes neighborhood near Black Hawk with her husband, Bruce. Andy Cross, The Denver Post

CENTRAL CITY» Arthur Gallegos escaped to Gilpin County almost five years ago to help ease the symptoms of post-traumatic stress inflicted by his battlefield experience in Vietnam decades ago.

The solace of the foothills, just outside the urban noise envelope of the Denver area, gives the U.S. Army veteran the “peace and quiet” he was unable to get at his previous home in Fort Collins.

“Down below, my PTSD was out of control — at least up here it’s under control,” Gallegos said of the county best known as home to the twin gambling towns of Black Hawk and Central City. “It’s my sanctuary.”

But as federal aviation regulators move forward with a plan to reorganize and streamline flight paths in and out of Denver International Airport, Gallegos can feel his blood pressure rising. He has already noticed an increase in overhead flights in the last couple of years.

“Every now and then when I am sitting on the deck and planes come over, I flash back to air support operations in Vietnam,” he said.

Gallegos was one on a roomful of Gilpin County residents who showed up at a county commissioner hearing in Central City last week to implore their elected leaders to tell the Federal Aviation Administration it's not fair to route more air traffic over the county of approximately 6,000 people.

The agency has been rolling out its Next Generation Air Transportation System initiative, or NextGen, over the last decade. The next phase of NextGen, dubbed the Denver Metroplex project, is nearing implementation, and Gilpin County residents are concerned that as part of the FAA's efforts to consolidate flight paths in and out of DIA, they will become flyover victims.

At a public workshop in Boulder this year, a proposal to shift flights from the city's Table Mesa neighborhood to the south — over Gilpin County — was put on the table.

“It's not fair that they're going to create a highway in the sky over tiny Gilpin County,” said Donna Okray Parman, who has lived in the Dory Lakes neighborhood near Black Hawk for four years and helped found the opposition group Gilpin Residents Refuse increased flight traffic, or GRRift. “We chose not to live by an airport, and they're bringing it out here. We're not fighting air travel — we're fighting the distribution of air travel.”

Many county residents note that airplane noise is much more noticeable and bothersome where they live because the area is generally quieter than in the city.

The FAA released its final environmental assessment of the project in November. The public comment period for Denver Metroplex ends on Friday.

“Increased air traffic from DIA”

Gilpin County Commissioner Gail Watson expressed frustration that the FAA never held any public meetings in Gilpin County on its proposal while it met with residents of numerous other metro-area communities, such as Boulder, Broomfield, Parker and Aurora.

“To not come here, it's a tremendous oversight and disservice to all of us,” she said at last week's hearing.

FAA spokesman Allen Kenitzer said both a draft and final environmental assessment for Metroplex Denver were sent electronically to the Gilpin County Public Library. The agency, he added, held 42 meetings or briefings throughout the study area between late 2015 and December 2018, along with 12 public workshops this past spring.

“With a study area that covers roughly a third of the state, it was not feasible for every community within the Denver Metroplex Project to have an individual workshop,” Kenitzer told The Denver Post.

He said the FAA has not made any changes to flight tracks in the Denver area since 2012.

“What residents in Gilpin County may be experiencing is increased air traffic from DIA,” he said.

In 2018, DIA saw a record 64.5 million passengers move through its concourses, making it the fifth-busiest airport in the country. Last summer, DIA set records three times for the most passengers in a day passing through the airport.

The FAA casts its Next-Gen initiative as the “modernization of America’s air transportation system to make flying even safer, more efficient, and more predictable.” The agency wants to use satellite navigation to move air traffic more safely and efficiently in and out of airports in the metro area, including DIA, Rocky Mountain Metropolitan Airport and Centennial Airport.

The FAA projects that the streamlined flight paths, which promise smoother descents than the traditional stair-step approach pilots take today, will save more than half a million gallons of fuel annually at a cost savings of \$1.8 million.

Last spring, agency officials pushed back at claims of increased noise during a public workshop on Metroplex in Littleton.

Lawsuit coming

But several other Metroplex efforts implemented across the country have met stiff opposition by those who find themselves suddenly living under new, concentrated flight routes. The FAA has been sued by Phoenix, Los Angeles and Baltimore over the new flight paths, and in 2017, a federal appeals court struck down the Metroplex plan for Phoenix’s Sky Harbor International Airport.

Closer to home, the Denver Metroplex project had already run up against stiff resistance before Gilpin County residents began complaining. Civic leaders in Denver’s southern suburbs, along with officials at Centennial Airport, have for more than a year alleged that the FAA’s proposed flight paths in and out of DIA would shift hundreds of Centennial Airport-bound flights over cities such as Littleton and Greenwood Village at low altitude.

Centennial Airport officials say they plan to sue the FAA over the matter, claiming its environmental assessment is incomplete. Dylan Heberlein, senior noise and environmental planner with the airport, dug up noise complaint data at several airports where Metroplex has gone into effect.

At the Baltimore-Washington airport, Heberlein found that pre-Metroplex noise complaints went from 2,409 in 2015 to 17,223 two years later. And in Los Angeles, complaints registered at just more than 8,000 in 2014, but after Metroplex was adopted, soared to nearly 275,000 last year. Centennial Airport included the data in a letter it sent to the FAA this year.

“Looking at these numbers, it’s no secret that Metroplex can increase noise complaints for any airport,” Heberlein said.

Concerns from Gilpin County are being heard at a higher level. Last month, Rep. Joe Neguse weighed in on the issue with a letter to the FAA. He said increased plane traffic over Gilpin County’s natural attractions — Golden Gate Canyon State Park and James Peak Wilderness Area — would ruin those places for visitors seeking a nature experience.

He called for the FAA to meet with his constituents in a public meeting before moving forward.

“Leaving out specific communities does not provide an accurate picture of the impact, and leaves my constituents feeling unheard and unrepresented in the process,” Neguse wrote.

And on Thursday, Sen. Michael Bennet joined Neguse in asking the FAA to provide congressional staff with a briefing on the project and extend the public feedback period for a month past the briefing.

Okaray Parman said she and her neighbors don’t want to stifle air travel in the metro area — they just want it more evenly dispersed.

“We’re not crazy people — we know there’s going to be air traffic in 2019,” she said. “We use it.”

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GROWTH NEAR DIA

Housing “creep” worrisome

Aurora has OK'd development near planned runway

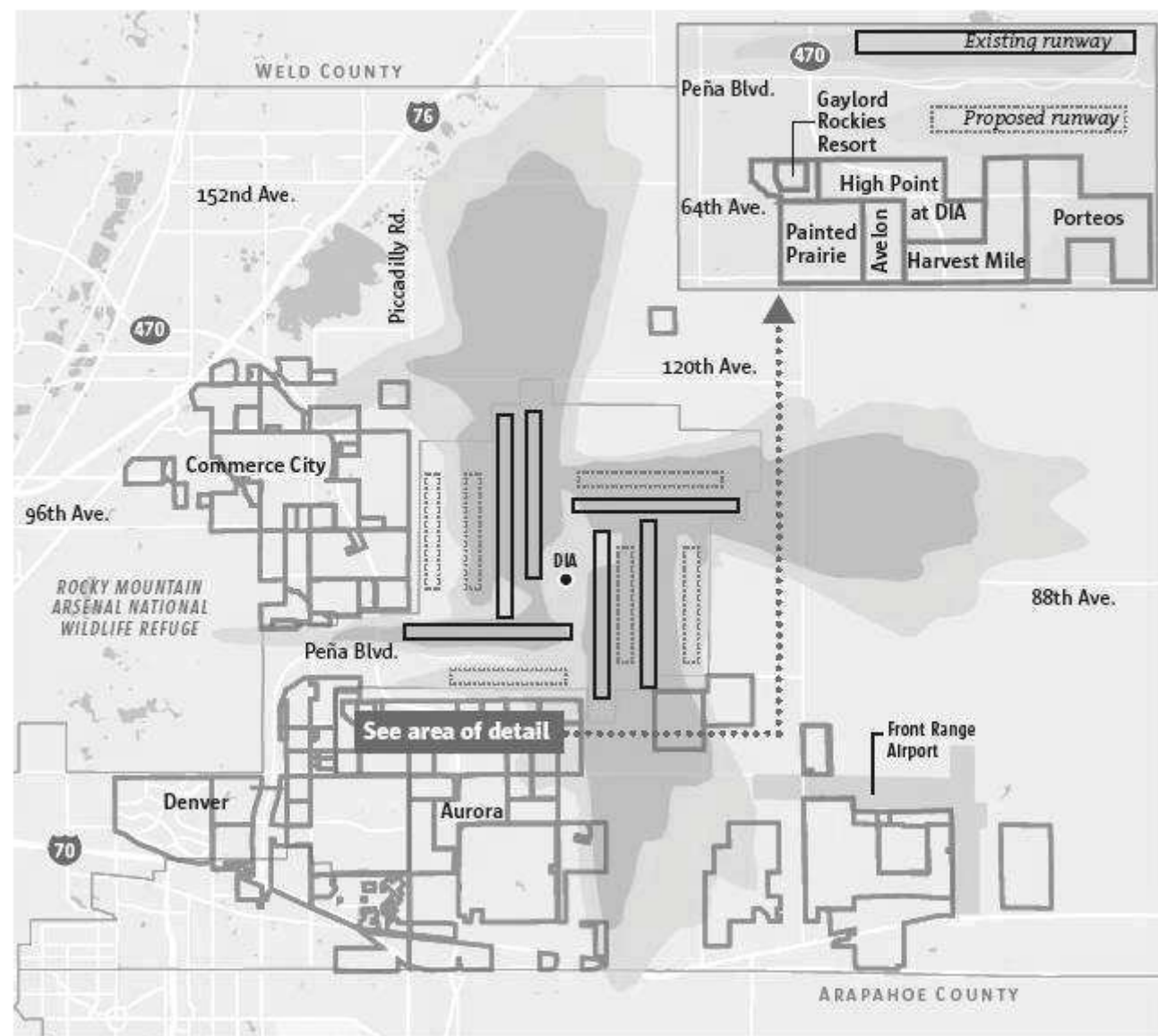
BY JOHN AGUILAR
THE DENVER POST

Too close for comfort?

Denver International Airport officials are concerned about a recent decision by the Aurora City Council to allow the construction of single-family homes about a half mile from where a future runway will be located at the airport. The city and developer counter that the homes are outside of DIA's “noise contour,” inside of which residential development is not permitted.

DIA NOISE LEVELS AND DEVELOPMENT

■ 65 LDN contour* ■ Existing DIA runway ■ Existing and proposed residential and commercial development
■ 60 LDN contour ■ Proposed DIA runway



*LDN is the day-night average sound level, which is the average sound level over a 24-hour period.

Source: Denver International Airport

Kevin Hamm, The Denver Post

Aurora has given a green light to the construction of potentially hundreds of houses half a mile from Denver International Airport's next planned runway, highlighting growing concerns over what an explosion of new neighborhoods near the airport may mean for future homeowners.

Officials from the airport recently lobbied the Aurora City Council over the next phase of High Point at DIA, a 1,152-acre mixed-use community just southwest of the airport, pleading with the city not to open the door to homes being built so close to the airfield.

"The property in question will be subject both to overflights and to single-event noise exposure from current airport operations, and will experience significantly increased noise impacts once the master-planned future runway south of Peña Boulevard is built," Rachel Marion, DIA's director of government affairs, told the council in December. "This level of noise exposure is not good for residents, and it is not good for airport operations."

Marion reminded Aurora's elected leaders that noise and safety concerns 25 years ago led to the relocation of Stapleton International Airport far from where people live.

But in recent years, developments on once-vacant land surrounding DIA have sprouted in Commerce City to the west and in Aurora and Denver to the south — with many more in the planning stages — giving airport officials the uneasy sense that the rapidly growing metro area is fast encroaching on DIA.

George Merritt, senior vice president of government and community affairs for the airport, says there is a sense of "creep" as new homes and businesses advance on DIA.

"We're seeing this come closer and closer to the airport," he said. "This is not an Aurora-only issue."

But Aurora, which for years has been planning significant commercial and residential projects in the vicinity of DIA, said High Point is outside of the airport's noise contour in which residential construction is prohibited. And that noise map is forward-looking, accounting for impacts from all 12 runways that one day could be up and running at DIA.

Currently, the airport has six runways.

"It's like any development — it's all a question of balance," said Jason Batchelor, deputy city manager of Aurora.

Outside noise contours

The city says it has taken steps to minimize noise impacts to future residents, chiefly by guiding any proposed residential development to the west side of E-470 — away from the airport.

“We understand the concern of the airport, but we’ve worked with developers to remove residential (elements) east of E-470,” Batchelor said. “This development has hit a sore spot with them, but I would point to the overall balance of our actions.”

There are a half-dozen large projects planned along East 64th Avenue in Aurora, including High Point, Painted Prairie, Avelon, Harvest Mile and Porteos, where hundreds of new homes and thousands of square feet of commercial space could eventually go in.

Batchelor noted that the developments closest to the airport, like Porteos and Harvest Mile, will mostly encompass office and industrial uses that would be impacted less by nearby takeoffs and landings at DIA than residents would be.

Then there’s the reality, Batchelor said, that many property owners and developers have legal entitlements to build homes in the area, based on land-use agreements hammered out years ago.

“Once somebody goes through the planning process, it vests certain property rights to them,” he said.

In the end, Batchelor said, the decision by Aurora City Council last week to redesignate the High Point parcel from “urban district” to “emerging neighborhood” allows developer Westside Investment Partners to shift its crop of future detached single-family homes just a few hundred feet to the north of where they would have been allowed anyway under the city’s comprehensive plan.

The result of that shift, he said, is that land right along East 64th Avenue that would have been populated with homes can now be turned into commercial or entertainment uses, fueled in part by guests staying at the nearby 1,501-room Gaylord Rockies Resort & Conference Center.

“We would like to develop that property to the best and highest use and that includes activating 64th,” Batchelor said.

Andrew Klein, founder of Glendale-based Westside Investment Partners, said his firm has already agreed to reduce the acreage dedicated to residential development at High Point from 450 acres to 150 acres.

Westside will only work with reputable homebuilders who will mitigate the potential impacts of aircraft noise, such as using thicker insulation and installing triple-pane windows, Klein said. Ultimately, he said, it will be up to prospective homeowners to go into the purchasing process with eyes wide open.

“At some point, we have to give credit to people that they are smart enough to know they are buying a home close to DIA,” Klein said.

Denver more restrictive

DIA’s Merritt said the airport’s concern centers around High Point’s plans for single-family detached homes so close to DIA’s future seventh runway. That type of housing, he said, is particularly vulnerable to noise because it lacks adjoining units that can act as a sound barrier, and residents typically have a yard in which to spend time outdoors.

That’s why Denver has agreed to limit all residential development near the airport to areas south of East 64th Avenue. Furthermore, the city committed to allowing no single-family detached housing to be built north of East 56th Avenue.

Laura Swartz, spokeswoman for Denver’s Community Planning and Development office, said the logic behind the city’s decision to restrict homebuilding close to DIA “is to learn from the lessons of Stapleton Airport and prevent the encroachment of incompatible development on DEN.”

“It’s our understanding that Aurora takes a different approach and uses actual noise contour lines to determine where residential is/isn’t allowed,” she said. “This has the end result of Aurora allowing residential in similarly situated land where Denver prohibits it.”

Future noise issues played a role in the Aurora Planning Commission’s decision in November to deny Westside’s requested change to the city’s comprehensive plan. The airport’s Merritt said he was “stunned” that the City Council went the other direction last week.

“The vote sets a precedent that is inconsistent with decades of joint land-use planning and threatens the region’s economic engine, all within a generation of relocating our airport because of issues related to residential noise exposure,” he said.

Particularly vexing to DIA is that Aurora is permitting homes close to the airport at the same time it is suing DIA for alleged noise violations in neighborhoods much further away from the airport. The city joined with Thornton, Brighton and Adams County in

asking a judge to compel DIA to pay \$33.5 million for noise violations. No ruling has been issued in that case.

“This airport has been a vital piece of the success of the community over the last 25 years,” Merritt said. “And perhaps no community stands to benefit over the next 25 years more than Aurora. It’s important that we plan thoughtfully so that we don’t close out an opportunity for the airport and the community to reach full potential together.”

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“At some point, we have to give credit to people that they are smart enough to know they are buying a home close to DIA.”

Andrew Klein, founder of Glendale-based Westside Investment Partners

https://www.coloradopolitics.com/news/arapahoe-county-blasts-faa-over-air-traffic-findings/article_72a5e836-36e7-11ea-9986-2f7bb311c550.html

Arapahoe County blasts FAA over air traffic findings

Michael Karlik, Colorado Politics

Jan 14, 2020



(Photo by guvendemir, iStock)

Arapahoe County has sent a scathing letter to the Federal Aviation Administration criticizing the draft plan to revamp flight paths at five Colorado airports.

“It is an understatement to say that we are disappointed by the fact that the FAA has completely ignored most comments ... while proceeding unabated with pushing the DEN-Metroplex without any regard for the health, welfare, safety and quality of life of residents living underneath the proposed flight paths,” Centennial Airport CEO Robert P. Olislagers wrote in a letter dated Dec. 18.

Nationwide, the FAA's "metroplex" efforts are to accommodate the Next Generation Air Transportation System, which optimizes air traffic control procedures. The analyses from region to region examine "congestion, airports in close geographical proximity, and other limiting factors that reduce efficiency in busy metroplex airspace," [according to the FAA](#).

The Denver Metroplex Project will improve the efficiency of airspace by recalibrating arrivals and departures at five airports, including Denver International Airport, Centennial and three northern Colorado facilities. The FAA formed a study area over a large swath of the Front Range and Eastern Plains to evaluate the environmental impacts of aircraft routing changes.

The project [could affect flight paths and altitudes](#), but would not by itself increase the number of flights.

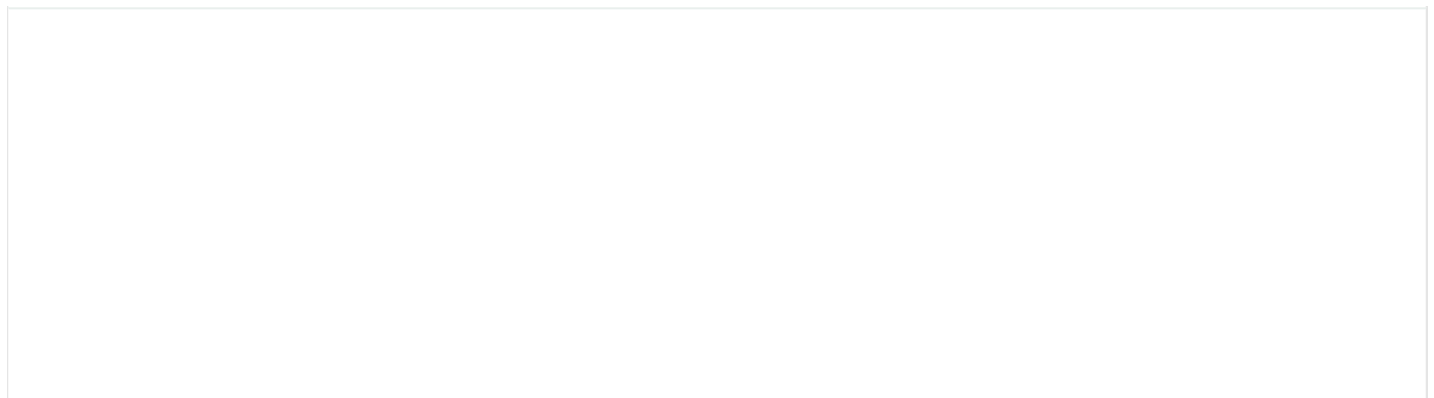
In his letter, sent during the public comment period on a draft environmental impact report, Olislagers wrote that the FAA "consistently misapplies, misinterprets or ignores" the potential increases in noise and pollution that can be expected with growth at Denver International Airport.

"It is our well-founded belief that the FAA has not adequately demonstrated the cumulative impacts of the proposed Metroplex in this rapidly growing area despite knowing and having documented the annual increases in flight operations in and out of the Denver metropolitan area," he explained.

Olislagers took issue with the FAA's planned finding of no significant environmental impact of the Metroplex plan. He also criticized the FAA for not examining the noise impacts on children, "ostensibly because it lacks a standard."

The letter, which identifies Centennial Airport as the second busiest general aviation airport in the nation, asks for a more comprehensive environmental impact study from the FAA.

MORE INFORMATION



THE DENVER POST

Citizen gave FAA idea to move airport flight path from Boulder to Gilpin

DIA shifted westbound departing flights over Gilpin County at the suggestion of one Boulder individual



A battle by Gilpin County to stop a flight path out of DIA from being established over the mountain county continues to heat up. (Photo By Joe Amon/The Denver Post)

By **JOHN AGUILAR** | jaguilar@denverpost.com | The Denver Post

PUBLISHED: January 20, 2020 at 6:00 am | **UPDATED:** January 20, 2020 at 10:07 am

A controversial push by federal aviation authorities to shift westbound flights out of Denver International Airport over Gilpin County appears to have come at the suggestion of one person looking to clear the skies above Boulder.

In a recent supplemental report to a final environmental assessment of the Denver Metroplex Project obtained by The Denver Post, the Federal Aviation Administration wrote that during its community engagement process last year “a member of the public proposed the FAA move (a westbound

flight path over Boulder) further south.”

The result of that advice from the unnamed person: a planned “lateral shift” of all those planes 2 nautical miles to the south from their existing route “over the south/central City of Boulder,” according to the FAA document.

Gilpin County Commissioner Gail Watson said the change places the flight path — dubbed ZIMMR SID — right over her sparsely populated but historically significant county, which formed 15 years before Colorado became a state.

“They took one person’s recommendation to move the flight path — why didn’t that trigger a conversation with the county that would impact?” Watson said Thursday.

Residents of Gilpin County, she said, never got a meeting with the FAA as it rolled out the latest iteration of its Denver Metroplex Project, an initiative that strives to redesign airspace and address inefficiencies through new navigational technology and realigned flight paths. It has not yet been finalized.

The agency projects that the streamlined flight paths, which promise smoother descents than the traditional stair-step approach pilots take today, will save more than half a million gallons of fuel annually at a cost savings of \$1.8 million.

The agency held dozens of public workshops on Metroplex across the metro area last year and before that in 2017, including in Boulder, Littleton, Centennial and Brighton.

But not in Gilpin County.

“We never got a voice in it,” Watson said.

FAA spokesman Allen Kenitzer on Thursday said noise modeling and feedback from elected officials were used to determine the locations for public workshops on Metroplex.

“The public workshop locations, dates and times were posted on the FAA Community Involvement and Denver Metroplex Project websites, in addition to being publicized through social media and press releases,” he said. “Gilpin County has specifically been invited to review and comment. Both the Draft EA and the Final EA were sent electronically to the Gilpin County Public Library upon public release.”

He said there are no plans for FAA officials to meet with Gilpin County

residents at this time.

“Air traffic levels are a function of community demand for air service and the industry responds to serve that demand,” Kenitzer said. “The Denver Metroplex procedure is to accommodate demand safely and efficiently.”

Gilpin County has been agitating for months about planned flight paths out of DIA, charging the FAA with not taking adequate measures to gauge how a concentration of new overhead flights will affect the mountainous county.

“They have no idea what the impact is to our cultural and historic resources; they have no idea what the impact is on our wildlife; they have no idea what the impact is on our residents,” Watson said.

The Denver Metroplex Project has been under fire from communities beyond Gilpin County. Boulder County residents registered complaints about flights out of DIA during public workshops last year while Denver’s southern suburbs are worried about the project exacerbating noise impacts from air traffic moving in and out of Centennial Airport.

Watson said she expects Centennial Airport to file a lawsuit against the FAA over Metroplex any day now and Gilpin County, she said, will file an amicus brief in support of the legal challenge.

In the meantime, U.S. Sen. Michael Bennet and Rep. Joe Neguse, who represents both Boulder and Gilpin counties in Congress, have asked the FAA to re-open the public input period on Metroplex’s environmental assessment and grant residents there a formal meeting.

On Thursday, a spokeswoman for Neguse said the congressman has “also advocated for noise sampling to be done to better take into account geographical features in the area.”

“Gilpin County is home to the James Peak Wilderness Area and Golden Gate Canyon State Park — both of which are treasured public lands that would be greatly disturbed by an increase in air traffic overhead,” said Sally Tucker, Neguse’s spokeswoman.

Earlier last week, Colorado House Speaker KC Becker and state Sen. Tammy Story met with dozens of Gilpin County residents to hear complaints about Metroplex.

“It’s critical that the FAA do a better job of communicating with local communities,” Becker said Thursday. “It sounds like they are completely ignoring all the local input.”

The speaker said she plans to reach out to the Colorado attorney general's office to see if there are grounds to take legal action against the FAA from a state perspective.

Christine Weeber, who moved to Gilpin County in 2005 to escape severe environmental sensitivities to mold and synthetic fragrances, said she and her husband managed to build a "safe, nontoxic home" to live in.

"This is my hospital, my refuge, my second skin, my living space, and my workspace," she said.

But increased air traffic overhead could degrade her lifestyle, Weeber said, as well as jeopardize birds of prey — northern goshawks in particular — that live in the area.

"I feel there should be an awareness that they need a healthy, quiet forest to live in," she said. "We don't want to lose them."

Watson, the commissioner, said she doesn't want flight paths moved over someone else in an effort to evade the noise in Gilpin County. She just wants fairness from the FAA.

"Our position isn't put all the air traffic over Boulder or put all the air traffic over Clear Creek County," she said. "Our position is — spread the pain."

SOURCE: <https://www.denverpost.com/2020/01/20/gilpin-boulder-faa-denver-airport/>

Council approves more United gates at DIA

BY LINNEA LIPSON
THE DENVER POST

On Tuesday night, the Denver City Council unanimously approved an amendment granting United Airlines access to 24 more gates at Denver International Airport.

“It’s an unbelievable day for United and for Denver,” said Steve Jaquith, vice president of the Denver branch of United Airlines.

Jaquith said the expansion will allow United, which currently provides 164 nonstop destinations from DIA, to ramp up its service to more destinations.

This expansion would allow United to increase departures at DIA from 500 to 700 per day by 2025.

The amendment authorized 12 new gates on Concourse A — which are being added as part of the \$1.5 billion expansion at DIA — 11 gates currently on that concourse and one new gate on Concourse B for United Airlines’ use. United currently leases gates across Concourses A, B and C, and this will allow them to consolidate their space in the airport.

United is DIA’s biggest airline carrier, encompassing 44% of the traffic in 2019.

The airport currently accommodates 50 million passengers per year, but with this gate expansion, DIA could serve up to 80 million passengers per year.

Linnea Lipson: llipson@denverpost.com or @lipsonlinnea

THE DENVER POST

Feds give final OK to new DIA flight path plan despite objections

Denver Metroplex plan will take effect in late March



The FAA has issued a final record of decision for the controversial Denver Metroplex Project, it was announced Friday.
(Photo By The Denver Post)

By **JOHN AGUILAR** | jaguilar@denverpost.com | The Denver Post

PUBLISHED: January 24, 2020 at 4:04 p.m. | **UPDATED:** January 24, 2020 at 5:13 p.m.

A controversial plan to change flight paths in and out of Denver International Airport — prompting howls of protest from communities throughout the metro area — has received final approval from federal aviation regulators, it was announced Friday.

The Federal Aviation Administration issued a finding of no significant impact in its record of decision for the Denver Metroplex Project. It plans to put the plan into effect on March 26.

“The decision enables the agency to move forward with the project, which will use cutting-edge satellite navigation to move air traffic more safely and efficiently through the area,” the FAA said in a news release Friday. “Satellite-based routes will allow for more direct and efficient routing of aircraft into and out of Denver and surrounding airports, enhancing aviation safety and efficiency, and potentially reducing flight delays.”

Those new proposed flight paths have been under attack for months by various communities around Denver, who fear it will funnel more air traffic over their homes.

Residents of Gilpin County have protested that a planned shift of west-bound air traffic to the south — away from Boulder and toward Gilpin County — will disturb their quiet and threaten historic sites in the small, mountainous county.

Many living in Denver’s southern suburbs are worried about the project exacerbating noise impacts from air traffic moving in and out of Centennial Airport. The airport threatened to take legal action against the FAA over Metroplex, as has been done in other parts of the country.

Late Friday afternoon, a spokesperson for Centennial Airport said officials from the airport intend to file a lawsuit against the plan.

Donna Okray Parman, a member of Gilpin Residents Refuse increased flight traffic (GRRift), said Friday that her group “will not stop fighting this effort by the federal government to destroy the peaceful mountain respite for Colorado residents.”

“This is a disastrous plan for Colorado,” she said. “I sincerely hope that the people of Colorado rise up against this FAA plan, and have their communities file petitions to stop it. If we don’t protect our state, who will?”

The FAA in its Friday press release said prior to making its decision, it “conducted thorough environmental reviews, including 24 public workshops and approximately 78 stakeholder briefings in the Denver metro area.”

“The agency also held two public comment periods totaling 75 days and evaluated and responded to more than 975 comments,” the release said.

But residents of Gilpin County said they never got a meeting with the FAA, despite letters from the offices of U.S. Rep. Joe Neguse and U.S. Sen. Michael Bennet to the FAA imploring the agency to schedule one.

The FAA said its environmental review for Metroplex concluded that “some people will experience slight noise decreases, some will see no

changes, and some will experience small noise increases.”

“Additionally, some people might see aircraft where they did not previously fly after the Denver Metroplex procedures are implemented,” the release stated.

Data produced by officials at Centennial Airport showed that Metroplex plans implemented in other cities across the country resulted in higher levels of noise complaints. At the Baltimore-Washington airport, pre-Metroplex noise complaints went from 2,409 in 2015 to 17,223 two years later.

And in Los Angeles, complaints registered at just over 8,000 in 2014, but after Metroplex was adopted, soared to nearly 275,000 in 2018, according to the Centennial Airport’s research, which was shared with the FAA in a letter sent to the agency last year.

The FAA projects that the streamlined flight paths under Metroplex, which promise smoother descents than the traditional stair-step approach pilots take today, will save more than half a million gallons of fuel annually at a cost savings of \$1.8 million.

SOURCE: <https://www.denverpost.com/2020/01/24/denver-airport-faa-metroplex-gilpin-centennial/>



NextGen Advisory Committee (NAC) Meeting

DATE: December 12, 2019
TIME: 9:00 AM – 12:00 PM EST
LOCATION: MITRE 1 Building Conference Center
7525 Colshire Drive, McLean, VA 22102-7539

Item	Time	Topic	Facilitator
1	9:00 AM – 9:10 AM 10 Minutes	Opening of Meeting	NAC Chair Chip Childs, SkyWest Airlines
2	9:10 AM – 9:25 AM 15 Minutes	Chair's Report <ul style="list-style-type: none">July 30, 2019 NAC Meeting Summary (For NAC Member Approval)Chair's Remarks	NAC Chair
3	9:25 AM – 9:35 AM 10 Minutes	FAA Report	Dan Elwell, FAA, Deputy Administrator
4	9:35 AM – 9:40 AM 5 Minutes	Public Statements	Public
5	9:40 AM – 9:50 AM 10 Minutes	Community Engagement <ul style="list-style-type: none">Strategy for Public and Industry Engagement	Kim Stover & Sean Torpey, FAA
6	9:50 AM – 10:00 AM 10 Minutes	PBN Way Forward	Kim Stover, FAA NAC SC Co-Chair Craig Drew, Southwest Airlines
7	10:00 AM – 10:15 AM 15 Minutes	FAA Update: Joint Implementation Plan (JIP) Milestones <ul style="list-style-type: none">Data CommNECPBNMRO	FAA Subject Matter Experts



Item	Time	Topic	Facilitator
8	10:15 AM – 10:40 AM 25 Minutes	NAC Subcommittee (SC) Co-Chair's Report Industry Update: Joint Implementation Plan (JIP) Milestones & 18-4 and 18-5: JIP Industry Risks and Mitigation <ul style="list-style-type: none"> • Surface and Data Sharing • Data Comm • NEC • PBN • MRO 	NAC SC Co-Chair NIWG Co-Chairs
-	10:40 AM – 10:50 AM 10 Minutes	Break	-
9	10:50 AM – 10:55 AM 5 Minutes	Remarks by the FAA Administrator	Steve Dickson, FAA Administrator
10	10:55 AM – 11:15 AM 20 Minutes	19-2: Enhanced Air Traffic Services (EATS) <ul style="list-style-type: none"> • Tasking Approach • Status Update 	NAC Chair
11	11:15 AM – 11:25 AM 10 Minutes	19-1: Minimum Capabilities List (MCL) <ul style="list-style-type: none"> • Tasking Approach • Status Update 	NAC SC Co-Chair
12	11:25 AM – 11:40 AM 15 Minutes	Leveraging ADS-B Infrastructure for Future Operational Benefits	David Gray, FAA
13	11:40 AM – 11:50 AM 10 Minutes	Equip 2020 Working Group 4 Update	Rocky Stone, United Airlines Brian Townsend, American Airlines
14	11:50 AM – 11:55 AM 5 Minutes	Summary of Meeting and Action Item Review	FAA
15	11:55 AM – 12:00 PM 5 Minutes	Closing Comments and Adjourn	NAC Chair

COMMUNITY ENGAGEMENT

DRIVING PUBLIC AND INDUSTRY ENGAGEMENT
STRATEGY IN AN AGENCY WIDE EFFORT



Noise Challenge

- More aircraft are flying
- Fleet mix changes to meet passenger demand
- Addressing community concerns is an aviation industry issue and needs to be addressed collectively by the aviation industry

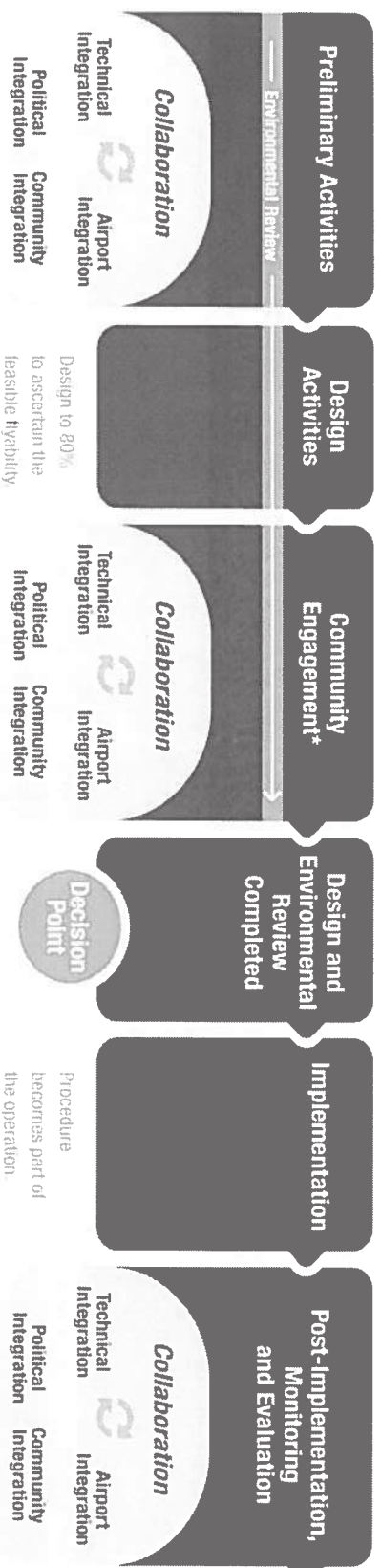


Strategic Engagement with Communities and Airports

- Exceed the engagement requirements spelled out in the environmental review process (NEPA)
- Increased participation and engagement with Airports and Community Roundtables
- Reviewing data to identify root cause

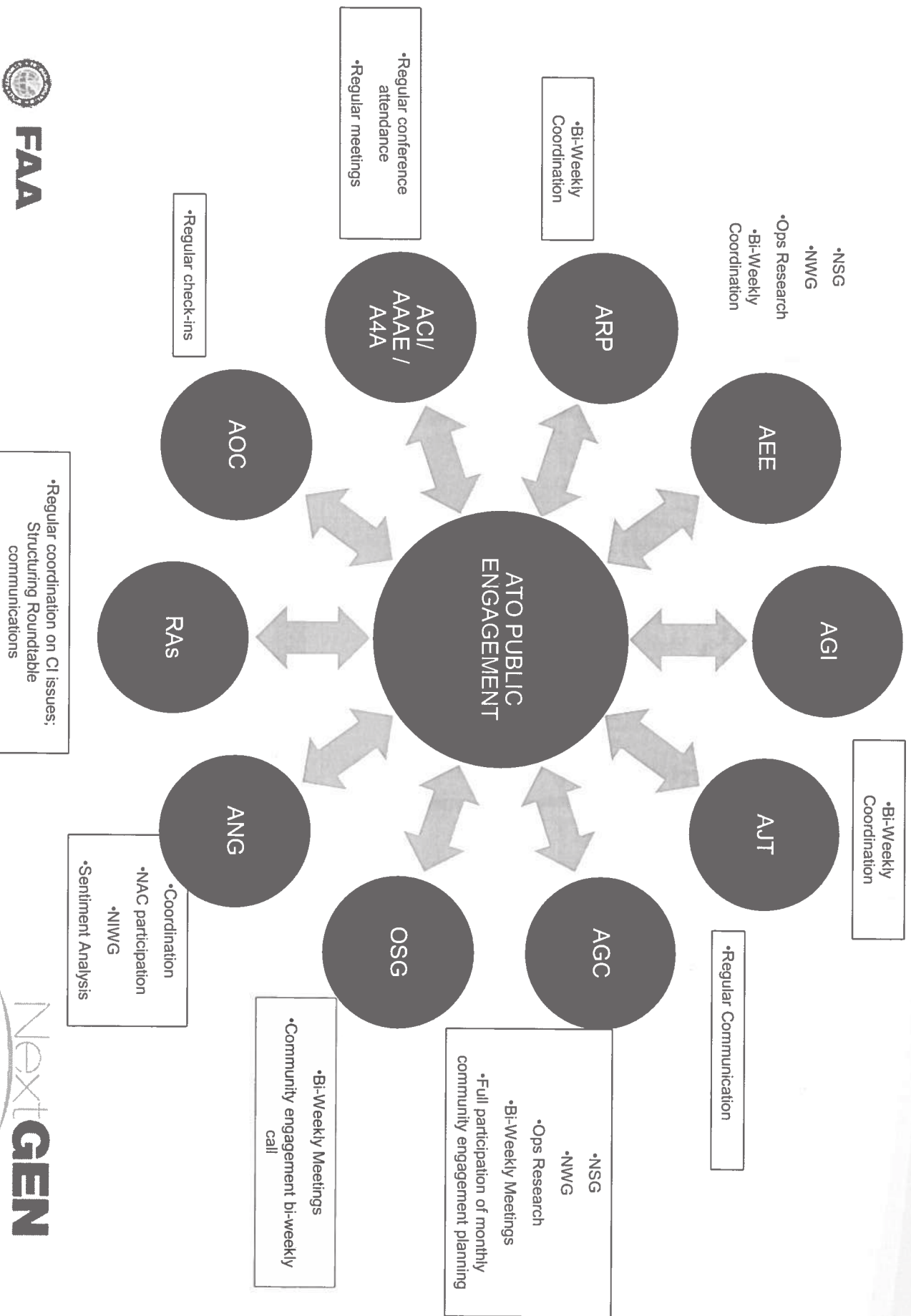


Community Outreach Framework



- | | | | |
|---|--|--|-----------------------------------|
| Technical | Airport | Political | Community |
| Industry - to include Airlines, Cargo Carriers, Business Aviation, etc. | FAA Airports, Local Sponsor/Director, Airport Sponsored Roundtable | Congress, Local Elected Officials, Regional Administrators | Defined by Airports and Political |
| Air Traffic, Technical Operations, System Service Centers | | | |
- *Community Engagement-**
- ✓ Gather Comments
 - ✓ Adjudication
 - ✓ Back to Group for Consideration





Keeping the issues in the Region

The Regional Administrator (RA)

- leads the community engagement team in the region
- is the entry point for all requests for support:
 - + Airport and Community Airport Roundtables
 - + Congressional meetings
 - + Correspondence



Community Engagement Officers/Noise Ombudsman

- 8 total positions
 - + 1 in Eastern RA Office
 - + 1 in Western RA Office
 - + 1 in Great Lakes RA Office
 - + 1 assigned to the Noise Complaint Initiative
 - + 2 in Eastern Service Center
 - + 2 in Western Service Center
 - + 1 in the Southwest Region



Keeping the issues with the Airport

- The FAA has received noise complaints from Airports for years
- Continue to work with the Airports to share data and responses
- Airport roundtables provide effective constructive means for equitable engagement with communities and airport stakeholders

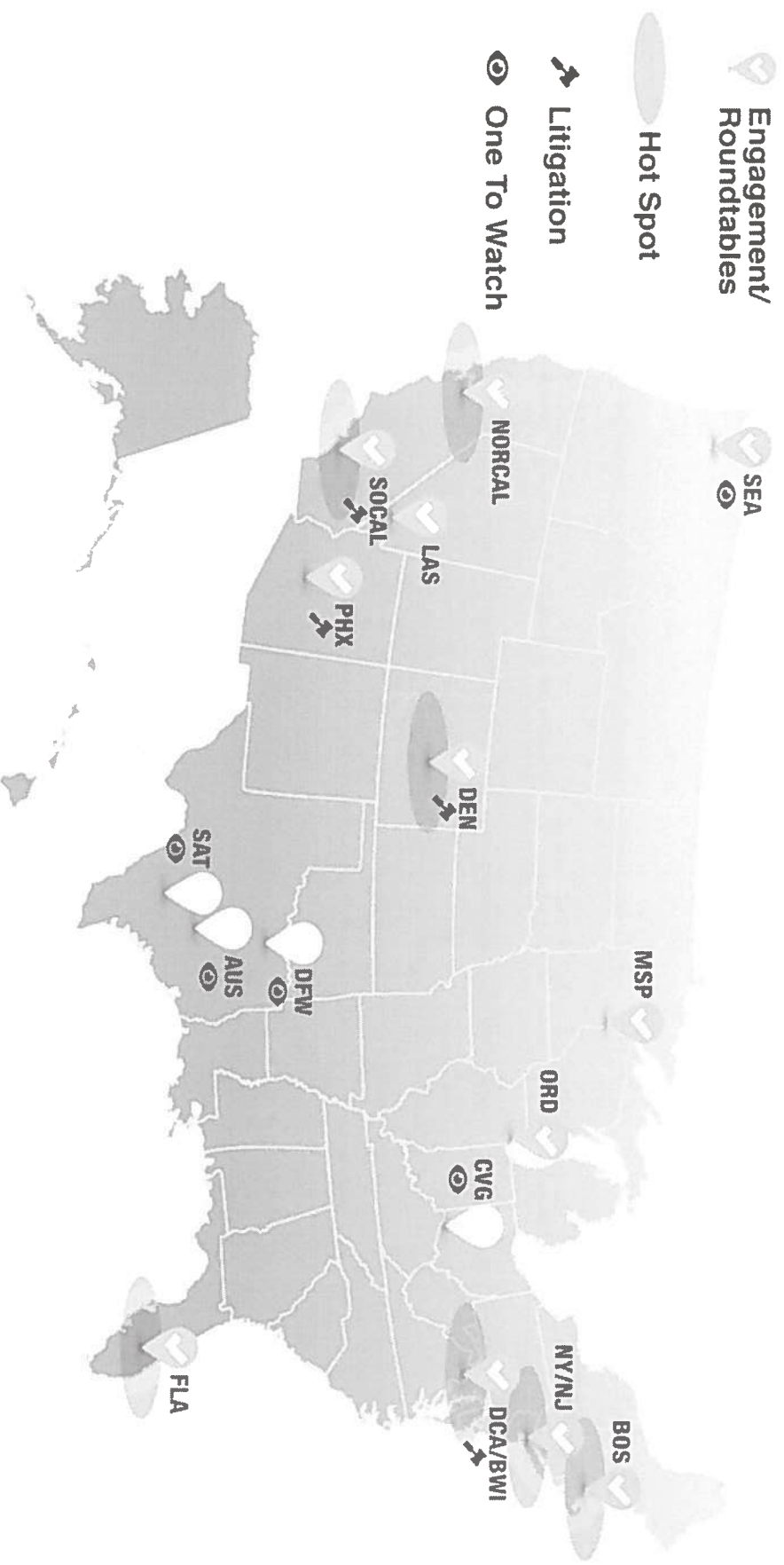


Community Workshops

- Important to communicate the reason we are making necessary changes to our airspace
- Provide clear and understandable graphics that represent how flight paths may be changing
- Utilize Air Traffic Subject Matter Experts (SME's), Airport officials and Airline representatives to explain the changes and answer questions



Public Engagement Snapshot



October 2019

Federal Aviation
Administration



Brad's Notes - N.O.I.S.E. Policy Summit, San Antonio
November 20, 2019

Sandy Lancaster, DFW Environmental Program Manager

- Gave a presentation on the public outreach on the Rehabilitation of Runway 17C/35C
 - Describes the project
 - Describes the timeline
 - What to expect
 - A 2 page flyer is attached
 - This is an excellent example of public outreach and perhaps should be used by DEN

James Allerdice and Katrina Jensen, ABCx2 (CACNR approved a Consulting Agreement with ABCx2)

- Has developed software that will correlate Noise Monitor Data with complaints using SWIM (System Wide Information Management) and Automatic Dependent Surveillance-Broadcast (ADS-B).
 - SWIM was designed to implement a set of information technology principles in the National Airspace System (NAS) and to provide users with relevant and understandable information.
 - ADS-B one of the foundations of NextGen, is a surveillance technology that helps pilots and air traffic controllers create a safer, more efficient National Airspace System (NAS).
- Software will create a dashboard that is customized to query what information is requested.

2018 REHABILITATION OF RUNWAY 17C/35C

DALLAS FORT WORTH INTERNATIONAL AIRPORT

Why is DFW considering this project?

Runway 17C/35C is 13,400 feet long and is DFW Airport's primary arrival runway, handling approximately 40% of DFW arrivals daily. The runway was built in 1984 and is in need of significant rehabilitation.

What is the project?

DFW intends to rehabilitate this runway, which entails:

- Replacement of the center third of the runway, about 6,000 feet;
- Asphalt resurfacing of the entire runway length;
- Rehabilitation of the parallel taxiway, Taxiway M (This work will be done after the runway reopens).

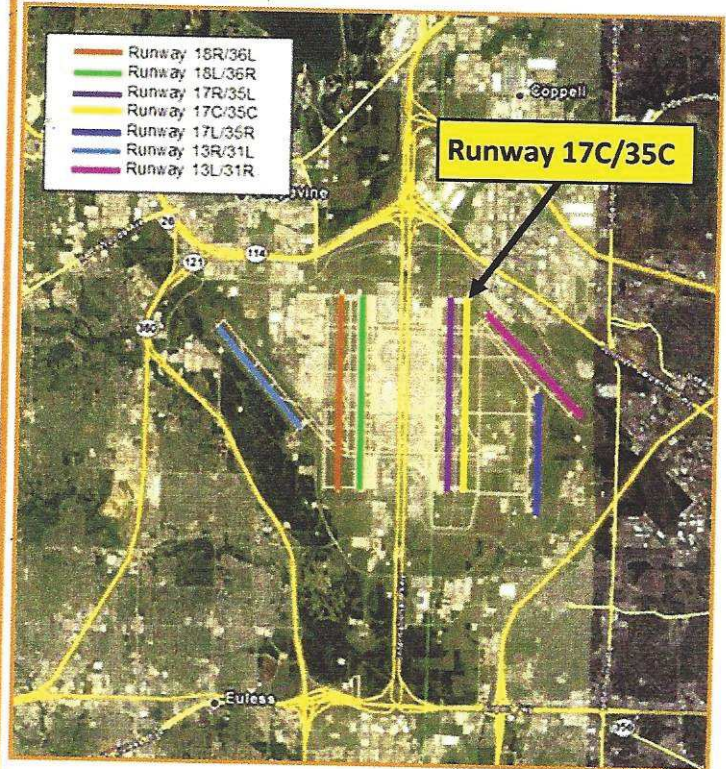
To avoid future runway closures and related impacts, DFW also plans to concurrently:

- Install Runway Status Light System;
- Build a portion of Northeast End Around Taxiway in runway environment.

When will the work be done?

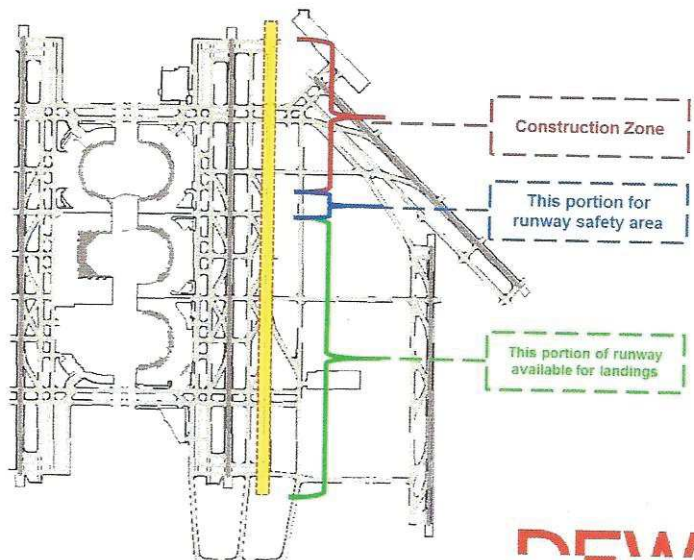
A project of this magnitude can take a year or more. Thus, to reduce impacts on the airfield and communities, DFW is phasing the project by doing a partial closure (72 days) and a shortened full closure (104 days). This will reduce the overall time of the runway closure. The following is the schedule for the phases of the runway project:

2018 ACTIONS	START	END
Preparation/Mobilization	Mar 26	May 23
Partial Closure of Runway	May 24	Early - Aug
Full Closure of Runway	Early - Aug	Nov 16
Runway Open/Finalization	Nov 16	Dec 8



How will the runway be used during the phases?

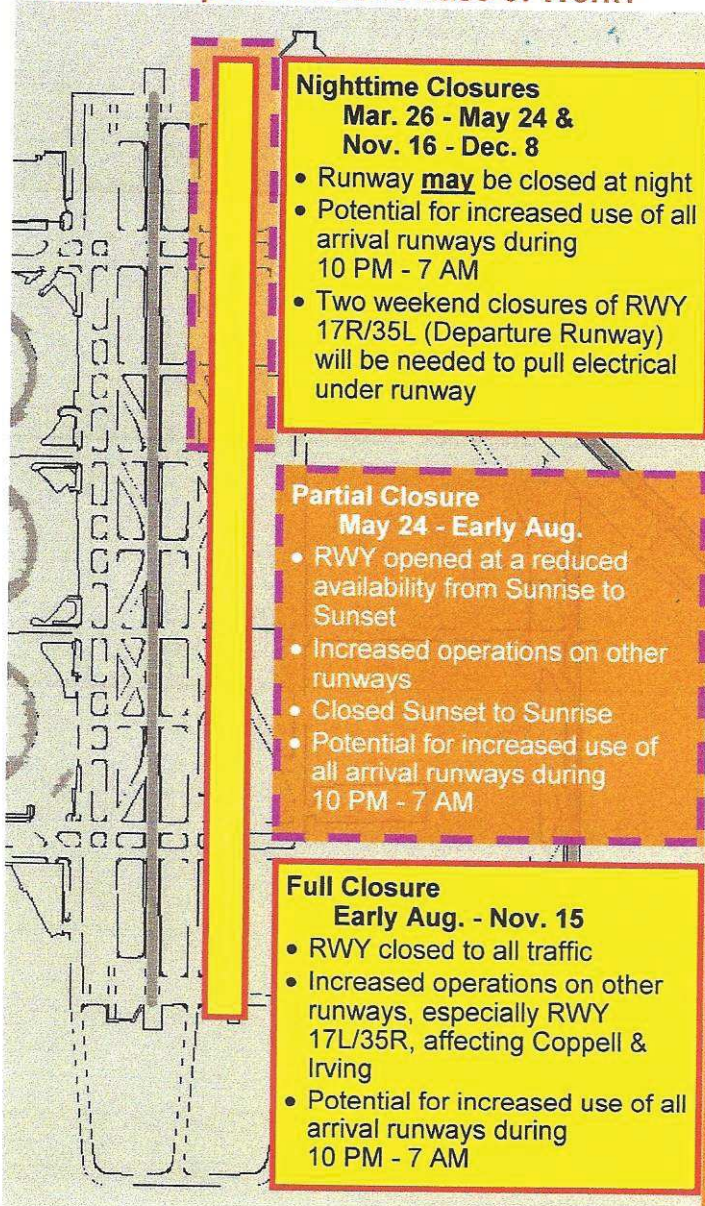
Partial Closure: During the partial closure, the northern portion of the runway will be under construction. The remainder of the runway will be available for arrivals at reduced capacity.



DFW

What to Expect During the Runway Project

What to Expect in Each Phase of Work?



How Will Noise Change During Closure?

Surrounding communities may experience an increase in noise within their neighborhoods from the effects of the change in operations during the runway closure.

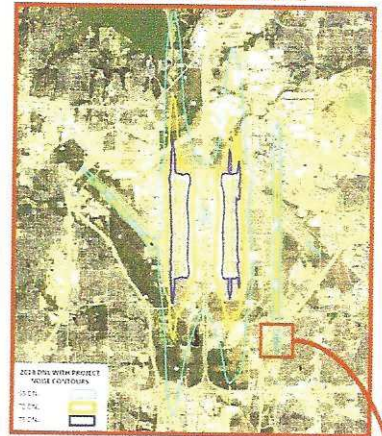
DFW conservatively modeled the temporary change in noise exposure with and without the closure, assuming a 9 month closure to determine if there are noise "impacts", as required by FAA. FAA defines an "impact" as a 1.5 Day/Night Level (DNL) increase in the 65 dB DNL noise contour over a noise sensitive land use.

The scheduled runway closure essentially will be reduced to 3.5 months, resulting in less noise; we anticipate minimal impacts (less than shown on the noise contour maps below).

2018 WITHOUT CLOSURE



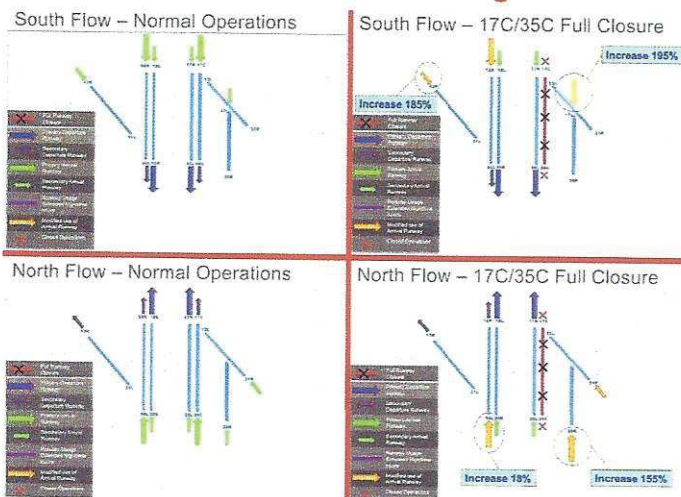
2018 WITH CLOSURE



The modeled 9-month closure indicates no noise "impacts" except a small area in Irving over apartments. DFW will reach out to these tenants to ensure they are aware of the closure.



Where Will Air Traffic Go During Closure?



* Estimated redistribution based upon historical data

Who to Call for More Information or to File a Complaint?

For Information:

Sandy Lancaster: 972-973-5573
Sam Tan: 972-973-5597
dfwairport.com/aircraftnoise

Noise Complaint:

972-973-3192
dfwnoise@dfwairport.com

DFW

CACNR/ACPAA 2020 MEETING SCHEDULES

With

CACNR REPRESENTATIVES TO 2020 MEETINGS OF THE ARAPAHOE COUNTY PUBLIC AIRPORT AUTHORITY

3:00 p.m., Wright Brothers Room, Centennial Airport, 7800 S. Peoria Street, Englewood, CO

CACNR MEETING	ACPAA MEETING	CACNR REPRESENTATIVE	REPORT DUE DATE (to Dylan)
None	None		
February 05	February 13		February 07
March 04	March 12		March 6
April 01	April 09		April 03
May 06	May 14		May 08
June 03	June 18		June 11
July 01	None		July 03
August 05	August 13		August 07
September 02	September 10		September 04
October 07	October 08		No time to write
November 04	November 12		November 06
December 02	December 10		December 04

ROSTER – CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE

**The officers serve as an Executive Committee as needed. Work Plan Committee members serve as liaisons: L Koiv-Haus to Community Outreach; ?? to Noise Monitors; B Pierce to Fly Quiet

	<u>PREFERRED TELEPHONE</u>	<u>OTHER (cell, home, etc.)</u>	<u>COMMITTEE(S)**</u>	<u>EMAIL ADDRESS</u>
<u>ARAPAHOE COUNTY:</u>				
Kathleen Conti	303-795-4285	303-795-4630;303-507-5170	(c) Fly Quiet	kconti@arapahoegov.com
Bill Skinner	720-874-6651	720-271-0375	Fly Quiet	wskinner@arapahoegov.com
Paul Krier	719-338-9525 (c)	720-350-4740		paulkrier@comcast.net
Joseph Berger	720-560-1048		Community Outreach	joeberger@performancesw.com
<u>DOUGLAS COUNTY:</u>				
Abe Laydon	303-660-7401			alaydon@douglas.co.us
Lauren Pulver	303-814-4357	303-660-7460		lpulver@douglas.co.us
Alison Biggs	303-790-4767	303-859-0231 (c)	CACNR Secretary; Study Group; Work Plan (chair)	albiggs@aol.com
Mark Adams	720-361-7502			a2const@hotmail.com
<u>AURORA, City of:</u>				
Brad Pierce	303-739-7514	303-241-5559 (c)	CACNR Chair; Study Group (chair); Work Plan	bmpierce2@comcast.net
Liia Koiv-Haus	303-739-7137	860-287-8205 (c)	Work Plan	lkoiv@auroragov.org
<u>CASTLE PINES, City of:</u>				
Melissa Coudeyras	831-224-9573		CACNR V Chair; Community Outreach (chair)	melissa.coudeyras@castlepinesgov.com
Kevin Rants	786-566-1814			kevin.rants@castlepinesco.org
<u>CASTLE ROCK, Town of:</u>				
Jason Gray	303-663-4401			jgray@crgov.com
James Townsend	303-660-1396			jtownsend@crgov.com
<u>CENTENNIAL, City of:</u>				
Candace Moon	303-754-3354		Noise Monitors	cmoon@centennialco.gov
Don Sheehan	303-396-9247			dsheehan@centennialco.gov
<u>CHERRY HILLS VILLAGE, City of:</u>				
Al Blum	303-901-7441			alblum@cherryhillsvillage.com
Afshin Safavi	919-428-5094			asafavi@cherryhillsvillage.com
<u>FOXFIELD, Town of:</u>				
Pam Thompson	303-680-7404	720-394-6447 (c)		pamthompson@townoffoxfield.com
Dave Goddard	720-202-1011		Fly Quiet; Noise Monitors	dgoddard@townoffoxfield.com
<u>GREENWOOD VILLAGE, City of:</u>				
Tom Dougherty	303-804-4132		CACNR Treas; Noise Monitors	tdougherty@greenwoodvillage.com
Karen Blilie	303-220-1257		Fly Quiet	kblilie@comcast.net
<u>LONE TREE, City of:</u>				
Mike Anderson	303-708-1818	303-495-8231	Community Outreach	mike.anderson@cityoflonetree.com
Jennifer Drybread	303-708-1818		Community Outreach	jennifer.drybread@cityoflonetree.com
<u>PARKER, Town of:</u>				
Amy Holland	303-419-5107 (c)		Community Outreach	aholland@mars-llc.com
Vacant				
<u>ARAPAHOE COUNTY PUBLIC AIRPORT AUTHORITY (ACPAA):</u>				
Robert Olislagers	303-790-0598 (APA main number)		Work Plan	rolislagers@centennialairport.com
Mike Fronapfel	303-218-2903	303-522-4650 (c)		mfronapfel@centennialairport.com
<u>AIRCRAFT OWNERS AND PILOTS ASSOCIATION (AOPA):</u>				
Robert Doubek	303-771-8148		Fly Quiet	idadrase@centurylink.net
John Hirshman	720-232-6820		Noise Monitors	jahirshman@gmail.com
<u>COLORADO AVIATION BUSINESS ASSOCIATION (CABA):</u>				
Don Kuskie	303-304-9476	303-618-1846	Fly Quiet (chair)	dkuskie@modern-aviation.com
Mike Straka	303-881-3315 (c)		Fly Quiet	mstraka@mycaba.org

	<u>PREFERRED TELEPHONE</u>	<u>OTHER (cell, home, etc.)</u>	<u>COMMITTEE(S)</u>	<u>EMAIL ADDRESS</u>
<u>COLORADO DEPARTMENT OF TRANSPORTATION – AERONAUTICS DIVISION (C-DOT):</u>				
Todd Green	303-512-5256	308-293-6067		todd.green@state.co.us
Vacant				
<u>FEDERAL AVIATION ADMINISTRATION APA CONTROL TOWER:</u>				
Diana Hanley	720-873-2771			diana.hanley@faa.gov
Ron Curry	720-873-2774			ronald.l.curry@faa.gov
<u>FEDERAL AVIATION ADMINISTRATION DISTRICT OFFICE:</u>				
John Bauer	303-342-1259			john.bauer@faa.gov
John Sweeney	303-342-1263			john.sweeney@faa.gov
<u>FEDERAL AVIATION ADMINISTRATION TERMINAL RADAR APPROACH CONTROL (TRACON):</u>				
Steve Martin (Support Manager)				steve.martin@faa.gov
Bill Dunn (Support Specialist)				bill.dunn@faa.gov
<u>OTHERS:</u>				
Harold Anderson	303-799-3996	303-898-8032 (c)		handerson30@hotmail.com
Aurora City Council				citycouncil@auroragov.org
John Baldyga NATCA - (tower union rep)				john.s.baldyga@faa.gov
Katy Brown	303-860-0262		Study Group	kbrown@cherryhillsvillage.com
Dennis Fria (APA Tower Mgmt. Program Analyst)				dennis.fria@faa.gov
Randi Gallivan (Foxfield town clerk)	303-680-1544			clerk@townoffoxfield.com
Keith Gardner		303-885-5976		gardner_k@netzero.com
M Halstead (Arapahoe County communications/bocc administrative director)				mhalstead@arapahoegov.com
Karen Hancock	303-739-7107		Work Plan	khancock@auroragov.org
Jamie Hartig	303-814-4361 (direct)			jhartig@douglas.co.us
Dylan Heberlein	303-218-2921		Noise Monitors/Reports	dheberlein@centennialairport.com
Gerald Huthoefer	303-342-1525			gerald.huthoefer@faa.gov
Jennifer Houlne (Centennial Planner II)	303-754-3357			jhoulne@centennialco.gov
Porter Ingrum (Aurora Planner II)	303-739-7227			pingrum@auroragov.org
Kandice Krull (FAA Denver ADO)	303-342-1261			kandice.krull@faa.gov
Chuck Lawson (Huntington Acres HOA)				teshnaha@gmail.com
Jolene Nagle (Arapahoe County Admin)	303-795-4682			jnagle@arapahoegov.com
Rex Lucas				rexlucas303@gmail.com
Bryce Matthews (possible Parker alternate)	303-805-3174			bmatthews@parkeronline.org
Aaron Repp (APA)	303-218-2922			aaron.repp@gmail.com
Kati Rider (Douglas County)	303-814-4354			krider@douglas.co.us
Ryan Sarni (Cherry Creek Vista South)	720-369-3112			ryansarni@yahoo.com
Maureen Shul	720-733-0491	303-378-8868 (c)	Community Outreach	mashul1010@aol.com
Susan Squyer	303-906-9890			ssquyer@comcast.net
Andrea Suhaka	303-770-0058		Noise Monitors, Study Group	standy@ecentral.com
Mike Sutherland	303-908-6545 (c)			sutherlandmichael@comcast.net
Doug Tisdale	303-589-0758 (c)			DougTisdale@me.com
Bette Todd	303-916-4540		Noise Monitors (chair)	bet430@aol.com
Heather Vidlock	303-486-5774			hvidlock@greenwoodvillage.com
Bill Wasmund	720-560-9419 (c)		Fly Quiet	bill.wasmund@gmail.com
Randy Weil	303-725-1706		Noise Monitors	rweil@cherryhillsvillage.com
Joseph Wolters				joseph.wolters@faa.gov