

MINUTES
March 2, 2016
Approved as amended, April 6, 2016

VISION – QUIETER SKIES FOR OUR COMMUNITIES
MISSION – UTILIZING PARTNERSHIPS TO REDUCE AIRPORT NOISE FOR THE BENEFIT OF NEIGHBORING COMMUNITIES

1. CALL TO ORDER, ROLL CALL, and QUORUM: The meeting was called to order at 6:30 p.m. by Chair Harold Anderson.

A quorum was present, which included:

| | | | |
|-------------------------|---------------------|------------------------------|-------------------|
| <i>Arapahoe County:</i> | Thad Bagnato | <i>Cherry Hills Village:</i> | Katy Brown |
| <i>Arapahoe County:</i> | Jim Dawkins | <i>Foxfield:</i> | Dave Goddard |
| <i>Douglas County:</i> | Joe Fowler | <i>Greenwood Village:</i> | Steve Moran |
| <i>Douglas County:</i> | Alison Biggs (late) | <i>Lone Tree:</i> | Harold Anderson |
| <i>Aurora:</i> | Brad Pierce (late) | <i>ACPAA:</i> | Robert Olislagers |
| <i>Castle Pines:</i> | Rex Lucas | <i>AOPA:</i> | Robert Doubek |
| <i>Castle Rock:</i> | Tara Vargish | <i>CABA:</i> | Don Kuskie |
| <i>Centennial:</i> | Candace Moon | <i>FAA District Office:</i> | Linda Bruce |

Alternate Representatives Mike Acree for *Douglas County*; Porter Ingram for *Aurora*; Andrea Suhaka for *Centennial*; and Mike Fronapfel for *ACPAA* attended, and *ACPAA* staff member Scott Drexler was also in attendance.

Those absent were: *Parker* – Ryan McGee/Bryce Matthews; *CDOT Aeronautics Division*- Todd Green; *FAA APA Control Tower* - Diane Hanley/Ted Michalakes; and *FAA TRACON* - Gerald Huthoefer.

APPOINTMENT – The Chair indicated Alison Biggs and Brad Pierce had just landed at DIA after attending the CU Davis Aviation Symposium. In the absence of the Secretary, he appointed Joe Fowler to serve as Secretary until she arrived.

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

3. PUBLIC COMMENT: No members of the public were in attendance. An e-mail letter from Ryan Sarni, Cherry Creek Vista South HOA, to the FAA was reviewed. Mr. Sarni expressed the high level of gratitude to Diane Hanley and Ted Michalakes (FAA APA Control Tower), and Gerald Huthoefer (FAA TRACON) for the revised nighttime departure routes that direct aircraft over Cherry Creek Reservoir. Mr. Sarni noted that the HOA was very supportive of continuation of the practice.

4. CONSENT AGENDA: The Consent Agenda included the February 3, 2016 Draft Minutes and the Treasurer's Report as of February 26, 2016. The Treasurer's Report reflected the annual dues for N.O.I.S.E. had been paid. On the motion of Katy Brown, duly seconded, the Consent Agenda was approved.

5. ITEMS REMOVED FROM CONSENT AGENDA: None.

6. DISCUSSION – H.R. 4441:

A. The U.S. House of Representatives was considering HR 4441, the Airway Trust Fund Reauthorization Act. The Act included a proposal to privatize the air traffic control system through its conversion to a not-for-profit corporation. This function would be removed from the FAA. Mr. Olislagers described flaws in the concept, including that the model as utilized in other countries had not proven efficiencies or cost-effectiveness; and that control of the governing body would be significantly comprised by major airlines and not the FAA or the U.S. Congress; that costs-savings to airlines would be an emphasis; that safety concerns might suffer as a result; that transparency of noise management could be compromised; increased costs would be passed on to passengers; that passenger rights could suffer; and that user fees at general aviation airports would increase.

B. A letter received from Ryan Sarni was reviewed and discussed. The letter included recommendations from Citizens for Quiet Skies in Longmont concerning aviation noise, and requested specific amendments to HR 4441. The contents of the letter was included in the March 2, 2016 CACNR meeting materials packet and was read into the record. Mr. Sarni suggested that CACNR forward the letter to Representative Coffman. Discussion included pros and cons for different concepts within the letter; and that individual concepts could be implemented and were worthy of further consideration. There was agreement that CACNR would not sign and forward such letter at the present time, but that concepts in the letter should be considered by CACNR Committees for use on behalf of community members.

7. FAA REPORTS:

A. District Office – Linda Bruce indicated the FAA would likely be working under a continuing resolution, as Congress had not reached agreement on budgetary legislation for the agency. It would be able to issue funding for about half of the

anticipated entitlements and grants. The plan was still for work on Centennial's runway to begin in June, if the funding was available. Robert Olislagers indicated he was working with DIA and Buckley Air Force Base on any adjustments needed in air traffic patterns necessitated by the runway project.

B. APA Air Traffic Control Tower – None.

C. TRACON – None.

8. COMMITTEE REPORTS:

A. Community Outreach – The committee had not met. A brief summary of the projects it had “in the works,” including the web site and the brochure for use with outside groups, was provided.

B. Fly Quiet – Don Kuskie provided a report about a meeting with TRACON related to the Metroplex Airspace design. It had been sponsored by the Centennial Airport Business Pilots Alliance (membership of chief pilots), and attendees had included Mark Phipps who is in charge of the Metroplex airspace redesign, Denver Center, Denver TRACON controllers from nearly all sectors, airline representatives and other interested FAA airspace employees. There were nine attendees representing Centennial Airport interests. Topic of the meeting had been consideration of a more efficient flow of Centennial Airport traffic from the northeast, in relation to DIA, and mainly related to jet traffic. A solution to the problem had been proposed, but had not met positively by the pilot group. Compromise options had been developed and it was hoped could be acted upon for inclusion in future Metroplex work, with a target date for implementation in mid -2017.

For newer CACNR Representatives, Robert Olislagers noted that Mark Phipps used to come to CACNR meetings and now is with the FAA and Metroplex. There was a brief explanation of the ILS and its effect on neighborhoods to the north of Castle Rock, and the coming development on the east side of I 25. The need for maps of flight tracks to show what is on the ground under the flight tracks – the land use component - was noted, rather than the flight tracks just being presented on a white piece of paper.

C. Noise Monitors – Mike Fronapfel presented the noise report which contained information from January 31, 2016. Overall, the twelve noise monitors had recorded 23,591 noise events for the month of January, 2016.

Noise events at each monitor were provided. In January, most events continued to be in the 60 – 69 decibel range (17,512), with a high number in the 70 – 79 decibel range (5,267), a lesser number in the 80 – 89 decibel range (767), and the least in the 90+ decibel range (55). Correlations between decibel levels at each monitor and noise complaints were still not available.

In descending numerical order, complaints came from Highlands Ranch, Centennial, Greenwood Village, Unincorporated Arapahoe County, Unincorporated Douglas County, Parker, Denver, Aurora, Lone Tree, Cherry Hills Village, Castle Rock, and Castle Pines.

This report reflected 846 complaints from 4 households in Highlands Ranch in January, 2016. A portable noise monitor had been placed in the vicinity of the household in Highlands Ranch with the highest number of complaints; a report containing a full week of data should be available for the March, 2016 CACNR meeting. Robert Olislagers indicated he would try to meet with the homeowner when that data was available.

January 2016 monthly airport operations were up slightly from December 2015 (24,595 from 23,622), and also up from the same time period in 2015 (24,595 v. 22,556 in '15).

January 2016 monthly noise complaints were up considerably from December 2015 (956, up from 751), and also up from January, 2015 (956 v. 360 in 2015).

In the month of January, daytime noise complaints were up from December (693 in December, 902 in January). Night time noise complaints were down slightly from December (58 in December to 54 in January). The daylight complaints were 94.35% of overall complaints; the nighttime complaints were 5.65%.

Propeller aircraft accounted for 72% of the complaints in January, and departures accounted were 37% of the complaints. The same radar track density map received at the last meeting was provided again, from November, 2015. Staff indicated an intent to update the map on a quarterly basis.

There was a brief discussion of progress on the updating of the Noise Exposure Maps. Linda Bruce indicated the FAA will be working with the old model, for ease of comparison with the last update of the maps.

D. Work Program – The Committee had heard nothing from the other committees, but would begin creating the annual report and the 2016 Work Program.

E. Study Group – The group continued to try to reach agreement with the airport. Linda Bruce again raised the concerns, as they had been raised with the airport board, that the airport would not be in compliance in relation to grant assurances, revenue diversion and the rights and powers of the airport. This was met with much frustration, again, as every effort had been made to address these issues, but they kept being raised. There was general agreement the ACPAA Board needs to be given the opportunity to decide whether to move forward with giving the other jurisdictions the opportunity to be more committed participants in this effort or not.

9. REGULAR MONTHLY REPORTS:

A. Arapahoe County Public Airport Authority – ACPAA Chair Robert Doubek submitted the following report from the ACPAA meeting of February 11, 2016: *“No business items of interest to the CACNR were discussed.*

“However, considerable discussion was held concerning H. R. 4441 – the Aviation Innovation, Reform and Reauthorization Act of 2016. If passed, this Bill would separate the Air Traffic Organization from the FAA and create a “federally-chartered, fully independent, not for profit corporation.”

“A Board of directors would govern the corporation. The Board would consist of 11 members but airports would not have a seat. In addition, Commercial Service Airports (but not General Aviation Airports) would have a proposed 15 member “advisory board” that can make recommendations to the Board of Directors.

“The ACPAA Board made and passed a motion to oppose the Bill and so notify our representatives. Rjd 2/23/2016”

B. Airport Director’s Report – Robert Olislagers provided further discussion about H.R. 4441, including there was a possibility the U.S. Senate might introduce its own reauthorization bill which would not include privatizing the FAA. On the local level, HB 1119 was an extension of the use tax exemption bill passed two years ago relating to the purchase of planes and helicopters purchased here but intended for use elsewhere. The bill would allow such aircraft to remain in the state longer, while they were undergoing service, painting or modification.

A flyer was distributed about the *Living in the Age of Airplanes* film being shown at the IMAX Theater at the Denver Museum of Nature & Science. It is narrated by Harrison Ford and is reportedly a good presentation.

C. N.O.I.S.E. – Brad Pierce would be attending the next N.O.I.S.E. meeting March 3-5, 2016 in Washington, D.C., and had attended the Next Gen Advisory Committee meeting in Atlanta on February 25, 2016. With N.O.I.S.E. in Washington, D.C., he would be going to Capitol Hill for meetings with various Congressional staff members. He would share the agenda for the overall N.O.I.S.E. meeting with CACNR Representatives.

At the NextGen Advisory Committee meeting, the subgroups (Data Communications, Multiple Runway Operations, Performance Based Navigation and Surface) made presentations on their work. There was also discussion about the mandate that by 2020 all aircraft will have the necessary equipment for implementation of NextGen. Suppliers of the equipment were encouraged to ramp up manufacturing and delivery so the 2020 deadline can be met.

There is also a subgroup of the NAC called PBN Blueprint Community Outreach Task Group. Emily Tranter from N.O.I.S.E. is a member. They will make recommendations at the NAC meeting in June 2016 to refine the approach to community outreach before NextGen is implemented.

Brad Pierce and Alison Biggs had literally just returned from the 2016 UC Davis Aviation Conference in Palm Springs, and would bring a report to the next CACNR meeting. Bette Todd had also attended the Conference as an individual.

10. OLD BUSINESS:

A. Congressional Quiet Skies Caucus & Colorado Delegation – Effort would be made to contact Ken Buck before the next meeting. Katy Brown indicated Diana DeGette may not join the caucus at this time, but may in the future.

B. CACNR Representation to ACPAA Meetings – It was noted no one had yet agreed to represent CACNR at the ACPAA meetings on August 11, September 8, October 13 and November 10.

C. 2016-2017 CACNR Committees – The Chair would be working on appointments to the committees, using the information provided by the Representatives. Several had still not indicated their areas of interest, so would either be appointed or contacted directly.

11. NEW BUSINESS:

A. Election of CACNR Officers – Nominations for the offices of CACNR Chair, Vice Chair, Treasurer and Secretary were opened. Katy Brown moved that, if they were willing to continue, the existing officers be reelected to their positions. Joe Fowler indicated he would not object if someone else wished to assume the office of Treasurer. No one volunteered.

Harold Anderson informed the group he would likely be leaving in July, so Brad Pierce would then move from Vice Chair to Chair and Katy Brown had indicated a willingness to be appointed to the Vice Chair position at that time. There was no objection to this plan, and the motion was passed by consensus.

12. PUBLIC COMMENT: None.

13. NEXT MEETINGS:

CACNR – Apr 6, 2016, 6:30 p.m. Ramada Hotel & Suites, 7770 South Peoria Street, Englewood, CO
May 4, 2016 6:30 p.m. Ramada Hotel & Suites, 7770 South Peoria Street, Englewood, CO
Jun 1, 2016 6:30 p.m. Ramada Hotel & Suites, 7770 South Peoria Street, Englewood, CO

ACPAA – Apr 14, 2016 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S. Peoria Street, Englewood, CO
(Jim Dawkins representing CACNR)
May 12, 2016 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S. Peoria Street, Englewood, CO
(Rex Lucas representing CACNR)
Jun 16, 2016 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S. Peoria Street, Englewood, CO
(Alison Biggs representing CACNR)

14. ADJOURNMENT: The meeting was adjourned at 8:30 p.m.

Joe Fowler & Alison Biggs, Secretary