

MINUTES

April 6, 2016

Approved May 4, 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 6:35 p.m. by Vice Chair Brad Pierce, who noted Chair Harold Anderson was unable to attend this meeting.

A quorum was present, which included:

|                         |              |                               |                |
|-------------------------|--------------|-------------------------------|----------------|
| <i>Arapahoe County:</i> | Thad Bagnato | <i>Centennial:</i>            | Candace Moon   |
| <i>Arapahoe County:</i> | Jim Dawkins  | <i>Greenwood Village:</i>     | Steve Moran    |
| <i>Douglas County:</i>  | Joe Fowler   | <i>ACPAA:</i>                 | Mike Fronapfel |
| <i>Douglas County:</i>  | Alison Biggs | <i>AOPA:</i>                  | Robert Doubek  |
| <i>Aurora:</i>          | Brad Pierce  | <i>CABA:</i>                  | Don Kuskie     |
| <i>Castle Pines:</i>    | Rex Lucas    | <i>FAA District Office:</i>   | Linda Bruce    |
| <i>Castle Rock:</i>     | Tara Vargish | <i>FAA APA Control Tower:</i> | Diane Hanley   |

Alternate Representatives Mike Acree for *Douglas County* and Andrea Suhaka for *Centennial* were present, and ACPAA staff member Aaron Repp was in attendance.

Those absent were: *Cherry Hills Village* - Katy Brown; *Foxfield* - Dave Goddard; *Lone Tree* - Harold Anderson/Jennifer Drybread; *Parker* – Ryan McGee/Bryce Matthews; *CDOT Aeronautics Division*- Todd Green; and *FAA TRACON* - Gerald Huthoefer.

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

3. PUBLIC COMMENT: None.

4. CONSENT AGENDA: The Consent Agenda included the March 2, 2016 Draft Minutes and the Treasurer's Report as of April 1, 2016. The Treasurer's Report reflected payment of N.O.I.S.E. dues and expenses for one of the CACNR Representatives who attended the UC Davis Aviation Symposium, for a balance of \$6,199.07. There was a request for the March minutes to be taken off the Consent Agenda. On the motion of Steve Moran, duly seconded, the remainder of the Consent Agenda was approved.

5. ITEM(S) REMOVED FROM CONSENT AGENDA: The draft March 2, 2016 minutes were amended to reflect that Aaron Repp had not been in attendance, and that Mike Fronapfel had presented the noise report. The reference to CABA in section 8.B. was removed. On the motion of Joe Fowler, duly seconded, the March 2, 2016 minutes were approved as amended. (Secretary's Note – following the meeting, it was noticed that the Airport's address in Section 13 was missing a digit, so that typographical correction was also done.)

6. FAA REPORT:

A. District Office – Linda Bruce indicated the FAA was functioning until July 15 under a reauthorization measure which provides a % of entitlement and grant funds. There was some discussion of how this would or would not affect the Centennial Airport runway project which was to begin in June or July. There seemed to be options available to avoid having to delay the project until 2017.

B. APA Air Traffic Control Tower – Diane Hanley noted that the new departure route still seemed to be functioning well. She announced the route had been published, so the issue of clearances had been clarified and the route could continue to be used.

C. TRACON – None.

7. COMMITTEE REPORTS:

A. Update on Committee Appointments – Brad Pierce indicated it was planned to have committee appointments completed by the next meeting. Some Representatives had not yet indicated their committee preferences, and they were encouraged to do so. The goal was to have individuals on no more than one committee each, although there might be a few exceptions.

B. Community Outreach – The committee had not met. There was discussion of the need to get the website operable again. Request was made for volunteers to at least begin finding someone who might do that work. Joe Fowler indicated he could try, and it was suggested that Katy Brown might also be able to help. There was discussion of the almost-completed brochure, which could be recreated, although there was question about the source of the last artwork which had been used in the draft. That would be a project for the newly formed committee.

C. Fly Quiet – This committee had “adopted” four airports and was contacting them to ascertain what they do and do not do in their handling of noise abatement problems. It was hoped this process would be completed in time to report to the May CACNR meeting.

D. Noise Monitors - Aaron Repp presented the noise report which contained information from February, 2016. Overall, the twelve noise monitors had recorded 22,684 noise events for the month of February, 2016.

Noise events at each monitor were provided. In February, 16,742 events were in the 60 – 69 decibel range; 5,167 were in the 70 – 79 decibel range; 724 were in the 80 – 89 decibel range; and 51 were in the 90+ decibel range. Correlations between decibel levels at each monitor and noise complaints were not available.

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

February, 2016 monthly airport operations were down slightly from January (24,332 down from 24,595), but up from the same time period in 2015 (24,332 v. 21,045 in '15). February complaints had decreased from January (956 down to 677), but were up from February, 2015 (155 up to 677)

Daytime noise complaints were down from January (902 in January, 630 in February). Night time noise complaints were down slightly from January (54 in January, 47 in February). Daylight complaints were 93.1% of overall complaints; nighttime complaints were 6.9% of overall.

Propeller aircraft and departures continued to account for the most complaints in February, at 71% and 51% respectively. An updated radar track density map will be available in May.

It was noted the complaint increase between February, 2015 and February 2016 could be largely attributed to the one household in Highlands Ranch which had registered 578 complaints during the month. (The next highest number of complaints was 31, from 3 different households. Having one household with a very large number of complaints does skew the figures and makes it difficult to track progress or lack thereof. There was discussion about how to present complaint information in a meaningful fashion without ignoring a citizen’s concerns. Staff was asked to prepare one report showing the total numbers of complaints, and another showing what the numbers would look like without that top complainer. Staff indicated this could be done.

There was still interest in obtaining more information, such as what types of aircraft were causing the most noise, and linking complaints with the noise events registering at the noise monitors. Staff indicated developing that kind of detail is very labor intensive. It was noted there was information presented at the UC Davis Aviation Symposium about available computer programs which do produce these kinds of reports, so the labor involved is lessened.

The second report presented by Repp was the report from the portable noise monitor which had been placed about ½ mile from the top complaining household; permission to have one placed directly on that property had not been granted. The portable unit had been about 2.67 miles from the airport, between the property and the airport. The noise monitor closest to the property was #10 in Lone tree.

During the eight days when the portable noise monitor was in place, there had been 252 noise events and 78 complaints received from the household, about 31% of the noise events. The lowest complaint was about a 51.8 event; the exact highest was not available, but was apparently in the 70-79 dB range; the average complaint decibel was 60.6 dB. Information about the frequency of the noise events causing complaints was not available. Charts comparing aircraft v. community noise DNL at each noise monitor, and comparing aircraft v. community noise events at each noise monitor were provided.

Question was asked about the different information provided in this report v. the information provided in the last report CACNR had received related to a portable noise monitor. Response was that the prior report had been created to provide “tailor-made” information, with the cooperation of the homeowner, something that had been lacking in this instance. The Airport Director had not yet met with the homeowner about the information provided by in this report.

D. Work Program – The Committee had begun creating the annual report and the 2016 Work Program.

E. Study Group – Information gathered at the U.C. Davis symposium would be shared with this group.

#### 8. REGULAR MONTHLY REPORTS:

A. Arapahoe County Public Airport Authority – ACPAA Chair Robert Doubek indicated there had been nothing of particular interest to CACNR at the March meeting of ACPAA. It was suggested the reports from the U.C. Davis Aviation

Symposium be sent to ACPAA along with the approved March minutes, so there would not be such a long time lag before that information was shared. The suggestion met with CACNR approval and the Secretary would follow up with airport staff.

B. Airport Director's Report – Mike Fronapfel provided this report in the absence of the Robert Olislagers. He noted a B-17 would again be at the airport, on May 6 – 8, and would be providing flights and ground tours as it has done in the past.

He informed the group about a supersonic passenger plane which is being developed by Boom, a company based in the Denver area. The planes will be faster than the Concorde, but with lower fares. It is projected the planes would travel at Mach 2.2, allowing for a trip from New York to London in 3.4 hours; San Francisco to Tokyo in 4.7 hours, or Los Angeles to Sydney in six. Although based here, aircraft testing would be done out of Edwards Air Force Base, and flights would be based on the coasts rather than inland. It is anticipated a prototype would be ready in about one year. Boom is looking at office space at Centennial and two other locations.

Fronapfel also noted efforts are underway by Lockheed and Sierra Nevada to reduce noise.

C. N.O.I.S.E. – Brad Pierce had provided the 2016 Legislative Priorities of N.O.I.S.E., and CACNR had also received the N.O.I.S.E. alert about the two year FAA Reauthorization which had been introduced in the U.S. Senate. Since the last CACNR meeting, he had been in Washington, D.C. for N.O.I.S.E.

He announced the next N.O.I.S.E. meeting will be held in conjunction with the National League of Cities in Pittsburgh in November. He will get the exact date, and CACNR Representatives were encouraged to look at their calendars and consider attending. CACNR has a policy to send one Representative to that meeting; Pierce goes as the President of N.O.I.S.E.

#### 9. OLD BUSINESS:

A. UC Davis Aviation Symposium – A written report had been distributed from the CACNR Representatives who had attended this symposium. A list of the symposium topics was distributed on site, and anyone who was interested in any particular topics was encouraged to speak with either Brad Pierce or Alison Biggs. They encouraged everyone to consider attending the next such symposium, which will be in late February or early March in 2017.

B. Congressional Quiet Skies Caucus & Colorado Delegation – A draft letter asking members of Congress to join this group is available from N.O.I.S.E. Brad Pierce would ask for a copy which Chair Harold Anderson could use to make initial contact with Ken Buck.

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

D. Noise Exposure Maps – Question was asked about progress on the Noise Exposure Map process. It was reported the data gathering phase was proceeding. Question was asked about the next steps and timetable for any opportunity for public input. Linda Bruce stated there would be an open house, probably in July, and there would be a time period when written comments could be submitted. Information would be published in the Federal Register, but Bruce indicated she would get CACNR the exact process and timetable. \*\*

\*\* Following the meeting, Linda Bruce, Colorado State Planner, Federal Aviation Administration, Denver Airports District Office, provided the following information:

*At the last week's round table meeting, I couldn't remember Part 150 requirements for public involvement in the update of noise exposure maps (NEMs). As promised, I reviewed Part 150 and it does require public consultation during the development of the NEMs. Part 150.21(a) states an airport operator may submit revised NEMs to FAA after the completion of the consultations and public procedures specified under paragraph (b) of this section. Paragraph (b) states:*

*Each map, and related documentation submitted under this section must be developed and prepared in accordance with appendix A of this part, or an FAA approved equivalent, and in consultation with states, and public agencies and planning agencies whose area, or any portion of whose area, of jurisdiction is within the Ldn 65 dB contour depicted on the map, FAA regional officials, and other Federal officials having local responsibility for land uses depicted on the map. This consultation must include regular aeronautical users of the airport. The airport operator shall certify that it has afforded interested persons adequate opportunity to submit their views, data, and comments concerning the correctness and adequacy of the draft noise exposure map and descriptions of forecast aircraft operations. Each map and revised map must be accompanied by documentation describing the consultation accomplished under this paragraph and the opportunities afforded the public to review and comment during the development of the map. One copy of all written comments received during consultation shall also be filed with the Regional Airports Division Manager.*

*Also, FAA's Part 150 NEM Checklist – Part 1: II Consultation (Part 150.21(b) and A150.105(a)) requires sponsor to provide "opportunities for public review and comment during map development and documentation that interested persons have been afforded adequate opportunity to submit their views, data and comments during map development and in accordance with 150.21(b)."*

10. NEW BUSINESS: None.

11. PUBLIC COMMENT: None.

12. NEXT MEETINGS:

CACNR – 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)

13. ADJOURNMENT: The meeting was adjourned at 8:03 p.m.

Alison Biggs, Secretary