

MINUTES

June 1, 2016

Approved as amended, July 1, 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 6:34 p.m. by Chair Harold Anderson.

A quorum was present, which included:

<i>Arapahoe County:</i>	Thad Bagnato	<i>Foxfield:</i>	Dave Goddard
<i>Douglas County:</i>	Joe Fowler	<i>Greenwood Village:</i>	Karen Blilie
<i>Douglas County:</i>	Alison Biggs	<i>Lone Tree:</i>	Harold Anderson
<i>Aurora:</i>	Brad Pierce	<i>ACPAA:</i>	Mike Fronapfel
<i>Castle Pines:</i>	Rex Lucas	<i>AOPA:</i>	Robert Doubek
<i>Castle Rock:</i>	Julie Kirkpatrick	<i>CABA:</i>	Don Kuskie
<i>Centennial:</i>	Candace Moon	<i>FAA APA Control Tower:</i>	Diana Hanley
<i>Cherry Hills Village:</i>	Katy Brown		

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

Those absent were: *Arapahoe County* - Jim Dawkins; *Parker* – Ryan McGee/Bryce Matthews; *CDOT Aeronautics Division* – Todd Green; *FAA District Office* - Linda Bruce; and *FAA TRACON* - Gerald Huthoefer.

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

INTRODUCTIONS: A warm welcome was extended to the new Representative from Castle Rock, Julie Kirkpatrick; Susan Squyer, who would be taking Harold Anderson's place representing Lone Tree; Dennis Fria, a previous CACNR Representative from the APA Control Tower who had recently returned to Centennial; and John Hirshman who could become the alternate from AOPA.

3. PUBLIC COMMENT: None.

4. CONSENT AGENDA: The Consent Agenda included the May 4, 2016 Draft Minutes and the Treasurer's Report as of May 27, 2016. The Treasurer's Report reflected no change from that received last month, with a balance of \$4,247.86. On the motion of Katy Brown, duly seconded, the Consent Agenda was approved.

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

6. FAA REPORT:

A. District Office – None.

B. APA Air Traffic Control Tower – Diane Hanley indicated the route used for midnight departures from Runway 35 is referenced as the Good Neighbor Departure, previously known as the Loop Departure. Those departures are only for turbo-jet aircraft that are on an RNAV route. A waypoint was recently published that is called STAPP which makes it easier for the controllers and the pilots to understand. Previously, the tower would have to issue a 010 heading to an ILS one mile DME, and then to a specific heading. This could be unnecessarily confusing. With the published waypoint, the controller just issues the pilot to fly to STAPP and then to the assigned heading. This is much easier to issue, and much easier for the pilots to understand. The process of having this route published had begun, and usually takes about eighteen months to complete.

C. TRACON – None.

7. COMMITTEE REPORTS:

A. Update on Committee Appointments – The Chair announced the addition of Karen Blilie to the Community Outreach Committee; that committee still needed a chair. The Noise Monitors Committee also still needed a chair. Karen Blilie indicated her first choice for a committee had been Fly Quiet, and as she did not mind being on two committees, she was also appointed to that committee.

B. Community Outreach – No report from the committee, but Alison Biggs provided it with a list of possible contacts for updating the website, as well as contact information for the creator of the original version that had crashed. Karen Blilie indicated she had arranged to meet with someone who does websites, to ascertain what might be involved and the cost.

C. Fly Quiet – Three members of this Committee would be bringing detailed reports later in this meeting.

D. Noise Monitors - Aaron Repp presented the noise report which contained information from April, 2016. There were 27,969 operations in April, up from 25,783 in March. Overall, the twelve noise monitors had recorded 23,912 noise events during April, up from 21,540 noise events in March, 2016.

Noise events at each monitor were provided for April:

17,041 events were in the 60 – 69 decibel range (15,783 in March)

5,943 events were in the 70 – 79 decibel range (4,957 in March)

885 were in the 80 – 89 decibel range (720) in March)

43 were in the 90+ decibel range (80 in March).

There had been 7,402 noise events at the Golf Course monitor on airport property; 3,864 at the Meridian monitor; 3,251 events at the Airport East monitor on airport property; 1,938 at the State Park monitor; and 1,603 at the Parker monitor. Next in order, there were 1,510 at the Grandview Estates monitor; 1,078 at the Castle Rock monitor; 967 at the Lone Tree monitor; 845 at the Greenwood Village monitor; 676 at the Hunters Hill monitor; 546 at the Sagebrush Park monitor; and 232 at the Castle Pines monitor. Correlations between decibel levels at each monitor and noise complaints were not available.

This report showed 979 total complaints (up from 736 in March and 677 in February). With the complaints from the top complaining household removed, there were 187 complaints in April, up from 115 in March and 99 in February.

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

Daytime noise complaints were the highest of the year, at 903, up from 664 in March and 613 in February. There had been 76 night time noise complaints, up from 72 in March and 64 in February. Daylight complaints were 92.2% of overall complaints; nighttime complaints were 7.8% of overall.

With the complaints from the top complainer removed from the numbers, prop aircraft were responsible for 58% of the complaints by aircraft type. Departures continued to account for the most complaints (56%)

Question was asked if something could be done to refine information about the times when complaints are lodged. Response was that most seem to be about flights between 6:00 am – 9:00 a.m. and 8:00 pm – 9:00 pm. Question was asked if the operators using those hours might be tracked and identified so they could be asked to consider adjustments to their flight patterns. It was also noted this type of topic was included in parts of the CACNR Work Plan for consideration by committees.

Request was again made for a return of the zone map which had shown the various zones around the airport and the complaints generated from each. Staff was working on recreating it, as it had apparently gotten lost in the transition between report types.

Repp reported on one case which had generated complaints in the Parker area. One aircraft apparently had been making many bothersome flights toward Kansas at night. He had spoken with the operator in January, and showed the operator data and flight tracks. The operator had been more compliant in May. Although the number of flights had not diminished, apparently flights had shifted to other areas. No increase in complaints from other surrounding areas had been seen. Question was asked if the tower could distribute flights overall. Response was that headings come from radar approach control, so TRACON is the deciding factor. This was, however, an example of the airport being able to help one person who was having trouble with aircraft noise, without apparently causing problems in other areas.

E. Work Program – The Committee continued to work on the annual report and the 2016 Work Program.

F. Study Group – The group continued to work with information gathered at the U.C. Davis symposium.

8. OTHER REGULAR MONTHLY REPORTS:

A. Arapahoe County Public Airport Authority – ACPAA Chair Robert Doubek provided the following report from the May 12, 2016 ACPAA meeting: *“A Public hearing was held regarding an application from Steiner Aviation to conduct Aircraft Management*

“The applicant specializes in aircraft maintenance management where the applicant contracts out his services instead of the aircraft owner staffing the position with its own employees.

“The applicant has 32 years of experience in this field and is currently managing several aircraft based on the airport. The application was approved.

“Of further interest, within The Consent Agenda, is a copy of a letter of agreement between the Airport and the Denver Radio controlled (R/C) Eagles Model Aircraft Club.

“Due to the recent popularity of Unmanned Aerial Systems (UAS), better known as “drones”, the FAA has issued new requirements for their operation which includes remotely controlled model aircraft. Remotely controlled model aircraft have operated at Cherry Creek State Park for many years and its location is within five (5) miles of Centennial Airport.

“Regulations now require formal approval from the Airport Authority. The Letter of agreement includes many stipulations including that whenever any aircraft is flown within five miles of Centennial Airport, the Club must provide the Airport Authority and Centennial Airport air traffic control tower with prior notice of the operation.

Furthermore, The Club enters into and establishes a mutually agreed upon operating procedure with the Centennial Airport air traffic control tower.

Rjd 5/27/2016”

There was considerable discussion about the situation with drones. Questions included what about those who fly remotely controlled aircraft/drones who do not belong to the model aircraft club mentioned; can the control tower disapprove of flights and how does that occur; are the notification requirements posted in obvious places where the general public and non-members of the model aircraft club will see them? Response was that anyone who flies such aircraft has to be registered and has to call in if flying within five miles of the airport. Staff indicated they would check further on the specifics related to this topic.

B. Airport Director’s Report – Mike Fronapfel reported in the absence of Airport Director Robert Orlislagers. He indicated CACNR would be notified when the grant for the runway maintenance project had been received and when work would commence. He did not anticipate there would be too much noise impact on the surrounding communities.

In relation to the FAA’s Metroplex project, he indicated there was nothing new, but there would be a need for input from the surrounding cities. Question was asked how those jurisdictions would know what to say when no draft or other information had been made available. Question was asked why another environmental assessment would be necessary when one was done in conjunction with RNAV; were there that many more operations since that time? It appeared the FAA may do many things but it does not always speak with those involved until it has determined what it wants to do, and then it is effectively too late for the input of others. It

was noted that the FAA's attempts to focus on efficiencies and economy had seemingly opened a Pandora's Box in relation to the resulting noise. It was also noted in all of this, DIA takes precedence over every other airport in the area.

Question was asked if Centennial Airport would be responding to the May 6, 2016 letter from the FAA – Early Notification to Prepare an Environmental Assessment for the Denver Metroplex Project – which had a date of June 7, 2016 for providing comments or questions. Response was unclear. It would be hard for CACNR communities/organizations to comment, as they had nothing specific to comment upon.

C. N.O.I.S.E. – Brad Pierce again noted the next N.O.I.S.E. meeting would be held in conjunction with the National League of Cities in Pittsburgh in November. He would get the exact date, and would provide more information to CACNR. He would be attending the NextGen Advisory Committee on June 17 in Washington, D.C., and would seek out anyone there from Denver or DIA. Attention was supposed to be given to PBN and Metroplex and efforts to get communities involved before changes were implemented, rather than having to deal with problems later.

9. OLD BUSINESS:

A. Congressional Quiet Skies Caucus & Colorado Delegation – The invitation letter to Congressman Ken Buck would go out during the month of June, over the signatures of both Harold Anderson and Brad Pierce. Emily Tranter of N.O.I.S.E. helps orient new members to that caucus.

B. CACNR Representation to ACPAA Meetings – Rex Lucas indicated he would be unable to attend the August 11, 2016 meeting of ACPAA, but could attend on September 8. Andrea Suhaka volunteered to fill the August slot, and the rescheduling was done accordingly. Candace Moon indicated she could take the November 10 meeting, so only the October 13 meeting remained without CACNR representation.

C. Selected Airport Reports – Three members of the Fly Quiet Committee had each contacted an airport to ask questions about how they handle noise issues, similar to the Adopt an Airport project CACNR had done several years ago. Harold Anderson reported on Addison Airport in the Dallas area, and Robert Doubek reported on Westchester County Airport in New York. Don Kuskie had contacted McClellan-Palomar Airport in San Diego County, California, and would bring his report to the July meeting.

Addison Airport in Addison Texas, is 9 miles north of downtown Dallas, with 90,000+ annual operations and 700+ airport based aircraft. It is 644 feet above sea level and has one runway. The airport does not have a noise roundtable, and does not have a noise monitoring system. It does manage to obtain aviation agreements from everyone buying homes near the airport, so all homeowners expect aircraft noise. The airport contacts everyone who complains and gives them personal attention. The airport director refers to frequent complainers as Mental Health Self Referrals and believes having an automated complaint system encourages “this type of problem” for the airport. In the past, Addison utilized meetings between the airport, the public, the pilots, and the FBOs which resulted in the public starting to see the pilots and the FBOs as regular people who weren't deliberately causing noise. In addition, there was more understanding from the pilots about how residents in the area were affected by noise. A decrease in complaints was noted following the meeting. The airport also has an educational campaign, speaking with HOAs and other groups.

Westchester County Airport (WCA) is located five miles east of White Plains, and 30 miles north of Manhattan. There are 19 other airports within a 50 mile radius of WCA. It is managed by a private operator, and is a public use airport. It has a twelve member advisory board, eight of whom are county residents appointed by the county board (five from specific towns and three at-large), one who is member of the county board of legislators, and the commissioners of public works, planning, and transportation. The airport is about 400 feet above sea level and has one main and one other runway. It has a noise abatement office with staff who monitor and measure compliance with its noise abatement procedures. WCA uses ANOMS, and there are 22 permanent noise monitors. It also provides a flight tracking system available to the noise office as well as to the general public.

WCA averages 55 flights per day. The county has a strictly regulated flow of commercial aircraft and passengers, limiting terminal use to 240 scheduled passengers per half hour. It received a total of 1,484 noise complaints for 2015, compared to 6,636 at Centennial Airport. It has seven major noise abatement procedures

listed in its brochure, which relate to: voluntary restraint from flying; high range noise events; intersection takeoff prohibition; maintenance runup restriction; limitation on the use of reverse thrust; advanced authorization to operate; and noise abatement paths for all runways. The airport is able to link complaints to noise levels to specific aircraft.

Complaints at WCA are entered into ANOMS, and the noise office staff takes the data on the complaint, identifies the aircraft responsible and links it to the complaint, and informs the complainer if requested to do so. Those with over 50 complaints (per month or year?) will be entered into ANOMS, but will not be investigated or responded to with additional copies of radar flight tracks, etc.

The full content of Mr. Doubek's 20 page report about WCA was not thoroughly discussed due to time constraints, but both his and Mr. Anderson's reports will be shared with CACNR's committees for their consideration and use.

It was noted how hard it is to compare the different challenges faced by different airports which affect noise, including such things as the number of transients who utilize an airport, the number of flight schools, and the number of touch and goes conducted.

10. NEW BUSINESS: Robert Doubek indicated that, in September, Robert Olislagers would be receiving the 2016 Distinguished Service Award from the American Association of Airport Executives.

11. PUBLIC COMMENT: Michael Lewis, from the vicinity of S. Kenton Way and East Orchard, asked about the impact of the noise complaint process – is anything ever done, or do residents ever get anything but an explanation of what caused the noise? He cited an example of a corporate jet seemingly about 300 feet over his residence about 10 days prior to this meeting. He called in the complaint, but wonders what can be done, if the aircraft noise situation has gotten out of control, and why there are no longer quiet hours. Airport staff had investigated, finding there had been no appreciable shift in air traffic, but that Mr. Lewis' residence is about ¼ mile from the runway approach, so both arriving and departing traffic will be straight over him. Mr. Lewis indicated he had done some comparison with John Wayne airport which he felt might have better ways to mitigate noise for its surrounding neighbors.

12. NEXT MEETINGS:

CACNR – Jul 13, 2016 6:30 p.m. Ramada Hotel & Suites, 7770 South Peoria Street, Englewood, CO
Aug 3, 2016 6:30 p.m. Ramada Hotel & Suites, 7770 South Peoria Street, Englewood, CO
Sep 7, 2016 6:30 p.m. Ramada Hotel & Suites, 7770 South Peoria Street, Englewood, CO

ACPAA – Jul 14, 2016 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S. Peoria Street, Englewood, CO (Brad Pierce representing CACNR)
Aug 11, 2016 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S. Peoria Street, Englewood, CO (Andrea Suhaka representing CACNR)
Sep 8, 2016 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S. Peoria Street, Englewood, CO (Rex Lucas representing CACNR)

13. ADJOURNMENT: The meeting was adjourned at 8:45 p.m.

Alison Biggs, Secretary