

MINUTES

August 3, 2016

Approved September 7, 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 Brad Pierce.

A quorum was present, which included:

<i>Arapahoe County:</i>	Nancy Jackson	<i>Greenwood Village:</i>	Steve Moran
<i>Douglas County:</i>	Joe Fowler	<i>Lone Tree:</i>	Susan Squyer
<i>Douglas County:</i>	Alison Biggs	<i>ACPAA:</i>	Robert Olislagers
<i>Aurora:</i>	Brad Pierce	<i>AOPA:</i>	John Hirshman
<i>Castle Pines:</i>	Maureen Shul	<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	<i>FAA District Officer:</i>	Linda Bruce
<i>Foxfield:</i>	Dave Goddard	<i>FAA TRACON:</i>	Gerald Huthoefer

Alternate Representatives Thad Bagnato for *Arapahoe County*, Porter Ingram for *Aurora*, Andrea Suhaka for *Centennial*, Karen Blilie for *Greenwood Village*, Mike Fronapfel for *ACPAA*, Dennis Fria from the *FAA APA Control Tower*, and *ACPAA* staff member Aaron Repp were also present.

Those absent were: *Arapahoe County* - Jim Dawkins; *Castle Rock* – Mark Heath/Julie Kirkpatrick; *Parker* – Ryan McGee/Bryce Matthews; and *CDOT Aeronautics Division* – Todd Green.

2. APPROVAL OF THE AGENDA: By consensus, the revised agenda was approved.

8. DENVER METROPLEX AIRSPACE REDESIGN PRESENTATION, and DISCUSSION: Chair Brad Pierce noted the distribution of a revised agenda, which would accommodate the evening’s visitors. Robert Olislagers introduced the new FAA Regional Administrator KC Yanamura, along with Mark Phipps, Greater Denver Area Metroplex Integration Manager, and Air Traffic Controller, Mark Ostronic. Yanamura had relocated from Hawaii, where she was the manager of the Honolulu Flight Standards District Office. The area she will now administer includes Colorado, Idaho, Montana, Oregon, Utah, Washington and Wyoming.

Phipps began by indicating the amount of care there is now about the impact which Metroplex will have, how the FAA is trying to make things better, and the commitment to being transparent. The Metroplex project has been under design for the past 1½ years. He said August 22 would be the date for the start of community involvement, for the community to look at plans and to comment. The goal will be to avoid the challenges which have occurred in the rest of the country. It is recognized that the implementation of RNAV changes by the FAA were not perfect, and efforts are being made to fix or massage those changes now. The overall goal is to not create harm, but for the use of less fuel, to create fewer emissions, and hopefully, quieter flights.

Yanamura noted they were in Denver for a meeting about unmanned aerial vehicles (drones), and had worked in the meeting with CACNR. She indicated some familiarity with Colorado, and noted she likes coming to communities and getting them involved. She explained she would like to approach her new job as a new day, with a focus on moving forward to the future, not living with past history.

Robert Olislagers did review some of the concerns of Centennial Airport, the Part 150 history, and the variety of noise complaints being made and attempts to deal with them. He noted the airport wanted to assure that any flight path or other changes would be done as smoothly as possible, with everyone involved wanting to be good neighbors. He noted the RNAV inclusion of the satellite airports surrounding DIA had been a positive step. He prompted the FAA to be mindful of community sensitivity, and to recognize the involved communities don’t want to be treated like second class citizens. He also noted the letters which had been sent to the FAA with various concerns and questions about the Metroplex project.

Phipps noted there is caring about working things work well with communities, and there would be sharing, with the goal of making the Metroplex transition as seamless as possible.

Some discussion points included:

- Centennial Airport has ended up with a lot of noise due to existence of DIA with its priority status
- There are approximately 300,000 people in the area who were affected by RNAV, and

- Much has been made about the differing levels of DNL, including the effort to lower what has historically been considered by the FAA as an acceptable level of noise.

Phelps noted most noise occurs on departures, and it is anticipated Metroplex will spread them out somewhat.

Yanamura indicated there will be a kick-off of Metroplex in August, with October targeted for reaching out to the communities. She also indicated they would come back to CACNR when procedures are more fully developed. Question was asked who the FAA representatives would be meeting with starting in August, and could CACNR Representatives attend those meetings. Phipps indicated the FAA would come to the monthly CACNR meetings.

It was noted that the NextGen Advisory Committee, on which Brad Pierce sits representing the noise component, has several task groups, and a report from the PBN Blueprint Community Outreach Task Group addresses outreach timing by the FAA as being necessary "prior to the design phase." Question was asked if this outreach been done in relation to that time frame? Phipps indicated he agreed with the need for community involvement, but he had only been brought on board in the last six - nine months, and was so new he could not speak to that point.

Question was asked what % of the design was in place. Response was the communities won't see anything until it was almost completed; the plan might be reworked "if they can." Apparently Metroplex is coming up on having a mature design, which the communities will eventually get to look at. Question was asked about a time line for the communities/CACNR to see any kind of draft. Yanamura said August 22 was the date designated for kick-off involving Congress, Mayors, Governors, etc., with communities following at the end of the list. The process will continue from August for however long it takes to complete the list. The FAA budget, determined by Congress, would affect such things as travel, so that would have considerable impact on how quickly or slowly such outreach efforts would take.

Question was asked again how often someone from the FAA would be attending CACNR meetings. Response this time was someone would attend as often as possible. The environmental assessment phase would begin in the autumn of 2016, with implementation of the project targeted to begin in spring of 2018 or sometime in 2019.

It was noted that RNAV's phase 3 had not been implemented at Centennial Airport, so areas north and northwest of the airport were still waiting for some relief from noise. Question was asked what would happen with Metroplex. Phipps noted there had been grand plans for departures, but after he left, some procedures dropped off and he was not sure what had happened since then.

Comment was made that the neighboring communities had bought into the RNAV plan based on promised noise relief, but in the absence of that relief, some were going to be hesitant to buy into Metroplex, particularly with no access to or knowledge of the new routes being designed by the FAA. A plea was made to not make promises that will not be kept with Metroplex. Phipps indicated he was sorry things had ended up the way they had. He also noted there were new fixes being discussed, but they would be different and separate from Metroplex; those would still fall under RNAV instead of Metroplex. Attempts were being made to not have a big impact with Metroplex, but rather to do big changes through RNAV. Comment was made that attention needs to be paid to both take-offs and landings. Question was asked if the Metroplex methodology would be the same as RNAV, with the use of such things as the centroids. Response was modeling is the same all over the country.

The use of the 65 DNL was noted again, with review of its environmental impact on talking, sleep, etc. Apparently, Harris Miller Miller & Hanson, Inc. (HMMH) will be doing modeling in relation to this involving an 18 hour time frame, and knowing where the Metroplex routes will be, and where those routes will come down from altitude would be important to that project. Phipps indicated efforts will be made to work with the airport and the modeling project to achieve clarity through communication.

Yanamura noted attention must be kept on noise, knowing that noise will be present, and as air traffic increases, so will noise, and it must be sent over someone. The kick off of the Metroplex outreach on August 22 or 23 was again mentioned, and request was again made for CACNR to be involved. Response was the schedule was still being firmed up.

It was noted the continued development around Centennial Airport, and increased air traffic in the area, contribute to cause conflicts about airport noise. Reportedly, many companies open or relocate here because of the airport, but some communities have difficulty assessing the true beneficial economic impact but do hear how the noise affects citizens. The appropriateness of using the 65 DNL was again brought up. It was pointed out the busy nature of the airport is not always fabulous when flights every three minutes are reported in some areas. The frustration of having suggestions for lessening noise usually turned down because the FAA won't allow implementation was compared to the proverbial running into a brick wall.

Phipps responded that was a good point, and there is an awareness of how training flights can be problematic, but noted the Metroplex project relates to instrument flights only. Linda Bruce pointed out the federal grant assurances requirements

and the link of air traffic with interstate commerce; traffic can be altered for safety purposes, but not for noise. Robert Olislagers stated he could provide economic indicators from available data.

Question was asked, since RNAV has not been completely implemented at Centennial Airport, why is there a need to do another environmental assessment and to spend tax payers money on Metroplex. Response was that when airports are big enough, implementing changes can get complicated, so the FAA has decided to revisit some situations to determine if “gentle” changes can be figured out. Yanamura indicated Denver has always been in the forefront and she hears many good things about moving to the future here. She stated the FAA is not here to force change.

Question was asked about what flight paths will be used to get planes down from the higher altitudes being considered with Metroplex; what is really going to happen to the communities which might end up under those differing and possibly noisier flight paths. Response was the altitudes and flight paths were still being worked out. Question was asked how and when will we know how all of this will affect the communities. Response was aircraft will probably come down five to six miles out from the airport, but all will be modeled as well as possible beforehand. Air traffic controllers will be attending community meetings as well. Robert Olislagers indicated considerable concern that what has happened at other airports will not happen here, and there will be considerable interest in the results of the HMMH modeling.

Linda Bruce reminded that Metroplex will not involve those who fly visually, a considerable amount of Centennial Airport traffic. While Metroplex will not affect those flights, perhaps the NextGen Advisory Committee’s work may have some impact. Concern was expressed that Standard Terminal Arrival Routes (STARs) and Standard Instrument Departure rules (SIDs) are perhaps not moving traffic adequately. This was acknowledge as a possibility; the goal is to have aircraft higher and quieter. A July meeting with pilot representatives was noted where discussion of one alternate route had occurred, and the report of that meeting was being looked at by the FAA. Phelps indicated such “challenges” were also being taken for discussion with TRACON, and that there is no desire to put pilots where they don’t need to be.

The FAA and Metroplex personnel were thanked for coming, for listening to concerns, and for promising to return on a regular basis to keep CACNR informed and involved as Metroplex progresses.

3. APPOINTMENT OF VICE CHAIR: In accordance with Article IV.a. of the CACNR Bylaws, Chair Brad Pierce appointed Katy Brown to fill the vacancy in the office of Vice Chair. This potential appointment had been discussed at the March, 2016 CACNR meeting. On the motion of Alison Biggs, duly seconded, CACNR unanimously approved the appointment of Katy Brown as Vice Chair.

4. PUBLIC COMMENT: None.

5. CONSENT AGENDA: The Consent Agenda included the July 13, 2016 Draft Minutes and the Treasurer’s Report as of August 1, 2016. The Treasurer’s Report reflected no change from that received last month, with a balance of \$4,247.86. Upon request, the draft minutes were removed from the Consent Agenda. On the motion of Katy Brown, duly seconded, the remainder of the Consent Agenda was approved.

6. ITEM(S) REMOVED FROM CONSENT AGENDA: The draft minutes had been removed from the consent agenda to note the need to indicate Katy Brown is from Cherry Hills Village, not Greenwood Village on page 1 under “Announcement.” Also, on page 3, Aaron Repp indicated the highest number of complaints was usually made by Web Trak, not by telephone. On the motion of Katy Brown, duly seconded, the minutes of July 13, 2016 were approved as amended.

7. COMMITTEE REPORTS:

A. Community Outreach – Maureen Shul indicated she worked with FoxDen Solutions, creator of the original CACNR website, in another capacity, and the individual was waiting for direction from CACNR. Shul recommended continuation with FoxDen. It was noted CACNR had previously taken action to obtain at least two bids for the work, so there could be consideration and comparison of other options or approaches, and costs. This might be particularly important if/when CACNR asks the jurisdictions for funding, to demonstrate CACNR operates in an appropriate and businesslike fashion. Robert Olislagers noted the Centennial Airport budget process allows for sole source involving amounts up to \$3,000.

It was suggested FoxDen could be used at least for the present, particularly in light of the upcoming need to renew a domain name. The Community Outreach Committee could then take some time to determine the desired look and content of the website, for CACNR approval, and so bids could be obtained for a more specifically delineated scope of service. This suggestion seemed to be met with general approval as an appropriate way to proceed.

Dave Goddard moved to retain FoxDen Solutions on a 12 month interim contract, not to exceed \$1,500, to include renewal of the domain name, and website maintenance and updates as outlined in the proposal provided by FoxDen which had been included in this meeting’s materials. Motion was duly seconded and passed. Maureen Shul volunteered to contact

FoxDen, to inform Cori Foxworthy of this action, to request her to proceed with the work needed regarding the domain name, and to send an invoice for this work to Aaron Repp for payment from the CACNR account.

B. Study Group – Brad Pierce reported the Arapahoe County Public Airport Authority (ACPAA) had conditionally approved the Memorandum of Understanding at its July 14th meeting, and read the wording of that motion; both documents had been included in the materials provided in advance of this meeting. He further reported that, in a follow-up with the Airport Director, he had been informed the Funding Structure Proposal had also been conditionally approved by the ACPAA action, even though it was not specifically mentioned in the motion. Both documents had been officially sent by airport staff to Linda Bruce at the FAA, and she had indicated a response should be possible within the 60 day time frame.

There was some dialogue about beginning discussion with the jurisdictions about the documents. It was also felt there was a need for CACNR to indicate its reaction to the changes that had been made by ACPAA before it gave its conditional approval. Question was asked why the language related to dissolving CACNR had been removed, and an attempt was made to provide a summary of that group's thinking, without actually speaking for it. Robert Olislagers also indicated it was felt to be political suicide for ACPAA to dissolve CACNR, and that the group (CACNR) would "stay until we have no more noise." Question was asked what would happen to CACNR funds, documents, and records in the event CACNR would be dissolved, without specific language addressing those items in the MOU; would the airport make those decisions? Observation was made that attorneys for the various jurisdictions and organizations would likely be looking at the documents before any signed on, so that and possibly a variety of other questions and comments would arise. What the FAA response would be also remained to be seen, as there had been no reports from other airports that the FAA had ever been asked to rule on an MOU between an airport and its involved communities.

On the motion of Katy Brown, duly seconded, CACNR accepted the amended MOU as conditionally approved by the ACPAA at its July 14, 2016 meeting. Request was made that, when the documents are officially sent to the jurisdictions and organizations, they be accompanied by a thoughtfully worded letter of explanation, so the staffs of those groups would all be working with the same information.

9. NEW BUSINESS:

Robert Olislagers indicated Centennial Airport would be holding emergency preparedness exercises for training purposes, on August 16, 16, and 19.

He also announced there will be a fund-raising event at the airport, held by the Morgan Adams Foundation, for pediatric cancer research. The event will be on August 27, 2016 and would entail closing the entire airport for approximately 40 minutes, for a related airshow.

Finally, he reminded the main runway would be closed for about 35 days beginning on August 22, for maintenance. Resulting increased use of the other runways might change the noise patterns for the surrounding communities.

10. PUBLIC COMMENT: None

11. NEXT MEETINGS:

CACNR – Sep 7, 2016 6:30 p.m. Ramada Hotel & Suites, 7770 South Peoria Street, Englewood, CO
Oct 5, 2016 6:30 p.m. Ramada Hotel & Suites, 7770 South Peoria Street, Englewood, CO

ACPAA – Aug 11, 2016 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S. Peoria Street, Englewood, CO
(Andrea Suhaka representing CACNR)
Sep 08, 2016 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S. Peoria Street, Englewood, CO
(Rex Lucas representing CACNR)
Oct 13, 2016 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S. Peoria Street, Englewood, CO
(Greenwood Village representing CACNR)

12. ADJOURNMENT: The meeting was adjourned at 8:10 p.m.

Alison Biggs, Secretary