

MINUTES

December 7, 2016

Approved 02/01/17

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 6:31 p.m. by Chair Brad Pierce. Initially, a quorum was not present, so no official action could be taken. After the arrival of a quorum, the following were in attendance:

<i>Arapahoe County:</i>	Thad Bagnato	<i>Lone Tree:</i>	Susan Squyer
<i>Arapahoe County:</i>	Jim Dawkins	<i>ACPAA:</i>	Mike Fronapfel
<i>Douglas County:</i>	Jamie Hartig	<i>AOPA:</i>	Robert Doubek
<i>Douglas County:</i>	Alison Biggs	<i>CABA:</i>	Don Kuskie
<i>Aurora:</i>	Brad Pierce	<i>FAA District Office:</i>	Linda Bruce
<i>Centennial:</i>	Candace Moon		

Alternate Representatives for *Aurora*, Porter Ingram, and *Centennial*, Andrea Suhaka; APA Staff Dylan Heberlein, and Mark Phipps and Mark Ostronic from the Metroplex project were also present.

Those absent were:

<i>Castle Pines</i> – Vacant/Maureen Shul	<i>Greenwood Village</i> – Steve Moran/Karen Blilie
<i>Castle Rock</i> – Mark Heath/Julie Kirkpatrick	<i>Parker</i> – Ryan McGee/Bryce Matthews
<i>Cherry Hills Village</i> – Katy Brown/Vacant	<i>CDOT Aeronautics Division</i> – Todd Green
<i>Foxfield</i> – Dave Goddard/Vacant	<i>FAA APA Control Tower</i> – Diana Hanley/Ron Curry
	<i>FAA TRACON</i> – Steve Martin/Bill Dunn

2. APPROVAL OF THE AGENDA: The agenda was reviewed, with no comment on its content or order.

3. PUBLIC COMMENT: None.

4. CONSENT AGENDA: The Consent Agenda included the November 2, 2016 Draft Minutes and a Treasurer’s Report as of December 2, 2016. The Treasurer’s Report showed a continuing balance of \$4,104.04.

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

6. FAA REPORTED ACTION ON CACNR FUNDING BY ACPAA: Another update on the funding of CACNR by ACPAA had been included with the meeting materials. Jason Schwartz, President of Aviation Compatibility Consulting had provided several observations supportive of ACPAA being able to fund CACNR as it has done in the past, and as airports around the country currently do with their roundtables. His conclusion had been that the FAA had erred in its reported ruling, and he volunteered to discuss his experiences with either airport staff or the FAA, if that would be considered useful.

Linda Bruce reported Robert Olislagers had met with the FAA Compliance Division about this problem when he was in Washington, DC. Apparently, the FAA was indicating, if the use of ACPAA funds by CACNR were to be focused on education and outreach, it could be allowed. There was no final decision, but FAA headquarters reportedly might be open to this idea. A final decision would be made after the first of 2017, so CACNR might get a ruling in February or March. However, in the meantime, it was apparently all right for CACNR to implement its policy of sending two Representatives to the UC Davis Symposium at the end of February, as this was considered an educational program.

7. COMMITTEE REPORTS:

A. COMMUNITY OUTREACH – Maureen Shul had reported in writing that she had been and would be working with Cori Foxworthy of FoxDen Web Solutions on modernizing the CACNR website. Foxworthy would initially begin with the format, and ideas and potential content were being solicited from everyone. The Community Outreach Committee would then consider exactly what should be included, how often content would be updated, and by whom, etc. and report back to CACNR for approval of the plan.

Suggestion was made that Representatives take the time to look at websites of other roundtables and airports, as many are very informative and might save CACNR from having to reinvent the wheel by using already existing content ideas.

B. FLY QUIET – Chair Don Kuskie reported the Committee had met to update the Noise Abatement Guidelines. There was a request for the changes to be shared in writing with CACNR so the group could approve them, hopefully at the January, 2017 meeting. The Chair and airport staff indicated this material could be emailed to everyone, along with the electronic version of the current guidelines, so a comparison could be done. The Chair noted the Committee had not discussed the number of updated copies which would need to be printed, but would do so at a future meeting.

ARRIVAL OF QUORUM; ACTION ON CONSENT AGENDA: At this time, a quorum had arrived. Accordingly, on the motion of Susan Squyer, duly seconded, the Consent Agenda was approved.

C. NOISE MONITORS – Jim Dawkins reported the committee had not met, but he had looked at the existing Action Plan and had some ideas for the coming year. It was announced that Aaron Repp would be leaving Colorado, and his replacement, Dylan Heberlein was introduced and welcomed. Repp would have attended this meeting, but had broken his leg and was scheduled for surgery on Thursday; best wishes were extended to him. Heberlein presented the noise report from October, 2016. There had been 29,152 operations in October, down from 29,414 operations September, and 34,140 in August. The twelve noise monitors had recorded 21,938 noise events in October, down from 22,958 in September.

Noise events by decibel range were provided: 16,376 in the 60 – 69 decibel range 630 in the 80 – 89 range
4,874 in the 70 – 79 decibel range 58 in the 90+ decibel range

Total noise events in September at each monitor were:
7,132 (7,188 in September; 6,796 in August) events at the Golf Course monitor on airport property
4,248 (4,642 in September; 4,816 in August) events at the Meridian monitor
2,414 (2,690 in September; 2,490 in August) events at the Airport East monitor on airport property
2,281 (2,264 in September; 2,351 in August) events at the State Park monitor
1,487 (1,354 in September; 1,634 in August) events at the Grandview Estates monitor
1,267 (1,310 in September; 1,435 in August) events at the Parker monitor
932 (1,102 in September; 1,022 in August) events at the Lone Tree monitor
651 (769 in September; 755 in August) events at the Greenwood Village monitor
549 (717 in September; 781 in August) events at the Castle Rock monitor
520 (495 in September; 609 in August) events at the Hunters Hill monitor
245 (245 in September; 239 in August) events at the Castle Pines monitor
212 (182 in September; 197 in August) events at the Sagebrush Park monitor

Correlations between noise events and noise complaints were not available.

This report showed 959 total complaints from 46 households during October, 2016. Year-to-date, there had been 8,917 complaints from 233 households.

For October, in descending numerical order, complaints had come from Highlands Ranch, Greenwood Village, Unincorporated Arapahoe County, Unincorporated Douglas County, Centennial, Lone Tree, Aurora, Denver, Parker, and “Other.” Castle Pines, Castle Rock, and Cherry Hills Village had lodged no complaints.

Year to date, in descending order, complaints had come from Highlands Ranch (6,235 from 8 households); Unincorporated Arapahoe County (833 from 69 households); Greenwood Village (649 from 51 households); Unincorporated Douglas County (644 from 29 households); Centennial (347 from 31 households); Lone Tree (75 from 12 households); Castle Rock (47 from 5 households); Parker (32 from 5 households); Aurora (22 from 9 households); Denver (13 from 7 households); Other (11 from 3 households); Cherry Hills Village (9 from 4 households); and Castle Pines (0 from 0 households).

With the complaints from the top complaining household removed, there were 230 complaints in October, down from 433 complaints in September, and 523 in August. Colder weather and closed windows might factor into this change.

October daytime complaints had increased to 898 from September's 824. Nighttime complaints had decreased to 61 from 80 in September. Daytime complaints were 93.64 % of overall complaints; nighttime complaints were 6.36% of overall.

With the complaints from the top complainer removed, jets were responsible for 56% of the complaints by aircraft type; props were 38%; and helicopters were 6%. Departures continued to account for the most complaints, at 60%, with arrivals at 26%, training at 9%, overflights at 4%, and the remainder unknown.

The zone map, which shows the various zones around the airport and the complaints generated from each, was not provided. The Radar Track Density Map provided had been updated in September.

Returning to discussion, questions were asked about DB, DNL and what processes staff used to relate complaints to actual flights, if asked to do so. There was discussion about the correlation with levels of ambient noise v. the 65 DNL and 60 DB. It was agreed it would be useful for staff to send out the results of the ambient noise study previously undertaken, and staff indicated this would be done.

An article about the revision of the noise exposure map that had been printed in November 29, 2016 Arapahoe County version of *Your Hub* (part of the *Denver Post*) was distributed. The article had not been included in the Douglas County *Your Hub* version.

An email article entitled "Denver's Centennial Airport Monitors Noise Exposure Levels over IP with Barix Audio Streaming" was also shared. It appeared this was something new which had been added to the noise monitoring system, related to the live feed audio component. However, staff indicated the feature discussed in the article had always been a part of the system. It is used internally by staff only, allowing them to listen to live feed, and to do such things as differentiate between differing sources of noise. Apparently, the original article was over a year old and it had been reprinted in various places since then: it seemed to be a marketing tool for Barix.

8. FAA REPORTS:

A. DISTRICT OFFICE – Linda Bruce indicated she had nothing further to add to the earlier discussions.

B. APA AIR TRAFFIC CONTROL TOWER – None.

C. TRACON – None.

D. METROPLEX – Mark Phipps and Mark Ostronic were present to update CANR about the Denver area Metroplex project. They indicated there was still a focus on community involvement, and anticipated the next community meetings would take place in April or May of 2017. A goal was to provide communities with a high level of information at that time. At the present time, there are 8 meeting planned for the entire Denver area, so there will possibly be just one which will relate to those affected by noise from Centennial Airport and DIA. Question was asked if an approach other than the staff-attended posters had been found useful when this kind of material was presented to the public. Response was that method seemed to work well and received generally positive reviews. Notice of the next public meeting dates and locations should be available at least 30 days in advance and possibly by the end of January, 2017. Request was made for them to let CACNR know as early as possible, so the Representatives could assist by using their information-sharing methods for reaching out to the involved communities. The gentlemen were thanked for coming to the meeting, and for continuing to keep CACNR up to date on this project.

9. OTHER REGULAR MONTHLY REPORTS:

A. ARAPAHOE COUNTY PUBLIC AIRPORT AUTHORITY – Jim Dawkins had represented CACNR at the November ACPAA meeting.

Robert Doubek, ACPAA Chair, submitted the following report: "ACPAA BOARD MEETING NOTES – November 10, 2016 "The only item on the Business Agenda was a Request related to the final Lease payment to the County.

"As reported in the October report, considerable discussion was devoted to Resolution 2016-05 which is a request related to Final lease payment to Arapahoe County in the amount of \$1,626,606.25.

"Arapahoe County as lessor (The County) and Arapahoe County Public Airport Authority as lessee (The Authority) entered into the Airport Ground Lease Purchase Agreement dated April 1, 1993. The Authority's final scheduled

rental payment is due to the County on November 15, 2016. At that point, the title to the land held under the Lease is returned to the Authority.

“However, questions remain as to distribution of these funds and the Resolution was withdrawn and deferred to a later meeting. In the meantime, a check in the amount of \$1,626,606.25 was delivered to the County prior to the November 5, 2016 deadline.

“Jim Dawkins presented the Centennial Airport Community Noise Roundtable Update. Rjd 12/5/2016”

Question was asked if the ACPAA Board members had asked any questions or made any comments about the FAA’s reported decision on revenue diversion and CACNR. Response was no.

B. AIRPORT DIRECTOR’S REPORT – None

C. N.O.I.S.E. & NEXTGEN ADVISORY COMMITTEE – Brad Pierce reported on the N.O.I.S.E. meeting he had attended in November, as the national Chair of that group. As usual, it had been an informative meeting. A particularly interesting presentation had been made about O’Hare Airport “trading off” aircraft routes, to help spread airport noise around the area on a more equitable basis. It was also at this meeting when he had spoken with Jason Schwartz about the FAA CACNR’s funding, as previously reported.

Pierce also had shared part of an Advisory Circular he had received from N.O.I.S.E. related to the FAA and Community Involvement in Airport Planning. The noted principal changes included an update of citizen participation in airport planning from 1975; highlighted that community involvement should be tailored to the scale of the specific action and the unique needs of a community and should be conducted to the extent required to produce an informed decision that could lead a better outcome or the airport and its community; and recognized that community involvement programs are potentially eligible for federal funding through the Airport Improvement Program (AIP) when they are part of airport projects that are themselves eligible for such funding and justified.

Pierce reported the FAA was accepting comments on the circular until February 17, 2017. Linda Bruce indicated this circular was specific to airport planning activities receiving Federal funding for things such as master plan studies, layout plans and Part 150 studies, and was not applicable to all FAA activities, some of which have other requirements and guidance for public involvement.

Another N.O.I.S.E. Alert provided information about FAA Community Accountability Language in the fiscal 2017 Defense Authorization Bill (NDAA). The House-passed version of the bill reportedly included the following language: “Performance-Based Navigation: This section improves the Federal Aviation Administration’s (FAA) advance consultation with communities underneath the flight paths of proposed “NextGen” departure and arrival procedures, and requires the Administrator to reopen his assessment of new NextGen procedures at Phoenix Sky Harbor International Airport and to mitigate any adverse effects on the human environment that resulted from those procedures.” This is seen as a positive step related to the kinds of matters with which are the focus of airport noise roundtables, and reflects a positive increase in the FAA’s efforts to obtain more community involvement.

Information about the UC Davis Symposium in Palm Springs was provided CACNR has a policy of sending two Representatives to this meeting every year, and reportedly, the FAA will allow CACNR to use budgeted funds to attend in 2017. It was agreed a separate mailing would be sent out to all Representatives and Alternates, so anyone interested and able to go could so indicate. The deadline for early bird registration was December 31, 2016, so responses needed to be made quickly.

10. OLD BUSINESS:

1. CONGRESSIONAL QUIET SKIES CAUCUS – Nothing new on follow-up to the invitation letter to Congressman Ken Buck. Brad Pierce and Susan Squyer were attempting to accomplish this.

2. DRAFT NOISE EXPOSURE MAP – There was discussion about the draft Noise Exposure Map (NEM), with indication that having the large “DRAFT” placed over the central portion of each page made the documents very hard to read and utilize, and the mapped configuration of the both the current and the proposed change in the NEM boundaries seemed basically invisible. Question was asked about the process involved. During the Part 150, there had been two parts, one the NEM and the other a Compatibility Plan. The process now was apparently to see if there had been enough change in the NEM to warrant going to a full Part 150 again, when a Compatibility Plan would be involved. The comment period for this draft had ended on November 30, 2017, but there would apparently be another opportunity for comment after comments from this response time had been considered.

3. FUNDING and THE MOU. Question was asked about the MOU and funding by the Members of CACNR. At least one jurisdiction had set aside funds in 2016 for its portion of that process, and had done so for 2017, but one was wondering why it had not been expended in 2016. The history of the MOU was briefly covered, including the time it had taken to get content upon which CACNR and ACPAA could agree, the decision by ACPAA to send the documents to the FAA for approval and the subsequent FAA reported decision to no longer allow ACPAA to fund CACNR. After all the other delays, this latest had to be resolved before the jurisdictions and organizations could be asked to sign onto the document and eventually contribute the determined amount.

11. NEW BUSINESS:

A. CACNR 2017 MEETING SCHEDULE AND REPRESENTATION TO ACPAA MEETINGS – A schedule of CACNR meetings for 2017 had been distributed with the materials for this meeting. Anticipated meeting dates for ACPAA had been included, as well as a sign-up sheet for CACNR representation to those meetings. It was agreed to send the sheet out again, separately, and ask Representatives to return it to the Secretary, indicating the ACPAA meeting date when each would take the responsibility of reporting for CACNR.

Katy Brown had notified the Chair she would not be able to represent CACNR at the December 8, 2016 meeting of ACPAA. Jim Dawkins volunteered again to fill in for someone unable to do so. He was thanked profusely.

B. HEATH LEAVING OFFICE – A letter had been received indicating that Mark Heath would be leaving office in Castle Rock, and so would no longer be a Representative to CACNR. It was anticipated Castle Rock would name a replacement as soon as possible.

12. PUBLIC COMMENT: None

13. NEXT MEETINGS:

A. CACNR – Jan 4, 2017 6:30 p.m. Ramada Hotel & Suites, 7770 South Peoria Street, Englewood, CO
Feb 1, 2017 6:30 p.m. Ramada Hotel & Suites, 7770 South Peoria Street, Englewood, CO
Mar 1, 2017 6:30 p.m. Ramada Hotel & Suites, 7770 South Peoria Street, Englewood, CO

B. ACPAA – Dec 08, 2016 Wright Brothers Room, Centennial Airport, 7800 S. Peoria Street, Englewood, CO
(Jim Dawkins representing CACNR)
Jan, 2017....it was anticipated ACPAA would not meet
Feb 09, 2017 Wright Brothers Room, Centennial Airport, 7800 S. Peoria Street, Englewood, CO
(CACNR Representation to be determined.)

15. ADJOURNMENT: The meeting adjourned at 8:01 p.m.

Alison Biggs, Secretary