

MINUTES

June 6, 2018

Approved July 11, 2018

VISION – QUIETER SKIES FOR OUR COMMUNITIES

MISSION – UTILIZING PARTNERSHIPS TO REDUCE AIRPORT NOISE FOR THE BENEFIT OF NEIGHBORING COMMUNITIES

Chair: Brad Pierce Vice Chair: Katy Brown Treasurer: Jamie Hartig Secretary: Alison Biggs

1. **CALL TO ORDER, ROLL CALL, and QUORUM:** When a quorum had arrived, the meeting was called to order at 6:38 p.m.by Chair Brad Pierce.

The following were in attendance:

Arapahoe County:	Thad Bagnato	Greenwood Village:	Tom Dougherty
Douglas County:	Alison Biggs	Lone Tree:	Susan Squyer
Aurora:	Brad Pierce	ACPAA:	Robert Olislagers
Castle Pines:	Melissa Coudeyras	AOPA:	Robert Doubek
Castle Rock:	Sandy Vossler	FAA APA Control Tower:	Dennis Fria
Centennial:	Candace Moon		

Also, in attendance were Aurora Alternate Liia Koiv-Haus; Centennial Alternate Andrea Suhaka; ACPAA Alternate Mike Fronapfel; AOPA Alternate John Hirshman; and ACPAA Staff Dylan Heberlein.

Those absent were:

Arapahoe County:	Jim Dawkins/vacant	CABA:	Don Kuskie/Mike Straka
Douglas County:	Vacant/Jamie Hartig	CDOT Aeronautics Division:	Todd Green/Vacant
Cherry Hills Village:	Katy Brown/Randy Weil	FAA District Office:	Linda Bruce/Kandace Krull
Foxfield:	Dave Goddard/Vacant	FAA TRACON:	Steve Martin/Bill Dunn
Parker:	Amy Holland/Ryan McGee		

2. **APPROVAL OF THE AGENDA:** On the motion of Tom Dougherty, the agenda was approved.

3. **PUBLIC COMMENT:** There was no public comment. However, at this time, Robert Olislagers introduced James Arrighi, Metroplex Program Manager from the FAA's Washington, DC office. Arrighi noted he had over 30 year's involvement with the Navy and the FAA, and became the national Metroplex Program Manager three years ago. He indicated he would make other comments during the Metroplex portion of the agenda.

4. **CONSENT AGENDA:** The Consent Agenda included the May 2, 2018 Draft Minutes, and a Treasurer's Report as of June 1, 2018 which showed a balance of \$6,351.38. On the motion of Tom Dougherty, duly seconded, the Consent Agenda was approved.

5. **ITEMS REMOVED FROM CONSENT AGENDA:** None

6. **COMMITTEE REPORTS:**

A. **COMMUNITY OUTREACH** – Susan Squyer introduced Mike Anderson, who would be taking her place on the Lone Tree City Council, and as Lone Tree's CACNR Representative. Anderson was warmly welcomed by the group. Squyer was thanked for her work on CACNR, as Chair of the Community Outreach Committee, and for her effort getting the CACNR website up and running again. There was nothing new from the committee.

B. **FLY QUIET** – Bob Doubek indicated the committee had held some meetings but had nothing specific to report at this time. Question was asked about progress on the Noise Abatement posters. Mike Fronapfel reported they should be ready soon, and inquired if anyone wished to accompany staff during distribution as had been done in the past. He would send an email asking that question when the posters are ready. There was no discussion about the QR code, its prior actual usage or cost, or whether it would be retained.

C. **NOISE MONITORS** – Brad Pierce noted Chair Jim Dawkins had indicated his travel schedule was making it almost impossible for him to continue as chair of this committee, and had suggested someone else be appointed. Pierce indicated he had asked Bette Todd, prior Noise Monitor Committee Chair, if she would help get the committee active again and she had agreed. .

Dylan Heberlein then presented the Noise Report for April 2018. In that month, there had been 24,935 operations, down from 26,094 shown for March 2018. Noise events at each monitor were:

7,981 events at the Golf Course monitor on airport property  
4,353 events at the Meridian monitor  
2,989 events at the Airport East monitor on airport property  
2,035 events at the State Park monitor  
1,298 events at the Grandview Estates  
1,226 events at the Parker monitor

1,148 events at the Lone Tree monitor  
849 events at the Castle Rock monitor  
777 events at the Greenwood Village monitor  
496 events at the Hunters Hill monitor  
196 events at the Castle Pines monitor  
162 events at the Sagebrush Park monitor

Overall, there were 16,359 noise events in the 60-69 decibel range; 6,0086 events in the 70-79 decibel range; 871 events in the 80-89 decibel range; and 194 events in the 90+ decibel range. Correlations between noise events at the monitors and noise complaints from the related jurisdictions were not available.

The five top complaining households were in Highlands Ranch, Unincorporated Arapahoe County, Aurora, Centennial, and Unincorporated Douglas County.

In April 2018, 338 complaints had come from Highlands Ranch; 148 from Unincorporated Arapahoe County; 63 from Unincorporated Douglas County; 57 from Aurora; 54 from Greenwood Village; 41 each from Centennial and Other; 16 from Castle Rock; 8 from Cherry Hills Village; 7 from Lone Tree; 4 from Parker; and 3 from Denver, for a total of 764 complaints.

Households those complaints had come from were: 14 from Greenwood Village; 12 from Unincorporated Arapahoe County; 5 each from Centennial and Unincorporated Douglas County; 3 each from Cherry Hills Village, Denver, Lone Tree and Parker; 2 each from Castle Rock, Highlands Ranch, and Other; and 1 from Aurora, for a total of 53 households complaining. Of these, there had been responses requested from 13 email complainants and 7 telephone complainants.

Year to date, there had been 3,347 noise complaints from 103 households.

Of the 764 complaints lodged in April 2018, 705 (92.28%) were daytime, and 59 (7.72%) were nighttime complaints. YTD at the end of April, there had been 3,022 daytime complaints (90.29%) and 325 (10.30%) nighttime complaints.

With the complaints from the top complaining household removed, there had been 427 complaints in April, down from 465 complaints in March. Operations had also decreased, to 24,935 from 26,094 during the month. Comparative data from April 2017 showed 25,729 operations and 346 complaints, so there were fewer operations but more complaints in April, 2018 than during April 2017.

In April 2018, props accounted for 50% of the complaints; jets were responsible for 48% of the complaints; and helicopters were 2%. Departures accounted for 51% of the complaints; arrivals were 28%; training was 14%; and unknown were 7%. Two complaining households were outside of the map area provided, one in Unincorporated Jefferson County and one north of Chatfield Reservoir.

The December 2017 Radar Track Density Map was again provided.

Heberlein had also provided an information piece he had created for a presentation to the Aspen Flying Club, entitled "Don't be a Noisy Neighbor." It depicted aircraft traffic associated with Centennial Airport, all airports in the area, the southwest practice area (near Chatfield Reservoir), and that practice area with the traffic layered over it. Notation was made that about the only ground that could be seen was granite, so it showed most every house and building in the area was affected by aircraft noise. Request was included for those flying to remember those on the ground by following minimum safe altitudes and voluntary noise abatement guidelines. He indicated the piece had been printed in the Club's newsletter which reaches 1,500 individuals.

Question was asked if there was any way to evaluate if those receiving the newsletter would make any changes or follow its recommendations. Response was not really, but it had been well received at the presentation, and at least the club members had the information to think and perhaps talk about.

D. **WORK PLAN** – A Preliminary Report of the May 17, 2018 CACNR retreat had been provided with this meeting's materials. The Work Plan Committee would next be reviewing the report, and Representatives were also asked to review it and provide comments if desired. Appendix 4 from the report contained Priority Tasks which had been identified for the committees during the retreat, as discussed under Section 6 of the report. That Appendix had been pulled out of the report, to assist committees in getting started with their consideration and determination of what they would recommend be included in the Work Program related to their areas of responsibility. It was anticipated a final report of the retreat would be brought to the next CACNR meeting for approval.

E. **STUDY GROUP** – Brad Pierce indicated the group had not met.

## 7. **FAA REPORTS:**

A. **DISTRICT OFFICE** – None

B. **APA AIR TRAFFIC CONTROL TOWER** – Dennis Fria reported for Diana Hanley, indicating there was nothing of particular note to share. It was noted that CACNR appreciates the Control Tower sending representation to these meetings whenever possible.

C. **TRACON** – None

**8. OTHER REGULAR MONTHLY REPORTS:**

A. **ARAPAHOE COUNTY PUBLIC AIRPORT AUTHORITY** – Robert Doubek, ACPAA Chair, provided a report from the May 10, 2018 ACPAA meeting:

“As previously reported, a Commitment Letter was approved To Display a 1936 Alexander Eagle Rock vintage aircraft in the new Centennial Airport Aviation Community Center. The Colorado Aviation Historical Society will commit the aircraft to permanent display at Centennial, while the CAHS retains ownership.

“Also previously reported, loan documents were approved for the State Infrastructure Loan in the amount of \$8 Million. The loan was approved by the Arapahoe County Board of Commissioners and the Colorado Aeronautical Board. The amount borrowed is \$8 Million At 2.5% interest for 10 years. Debt service is estimated at \$914,000 annually, which is budgeted.

“Andrea Suhaka presented the Centennial Airport Community Roundtable Monthly Update. Rjd 6/4/2018p”

He further reported the opening of the Blue Sky Hanger at the Wings Over the Rockies complex at Centennial Airport was scheduled for July 21 & 22, with numerous events and open houses marking the occasion. That hanger has an aviation focus; the Black Sky Hanger scheduled to open in 2019 will have an aerospace focus.

B. **AIRPORT DIRECTOR'S REPORT** – Robert Olislagers indicated the Morgan Adams fundraiser for children's' cancer research was scheduled for September 8, 2018. This annual event features displays of cars, aircraft, motorcycles, live and silent auctions, music and food.

Olislagers also indicated Governor Hickenlooper had vetoed House Bill 1083 which would have created “a sales and use tax exemption for aircraft used or purchased for use in interstate or intrastate commerce by an on-demand air carrier.” Apparently, there had been concerns voiced about the impact the exemption would have on funding for teachers and education.

A World War II B-25 was/is at Rocky Mountain Airport June 4 – 10, 2018, so some might see/hear it as it gives tour flights

Centennial Airport had filed comments regarding the creation of a spaceport at Front Range Airport. Questions raised included if it was a good idea to have such activity taking place in the Class Bravo airspace that exists around DIA and its neighboring smaller airports such as Centennial.

The next step in the construction of Centennial Airport's new administration and community center building would be the official selection of a contractor. Haselden Construction had been selected, and ACPAA would be considering that selection and contract at its next meeting.

C. **METROPLEX** – James Arrighi noted that Robert Olislagers consistently supports the interests of local communities in his discussions with the FAA and Metroplex. The FAA likes to achieve consensus with communities, and Metroplex has been 'radio silent' recently as relationships have been evolving. He announced that Mark Phipps has now been named the Denver Metroplex Project Manager, and he himself will be trying to 'drop in' to the Denver area more frequently.

Of the 12 Metroplex target areas, the Phoenix area had been dropped, and 7 had been completed, with Southern California being the latest. Those remaining included Denver, Las Vegas, Cleveland/Detroit and Florida. It was anticipated the Cleveland/Detroit area would be implemented in September.

In discussing the project for the Denver area, Arrighi noted an FAA agency-wide budget/financial situation had caused an overall review of programs, with an eye to what could be cut back. Any Metroplex projects which had not been in an actual implementation phase had been put on hold. In April 2018, Denver's project had been given the go ahead; design work had been completed, but the outreach meetings which had been scheduled for April 2018 had been cancelled. Now Arrighi indicated the project remains intact but the schedule is being revised; anyone interested should check the website (given on CANR's agenda).

Next steps include an environmental assessment, a draft of which is anticipated sometime in 2019, and implementation in 2020. Comments, questions/responses included:

- Would the public be allowed to be involved in the environmental assessment? Response was that a draft would be issued, and substantive comments would be accepted, with emphasis on 'substantive.'

- The FAA will apparently not respond on an individual basis to comments which had previously been made about Metroplex (as a result of the last public meetings). Will those who have already asked questions or commented have to do so again? Response was the FAA has no obligation to accept public comments.
- Clarification sought. Response noted the environmental assessment process has already started; there will be a 45 day public comment period; comments will be responded to, but not on an individual basis.
- The NextGen Advisory Committee, of which Brad Pierce is a member, approved the FAA Community Involvement Manual a couple years ago. He suggested using it when engaging the communities involved with the Denver Metroplex project.
- How would aircraft transition from the new Metroplex designated routes into Centennial Airport? Response was the routes would end in the Thornton area, and it would be up to “us” to get them down. There was some discussion about the challenge of Metroplex eliminating the Puffer route.
- How many flights here would be involved with the route changes? Response was probably between 5 and 12 per day, spread out over the day.
- Why bother with all of this if it will only impact 12 flights per day? Response was that United Airlines wants the change and the FAA pays attention to that. A system that is ground based is no longer considered desirable. There are currently 16 arrival procedures for DIA, with runways used changing frequently, with increased work for the air traffic controllers resulting. With Metroplex, each arrival procedure will be related to a specific runway, intended to improve safety and efficiency. What DIA wants drives what happens at the other airports in the area.
- Request was made for there to be better publicity about any upcoming meetings such as about the environmental assessment draft; low attendance at past meetings could be attributed to low visibility. There is a perception the FAA wants it that way, so it can say it held the meetings, but the public had little interest. It was noted publicity might be more complete, including information about potential impacts of what is being presented. Response was that the FAA wants groups such as CACNR to be its advocate in getting that kind of information to the public.
- Could the maps provided in relation to all of this be more user friendly? For example, it would be helpful if the maps on the website could be enlarged, or provided so flight tracks could be overlain, to obtain a clearer picture of the real impact of Metroplex on an area. Response was that Arrighi was the one responsible for the maps, and he would look into it.
- Is everyone who needs to be involved with Metroplex actually involved? The implementation of RNAV appeared to proceed reasonably well, but the many Metroplex problems to date around the country seem to indicate something is amiss; impacts at all levels do not seem to have been considered, so perhaps changes need to be made.

Arrighi was thanked for attending the meeting, and for being willing to engage in dialogue with CACNR Representatives.

D. **NEXTGEN ADVISORY COMMITTEE** – Brad Pierce reported the Next Gen meeting was scheduled for June 27 in Washington, DC.

E. **N.O.I.S.E.** The next N.O.I.S.E. Policy Summit and Community Involvement Workshop would be in Los Angeles on November 7, 2018. This is a meeting to which CACNR sends one representative, by policy. Brad Pierce will also attend, by virtue of being the President of N.O.I.S.E. The event will be held in conjunction with the National League of Cities 2018 City Summit.

**9. OLD BUSINESS:**

A. **CACNR 2018 MEETING SCHEDULE AND REPRESENTATION TO ACPAA MEETINGS** – Candace Moon would attend ACPAA in June. There would be no ACPAA meeting in July, so the next months when someone would be needed would be August through December.

B. **CONGRESSIONAL QUIET SKIES CAUCUS** – Nothing new on follow-up to the invitation letter to Congressman Ken Buck. Brad Pierce will continue attempting to accomplish this.

C. **LOCATION FOR JULY 2018 CACNR MEETING** – Question was asked if arrangements had been made for CACNR to meet at the new Wings Over the Rockies facility in July, as Robert Olislagers had suggested at an earlier meeting. As the grand opening of the facility will not take place until July 21 & 22, this did not seem feasible or reasonable, so CACNR will continue to meet at the Wright Brothers Room during the summer months. Olislagers noted use of the Wright Brothers Room is free. He will explore use of space at the Wings Over the Rockies facility in September or beyond.

10. **NEW BUSINESS:**

A. Information Sharing

1. Final Environmental Assessment re DIA – the notice of this final environmental assessment of the addition of 33 new gates at DIA had been published on May 23, 2018. The assessment, with which no jurisdiction represented on CACNR had apparently been involved, indicated there was no significant impact from the addition of that many new gates. The report seemed to look more at the impacts of construction, rather than any impact of the increased air traffic which would be accommodated by the additional gates.
2. 2019 UC Davis Location and Date Announced – This meeting will be held March 4-6, 2019 in Jacksonville, Florida. Melissa Coudeyras indicated an interest in attending again; CACNR has a policy to send two Representatives to this event.
3. CACNR Press Release – Brad Pierce indicated the CACNR newsletter had been included in the Aurora water bills which were sent to approximately 80,000 homes.
4. A resident of Blackstone Country Club (near Smoky Hill Road and Powhatan Road) in Aurora had contacted Congressman Mike Coffman's office in regard to DIA arriving flights going over his house at an altitude of 1,800 feet. Coffman's office had referred the resident to Brad Pierce who had spoken with the resident. The resident had inquired if the flights could be moved to the east. Pierce advised the concern/difficulty with that is the proximity to Front Range Airport. Pierce also provided the resident with a link to the FAA Denver Metroplex website.

11. **PUBLIC COMMENT:** None

12. **NEXT MEETINGS:**

- A. **CACNR** – July 11, 2018 6:30 p.m., Wright Brothers Room, Centennial Airport, 7800 S. Peoria Street, Englewood, CO  
Aug 01, 2018 6:30 p.m., Wright Brothers Room, Centennial Airport, 7800 S. Peoria Street, Englewood, CO
- B. **ACPAA** – June 21, 2018 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S. Peoria Street, Englewood, CO  
(Candace Moon representing CACNR)  
July – no meeting  
Aug 09, 2018 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S. Peoria Street, Englewood, CO  
(?? representing CACNR)

13. **ADJOURNMENT:** The meeting adjourned at 8:14 p.m.

Alison Biggs, Secretary