

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE

MINUTES

May 1, 2019

Approved 06/05/19

VISION – QUIETER SKIES FOR OUR COMMUNITIES

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

**Chair:** Brad Pierce **Vice Chair:** Melissa Coudeyras **Treasurer:** Jamie Hartig **Secretary:** Alison Biggs

**1. CALL TO ORDER, ROLL CALL, and QUORUM:** The meeting was called to order at 6:31 p.m. by Chair Brad Pierce.

The following were in attendance:

Douglas County:	Jamie Hartig	Centennial:	Candace Moon
Douglas County:	Alison Biggs	Greenwood Village:	Tom Dougherty
ACPAA:	Robert Olislagers	Lone Tree:	Mike Anderson
Aurora:	Brad Pierce	Parker:	Amy Holland
Castle Pines:	Melissa Coudeyras	AOPA:	Robert Doubek
Castle Rock:	Sandy Vossler	CABA:	Don Kuskie

Also, in attendance were ACPAA Alternate Representative Mike Fronapfel; Aurora Alternate Representative Liia Koiv-Haus; Centennial Alternate Representative Andrea Suhaka; Greenwood Village Alternate Representative Karen Billie; and ACPAA Staff Dylan Heberlein.

Those absent were:

Arapahoe County:	Kathleen Conti/Thad Bagnato	CDOT Aeronautics Division:	Todd Green/vacant
Arapahoe County:	Vacant/Vacant	FAA APA Control Tower:	Diana Hanley/Ron Curry
Cherry Hills Village:	Al Blum/Afshin Safavi	FAA District Office:	Linda Bruce/Kandace Krull
Foxfield:	Dave Goddard/vacant	TRACON:	Steve Martin/Bill Dunn

**2. APPROVAL OF THE AGENDA:** On the motion of Alison Biggs, duly seconded, the agenda was revised to move the Consent Agenda, Attendance at the Metroplex Public Workshops, and CACNR Representation to the May ACPAA Meeting to the top of the agenda following the presentation by Robert Olislagers. Motion carried and the revised agenda was adopted.

**3. PUBLIC COMMENT:** None

**4. METROPLEX:** Robert Olislagers provided an update about the FAA Denver Metroplex Project's draft Environmental Assessment (EA). ACPAA would be considering its next steps in an executive session on May 9, 2019. The FAA expects responses from the public by June 6, 2019, a very limited time considering the 700 pages of highly technical, jargon-filled material in the report. (By contrast, with the Southern California Metroplex project, the FAA allowed four [4] months for the public to respond.)

In addition to Olislagers' comments, Laura Christman, an attorney and former mayor of Cherry Hills Village was present and provided thoughts on the draft material. Between the two, the following points were some of those made:

- The Boulder meeting was almost impossible to find; Erie meeting had many FAA representatives in attendance; interactive maps were not working online but were available at the meeting and could be personalized with individual addresses
- Some members of the public had indicated when trying to access some of the interactive materials supposedly provided in the lengthy report, their computers had crashed.
- Prior information about the Denver Metroplex Project indicated it was being implemented for safety, noise reduction, reduction in air pollution, and efficiency, including reduction in fuel costs for airlines. Now, the only things being mentioned on the website are reduction in flight delays and increased efficiency – not clear what happened to the other goals.
- The FAA does not now state the proposed changes enhance safety, and notes the current procedures may be less efficient than the proposed, but they do meet current FAA safety standards
- The FAA further states the need for the proposed action is the efficiency of the existing aircraft flight traffic control procedures in the Denver Metroplex, apparently placing ATC workload above all else
- The document does not appear to be meeting the requirements of the National Environmental Policy Act (NEPA, enacted by Congress and reauthorized in 2018), but instead is referencing a document (1050.1F) which it created internally, and which seemingly and wrongly is superseding Congress and NEPA

- The FAA has utilized the Categorical Exemption approach in other locations to shorten the process and avoid exploration of areas which it does not wish to include and to avoid doing a full Environmental Impact Statement
- The FAA had not contacted Centennial Airport for involvement in the development of the draft EA, despite the airport being the only one in the area which had undergone a Part 150 Study
- There has been little to no community involvement since 2016, and the amount of time provided to the communities to respond to this draft EA limits complete analysis of its 700 highly technical pages.
- The EA does not appear to be taking any different approach here than that taken elsewhere, so the problems created elsewhere seem predestined to be repeated here
- The report does not appear to address cumulative effects of such things as emissions over anything longer than a 1 - 5-year period. It also does not appear to include any impact from the new 7<sup>th</sup> runway and the 39 additional gates which have already been approved by the FAA but of which it says it has no knowledge. There is concern cumulative emissions will actually increase, rather than decrease as the FAA states
- The FAA appears to be basing its air quality results on a 20-year-old study
- The Denver area already has an air quality problem, as it is in a nonattainment area, so the result of any changes brought about through the Metroplex Project should deserve extensive study to assure it does not make the problem worse. Apparently, the FAA feels this is a state problem to solve.
- There is still not much known or seemingly considered about how the project will affect those in Centennial Airport's neighboring areas and altitude
- References to lack of noise impact include things such as measurements with all doors and windows closed – many of our schools are not air conditioned and must have windows open, so the measurement is based on inadequate study
- The environmental and Social Justice provisions appear to sweep any impact away by saying there is no disproportional impact, but there has been no study to show that this area can just be ignored. Similarly, the FAA has no noise standard relating to the effect of noise on children's' health and therefor concludes there is no impact. This is not a valid argument.
- The new BRNKO route for planes to get to Centennial Airport from the north will add approximately 50 miles and additional time and fuel usage, which does not seem to meet the intent of NEPA
- The EA might be considered to have been written to support what the FAA wants to do, and those things it did not want to consider appear to have been just labeled as not being affected by Metroplex, with no Environmental Impact Statement to justify them being ignored
- Apparently, Denver International Airport will be staying silent about anything related to this project, of which it is the main focus
- After the June 6 deadline for public comment, the final EA finding will be published in the Federal Register for 60 days and will become final if no material comments are filed during that period
- At the moment, it appears the preferred alternative to the Denver Metroplex Project would be to leave things as they currently are, at the very least until a full Environmental Impact Statement is completed and there has been ample time to consider the results.

It was noted the communities would appreciate receiving suggested talking points for possible use in their responses to the FAA by the June 6 deadline. If the ACPAA does determine legal action, the timing and cost of providing support would be needed. Robert Olislagers indicated he would provide that information, including a draft or outline.

5. **CONSENT AGENDA:** The Consent Agenda included the April 3, 2019 Draft Minutes, and a Treasurer's Report as of April 29, 2019, which showed a balance of \$18,250.00 On the motion of Jamie Hartig, duly seconded, the Consent Agenda was approved.

6. **ITEM(S) REMOVED FROM CONSENT AGENDA:** None

7. **ATTENDANCE AT METROPLEX PUBLIC WORKSHOPS (agenda item 8.C.2):** Amy Holland had been tracking to assure

there would be CACNR Representatives at each of the local FAA Metroplex workshops. She circulated a list for any additions. What she received showed all events would have someone connected to CACNR in attendance. The May 2<sup>nd</sup> event in Aurora would be covered by Liia Koiv-Haus, Brad Pierce, and Andrea Suhaka. May 6<sup>th</sup> in Parker would be covered by Mike Anderson, Melissa Coudeyras, Jennifer Drybread, Amy Holland, Susan Squyer, and Bill Wasmund. Bob Doubek,

Jamie Hartig, Candace Moon and Brad Pierce would be attending on May 7<sup>th</sup> in Centennial. May 8<sup>th</sup> in Greenwood Village would be covered by Mike Anderson, Tom Dougherty, and Don Kuskie. Alison Biggs and Kathleen Conti would be attending May 9<sup>th</sup> in Littleton.

**8. 2019 CACNR REPRESENTATIVES TO ACPAA:** – Alison Biggs volunteered to represent CACNR at the May 9, 2019 ACPAA meeting.

**9. COMMITTEE REPORTS:**

A. **COMMUNITY OUTREACH** – Melissa Coudeyras reported for the committee. She indicated it was continuing its work on the priority tasks in the Work Program.

B. **FLY QUIET** – Don Kuskie also reported the committee was continuing its work. He spoke about the Whispertrack updates that Dylan Heberlein had achieved by registering with them, and then updating the Whispertrack website with APA's latest information, mainly our recent Noise Abatement Guidelines brochure and updating our meeting time and meeting place.

The Fly Quiet Committee will continue to promote the automatic inclusion of the Whispertrack website into pilot I-Pad programs used for personal flight planning.

The Fly Quiet Committee also continues to promote the use of a north bound departure procedure which is non-published and just uses a waypoint named STAPP. STAPP is an approximate runway 35 heading to a point near the center of Cherry Creek Reservoir, then gives an on-course heading. This procedure is only issued from local time 10 pm until 6 am. Kuskie had listened to an actual clearance being issued and flown by a departing aircraft and conveyed that to the Centennial Airport Control Tower. Ha had also encouraged them to continue the practice.

C. **NOISE MONITORS** – Tom Dougherty reported for the committee. He noted the committee would be meeting with Dylan Heberlein on May 23<sup>rd</sup> to review data gathering and analysis, to update or reset the parameters currently being used.

The March 2019 Noise Report was reviewed by Dylan Heberlein. It showed there had been 27,470 operations in March, up from 22,332 operations in February, for a total of 75,134 operations in the first three months of the year.

During March, Noise Monitor #1 located at the airport had been off line for about nine days, so some of the data would not completely reflect what had occurred. With that notation, there had been 21,944 noise events at the 12 noise monitors in March. Noise events at each monitor were:

4,932 events at the Golf Course monitor on airport property	1,092 events at the Greenwood Village monitor
4,761 events at the Meridian monitor	1,066 events at the Castle Rock monitor
2,553 events at the Airport East monitor on airport property	961 events at the Lone Tree monitor
2,424 events at the State Park monitor	602 events at the Hunters Hill monitor
1,646 events at the Parker monitor	224 events at the Castle Pines monitor
1,505 events at the Grandview Estates	178 events at the Sagebrush Park monitor

In March, there had been 301 complaints from 36 households:

90 complaints had come from Centennial (30%); 74 complaints had come from Unincorporated Arapahoe County (25%); 48 were from Unincorporated Douglas County (16%); 33 from Lone Tree (11%); 26 from Aurora (9%); 13 from Greenwood Village (4%); 6 were from Other (2%); 5 each were from Highlands Ranch and Denver (2% each); 1 from Parker (<1%). Of those, there had been responses requested from 3 email complaints and 4 telephone complaints.

Year to date, there had been 729 complaints from 31 households:

The highest number of complaining households were: 11 from Unincorporated Arapahoe County; 8 from Greenwood Village; 7 from Centennial; 6 from Unincorporated Douglas County; 5 each in Highlands Ranch and Lone Tree; 4 from Denver; 2 each from Parker and Other; and 1 from Aurora.

Of those households, however, 215 complaints had come from the 6 households in Unincorporated Douglas County; 171 from the 7 households in Centennial; 134 were from the 11 households in Unincorporated Arapahoe County; 91 came from 1 household in Aurora; 60 from the 5 households in Lone Tree; 30 were from the 8 households in Greenwood Village; 8 came from five households in Highlands Ranch; 8 came from 2 two households in Other; 6 from 4 households in Denver; and 6 from 2 households in Parker.

YTD, the top five complaining households came from Unincorporated Douglas County, Centennial, Unincorporated Arapahoe County, Aurora, and Lone Tree.

Of the 301 March complaints, 277 (92%) were about daytime flights and 24 (8%) were about nighttime flights. YTD, 646 (89%) of the complaints were about daytime flights and 83 (11%) were about nighttime flights.

Props had accounted for 58% of the complaints; jets accounted for 38% of the complaints; helicopters were 2%; and 2% were unknown. Departures were responsible for 52% of the complaints; arrivals were 32%; training was 11%; 4% were overflights; and 1% were unknown.

The March complaint map showed the locations of the complaints, with five being outside the map boundaries, in Elizabeth, Franktown, Unincorporated Douglas County, and near the Chatfield Reservoir. A Radar Track Density Map, dated March 2019, was also provided.

Dylan Heberlein provided case study, this of an aircraft departing to the northwest which had triggered complaints from two households. The plane had caused a noise event of 68.2 dB at the closer of the two homes which was 1/3 of a mile away from the monitor, and 61 dB at the next monitor which was 1.2 miles away from the home. The altitudes was 2,116 feet above ground.

D. **WORK PLAN** – Alison Biggs reported the committee was continuing work as reported at the last meeting. There was still a need to learn what type of assistance or resources the other committees would find useful for the completion of their priority tasks.

E. **STUDY GROUP** – Brad Pierce reported the MOU and its Funding Structure document had now been approved by eleven Regular Members, with Caste Rock to officially consider it on May 21.

10. **FAA REPORTS:**

- A. **DISTRICT OFFICE** – None
- B. **APA AIR TRAFFIC CONTROL TOWER** – None
- C. **TRACON** – None

11. **OTHER REGULAR MONTHLY REPORTS:**

- A. **ARAPAHOE COUNTY PUBLIC AIRPORT AUTHORITY** – Robert Doubek, ACPAA Treasurer, provided the following:

*“A motion was made and approved regarding a revised Administration Building Proposal and initial Guaranteed Maximum Price (IGMP). Staff was Authorized to proceed with Design & Engineering and Obtain Final Guaranteed Maximum Price (FGMP).”*

*“A motion was made and approved to approve Loan Agreement No. 1, with the State Infrastructure Bank regarding recent design changes.”*

*“There are no modifications to the loan amount, interest rate and term.”*

*“Colorado Skies Academy requested permission to place up to six mobile units on their leasehold to provide temporary classroom space for the 2019-2020 school year starting this fall. A motion to approve this temporary request was approved.”*

*“Rjd/4/30/2019”*

Andrea Suhaka had attended to represent CACNR and had provided a written report with this meeting's materials.

During brief discussion, it was noted that the building proposal had been revised due to financing, and had resulted in the loss of the community room in the planned new administration building. It was reported the Ramada Inn had been sold; its future was not immediately known.

- B. **AIRPORT DIRECTOR'S REPORT** – none except that already given regarding the Denver Metroplex. Project.
- C. **METROPLEX** – see above
- D. **NEXTGEN ADVISORY COMMITTEE (NAC)** – Brad Pierce indicated the next NAC meeting would be in July in Washington, D.C.

E. **N.O.I.S.E.** – Alison Biggs indicated the alert regarding the FAA Noise Metric Review had been placed on the agenda in error as the item was no longer timely.

F. **1<sup>st</sup> QUARTER LAND USE REVIEW** – Dylan Heberlein presented the 1<sup>st</sup> Quarter Land Use review. There had been 22 reviews conducted between January 1, 2019 and March 31, 2019. Seven involved residential developments, with the Canyons being of particular note because of its proximity to the ILS.

The Canyons Filing No. 1, and filing No. 2 developments, both located on the south shore of the Reuter-Hess Reservoir, propose the subdivision of 442 acres into 186 lots with the possibility of more for the purpose of single-family homes. Due to the development's location under the main runway's Instrument Landing System (ILS) approach, the Airport strongly recommended that all development executes an avigation easement as well as provide overflight disclosures to all future residents while making the information visible in the sales offices. The Airport will continue to try to persuade the developer to impose these documents across the whole development and prior to the construction of new residences.

**12. OLD BUSINESS:**

- A. **2019 CACNR REPRESENTATIVES TO ACPAA** – Alison Biggs volunteered to represent CACNR at the May 9, 2019

ACPAA meeting.

- B. **CONGRESSIONAL QUIET SKIES CAUCUS** – This topic continued on temporary hold.

**13. NEW BUSINESS:**

9. **INFORMATION SHARING** –

1. Tom Dougherty shared that George Bye, CEO of Bye Aerospace, had been invited to the August CACNR meeting. Bye Aerospace is based at Centennial Airport and is developing an electric powered aircraft. He will share information about the aircraft and its environmental impacts, including noise profile.

2. The Link to a Podcast entitled “NBAA has Tips for Airports – Community Partnering”. involving Brad Pierce had been included on the agenda for this meeting.

**10. PUBLIC COMMENT:** None

**11. NEXT MEETINGS:**

- A. **CACNR** – June 05, 2019 6:30 p.m. Arapahoe Board Room, 6924 S. Lima, Centennial 80112  
July 10, 2019 6:30 p.m. Arapahoe Board Room, 6924 S. Lima, Centennial 80112  
Aug 07, 2019 6:30 p.m. Arapahoe Board Room, 6924 S. Lima, Centennial 80112  
Sep 04, 2019 6:30 p.m. Arapahoe Board Room, 6924 S. Lima, Centennial 80112  
Oct 02, 2019 6:30 p.m. Arapahoe Board Room, 6924 S. Lima, Centennial 80112  
Nov 06, 2019 6:30 p.m. Arapahoe Board Room, 6924 S. Lima, Centennial 80112  
Dec 04, 2019 6:30 p.m. Arapahoe Board Room, 6924 S. Lima, Centennial 80112

- B. **ACPAA** – May 09, 2019 3:00 p.m., Wright Brothers Room, Centennial Airport, 7800 S Peoria St, Englewood CO  
( Alison Biggs representing CACNR)  
June 06, 2019 3:00 p.m., Wright Brothers Room, Centennial Airport, 7800 S Peoria St, Englewood, CO  
( ?? representing CACNR)  
July – No Meeting  
Aug 08, 2019 3:00 p.m., Wright Brothers Room, Centennial Airport, 7800 S Peoria St, Englewood, CO  
( ?? representing CACNR – needs to report on CACNR mtgs of July 10 & Aug 7)  
Sep 12, 2019 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S Peoria St., Englewood, CO  
(??? representing CACNR)  
Oct 10, 2019 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S Peoria St., Englewood, CO  
(??? representing CACNR)  
Nov 14, 2019 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S Peoria St., Englewood, CO  
(??? representing CACNR)  
Dec 12, 2019 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S Peoria St., Englewood, CO  
(??? representing CACNR)

**12. ADJOURNMENT:** The meeting was adjourned at 8:35 p.m.

Alison Biggs, Secretary