

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE
MINUTES
August 4, 2010

Call to Order & Roll Call. Establishment of Quorum. The meeting was called to order at 7:05 p.m.

Those present included: *Arapahoe County* – Paul Rosenberg; *Douglas County* – Alison Biggs and Elizabeth Kay Marchetti; *Aurora* – Brad Pierce; *Centennial* – Keith Gardner; *Greenwood Village* – Karen Blilie; *Lone Tree* – Harold Anderson; *Parker* – Mike Sutherland; *AOPA* – Robert Doubek; and *FAA District Office* – Linda Bruce. A quorum was present.

Before the meeting concluded, Pat Noonan, *Arapahoe County*; Maureen Shul, *Castle Pines North*; John Furstenberg,, *CABA*; and Dennis Fria, *FAA APA Control Tower*, were also present.

Roundtable members welcomed Harold Anderson, the new representative from Lone Tree who is also a pilot.

Those absent included: *Castle Rock* – Chris Pace; *Foxfield* – Bob Easton; *CDOT* – Scott Brownlee; *FAA TRACON* – Mark Phipps.

Minutes. On the motion of Paul Rosenberg, the minutes of July 7, 2010 were approved.

Public Comment. Alison Biggs read an email from Rita Glasman, Sundance Hills. She indicated aircraft noise has been worse in at least the last six months than any they have experienced in the last thirty years. She expressed frustration with calling the hot line, as it is time consuming and meaningless. Noise occurs at all hours of the night or day, sometimes as often as every fifteen minutes. She does not want the nonsense of further excuses and explanations. There is also concern about new businesses coming into the area, with the attendant increase in private jets used by business personnel who will likely not live within range of the noise their planes will create – all they will care about is money. She requested someone, anyone, airport officials, developers, politicians, to openly address the situation and do something about it now and for the future.

Training Schools. CACNR was pleased to welcome several individuals representing various pilot training schools which operate out of Centennial Airport, to share information about their operations and engage in a dialogue about noise issues of mutual interest.

Tom Smith, Centennial Flyers, an aircraft leasing and rental company which also provides pilot training, discussed what training the company does under Federal Aviation Regulation Part 61 and Part 91. There are ten planes flying on average at least two hours a day each, with more on weekends. They also do about twenty take-offs and landings per plane per day. They do not do training after 10:00 p.m. This company uses practice areas between Chatfield and Sedalia and between Parker and Elizabeth. The training involves practice stalls as well as take-offs and landings. Dennis Fria noted there are no FAA designated practice areas, as planes doing training will not be in Centennial Airport airspace when they are actually training. Mr. Smith indicated remedial training for noise reduction is done if he hears of any wrong-doing by students or pilots. Alison Biggs recalled a public concern expressed about practice stalls which have occurred over densely populated areas of Highlands Ranch, and which she has observed over the Surrey Ridge and Castle Pines North areas. Mr. Smith, and representatives of the other schools present, were asked to consider doing some preventive education with trainers and students to assure as much as possible that such behavior does not occur; remedial training after the fact may be too late.

Rene Minjares, Barnstormers Aeroservices, Inc., indicated his company teaches acrobatics, gives tours, does demonstration rides, and does touch and go training. He indicated he did not understand why he had been asked to attend this meeting: Centennial is an airport; planes fly and make noise; he sees no problem if they use the practice areas; no one likes to be over houses for practice; and so he did not understand why everyone was here or what more could be done. Karen Blilie responded, including a review of the history of the noise problems residents have been dealing with, and the FAA Part 150 study which resulted in the formation of CACNR. Brad Pierce noted the public hearings which CACNR has held on the issue, and indicated we are here to learn, to work together, to assure students are not going where they should not go or doing things they should not be doing, and to try to bring about possible solutions to noise problems which are acceptable to everyone involved.

Larry Ramsdell, Aspen Flying Club, stated his company does care about noise and its impacts on others. It has 28 aircraft, 16 used for training. The company's materials and newsletters have information on noise abatement, as does their emphasis to their students. He provided a map of practice areas in the south east and south west areas. They find the growth of developments presents a challenge, but they keep trying to be "good neighbors. They try to utilize highways such as I 25, Parker Road, and C 470, and stay above 1,000 feet.

Bob Stedman, Independence Aviation, noted the company used to use the area over what is now Grandview Estates, but now uses corridors as noted by previous speakers. The company's current clientele tends to be executive types who do considerable cross country flying, so that is where the emphasis is for them. He noted the need for CACNR to look at all different types of aircraft, and at all different types of operators during its information gathering phase.

Rebecca Hargis, Tailwind Aviation, indicated this company operates under Federal Aviation Regulation Part 61, which is not regulated as much as Part 141. The company also tries to be a good neighbor; does considerable cross country training, and uses already noted practice areas, mostly in the Chatfield area. She further noted she understands those who are bothered by aircraft noise, and appreciates everyone trying to reach understanding and agreement on the issue.

The representatives were thanked for coming.

Public Comment: Margaret Piccinelli, the Hills at Cherry Creek HOA, indicated it is difficult to differentiate between the various sources of troublesome noise; the frequency of events is as bothersome as the noise itself; the noise hot-line cannot provide an accurate reflection of the problem, as homeowners have ceased calling because there are no consequences for errant pilots, there is no feedback and nothing has gotten any better, so statistics from the noise hotline should be considered meaningless. There was a brief discussion about the coming noise monitoring equipment, which should at least give an accurate picture of the problem.

Chuck Lawson, Huntington Acres, inquired how the data from the noise monitors will affect operators? Rene Minjares, Barnstormers Aeroservices, Inc indicated he feels training aircraft do not make noise, as they are all a quiet 300 horsepower. Linda Bruce FAA District Office, indicated all aircraft are operating within their legal rights, and that the noise monitoring results will be used to determine if the noise contours are right. Question was asked if that meant there would be no consequences for those who cause the noise problems for the communities? Response was basically that was right, unless something egregious had occurred.

Bette Todd, Greenwood Village indicated there is a definite repetitive problem in one of the Greenwood Village areas with the flight schools, primarily with the continual touch and go practices. One solution was suggested - to open another airport in the Chatfield area. However, it was noted as any airport grows, it attracts both residents and businesses, and so the problem would ultimately worsen. It was also noted it is hard to find a community which wants an airport. It was further noted one of the problems is that land is at a premium for residential development.

Bylaws. Robert Olislagers requested this agenda item be tabled until he obtains additional information about linkages between CACNR and the Airport Authority. There was discussion whether or not information from CACNR, such as the bylaws and the work program, had been shared with the Airport Authority in more than a generalized summary fashion, and whether CACNR should send an official representative to those meetings. Presently, Robert Doubek is on the Authority Board, and staff provides a report about what CACNR has been doing; the Board has seen the CACNR Work Program.

By consensus, a future CACNR agenda will include how CACNR connects better with the airport board. Pat Noonan will develop some potential action points to accomplish this. Robert Olislager will assure that Board receives our draft and approved minutes.

Roundtable Vision. Karen Blilie noted the 1 year anniversary of CACNR was July 15, 2010. She provided a historic timeline of CACNR, a summary of action taken to date on the Work Program, and a list of the committees which have been appointed. For the Adopt-an-Airport project, Harold Anderson indicated he would assume responsibility for Santa County Airport which the previous Lone Tree representative had taken; Linda Bruce volunteered to help anyone who wished with their portion of this project. The Executive Committee will begin to develop a vision statement for how CACNR will move ahead. Karen noted she will be gone much of August, and will miss the September meeting.

PR Committee. This committee was appointed at the last meeting, and will work to implement #9 of the Work Program, to develop and implement a plan for more community input and communication. Robert Doubek and Elizabeth Marchetti agreed to be added to the committee; Robert Olislager indicated he would like to work with the committee; and Keith Gardner will serve as its chair.

Land Use Planning. Representatives from Arapahoe and Douglas County Planning Departments will attend the September meeting to present land use plans around the airport, and provide county perspective about the airport's influence.

N.O.I.S.E. Update. Brad Pierce provided a memo regarding CACNR membership in N.O.I.S.E., and a proposal for CACNR attendance fees for the November N.O.I.S.E. conference being held in Denver on November 30th. N.O.I.S.E. had proposed giving CACNR a discounted yearly membership of \$1,000, and a discounted conference registration fee of \$100 per attendee. If CACNR did not join, N.O.I.S.E. still offered a conference registration fee of \$140 per attendee (down from the standard \$175 fee per non-member).

Following discussion of the fees, agenda for the conference, benefits from joining, and attending the conference, motion was made by Brad Pierce and seconded to join N.O.I.S.E at the discounted \$1,000 rate. Further discussion indicated we would be the first noise roundtable to join. Benefits of membership would include a voice in Washington, D.C., having someone watching Federal legislation related to airport issues, information sharing, and networking. Robert Olislager noted, with the conference in Denver, our membership would be a positive gesture, and good public relations. Motion carried, with 2 negative votes.

Keith Gardner, having voted on the prevailing side, moved to reconsider the vote. There was some support for not joining at this time, but having CACNR members attend the conference at the discounted fee of \$145. However, the motion died for lack of a second.

Paul Rosenberg moved to approve conference attendance by CACNR representatives at the \$100 registration fee rate, to be financed through the CACNR budget. Motion was seconded and carried.

Extension of Meeting. Alison Biggs moved to extend the time of the meeting past 9:00 p.m. Motion was seconded and carried.

Noise Report. Information from July was not yet available.

Comments from Roundtable and Staff. Todd Green provided the April 30, 2010 memo from Sanchez Industrial Design to HMMH and Centennial Airport containing its preliminary list of recommended noise monitoring sites. He noted the actual sites selected will not be final until a vendor is selected. All representatives were advised to become familiar with the document, in case alternative sites still need to be pursued. The permitting processes of the various jurisdictions involved will need to met, and there was some need for clarity about that topic. Todd Green indicated he would obtain more information and send it prior to the next meeting. The topic will be on the next agenda as well.

Robert Olislager indicated he would be willing to serve as a consultant to the Budget Committee.

Pat Noonan had visited her "adopted airport. She indicated the web site www.renoairport.com allowed one to track a wide variety of information, including a plane going over a specific house. There is apparently great opportunity to generate a wide variety of reports, which carries a need to determine carefully what one wants and actually needs.

Dirk Guenther from DIA reiterated his invitation for anyone to come to the DIA tower for a tour – we are always welcome.

Public Comment. Mollie Rosenkrans, Sundance Hills, indicated she has lived there for thirty-eight years and noise is the worst it has ever been. Concerns included jets and helicopters late at night, and noise so loud she cannot use her patio. Frustrations included such things as the airport encroaching on taxpayers, not the other way around; nothing ever being done but pacification; tired of excuses; CACNR is doing nothing and is useless; people cannot live in their own homes; suggestions go nowhere; and fear that there will eventually be an accident over a school or recreation center or high density homes.

Bette Todd indicated she hears such concerns from a variety of residents in her area, not just from Mrs. Rosenkrans.

Paul Rosenberg noted there are many similar concerns in the Hills of Cherry Creek. Another recognized problem is pilots who circle for extended periods of time.

Harold Anderson indicated we are not the only ones dealing with these problems – large metro areas all over the country are having the same kinds of difficulties.

Next Meetings. The next CACNR meeting will be September 1, 2010
The next airport board meeting will be August 12, 2010.

Adjournment. The meeting adjourned at 9:27 p.m.

Alison Biggs, Secretary

Reminder: The October agenda will include consideration of reports from the Adopt-an-Airport project. To date, two of the expected sixteen reports have been received.