

**Centennial Airport Community Noise Roundtable
Minutes**

May 5, 2010

(The following are not verbatim minutes)

DRAFT

Call to Order: The meeting was called to order at 7:03 p.m. by Chair Karen Blilie (Greenwood Village). Secretary Alison Biggs (Douglas County) took roll and established a quorum with eight voting members present. After the arrival of latecomers, all members were present except Bob Easton (Foxfield); John Furstenburg/Craig Johnson (Colorado Airport Business Association); Scott Brownlee (Colorado Department of Transportation – Aeronautics Division); Linda Bruce/Hans Anker (Federal Aviation Administration District Office); Mark Phipps, (Federal Aviation Administration Terminal Radar Approach Control); and Dennis Fria (Federal Aviation Administration Centennial Control Tower).

Approval of Minutes: On the motion of Paul Rosenberg, the minutes of April 7, 2010 were approved.

Public Comments: None

Public Hearing on CACNR Work Program: The purpose of the public hearing was to determine if the CACNR Work Program contained adequate references to those things with which the public is concerned in relation to Centennial Airport noise. The Chair gave a brief history of the formation of the Roundtable and the development of the Work Program. Typographical errors in the document were noted and will be corrected on the airport web site. A synopsis of the points made by those presenting testimony follows, along with related discussion:

Klaus Kirchgessner (Centennial Highlands – Highlands Ranch)

- *Resident of area, first in 1968; returned in 1993*
- *Night flights present biggest problem now*
- *Calls the noise hotline, but finds lack of response or a return call discouraging*

Discussion: Sections 9 and 13 apply to these concerns.

Loren Geilen (Sapphire Pointe – Castle Rock)

- *Many planes continue to come in too hot on their final approaches*

Discussion: Section 4 applies to this concern.

Dave Tooley (Enclave – Lone Tree)

- *NW departures continue to be a problem*
- *Fly Quiet program needs “more muscle”*

Discussion: The FAA requires adherence to the Fly Quiet program to be voluntary. Local pilots, for the most part, do want to help alleviate the noise problem, but it is more difficult to get the word out to transient pilots. Once planes leave the runway, they are no longer under the airport's control, but rather the jurisdiction of the FAA. Centennial's airspace is greatly impacted by DIA. The FAA is doing a redesign of all the airspace around Denver, and we will be learning more about that at future meetings. Section 4 and Section 11 relate to these concerns.

Ken Simmons (Orchard Gate)

- *Realtors need to be reminded/encouraged to inform prospective buyers about the airport's proximity and potential noise impact*

Discussion: It was suggested all realtors may not be aware of the noise problem. It was also noted some realtors may not wish to inform prospective buyers, fearing such information could affect sales. Airport staff is developing a brochure related to this issue. Section 9 and Section 10 related to these concerns.

Dave Powers (Hills at Cherry Creek M. District)

- *Many selling agents do not want to tell prospective buyers about airport noise*
- *The airport is a valuable asset to the local area*
- *There are safety concerns, particularly to the NW when planes take off too low and then bank to the NW.*
- *Concerns include the exhaust from low flying planes, as well as such take offs over areas of high density*
- *There should be stress on planes attaining more altitude before moving over areas of high density*
- *Section 13 of the work program addresses these concerns*

Mike Elliott (Hills at Cherry Creek)

- *Is on HOA board at Hills of Cherry Creek, and supports the comments of Dave Powers noted above*
- *Further concern is the planes flying over schools*
- *Newer planes are not quite as bad at generating noise*
- *Section 13 of the work program addresses these concerns*
- *Section 1 of the work program is very important, as communication seems to be one way only, with no response to called complaints, no results noticed, and many in community feel calling does no good and many have quit calling*

Bruno Hald (Sapphire Pointe)

- *Continuing concerns regarding the ILS and related flight pattern noise*
 - *Can't simply shift traffic from one location to another, so what good will all of this actually do?*
 - *Questions what percent of overall operations are training operations?*
 - *Sections 3, 5, and 6 of the work program are very important*
- Discussion: Airport staff currently has no way to differentiate the numbers requested, but the noise monitoring system will greatly expand the ability to do so.

Bette Todd (Greenwood Village)

- *The Fly Quiet program needs to be updated and made workable*
- *There continue to be problems with flight schools circling the same areas*
- *Sections 3, 4, and 13 of the work program are very important*

Teresa Anderson (Surrey Ridge Estates)

- *Helicopter flights have been getting worse recently*
- *Support for emphasis on Section 2 of the Work Program*

Dave Powers (Hills at Cherry Creek)

- *Additional comments from his previously stated above*
- *Clarified his comments refer mostly to jet noise*
- *Section 15 of the work program is important particularly in relation to Stage 1 and Stage 2 aircraft*

In addition to those present to testify at this meeting, email comments were received from two individuals who were unable to attend:

Robert Howard (Highlands Ranch)

- *Prop-jet and specialty type planes make an excessive amount of noise compared to the regulars*
- *There should be a dB standard, similar to the off road motorcycle exhaust recently established*
- *Greatest concern generated by student flights, including those doing stall and dead stick practice taking place in air space over the extremely densely populated areas of Highlands Ranch*
- *Amazed students are allowed to potentially crash in the area – should be sent east beyond DIA flight way or south by Black Forest where housing is much less dense*

Susan Strauss (Greenwood Highlands)

- *Excessive helicopter noise occurs all hours of the night and day, including school nights and weekends*
- *Others in her neighborhood agree it is getting out of hand*

The Chair thanked those testifying, and specifically invited everyone to attend the next meeting when there will be a presentation about RNAV progress.

HMMH Presentation: Eugene Reindel and Ted Baldwin, Harris Miller Miller & Hanson, Inc. (HMMH) provided a progress report on the noise monitoring system, the history behind the project, and an overview of its components. HMMH materials presented in April and at this meeting will be posted on the website and are not recreated here. It was noted HMMH personnel had conducted site visits to 40 possible locations for the 12 noise monitors, and representatives from the Roundtable were with them at all of the locations – a very unusual occurrence, and welcomed. It was also noted the possible locations are not “cast in stone” at this point.

It is anticipated there will be system procurement by the end of the summer, and then there will be a time lag of at least 12 – 18 months for such things as permitting and the RFP processes to be worked through, before the system is operational and any useful data becomes available.

Karen Blilie and Paul Rosenberg provided a verbal summary of their trips to Phoenix and DIA to view operational noise monitoring systems. DIA has invited roundtable members to also pay a visit.

Bylaws: Draft bylaws were presented by the ad hoc committee appointed at the April meeting. It was noted content called for in Section 12 of the Work Program still needed to be integrated into the document. Other areas were identified for additional clarification. By consensus, the draft was returned to the ad hoc committee for preparation of the next draft.

Financial Matters:

1. Treasurer - Karen Blilie indicated she had found a bookkeeper who is willing at this point to do the books for CACNR at no cost. Election of a Treasurer will be held until the bylaws are approved.
2. Specifics - Investigation of such issues as what time-line to use for a fiscal year, auditing, tax status, indemnity insurance for non-pubic members, need for payment of legal fees, etc. is still being done. What other roundtables do in such areas is being investigated.
3. Budget – What other roundtables are doing in the area of their budgets is also being investigated. Clarification of what CACNR will need to pay for, such as community focused brochures, sending members to noise conferences, or consultation help with creation of press releases, is being sought. There is a N.O.I.S.E. conference coming to Denver at the end of November which would be useful for all CACNR members to attend, but how the registration fees ought to be financed needs to be determined.

Adopt an Airport: Karen Blilie provided a list of several other airports and sample “questions,” with the request that each CACNR participant consider adopting an airport and attempt to ascertain what it is doing in the areas of the ‘questions.’ Some information may be on the internet, and some answers may require telephone inquiry. It was thought a specific survey might be developed so the data obtained would be consistent. Due to the lack of time, it was agreed to consider this topic further at the next meeting.

Noise Report: The March, 2010 noise report was distributed.

Public Comments: None

Comments from Roundtable and Staff: None

Next meetings: The next CACNR meeting will be held June 2, 2010 at 7:00 p.m. at the Ramada Hotel and Suites. The next Centennial Airport Authority Board meeting will be held May 13, 2010 at 3:00 p.m. in the Wright Brothers Room at Centennial Airport.

Adjournment: The meeting was adjourned at 9:10 p.m.

Alison Biggs, Secretary